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INFORMATION REPORT

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- On 26 June 1953, a conference at which the handling of butter, fat, and oil imports from the USSR was discussed, was held with Soviet representatives in Karlsruh. The conference was attended on the German side by State Secretary Huettenrauch of the Ministry for Foreign and Internal-German Trade; departmental chief Bernhard of the Ministry for the Foodstuffs Industry, and Erwin Kramer. In July, 14,000 tons of butter, 8,000 tons of animal fats and 10,000 tons of oil will be imported. On the assumption that one refrigerator car will be loaded with 12 tons of butter or fat and that eight days will be required for a round trip, the handling of these imports will necessitate the employment of 400 German refrigerator cars. The balance of 4,000 tons will be shipped in Soviet refrigerator cars as far as Berlin.
 - The handling of the imports mentioned will be supervised by a special staff headed by Kramer. Unloading points will be in Berlin, Leipzig and Dresden. Unloading times have been fixed at 18 hours for oil, and 12 hours for butter and fat. Besides these refrigerator cars needed for imports from the USSR, other refrigerator cars will be required for meat, fruit and vegetable imports from Fulgaria and Rumania. Imports from Rumania alone require the employment of 150 refrigerator cars, which need 15 days for a round trip. The number of cars needed for imports from Fulgaria has not yet been determined. However, the 560 refrigerator cars mentioned represent the total number of refrigerator cars freely available. Additional refrigerator cars in operation include 40 milk shuttle cars and 30 employed in East Germany for purposes of the Soviet occupation forces. Another 28 refrigerator cars are to be repaired at the railroad repair shop of Berlin-Warschauer Strasse by 5 July 1953. A total of 34 heavily damaged refrigerator cars are under repair at the Lova Plant in Weimar. No date can be given for the completion of the repair work which is allegedly delayed by a shortage of materials.

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3. In order to close the gap in the number of refrigerator cars required, the railroad administrations of Poland, Czechoslovakia, Switzerland, Italy, Austria and Holland have been requested to furnish refrigerator cars. To date, only one answer has been received, i.e. from Poland, which replied in the negative. Czechoslovakia may possibly furnish 100 refrigerator cars for meat shipments to Czechoslovakia. It therefore appears that no refrigerator cars will be available for domestic German shipments in the coming three months. For this reason, orders have been given that experiments be made with boxcars provided with dry-ice as emergency refrigerator cars.

25X1 1. Comment. To date, 100 to 150 refrigerator cars had been employed for fat deliveries from the USSR to East Germany. Salad oil had been shipped in tank cars. The considerable increase of the Soviet fat deliveries may be connected with the much publicized assistance rendered by the Soviets in the East German food crisis. In July, a total of 1,415 empty refrigerator cars was dispatched to Brest Litovsk.

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25X1 2. Comment. freight cars made in April 1952, 846 state-owned and 148 privately-owned refrigerator cars, i.e. a total of 994 cars, were available in East Germany.
It is not likely that this total has increased in the meantime, because all newly built refrigerator cars will be delivered to the USSR.

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