

COUNTRY East Germany and Poland REPORT NO. [redacted]
TOPIC Various Railroad Information Connected with the Uprising in East Germany and Poland

25X1 EVALUATION [redacted] PLACE OBTAINED [redacted] 25X1

25X1 DATE OF CONTENT [redacted]
DATE OBTAINED [redacted] PREPARED 20 July 1953

REFERENCES...
PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS [redacted]

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1. [redacted] the railroad bridge over the Oder River at Frankfurt/Oder had been made unserviceable by sabotage acts and that also other bridges on the Frankfurt/Oder-Brest Litovsk railroad line had allegedly been demolished. Some of the eastbound traffic was being rerouted via Kuestrin.¹

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2. [redacted] the details of the Polish militia at Kohlfurt (Weglinice) and Wehrkirch (Pilawa/Dolna) were reinforced. Transit traffic through Horka continued smoothly. [redacted] traffic on the Frankfurt/Oder-Brest Litovsk line was suspended [redacted] and rerouted via Stettin. [redacted] numerous bridges had been demolished by partisans in Poland.¹

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3. [redacted] except for the Transport Division all the SCC agencies attached to the Greifswald regional railroad headquarters had been dissolved.²

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4. [redacted] the SCC agency attached to the Cottbus regional railroad headquarters had been deactivated. However, the SCC Transport Division continued functioning.²

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5. [redacted] uprising in East Germany:
a. Many workers of the railroad repair installations joined the strike movement while only few operational personnel took part.
b. On the whole, freight traffic was normal. Passenger traffic was temporarily interrupted by order of various railroad agencies with a view to prevent striking workers from moving into large cities, particularly to Berlin. Thus, for instance, trains occupied by demonstrating workers were not dispatched from Rathenow to Berlin on 17 June. SED functionaries employed by the East German railroads were attacked by the workers, and some of them were thrown into a canal.

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SECRET/ [redacted]

[redacted]

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c. [redacted] KVP personnel were employed for the guarding of railroad bridges and vital railroad installations. The same observations were made regarding public utility plants and administrative buildings in the zone.

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1. [redacted] Comment. This information agrees with reports [redacted]

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[redacted] according to which the Frankfurt/Oder-Erest Litovsk trunk line, the main Soviet supply route, was made unusable because of demolition work on bridges and tracks. Traffic had to be rerouted. [redacted]

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[redacted]

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2. [redacted] Comment. Previously, an SCC agency and a railroad transportation headquarters had been attached to each East German regional railroad headquarters. The former, which was composed of Soviet railroad personnel, was assigned the mission of supervising the entire traffic in the railroad district concerned. The railroad transportation headquarters, which is composed of officers, is a military agency charged with the supervision of military traffic. After the replacement of the SCC by a High Commission the SCC agencies attached to the regional railroad headquarters appear to have been dissolved.

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SECRET/ [redacted]