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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted] 25X1

INFORMATION REPORT

CD NO.

CONFIDENTIAL

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 December 1950

SUBJECT Experiments with the Conversion of Railroad Cars

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[redacted] 25X1

25X1 1. [redacted] an assembly hall of the railroad shop in Pankow-Heinersdorf (N 53/Z 85) near Berlin. This hall was fitted with three tracks, each about 50 meters long, which were not connected with the tracks outside. The tracks were standard gauge, Soviet gauge and narrow gauge. Six axles with wheels attached to them were on the Soviet-gauge track, two on the standard-gauge track, while the narrow-gauge track was empty. A detail of six to eight men was working on these axles. [redacted] the shop was a test installation for the conversion of freight cars. Soviet-gauge undercarriages on which the standard-gauge freight cars were mounted were first built. This procedure was discontinued and the wheels are now adjusted at the freight cars themselves. 25X1

2. [redacted] the experimental axles. There were three axles with axle bearings and wheels but without car bodies on the Soviet-gauge track. The adjustable wheel is lifted by oil pressure jacks. By operating a lever the guide block is shifted to the side and the axle bearings and wheel are thus adjusted to the desired gauge. The guide block has a travel of about 10 cm. Axle bearing and wheel are secured in the new position by a locking device. The brake air conduit of the adjustable wheel is not let through a pipe but through a hose. * 25X1

25X1 * [redacted] Comment. The report probably concerns experiments for the development of the simplest possible method for the conversion of railroad cars from standard to Soviet gauge and vice versa. These experiments are being conducted in accordance with directives by the SCC Transportation Division at the Bahnbetriebswerk fuer Wagen (railroad car shop) (Bww) in Pankow-Heinersdorf. The [illegible] method which is used seems to be similar to that developed in Czechoslovakia. The principal difference is that the German system works with only one adjustable wheel and does not require complicated stationary installations of a hydraulic nature. [redacted] 25X1

25X1 [redacted] Neither the report nor the attached sketch indicate the type of connection between the sliding axle bearing (see item 4 of Annex) and the wheel disc (see item 2 of Annex). For sketch of method for conversion of railroad cars see Annex.

1 Annex: 1 sketch on ditto.

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