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SOURCE [REDACTED]

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1. In early April 1953, an SED meeting was held for all employees of the Ministry of Traffic and of the Directorate General, Railroads, Motor Traffic and Roads and Shipping at the former German Air Ministry in Berlin. Herr Menzel (fnu), who delivered the report of the deputy, announced that, effective 1 May 1953, the Directorate General, Railroads, Berlin, would be made into a Railroad Ministry headed by Roman Chwalek, formerly Minister of Labor. Chwalek would be assisted by four deputies, namely:
 Menzel, in charge of political affairs;
 Kramer, in charge of traffic;
 Staimer, in charge of organization and administration;
 Lindemann, in charge of constructions and shops.
 Menzel indicated that Deputy Director General Karl Hets would be released from his assignment and given a chair at the Academy of Traffic in Dresden. Director General Lehmann will be charged with special missions at the newly established Railroad Ministry.¹

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2. In early April, source learned that Wunsch (fnu), departmental chief at the Directorate General, Railroads, Berlin, had been discharged and that Kresse (fnu), deputy chief of the investment department, was also discharged.²

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3. Source learned that the following reorganization of the East German traffic system was approved by the East German Council of Ministers on 9 April 1953:
Railroad Ministry.
 Minister: Roman Chwalek
 1st deputy minister (operations): Kramer
 2d deputy minister (safety and organization): Staimer
 3d deputy minister (constructions, investments, railroad shops): Lindemann
 4th deputy minister (political affairs): Menzel.
State Secretariat for Water Traffic and Waterways.
 State secretary: Wollweber.
State Secretariat for Motor Traffic and Roads.
 State Secretary: Waechter.¹

4. In early April, source learned that the VP transport control headquarters attached to the Berlin regional railroad headquarters was not yet fully staffed. Chief of the VP traffic control headquarters was one Wachner (fnu), who was assisted by Ernst Hansche.

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25X1X Ewald Wagner, and one Elfert (fnu). Four technical personnel were expected to join the bureau, which was directly assigned to the Ministry of the Interior. The four members of the VP traffic control headquarters wore KVP uniforms with crimson collar patches. The chief had the rank of a captain, his assistants were senior lieutenants.³

25X1X 5. The VP traffic control headquarters attached to the Greifswald regional railroad headquarters started functioning on 10 March. It was staffed by four VP officers and a female VP, the ranking officer being a senior lieutenant. Former Reichsbahninspektoren Seelk (fnu) and Rehdorf (fnu), in charge of traffic and operations, were assigned to the VP office. An expert for railroad timetable matters was still to be recruited.³

6. In early April, source learned that Wunsch (fnu), previously chief of the Main Department for Investments at the Directorate General, Railroads, Berlin, had been put in charge of the Nordwestring Berlin (Birkenwerder-Brieselang) project. He was replaced by Graduate Engineer Kuhn (fnu), previously at the Dresden regional railroad headquarters.²

7. Source observed that both sides of the two bridges over the Oder River at Kuestrin were guarded by two Soviet sentries each by day and night. No passengers were allowed to loiter on the bridges. The abutments on both sides of the bridges were secured by barbed wire obstacles which extended as far as into the river. Trenches had been dug on both banks of the river between the bridges; another system of trenches was observed on the west side of the river, behind the road. Empty machine gun emplacements were seen there. An emplacement for four AA guns had been constructed, others were under construction. The construction work was done by Soviet soldiers from the Artillerie Kaserne.

8. On 15 December 1952, the four transport police personnel in Kuestrin-Kietz were increased to 22 to 26.⁴

9. The East German summer timetable, which will go into effect on 17 May, indicates that passengers riding elevated trains in Berlin will have to change trains at the boundary between West and East Berlin.⁵

10. Source learned from an employee of the Leipzig regional railroad headquarters that the Soviets returned the electric locomotives and the overhead line material dismantled by them in the Halle-Leipzig area in 1945. By mistake, the equipment from the Hirschberg-Waldenburg railroad line was also returned.⁶

11. In early March, source learned that East Germany received further shipments of high-quality steel needed for repair work on railroad cars and locomotives from Western countries, mainly via Wismar and Rostock. In detail, the following materials were delivered:

Steel tubes:	
Seamless tubes	819,724 kg
Welded tubes	827,663 kg
Gas pipes	18,000 kg
Total	1,665,387 kg

Sheets:	
Fine sheets	328,919 kg
Medium sheets	107,848 kg
Boiler sheets	97,857 kg
Plates	341,370 kg
L-Z type plates	45,330 kg
Total	921,324 kg

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25X1X 12. Source learned from a confidential railroad teletype sent on 15 January 1953 by the Directorate General, Railroads, Berlin, to the presidents of all regional railroad headquarters that SSy flatcars of the 1952 series and RRym flatcars were no longer to be dispatched abroad except for Brest Litovsk.⁸

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13. On 29 March, source learned that several trains of heavy-duty flatcars were dispatched to the U.S.S.R. from places in the Halle railroad district. In all railroad districts RRYm type flatcars had to be withdrawn from traffic. After 25 March, 80 to 90 RRYm flatcars had to be made available ready for immediate employment in each of the eight railroad districts.⁸
14. In early April, source learned that the Magdeburg regional railroad headquarters had been ordered by the Soviet traffic control headquarters to have 400 boxcars converted into troop cars. The order was to be carried out without delay by the Bw (railroad maintenance shop) in Magdeburg.⁹
15. On 27 March, source observed that there was no change in the status of the 13 locomotives of the locomotive column in Ducherow.¹⁰
16. In late March, source observed that the 33 locomotives of the locomotive column at Ruednitz were still being kept cold.¹⁰

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17. [REDACTED] the following information from the protocol of the Berlin regional railroad headquarters drawn up on 19 March 1953 of a joint conference held from 13 through 15 March 1953 by representatives of the Berlin, Cottbus and Dresden regional railroad headquarters on the one hand and of the Polish regional railroad headquarters in Posen and Breslau on the other:
- a. For the time being an increase of the permitted axle pressure for locomotives to 17 tons is not feasible on the Hagenwerder-Hirschfelde railroad line. Work on the reinforcement of the permanent way of the line was started some days before.¹¹
 - b. Complaints on the issue of coal of a poor quality to German locomotives handling Soviet transit trains through Poland, particularly at Luckow and Sochaczew, will be checked by Polish authorities, which promised to remedy this situation.¹²
 - c. The timetables for trains operating on the Wegliniec-Horka, Tuplice-Forst, and Hirschfelde-Krzewina Zgorzelec -Hagenwerder railroad lines were checked and coordinated. It was agreed that eight pair of scheduled trains and one pair of non-scheduled trains were to operate on the Wegliniec-Horka line; seven pairs of scheduled trains and one pair of non-scheduled trains on the Tuplice-Forst line. The following arrangement was made for the Hirschfelde-Krzewina Zgorzelec -Hagenwerder line:
 - Polish trains: 13 pairs, including:
 - 2 pairs of scheduled passenger trains;
 - 1 pair of freight trains with provisions for the transport of passengers;
 - 1 pair of local freight trains;
 - 2 pairs of scheduled freight trains;
 - 7 pairs of non-scheduled trains.
 - East German trains: 23 trains, including:
 - 14 passenger trains;
 - 4 local freight trains;
 - 5 non-scheduled freight trains.¹³
 - d. Speed limits in force for the bridges over the Neisse River near Rohnau and Rosenthal were cancelled.¹⁴

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1. Comment. Information on the reorganization of the East German traffic system was transmitted previously. [REDACTED]. The new railroad minister, Chwalek, previously was Minister of Labor, Before 1945, Chwalek worked as a mechanic in the Oppeln railroad district.

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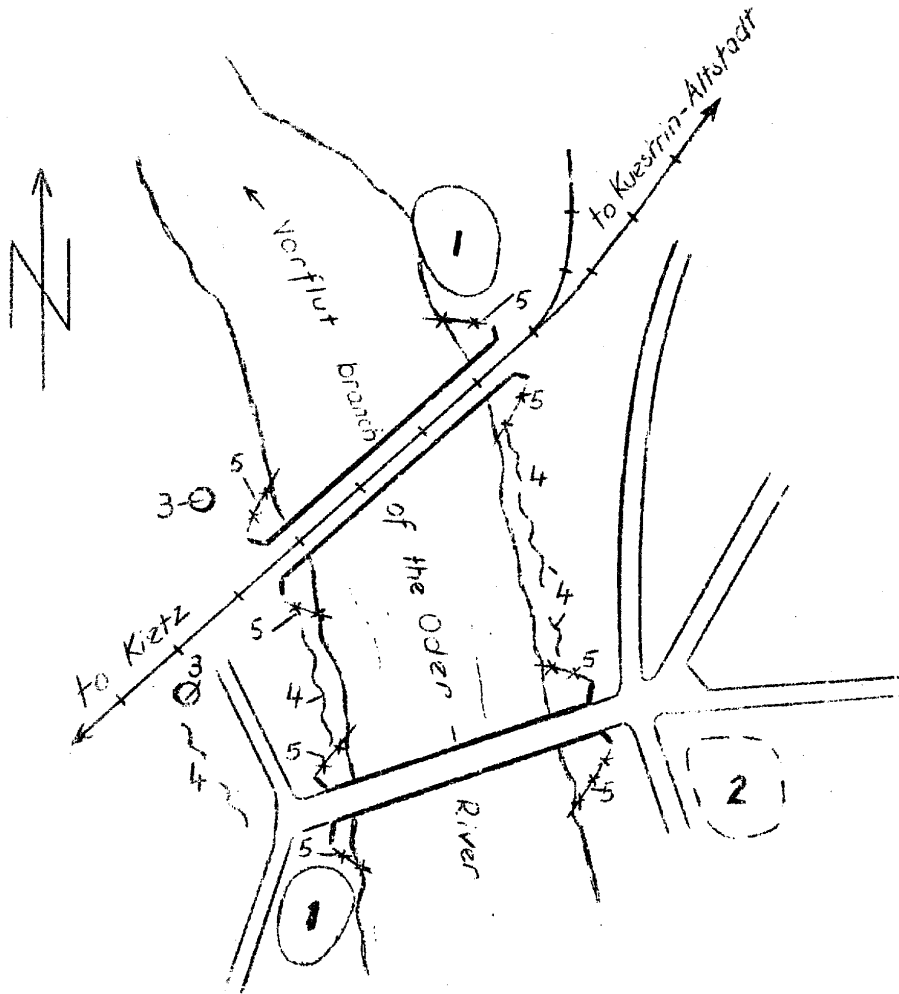
- 25X1A 2. Comment. Wunsch previously was responsible for railroad projects as chief of the investment department at the Directorate General, Railroads, Berlin.
- 25X1A 3. Comment. VP traffic control headquarters have been established with all of the eight regional railroad headquarters under the official designation of "Reichsbahngegenstellen". They are centrally controlled by the newly established "Verwaltung fuer Eisenbahntransporte" (Administration for Rail Shipments) at the Ministry of the Interior. For the time being, these VP agencies are in charge of VP rail shipments. However, it is believed that they will later also handle Soviet military shipments. The VP traffic control headquarters are patterned after the former German Army railroad organization.
- 25X1A 4. Comment. Kuestrin-Kietz is of great importance for traffic between East Germany and the Soviet occupied territory of East Prussia.
- 25X1A 5. Comment. Information on the establishment of rail check points around Berlin was transmitted previously. For last report, see
- 25X1A 6. Comment. Information on the re-purchasing of 186 former German electric locomotives and equipment dismantled at the Muldenstein power station was reported also by another source. The electric equipment of the Goerlitz-Hirschberg-Waldenburg-Breslau line was also dismantled by the Soviets.
- 25X1A 7. Comment. Steel tubings and steel sheets are a bottleneck in the East German railroad repair program.
- 25X1A 8. Comment. Rym type cars have a load capacity of 90 tons, SSy type cars of 50 tons. They are particularly suited for the transport of tanks. On 11 March 1953, a total of 1,229 RRY and 289 SSy cars were available for exclusive use by the SCC.
- 25X1A 9. Comment. This order was caused by the movement of Soviet troop units to their training grounds in early April 1953.
- 25X1A 10. Comment. This confirms the locomotives of deactivated locomotive column No 13 in Ducherow, and No 3 in Rusdnitz.
- 25X1A 11. Comment. The Hagenwerder-Hirschfelde line is a section of the Goerlitz-Zittau line, which partly is on Polish occupied territory. The line has only local importance.
- 25X1A 12. Comment. The German locomotive columns operating through Poland by order of the Soviets are coaled in Poland. The German locomotive engineers have continuously complained about being furnished with poor coal.
- 25X1A 13. Comment. Horka and Forst are exclusively used for traffic between East Germany and Poland.
- 25X1A 14. Comment. The two bridges, structures of little importance, are north of Hirschfelde on the Goerlitz-Hirschfelde line.

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Annex

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Emplacements Observed at Bridges over the Flood Area
of the Oder River near Kuestrin



Legend

- 1 Antiaircraft gun emplacements
- 2 Antiaircraft gun emplacements under construction
- 3 Machine gun emplacements
- 4 Trenches
- 5 Barbed-wire obstacle

not to scale