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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

CD NO.

COUNTRY

East Germany/Czechoslovakia

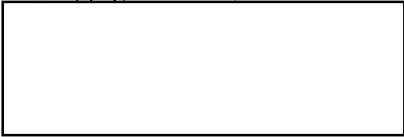
DATE DISTR. 24 September 1953

SUBJECT

Double Tracking of the Aue-Schwarzenberg  
Johanngeorgenstadt Railroad Line

NO. OF PAGES 2

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NO. OF ENCLS.  
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1. The double-tracking of the Aue-Johanngeorgenstadt railroad line was controlled by a Soviet construction headquarters located at 1 to 3 Olbricht Strasse in Leipzig. Chief of the construction headquarters was Colonel Rishkov (fnu). Lieutenant Colonel Kirik (fnu), who had his office in Schwarzenberg, was in charge of the construction of trackage. Personnel assigned to the construction headquarters included Majors Zandivalev (fnu) and Alekseyev (fnu), Captain Bergeyev (fnu), civilians Zharov (fnu), Vorobyev (fnu) and Ivanov (fnu), Tamara Popova, personnel chief, in addition to 15 female office personnel, and the following personnel: Four German engineers, namely Dietz (fnu), Feldmann (fnu), Fischer (fnu) and Keume (fnu), 120 skilled workers, 30 drivers and mechanics, 30 guard personnel and 30 office workers.<sup>1</sup> The machinery and material depot kept by the headquarters in Leipzig was estimated at a value of 30 million eastmarks.
2. Firms employed for the railroad construction project included the firms of Neumeister, Geitmann-Richter-Geiseler, Heinke, VVB Diemitz, Liebig, and Linke in Chemnitz; Kallenbach and Krause in Dessau; Gerstenberger in Dohle; Dressel in Flauen; Guenther and Thomas in Dresden; Gneuss and Weder in Bautzen; Schumann in Leipzig; and a VEB each in Halle and Breitenbrunn. A total of 15,000 workers and 1,000 forced laborers was employed on the project. The workers were housed in temporary quarters and well fed. Wages paid were in excess of normal rates. The line to be double-tracked was subdivided into three sections, namely the Aue-Schwarzenberg section, the Schwarzenberg-Breitenbrunn section and the Breitenbrunn-Johanngeorgenstadt section. The line mentioned extends about 6 km into Czechoslovakia.<sup>2</sup>
3. Work on the line met with great difficulties, because the sub-soil consisted of stone and required extensive blasting operations. Some new tunnels had to be constructed. Construction work in Czechoslovakia was hampered by the arbitrary interference of Czech soldiers. Many of the construction workers suffered minor injuries, and 15 met with fatal accidents. The cost of the construction project was originally estimated at 36 million eastmarks, but the final cost amounted to 65 million eastmarks.

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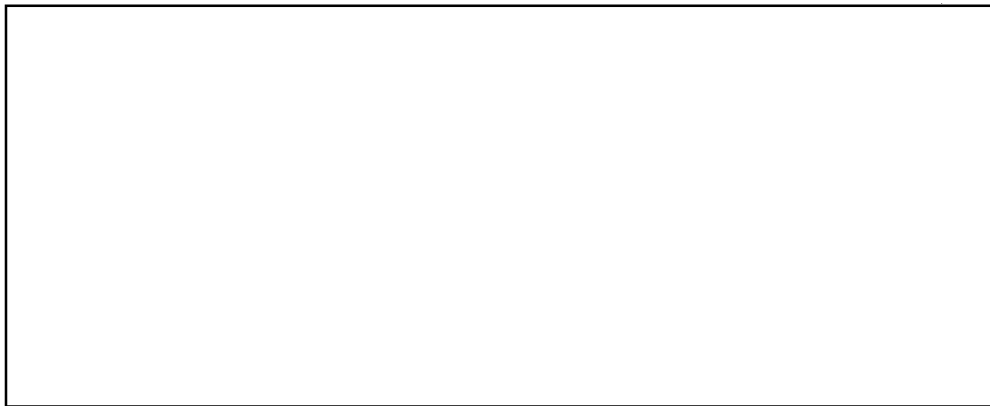
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5. After the double-tracking of the Aue-Johanngeorgenstadt line was completed, Lieutenant Colonel Kirik was promoted to the rank of colonel and awarded a bonus of 100,000 eastmarks. The line was constructed in connection with uranium mining operations. 3

25X1 1. [redacted] Comment. Some of the Soviet officers mentioned were known previously.

25X1 2. [redacted] Comment. This information indicates that the 48-km line stretch from Johanngeorgenstadt to Karlsbad (Karlovy Vary) in Czechoslovakia remained single-track, except for the 6-km stretch mentioned. No information has been received that this line will be double-tracked.

25X1 3. [redacted] Comment. The report refers to the double-tracking of the Aue-Johanngeorgenstadt line. The project involved the construction of bridges and the enlargement of railroad tunnels besides improvement work on railroad stations located on the line.  
Uranium ore shipments to the USSR continued to be sent via Frankfurt/Oder to Brest Litovsk and not through Czechoslovakia.

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