

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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SECRET

COUNTRY	East Germany	REPORT	[Redacted]	25X1
SUBJECT	Emergency Measures to Meet Shortages of Ties for the Reichsbahn	DATE DISTR.	25 January 1955	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)



1. Because of the failure of Rumania to deliver even a tenth part of the 1,300,000 wooden railway ties which were scheduled for delivery in 1954 according to the trade agreement reached between East Germany and Rumania, the Reichsbahn has allocated funds to build a plant near Nedletz, Mecklenburg, to produce reinforced-concrete railway ties. This is a move of desperation on the part of the East German Ministry of Transport, since the difference in cost between wooden and concrete ties will amount to 70 DME per tie. The wooden ties imported from Rumania and those produced by East Germany cost an average of 18 DME each, while the concrete ties will be produced at a cost of 88 DME each. Whereas wooden railway ties weigh an average of 90 kilograms each, the new concrete ties will each have a weight of approximately 250 kilograms. What the technical complications arising from the increased weight on the roadbeds will be is not known. 25X1
2. It is contemplated that the new plant for the production of these reinforced concrete railway ties will have an annual capacity of 250,000 ties per year. At this rate of production, the requirements of the 1954 Reichsbahn Plan will not be filled until 1959, since deliveries of the wooden ties promised by Rumania for 1954 have actually amounted to less than 100,000 ties.
3. Only railway lines running East and West are having track repairs made on them in East Germany. Principally affected are the lines Frankfurt/Oder - Berlin - Belzig and Guesten - [Redacted]. These two lines have been put into top-notch operating condition, but are still operating under a speed limitation of 120 kilometers per hour. The roadbed on the [Redacted] stretch is in the best condition of any in East Germany, but express trains are not permitted to operate on it since it is reserved for Soviet traffic and is called the "Kanonenbahn". This appellation was first used in World War I, when the line was constructed for direct and rapid shipment of ammunition to the West. 25X1

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