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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

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1. On 20 January 1955, [redacted] designs had to be made for the enlargement of the: 25X1

Southern portion of the Wuhlheide marshalling yard
Halberstadt railroad station
Gera railroad station
Rostock marshalling yard.

The designs for the Wildpark-Michendorf railroad line which were made in 1952/1953 are to be revised, because the line is to cross the Havel River north of Forsthaus Templin and then to run through the Wildpark forest. The designs for a section of this line representing an outlay of 20 million DME are to be ready for execution in 1955.

2. [redacted] information [redacted] mid-January. 25X1

- a) The river piers and the steel construction of the rail bridge over the River at Neuruednitz are nearing completion. The superstructure of the bridge was expected to be placed in position soon. Track laying work on the Wriezen-Neuruednitz railroad line was not continued.³ 25X1
- b) On 15 January, the Strausberg/Vorstadt-Stadt Strausberg railroad line was opened to traffic. The steam trains which operate on this line at hourly intervals have so far only carried workers employed on the KVP construction project north of the former airfield.⁴
- c) North of the Wuhlheide marshalling yard, west of Marzahn, preparations have been made for the beginning of construction work on the new Wuhlheide-Karow railroad line. Excavation work for the roadbed of the line will be started as soon as weather conditions will permit.⁵

3. The rails required for the construction of a spur track to Industrielager 11 at Hannersdorf have arrived. Track construction work will begin after the termination of the cold season. The spur track will not be completed before mid-1955.

4. Prior to 22 January 1955, the railroad viaduct over the Neisse River at Goerlitz was not yet in operation. Work on the removal of scaffoldings was started in mid-January. As far as could be determined, the viaduct and the roadbed adjoining to the east were double track. The fences north and south of the railroad station area have been mended from Blockhaus Bridge as far as Brautwiesen Tunnel. Track construction work between Jakobs Tunnel and Brautwiesen Tunnel was suspended before the beginning of the cold

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season. The subgrade was essentially completed and in some places the ballast required for the roadbed had arrived. In connection with the suspension of track construction work and the fact that the viaduct has not yet been opened to traffic, it is rumored among the local population that the structure is not safe. The newly constructed arch of the viaduct is said to have sunk by 25 or even 75 cm.⁷

1. [] Comment. Wuhlheide marshalling yard is being enlarged in order to become the most important installation of its kind in the GDR. []
The construction projects at Halberstadt and Gera railroad stations are believed to be of minor importance. Rostock railroad station serves the important Baltic Sea ports of Rostock and Warnemuende. 25X1
2. [] Comment. The completion of the western portion of the Berlin Rail Circuit was repeatedly postponed because of a shortage of materials. []
[] This gap essentially restricts the value of the rail circuit which has been designed to eliminate the Western Sectors of Berlin for GDR railroad operations. 25X1
3. [] 25X1
4. [] Comment. Information on the completion of this railroad line which has been built by order of the KVP was transmitted previously. []
[] 25X1
5. [] Comment. This eastern portion of the Berlin Rail Circuit is to be double tracked and its course straightened. [] 25X1
6. [] Comment. The spur track is to extend to the central ordnance depot of the KVP at Hennersdorf. [] 25X1
7. [] Comment. The rail viaduct at Goerlitz was completed in the fall of 1954. The reasons for its not being open to traffic are unknown. []
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