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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT [redacted] 25X1
CD NO

COUNTRY: East Germany
SUBJECT: Locomotive Repair Work Scheduled for 1954 to 1960
PLACE ACQUIRED: [redacted]
DATE OF INFO: [redacted]
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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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[redacted] numbers
of locomotives are scheduled to be repaired during the period from 1954 to 1960 in the years indicated:

1. Number of Locomotives Available in

	1954	1955	1956	1957	1958	1959	1960
	5708	5608	5408	5208	4985	4735	4435

Number of Locomotives Scheduled to Be Newly Built

	1954	1955	1956	1957	1958	1959	1960
		100	200	200	223	250	300

2. Numbers of Locomotives Scheduled to Be Repaired

	1954	1955	1956	1957	1958	1959	1960
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Damage Category

	1954	1955	1956	1957	1958	1959	1960
I0	700	780	860	840	690	660	530
I2	1600	1750	1990	2050	2017	2000	2068
I3	850	930	1080	1040	1160	1217	1260
I4	800	800	810	780	740	700	660
CR	250	260	270	260	253	235	220
EI	80	80	87	80			

Total (I0 - EI)

	4280	4600	5097	5050	4837	4802	4758
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Note: Locomotives which were damaged during World War II are included in the EI category. 4

1. [redacted] Comment. [redacted] standard-gauge locomotives available in the GDR in 1954 amount to 5,372 and te-owned locomotives, 574

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STATE	X	NAVY	X	NSRS	DISTRIBUTION			
ARMY	X	AIR	X	LEI				

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column locomotives, and 773 foreign-owned locomotives. According to one source it was planned to deactivate the following numbers of locomotives between 1955 and 1960 :

1955:	120 locomotives
1956:	200 "
1957:	220 "
1958:	250 "
1959:	250 "
1960:	250 "

2. Comment. According to another source, the following numbers of locomotives were scheduled to be built between 1954 and 1960:

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1954:	6 locomotives
1955:	100 "
1956:	200 "
1957:	200 "
1958:	200 "
1959:	200 "
1960:	200 "

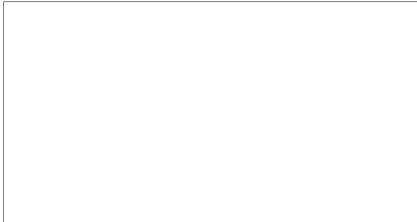
3. Comment. The 1953 locomotive repair plan for railroad repair shops envisaged the repair of 3,932 locomotives. Actually, however, only 3,374 locomotives were repaired. This represents a 86 percent plan fulfillment.

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4. Comment. On 31 March 1954, the EI park of war-damaged locomotives included 271 state-owned and 725 foreign-owned locomotives. It is believed that the latter locomotives are scheduled to be scrapped.

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