

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Repair of Locomotives in East Germany

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1. the following information on the numbers of locomotives repaired in August 1953:

Railroad Repair Shop	L0		L2		L3		L4		L4G		EI		Total	
	Tar-	Actual	Tar-	Actual	Tar-	Actual	Tar-	Actual	Tar-	Actual	Tar-	Actual	Tar-	Actual
	get	Per-	get	Per-	get	Per-	get	Per-	get	Per-	get	Per-	get	Per-
	for-	for-	for-	for-	for-	for-	for-	for-	for-	for-	for-	for-	for-	for-
	ance	ance	ance	ance	ance	ance	ance	ance	ance	ance	ance	ance	ance	ance
Tempelhof	-	3	-	2	12	6	2	1	-	3	1	1	15	16
Cottbus	2	7	9	7	6	3	12	3	3	2	2	2	36	22
Chemnitz	2	2	12	12	12	11	4	1	2	1	1	2	33	22
Schlauroth	1	2	7	6	5	3	1	3	1	-	2	-	17	14
Zwickau	3	2	19	18	9	5	8	6	2	2	4	2	45	33
Meiningen	2	5	11	12	5	5	11	6	3	3	4	2	36	31
Halle	3	5	6	10	13	8	7	8	2	-	3	-	34	31
Leipzig	2	4	16	14	14	11	5	1	2	-	4	1	43	31
Blankenburg	-	3	1	3	5	3	3	2	-	-	2	-	11	11
Stendal	4	5	12	15	10	5	25	14	2	2	1	-	54	41
Mittenbergo	1	2	2	3	5	3	2	2	-	-	3	2	13	10
Baudorf			3	3									3	3
Juchaczewo			3	3									3	3
Total	20.	40	101	103	96	63	82	45	17	11	27	8	343	275
				2		13		23		6		7		56

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Note. The Basdorf and Luckenwalde repair installations are subordinated to the Tempelhof railroad repair shop. The figures under the fraction stroke indicate the number of locomotives which could not be repaired during the reported period because of lack of material.

2. The following quotas for repair work on locomotives were fixed for October 1953:

Railroad Repair Shop	Number of Locomotive to Be Repaired in Damage Categories						Total L2 through EI
	L0	L2	L3	L4	GR	EI	
Tempelhof	4	13	7	2	2	1	25
Cottbus	8	8	6	15	3	1	33
Chemnitz	8	11	16	4	3	4	38
Schlauroth	2	8	8	-	2	2	20
Zwickau	18	8	10	9	5	9	41
Meiningen	10	12	12	10	6	1	41
Halle	11	12	13	3	3	4	35
Leipzig	10	14	15	5	8	4	46
Blankenburg	1	1	4	3	1	2	11
Stendal	11	14	10	26	2	-	52
Wittenberge	3	2	3	1	1	5	12
Total	86	103	104	78	36	33	354

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3. [redacted] reports on observations made during the inspection in 1952/1953 of the park of damaged locomotives have been sent to all railroad repair shops for evaluation. At the same time, railroad repair shops were ordered to inspect all damaged locomotives and to determine which of them may be repaired in 1953 and 1954. Locomotives owned by foreign railroad administrations were excluded from this measure. [redacted] locomotives more than 35 years old may be repaired only after the approval by the chief of the Main Administration for Machinery. Locomotives of series of which fewer than 10 units are in existence must not be repaired.

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4. [redacted] the Praesidium of the East German Council of Ministers on 27 August 1953 formed a commission which will pass a final judgment on the dismantling of locomotives proposed for deactivation. The individual railroad districts will be inspected as follows:

Berlin, between 10 and 15 September;
Cottbus, after 16 September;
Dresden, presumably after 21 September;
Greifswald, presumably after 5 October;
Schwerin, presumably after 12 October;
Magdeburg, presumably after 15 October;
Halle, presumably after 20 October;
Erfurt, presumably after 23 October. 4

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1. Comment. In August, the repair quota was fulfilled 80 percent, while it was fulfilled 93 percent in July 1953. 50X1-HUM
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2. Comment. 50X1-HUM A total of 343 locomotives were scheduled to be repaired in August 1953. An additional 86 locomotives of damage category LO are scheduled for repair in October. 50X1-HUM
3. Comment. In 1953 and 1954, respectively 400 and 200 locomotives of the park of damaged locomotives were scheduled to be repaired. 50X1-HUM
 a total of 492 state-owned locomotives and 833 standard-gauge foreign owned locomotives were carried in the park of damaged locomotives.
4. Comment. Locomotives beyond repair are to be deactivated and scrapped. 50X1-HUM

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