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 CENTRAL INTELLIGENCE AGENCY REPORT
 INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany
 SUBJECT East German Freight Cars

DATE DISTR 24 September 1954

NO. OF PAGES 6

639836

PLACE ACQUIRED

NO. OF ENCLS (LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT REPORT NO.

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1. One of the most critical problems confronting the Deutsche Reichsbahn is that of damaged freight cars. At the beginning of the year 1953, approximately 22,000 damaged cars stood idle in the Reichsbahn Anbesserungswerte (RAW's) and on the various switching tracks - cars which, according to the new regulations, could not be classified in the "damaged" group 1 through 5 but which, for other reasons, required repairs. A Council of Ministers decree ordered the DR to detach 10,000 cars as a reserve. These cars were to be acquired by way of the accelerated freight car repair program. Sufficient funds to finance the intensified repair program were not, however, made available. After an appropriate recommendation and a new decision of the Council of Ministers, funds were provided. Through these measures the number of damaged freight cars was reduced, during the year, to 11,000. In the so-called ZW or State Reserve are, at the moment, about 8,000 open, covered and flat cars. About 40,000 cars have actually been handed over by Russia.
2. The following chart shows details on the number of covered, open and other type freight cars.

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3. Characteristics (for key, see paragraph 5)

<u>Series</u>	<u>Code</u>	<u>Construction</u>	<u>Load Capacity (metric tons)</u>	<u>Gross Capacity (metric tons)</u>	<u>Roof shape; Side Height</u>	<u>Remarks</u>
<u>General Cars</u>						
01	GV	IP	10	10.5	Flat and arched roofs	Normal covered freight car w/sliding doors
02	GV	IP	15	15.75		
03	G	L	15	17.5	Mostly flat roofs	
04	G	DNV	15	17.5	Arched roofs	
05	G	INV	15	17.5	Flat roofs	
06	Gs	K	15	17.5	Arched roofs	For express trains w/speeds up to 90 km/hr. - then, low-over with only 10,000 kg load capacity
07	Gxx	E	15	17.5	Arched roofs	
10	Gm	IP	20	21	High, arched roofs	Normal covered like cars 06 and 07
11	Gms	IK	20	21	Arched roofs	
12	G1	all	10-20	10.5-21	Old roof shapes	Large-area car, with minimum of 26 sq. meters
13	G1t	IK	11-20	13.75-21	Arched roof	Like series 12 but with front wall doors
15	G0	all	30-50	31-52	All roof shapes	Pivot mounted car w/4 axles
17	G7	all	10-20	11.15-21.75	Flat and arched roofs	Refrigerator cars, mostly with hinged doors
18		IX, IK	15	17.15		
20	G11	FX	15	17.15	Arched roofs	For light, short freight locomotives; with compartments for passengers
21	K, Kt	all	10-20	10.5-21	Side walls 1.95 meters high	Roof openings for loading and unloading
22	Kt	S	30-60	31.5-63	Walls up to 2 meters high	Folding domes; windows and self-loaders

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Series	Type	Construction	Load Capacity (metric tons)	Gross Capacity (metric tons)	Roof shape; Side height	Remarks
23	V	S	all	10.5-21	Like covered cars	With 2-4 floors and air passages
<u>Open Cars</u>						
24	Qw	ND	10	10.5	Walls .80 to 1.20 meters high	Length and breadth vary; some from different countries
24	Op	ND	15	15.75		
26	O	L	15	17.5	Walls 1 meter high	With dumping mechanism (aboardbar), also tippable
27	Op	all	15	17.5	Walls 1 meter high	Generally does not have dumping mechanism or tippable
28	Qo	L	15	17.5	Wall 1.30-1.90 meters high	Tippable; for coke freight
29	O	WV	15	17.5	Walls 1 meter high	With dumping mechanism and tippable
30	O (Steel)	L	15	17.5	1.35 meters high	Tippable; walls made of steel plate
31	O	WV	15	17.5		Car for combustibles (Fennergut)
32	Ol, Onl	ND	15-20	15.75-21	1 meter high and over 10 meters long	Mostly tippable
33	Qe	ND	20	2 (sic)	Walls 1.30-1.60 meters high	Tippable; in many cases steel-walled
34	O	ND	15	15.75-17.5	1-1.45 meters high	Tippable; in many cases steel walled
35	On	L	20	21	Walls 1.55 meters high	Tippable
36	Qm	WV	20	21	1.55 meters high	Normal open car; 7.08 meters long; tippable; does not have dumping mechanism
37	DM	WV	20	21		
38	Qn	all	20	21	Mostly 1.55 meters high	Tippable; taken over from Poland
39	Qnn	LK	24.5	25.5	Mostly 1.55 meters high	Tippable; second series for series 43; over 10,000 cars
40	Qnn	ND	25	26	1.50-1.90 meters high	Tippable; mostly with steel walls
41	Qn	LK	20	2 (sic)	1.55 meters high	Tippable; mostly with steel walls

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Series	Type	Construction	Load Capacity (metric tons)	Gross Capacity (metric tons)	Roof shape; Side height	Remarks
23	V	S	all	10.5-21	Like covered cars with 2-4 floors	and air passages
<u>Open Cars</u>						
24	0w	ND	10	10.5	Walls .80 to 1.20 meters high	Length and breadth vary; come from different countries
24	Op	ND	15	15.75		
26	0	L	15	17.5	Walls 1 meter high	With dumping mechanism (aboardbar), also tippable
27	Op	all	15	17.5	Walls 1 meter high	Generally does not have dumping mechanism or tippable
28	0o	L	15	17.5	Wall 1.30-1.90 meters high	Tippable; for coke freight
29	0	DW	15	17.5	Walls 1 meter high	With dumping mechanism and tippable
30	0 (steel)	L	15	17.5	1.35 meters high	Tippable; walls made of steel plate
31	0	DW	15	17.5		Car for combustibles (Foulingut)
32	01, 1ml	ND	15-20	15.75-21	1 meter high and over 10 meters long	Mostly tippable
33	0m	ND	20	2 (sic)	Walls 1.30-1.60 meters high	Tippable; in many cases steel-walled
34	0	ND	15	15.75-17.5	1-1.45 meters high	Tippable; in many cases steel walled
35	0r	L	20	21	Walls 1.55 meters high	Tippable
36	0m	DW	20	21	1.55 meters high	Normal open car; 7.08 meters long; tippable; does not have dumping mechanism
37	DM	DW	20	21		
38	0b	all	20	21	Mostly 1.55 meters high	Tippable; taken over from Poland
39	0mm	EX	24.5	25.5	Mostly 1.55 meters high	Tippable; second series for series 43; over 10,000 cars
40	0mm	ND	25	26	1.50-1.90 meters high	Tippable; mostly with steel walls
41	0n	L	20	2 (sic)	1.55 meters high	Tippable; mostly with steel walls

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U. S. FREIGHT CARS



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Series	Type	Construction	Load Capacity (Metric Tons)	Gross Capacity (Metric Tons)	Roof shape; Side height	Remarks
42	Om	EA	24.5	25.5	2 meter high	Tippable; dump car
43	Om	EA	24.5	25.5	2.50 meters high	Abbordbar Tippable; scangor series 39
44	Om		24.5-29.5	-	2.50 meters high	Tippable; roof light
45	Om	S	10-22	10.5-25		Self-loader; various forms with removable buckets (Kobeln)
46	Om	S	15-20	15.7-21		
47	Om	S	25-30	26-31.5	1-1.5 meters high	Pivot mounted car; not tippable; with 4 axles
47	Om	S	25-50	26-52.5		Self-loader; various types
48	Om	HP	15	15.75	Up to .30 meters high	At the moment; tippable; to be rebuilt as an Op type
49	Om	all	15	15.75	Up to .40 meters high	
<u>Other Freight Cars</u>						
60	Om	S	30	39	.60 meters high	For ore and tank hauling; walls are tippable; passage from car to car possible.
61	R, Rn	DWT, E	15-20	17.5-21	.40 meters high	With supports, walls and stanchions may be removed
62	Rn	S	24.5	25.5	.60 meters high	Walls are finalizable, stanchions removable
63	Os	S, DWT	15	15.75-17.5		Like series 61, but without stanchions
64	S	all	10-15	10.15-21		Only back walls removable; steel stanchions
65	SSy	S	25-30	26-31.5		Like series 61, but without stanchions; pivot-mounted car
65	SSy	S	30	32.5		Without walls; passage from car to car possible
66	Stc	S	30-35	37 over load capacity		Depressed center flat cars of various types
67	OS	HP, S	25-30	26-22.5		
68	R	all	10-20	10.5-21		With steel stanchions and pivot stools for long-distance transport

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Series	Type	Construction	Load Capacity (metric tons)	Gross Capacity (metric tons)	Roof shape; Side height	Remarks
89	E	all	10-20	10.5-21	Mostly up to .4 meters high	Work car for gravel and sand
90	E	all, ND	10-20	10.5-21	Mostly up to .4 meters high	Work car for gravel and sand

No Longer Fully Usable Freight Cars

91	Gw	A	10	10.5)	Normal covered cars of weakest construction taken over by private firms; badly worn out cars (open load capacity lowered to avoid rejection)
92	O	L, DNV	15	15.75)	
93	DV	L, DNV	10	10.5)	
94	Rw	L, DNV	10	10.5	Like series 93, but a former Rv car; mostly from series 63
00	OwG	L, DNV	10	10.5	Like series 93; maximum speed 55 km/hour

4. Explanation

a. Group classifications

- (1) 01-023 - Covered freight cars
- (2) 24-49 - Open freight cars
- (3) 60-69 - Other freight cars
- (4) 89-90 - Work cars (Arbeitswagen)
- (5) 91-94 - No longer fully usable cars
- (6) 00 (100) - Open freight cars braked with a maximum of 55 km/hour by a 10,000 kg. locomotive.

b. Constructions

- (1) ND - Non-German construction, delivered by the Russians in 1951-1952 or remaining in East Germany as a result of the war
- (2) A - Built 1890 or previously
- (3) L - "Lend" type construction, built 1891-1903 by one of the seven former Laender Eisenbahnen.
- (4) DNV - Built by the Dantscher Maschinenbau, 1909-1922. (The amalgamation of Laender Eisenbahnen)
- (5) E - Unified construction type of the German railroads, 1923-1936.
- (6) H - Post-war construction type
- (7) S - Special construction type


When several or all construction types occur, the word "all" is used.

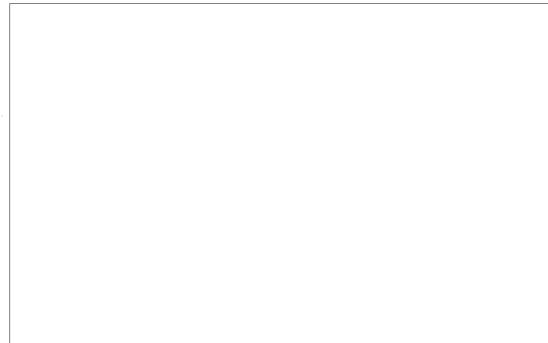
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 Comment: Zentrale Wagen-Verwaltung (Central Railroad Car Administration).



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