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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT [redacted]

INFORMATION REPORT

CD NO.

COUNTRY	Germany (Russian Zone)	DATE DISTR.	14 December 1951
SUBJECT	Reconstruction and Dismantling of Rail Lines and Construction of Loading Ramps	NO. OF PAGES	2
PLACE ACQUIRED	[redacted]	NO. OF ENCLS. (LISTED BELOW)	25X1
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a. On 16 September 1951, 30 percent of the rails of the Schoenberg-Dassow railroad line were dismantled and the material will be shipped for use on the Hagenow-Zarrentin railroad line. (1)

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b. Since 5 September, the heavy-type rails on the Hagenow-Zarrentin line have been replaced by lighter types. (2) The heavy-type rails obtained in dismantling will be used for the reconstruction of the second track on the Frankfurt/Oder-Guben line. (3)

c. On 4 September, work on the roadbed for the second track on the Schwerin-Holthusen railroad line was completed. The rails and ties required for this track were still lacking. (4)

d. On 4 September, the ballasting of the second track of the Rostock-Bramow railroad line section was nearly completed. The rails required for this track were still lacking. (5)

e. The ballasting of the roadbed for the Buetzow-Schwaan railroad line was continuing. Some of the rail material required for this line was still lacking. (6)

2. In September 1951, [redacted] after the Schoenberg-Dassow railroad line is dismantled, the Schwerin-Rhena and Grevesmuehlen-Kluetz railroad lines are also scheduled for dismantling. The rails of the line from Herrnburg as far as the zonal boundary will probably also be removed. (7)

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3. On 13 September, it was observed at Neubukow railroad station that two loading tracks, each 1,000 meters long, are being constructed behind the first signal cabin, in the direction of Rostock. (8)

[redacted] 4. In a railroad teletype sent by the Directorate General, Railroads, Berlin, to the Dresden regional railroad headquarters on 21 September, it was ordered that the dismantling of the Holzhau-Hermsdorf-Rehefeld railroad line be started immediately.

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The rails and ties dismantled were to be sent to Angermuende. The dismantling work was to be completed by 15 October 1951. The Greifswald regional railroad headquarters was simultaneously ordered to exchange the heavy-type rails of the Angermuende-Schwedt railroad line against the lighter type rails sent to the railroad district by the Dresden regional railroad headquarters. The Greifswald regional railroad headquarters was ordered to ship the heavy-type rails to Railroad Subdistrict Office No 7 of the Berlin railroad district for installation on the second track of the Frankfurt/Oder-Guben railroad line. (9) and (3).

5. Between 7 and 22 September, local residents of Ziesar stated that seven loading ramps for tanks were being built at the Buckau-Pramsdorf railroad station. (10)

25X1 [redacted] Comments.

(1) Work on the dismantling of this single-track branch railroad line was started on 7 September 1951.

25X1 (2) The exchange of rails on the Hagenow-Zarrentin railroad line, which previously was believed to be a dismantling of this line, was reported previously [redacted]

25X1 [redacted]

(3) The reconstruction of the second track on the Frankfurt/Oder-Guben railroad line was reported previously.

25X1 (4) The beginning of the reconstruction of the dismantled second track of the Schwerin-Holthusen railroad line was reported previously. [redacted]

25X1 (5) The reconstruction of the second track between Rostock and Bramow, a section of the Rostock-Warnemuende line, was reported previously. [redacted].

(6) This statement refers to the reconstruction of the totally dismantled Buetzow-Schwaan line section, which is to establish an additional connection to the Baltic Sea port of Rostock-Warnemuende.

(7) The intended dismantling of the Schwerin-Rhena line, which is 34 km long, and the Grevesmuehlen-Kluetz line section, a 15-km stretch, is reported for the first time. These lines are single-track branch lines of minor importance. Traffic in this area can be maintained by buses. It is doubted that the railroad line between Herrnburg and the zonal boundary will be dismantled. This line is a section of the Guestrow-Bad Kleinen-Luebeck main railroad line, which is now single track, and is one of the few lines maintaining transit traffic into Western Germany. It is also believed that the dismantling of this stretch would be opposed by the Soviets.

(8) The improvement of Neubukow railroad station which is of importance as a

25X1 detraining point for the Soviet AAA range in Rustrow, was reported previously. [redacted]

(9) The Holzhau-Hermsdorf railroad line, which is about 6 km long, is a section of the single-track Freiberg/Saxony-Mikulov, Czechoslovakia, line. The line, which is no longer used for railroad operations across the border, is of local importance only. Dismantling will release heavy-type rails, which are a critical item in the Soviet Zone of Germany, for use on important construction projects. The Angermuende-Schwedt single-track railroad line is 23 km long and has no connection across the Oder River into the Polish-occupied territory of Germany. The line is therefore of local importance only.

(10) The Buckau-Pramsdorf railroad station is on the single-track Ziesar-Goerzke branch railroad line. No tank units are stationed in this area. It appears improbable that the construction of the loading ramps reported is connected with the large Soviet ammunition depot in Buckau-Pramsdorf. There are no indications of maneuvers to be held in this area.

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