Approved For Release 2007/07/25 : CIA-RDP80-00810A005300420009-1 CHANNERAL INVERTILLIGHENCHE ANGLENNG Bagt Cornny DATRE DISTR. 18 No. 💐 25X1 Raw Material Shortages Affecting the Reichsbahn 2 NIC. OF PAGE 25X1 SHIPPLEMENT TO REPORT NO. THUS IS UNEVAL WATED IN FORMATION 25X1. a Post The supply situation for replacement and ma German Reichsbahn reached critical proporti 1954. There was little if any prospect of ? in the near future, unless some radical change in strategy were undertaken by the East German authorities, or funds were made available to purchase some of these items abroad. The most critical shortages existed in the supply of small items of hardware, which were completely unobtainable in East Germany or by import from abroad; in supplies of non-ferrous metals; in railroad ties; and in the supply of hard coal for operating purposes (locomotive coal). 2. An attempt was made to break the bottleneck in the supply of railroad ties by including this item in the trade agreement with the Rumanian Government. According to the agreement reached for 1954, 120,000 railroad ties wefe to Rumania to East Germany between March and September have been delig 1954. Althoug ders were issued to cover this requirement, as of 20 August only ders had been received, and there Were been no indication of when on whether the remainder of the order would be filled. This delivery of five percent of the total ordered was insufficient to replace even those ties which were completely worn out. fore In an effort to clarify the details of iveries of the. under the formal trade agreement term Deputy Minister for Railway Affairs, to nego÷ tiate with government authorities in Eucharest. Her visit was to no avail, however, since the Rumanian Government refused to make any further deliveries because of the failure of the East German Government to live up to the deagreements. It livery terms specified under current and appears that the main cause for the Rumanians was the failure of East Germany to deliver ich was to have been produced by Zeiss Jena against ervers placed by the Rumanians. 4. For 1954, Poland was scheduled to deliver to East Germany, under the terms of the reciprocal trade agreement, one million tons of pit coal for use in firing railroad locomotives. There had been absolutely no deliveries of pit coal from Poland in 1954. and SHANG AND

Approved For Release 2007/07/25 : CIA-RDP80-00810A005300420009-1

Approved For Release 2007/07/25 : CIA-RDP80-00810A005300420009-1

SECRET CONTROL/U.S. OFFICIALS ONLY

and no word had been received in the Ministry for Railway Affairs as to the reasons for the failure to deliver. The Ministry had taken steps to order pit coal briquettes to use in place of the Polish coal, but no deliveries had been made. The railroads were obliged to use raw lignite shipped directly from the mines to fire the locomotive boilers, but the deterioration of the operating equipment had reached such proportions that this practice would soon have to be discontinued. The raw coal was so high in moisture content that the normal operating time of a locomotive standard boiler grate was cut to ten percent of its usual lifetime, i.e. to 10,000 kilometers as against a standard norm, using pit coal, of 100,000 rail kilometers. Each replacement of a boiler grate required an extraordinary increase in the time the locomotive was in the roundhouse repair shop as compared with its operating time.

5. In 1951, there was a great deal of excitement and enthusiasm expressed by Reichsbahn authorities over the suggestion and development of a means for using coal dust in firing locomotives in order to overcome the shortage of high-grade pit coal for this purpose. Forty-eight express train locomotives in top-notch condition were converted to the use of coal dust. However, at nine of these locomotives were out of commission; as of Augus me inoperative because of clogged and rusted fuel the remaind compressor location ing the dismantling of the entire locomotive boiler and tender for repairs. Subsequent research into the causes for this high operating mortality indicated that, because the coal dust was so moistureladen, it tended to clog the pipes leading from the compressor to the engine, and subsequently very quickly increased the rate of rusting of these pipes. Cleaning and/or replacing these pipes leading from tender to locomotive required the dismantling of the entire tender and locomotive, which greatly increased the time factor in all repair work. The Ministry of Railway Affairs ordered the entire program of conversion of locomotives to the use of coal dust for firing dropped without fanfare, and instead ordered the use of raw





Approved For Release 2007/07/25 : CIA-RDP80-00810A005300420009-1

