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COUNTRY East Germany

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SUBJECT Status of Railroad Construction Projects

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1. Prior to mid-September 1953, most of the bridges on the Birkenwerder-Wustermark railroad line section were completed. The laying of tracks was scheduled to be completed by early October. Work on the construction of connecting curves was slowed down, some of the curves whose construction is envisaged will not be built before next year.¹
2. On 1 October, the Birkenwerder-Brieselang line section was officially opened by the East German Minister of Railroads. After 4 October, two pairs of express trains were scheduled to operate on the Berlin-Schwerin railroad line via the Nordring Berlin.¹ A sum of 21,000,000 eastmarks has been made available for work on the Nordwestring Berlin in 1954. This project includes the construction of connecting curves near Wustermark.²
3. On 1 October, the Birkenwerder-Brieselang railroad line section north of Berlin was officially opened. The line, which represents a northern bypass around Berlin, is single-track. Source observed that the rails were fastened to new wooden ties without bed plates. Work on a road overpass over this railroad line was started by Bau Union Brandenburg near Hohenneuendorf. The bridge is scheduled to be completed by late 1953.¹
4. On 5 October [] the Brieselang-Birkenwerder railroad line was opened to traffic on 1 October. According to the new winter timetable two pairs of express trains and some other trains for gainfully employed persons operate on the line. On 2 October, a train carrying construction material derailed on the new line. When the cause of the accident was investigated it was determined that the line was not up to strict standards of safety, because the permanent way was constructed in violation of construction requirements. [] various defects of this line are so grave that it should not have been opened to traffic even as a secondary line.¹
5. The Luckenwalde-Jueterbog railroad line section will probably be double-tracked by late October. The completion of this work will make the Berlin-Jueterbog railroad line double track throughout its entire length.³

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6. In early September, the volume of rail traffic through Horka increased, because the Forst border station was closed in connection with construction work on a new bridge over the Neisse River.⁴
7. In early September [REDACTED] the customs office in Grambow has been deactivated. At this point of the railroad line involved the border is closed.⁵ 25X1
1. [REDACTED] Comment. In October 1952, work on the construction of the Nordwestring Berlin was started. This project continued the Nordring, which covers the section between Karow and Birkenwerder. Originally the Nordwestring was to be double-tracked and extended as far as Wustermark. Because of shortage of materials, only one track was laid on the road bed which had space for two trains, and for the same reason the line was built only as far as Brieselang on the Berlin-Wittenberge railroad line. Information on the project was transmitted previously.
- The opening of the line was also reported in the East German press. It appears noteworthy that the line was built without observing previous standards of safety. The defects in the construction of the line as mentioned in paragraph 4 may be explained by the forced speed at which the project had to be completed and the false ambition to overfulfill prescribed production quotas. The relatively light traffic reported for the line indicates that it does not yet have the status of a fully serviceable main line.
2. [REDACTED] Comment. This information refers to the construction of the Brieselang-Wustermark railroad line section, a project which has been postponed for the time being.
3. [REDACTED] Comment. Information on the reconstruction of the dismantled second track of this line section was reported previously. ⁴ or last report, [REDACTED]. After completion of this project a double-track rail connection would be available between Berlin and Halle.
4. [REDACTED] Comment. At Forst, a temporary railroad bridge over the Neisse River is being replaced by a permanent structure. This project has been planned for years. [REDACTED] The Forst border station is not being used by the Soviets. This station exclusively handles East German-Polish traffic, predominantly coal imports from Upper Silesia.
5. [REDACTED] Comment. The Scheune-Stettin border crossing station is served by the Pasewalk-Grambow and Angermuende-Tantow feeder lines. Rail traffic through Grambow was suspended on 23 July 1953, because the Derutra headquarters moved from Pasewalk to Angermuende. [REDACTED]

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