

CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT [redacted]

CD NO. 25X1

COUNTRY East Germany

DATE DISTR. 4 May 1955

SUBJECT Railroad Construction Projects

NO. OF PAGES 4

PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO. 25X1

[redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

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1. [redacted] the completion of the so-called Berlin West Ring is to be accelerated. The railroad line is to cross Lake Templin between Caputh and Templin on an embankment with a 60-meter bridge in its middle. During the reported period, the bottom of the lake was being tested at the intended construction site. 1

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2. On 15 February, the rail bridge over the Oder River near Zaeckerick/Neuruednitz was completed. On the Polish side of the river a single track extended from the bridge as far as the junction with the railroad line near Jeddickendorf. The line from Wriezen to the Oder bridge near Zaeckerick was dismantled after the war and its roadbed is heavily damaged. The repair of the roadbed and the laying of a new track would require at least two months. 2

3. Plans for the construction of a railroad line between Wilhelmshorst and Golm, a section of the so-called West Ring Berlin, were made two years ago. The original plan of crossing Lake Templin between Caputh and Geltow was dropped because investigations indicated that the bottom of the lake was unsuited for the construction of a rail bridge. A second plan of crossing the lake to the southwest of the first site was also abandoned because it involved the dismantling of too many houses in Caputh and Geltow. It has now been resolved to modify the first plan and cross the lake where it has a width of 1,300 meters. The plan envisages the construction of an embankment with a bridge in the middle. The bridge is to have two spans, each 50 meters long. The results of test borings indicated that the bottom of the lake is slightly more suitable than at the first site. 1

4. The Entwurfs- und Vermessungsbuere Deutsche Reichsbahn (Railroad Designs and Surveying Bureau) has been ordered to make designs for a railroad line from Saarmund to Golm. The new line is to close a gap in the Berlin Rail Circuit. The preliminary designs are to be completed by 30 April 1955. The roadbed will be built wide enough to accommodate two tracks, but for the time being only one track will be built. From Saarmund, a branch line will be built to Michendorf-Seddin. 1

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ATTENTION REPORT

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25X1

-2-

5. The new border station at Goerlitz was not yet in operation in late February. ³ 25X1
6. The construction of a rail bridge over the Neisse River on the Horka-Wegliniec line was completed by the Poles on 31 December 1954. In mid-February 1955, the second track was being laid by German workers. The track will not be extended to the Horka freight station before the second half of 1955 because of a shortage of rails and permanent way construction materials. ⁴
7. The Prora railroad station is to be shifted to a new site and enlarged at an estimated cost of one million DME. ⁵
8. [redacted] a spur track extending into Eggesin Forest branched off between Torgelow and Eggesin. The Hoppenwalde railroad station was being enlarged. A spur track extended from this station into Uckermuende Forest. ⁶ 25X1
9. Since 3 January, a mobile track construction shop of RED Greifswald has been employed at Lietzow where a new railroad track 13 km long was under construction. The track ran parallel to the old track extending to Glowe. The old interlocking plant north of Lietzow will be utilized for the new track, construction work on which was making slow progress because of a shortage of small iron fittings for the permanent way. ⁷
10. [redacted] designs for a new railroad line from Saarmund to Golm were being made. The line necessitates the construction of a bridge across Lake Templin immediately northwest of Forsthaus Templin. It is planned to cross the lake on an embankment and to build a bridge across the bed of the Havel River which flows through the lake. South of Golm, the new line will join the southern section of the Berlin Rail Circuit. ¹ 25X1
11. The reconstruction of the Wriezen-Neuruednitz railroad line as far as the Oder River bridge will be started soon. Work on the installation of construction sites was begun near Wriezen in early February. It is believed that the line is scheduled to be completed by early 1956. The load capacity of the new bridge is to be tested by the Poles in 1955. ²
12. A new railroad line designed to facilitate coal mining operations is planned near Senftenberg. ⁸
13. The following information was obtained through personnel observation between 20 and 25 February:
- a. On two of the reconstructed piers of the railroad viaduct at Goerlitz, construction work was not yet completed and the scaffolding had not yet been removed. The two tracks of the viaduct were completed but the tracks were still blocked by ties laid across the rails. Local inhabitants also stated that regular rail traffic across the viaduct had not yet been started. ³
- b. Intensive rail passenger and freight traffic was observed on the single-track viaduct near Mittelherwigsdorf which is used by the Zittau-Dresden railroad line. The viaduct had an estimated length of 500 meters and its height above the valley was 12 to 15 meters. South of the viaduct, the railroad line crossed the Mandau River on a bridge which was reconstructed after 1945. ⁹ 25X1
- c. The railroad viaduct near Herrnhut, Kreis Loebau, was about 500 meters long. It crossed a river and a highway at a height of 20 to 25 meters. It appeared that work for the laying of a second track was under way on the viaduct. ¹⁰

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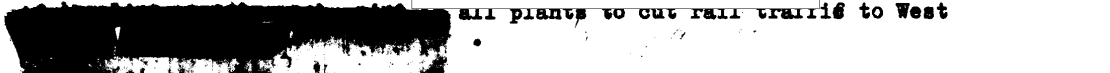
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d. The two railroad bridges over the Neisse River north of Hirschfelde in Kreis Zittau were illuminated by searchlights at night. Trees in the vicinity of the bridges were being cut. The bridges are on the Zittau-Goerlitz line. ¹¹

e. The 1955 investment plan of Kreis Zittau envisages the reinforcement of the highway and rail bridges over the Mandau River in the extension of Eduard Timm Strasse to a load capacity of 40 tons. The bridge is used by the Zittau-Olbersdorf and the Oybin-Jonsdorf railroad lines and the highway leading to the Czech frontier. ¹²

1. Comment. This railroad construction project concerns the construction of a railroad line between Wildpark and Michendorf which will close the last gap in the Berlin Rail Circuit. The execution of this project, which had been planned for years, was delayed because of a lack of funds and materials. It was previously reported that the execution of the project was to be accelerated. The non-existence



2. Comment. Information on the reconstruction of this bridge over the Oder River and the single track railroad crossing it was reported previously. The bridge has been reconstructed for military

3. Comment. The double-track Goerlitz was completed in October that the bridge has not yet been

4. Comment. The temporary bridge over the Neisse River near Horka was replaced by a permanent structure. For this reason, the border crossing station was temporarily closed in October and November 1954.

5. Comment. This project was probably undertaken by order of the KVP.

6. Comment. The spur tracks mentioned were built in the summer of 1953. They lead to KVP quarters and dumps.

7. Comment. The Lietzow-Glowe railroad line was built in 1953 within the framework of the large Jasmunder Bodden construction project. When the project was dropped about July/August 1953, the line was dismantled again. It appears that there is an urgent requirement for this line for KVP purposes.

8. Comment. This information probably refers to the planned rerouting of the Senftenberg-Hohenbocka line section in connection with brown coal mining requirements.

9. Comment. This railroad viaduct is located northwest of Zittau on the now single-track Zittau-Ebersbach railroad line.

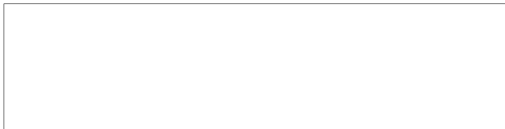
10. Comment. Information on repair work on this viaduct was received already. The viaduct is on the Zittau-Loebau railroad line. It appears improbable that a second track was being laid; it is rather believed that the rails of the existing track were being replaced.

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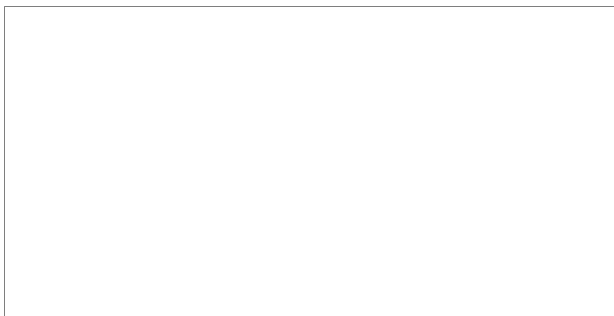
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11.  Comment. The Zittau-Goerlitz rail  which has local importance only, crosses the German-Pol  at several points. This requires special security measures.

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12.  Comment. The lines mentioned are  branch lines which serve the health resorts of Oybin and Jo .

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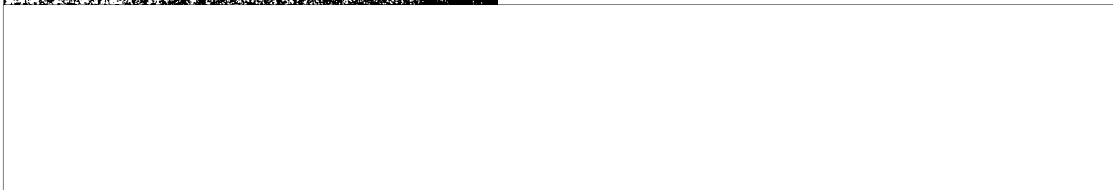
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1. Comment. This railroad construction project concerns the construction of a railroad line between Wildpark and Michendorf which will close the last gap in the Berlin Rail Circuit. The execution of this project, which had been planned for years, was delayed because of a lack of funds and materials. It was previously reported that the execution of the project was to be accelerated. The non-existence of the line was the weak point in all plans to cut rail traffic to West Berlin. 25X1
 2. Comment. Information on the reconstruction of this bridge over the Oder River and the single track railroad line crossing it was reported previously. The bridge has been reconstructed for military reasons. 25X1
 3. Comment. The Souble-Brand rail viaduct over the Neisse River near Goerlitz was completed in October 1954. It may be because of technical defects that the bridge has not yet been opened. 25X1
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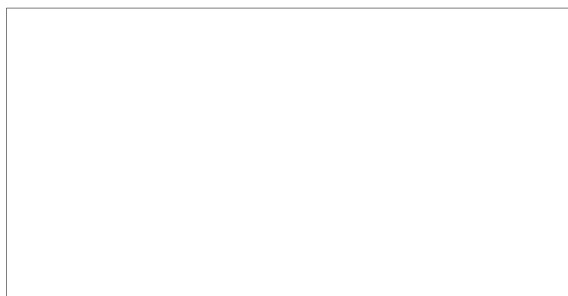
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12.  Comment. The lines mentioned are narrow-gauge branch lines which serve the health resorts of Oybin and Jonsdorf.

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