

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

**CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT**

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 13 June 1955

SUBJECT Railroad Information from East Germany

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DATE OF INFO.

SUPPLEMENT TO REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

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1. Between January and 31 March 1955, the following numbers of cars designed to form a freight car reserve passed through Seddin:

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- B - boxcar
- G - gondola car
- SS) - heavy-duty flatcar
- SSY) - heavy-duty flatcar

Number and Type of Cars	Dispatched To	Railroad District (RBD)	Railroad Office (RBA)
60 G	Frankfurt/Oder	Berlin	RBA 7, Berlin
60 B	Wuhlheide	"	RBA 1, "
60 G	Cottbus	Cottbus	Cottbus
60 G	Kerkwitz	"	"
120 B	[REDACTED]	Erfurt	Nordhausen
120 B, 60 G	Artern	"	"
240 B	Nordhausen	"	"
60 B	Sangerhausen	"	"
60 B	Weimar	"	Erfurt
60 B	Erfurt	"	"
60 B	Heidekrug	Greifswald	Stralsund
120 G	Burgkennitz	Halle	Wittenberg
60 G	Radis	"	"
60 B	Piesteritz	"	"
60 B	Wolfen	"	"
120 G	Klitschmar	"	"
60 G	Landsberg	"	"
120 B, 60 G	Halle	Halle	Halle
60 G	Teutschenthal	"	"
60 B	Leuna	"	"
60 B, 60 G	Merseburg	"	"
60 B	Grosskorbetha	"	"

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION			
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>				

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[Redacted]

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[Redacted]

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60 B	Gross Behnitz	Magdeburg	Stendal
60 B	Paewesin	"	"
60 B	Blankenburg	"	Aschersleben
30 SSy	Karow	Schwerin	Guestrow
30 SS	Eidena	undetermined	undetermined
60 B	Seehausen	"	"
	(3 places of the same name are in existence)		
60 B	Walsleben	"	"
	(2 places of the same name are in existence)		1

2. Between 29 and 31 March 1955, 3 trains of 150 empty tank cars each for the shipment of crude oil were dispatched at Frankfurt/Oder to Brest Litovsk. [Redacted]

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3. Since 1 April 1955, Leuna has received crude oil from the USSR because no crude oil arrived from Austria.²

4. The following information was furnished [Redacted]

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- a. Loading ramps, each 1 km long, are being constructed at Torgelow and Neubukow. Two complete trains may be loaded with tanks and trucks from these ramps at the same time. The ramps have concrete walls with earth filling and square stone pavement. They are constructed in such a way that the trains may be loaded from the front. Loading bridges are available for loading also from the side.³
- b. Beginning in May 1955, the temporary bridge over the Elbe River near Wittenberge is to be dismantled. The railroad Bauunion Berlin was given the contract for the setting up of an assembling scaffold required to place the bridge superstructure on the downstream side of the bridge in position. Two sections of scaffoldings will be built. One will be 45 to 47 meters, the other 37 meters.⁴
- c. A "Bureau des Praesidenten der RBD" (Bureau of the President of the RBD) which is exclusively charged with military affairs was established at each RBD. These bureaus cooperated with the Soviet occupation forces and are also in charge of matters pertaining to the KVP. All rail shipments are controlled by these offices. Questionnaires were sent out to every railroad station to obtain an exact survey on railroad installations (mobilization calendar).⁵

1. [Redacted] Comment. The data in the columns "RBD" and "RBA" were added to the report from previous reports. The formation of operational freight car reserves for employment during periods of heavy traffic, commercial as well as military, was reported previously. [Redacted]

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[Redacted] According to the present tabulation, a total of 2,340 cars, including 1,500 boxcars, 780 gondola cars, 30 SS and 30 SSy-type flatcars were reserved. By 31 August 1954, a total of 10,000 cars, including 3,500 boxcars, 4,500 gondola cars and 2,000 flatcars were reserved.

2. [Redacted] Comment. Previously, monthly crude oil shipments amounted to 35,000 to 45,000 tons from Austria, 2,000 to 5,000 tons from Hungary and 1,000 to 2,000 tons from Rumania. [Redacted] Crude oil shipments from Austria in January and February 1955 with 36,000 and 31,000 tons respectively were considerably below the monthly average recorded in 1954. [Redacted]

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[Redacted] Additional imports from the USSR are possibly to make up for the losses. [Redacted]

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3. [Redacted] Comment. The construction of these loading ramps was reported previously. [Redacted] Neubukow railroad station serves the Wustrow AAA firing range, Torgelow serves as loading station for KVP units.

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4. [Redacted] Comment. This construction project is included in the 1955 investments program and is scheduled to have a total cost of 2.2 million eastmarks. [Redacted]

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5. [Redacted] Comment. The establishment of these offices at the RBDs in addition to

[Redacted]

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[Redacted]

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9. [Redacted] Comment. The establishment of these offices at the RMDs in addition to available Soviet and KVP transport komendaturas was reported previously.

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[Redacted]

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- | | | | | |
|--------|--|--------------|--------------|---|
| 60 B | Gross Behnitz | Hagdeburg | Stendal | |
| 60 B | Paewesin | " | " | |
| 60 B | Blankenburg | " | Aschersleben | |
| 30 SSy | Karow | Schwerin | Guestrow | |
| 30 SS | Eidena | undetermined | undetermined | |
| 60 B | Seehausen | " | " | |
| | (3 places of the same name are in existence) | | | |
| 60 B | Walsleben | " | " | 1 |
| | (2 places of the same name are in existence) | | | |
2. Between 29 and 31 March 1955, 3 trains of 150 empty tank cars each for the shipment of crude oil were dispatched at Frankfurt/Oder to Brest Litovsk. [redacted] 25X1
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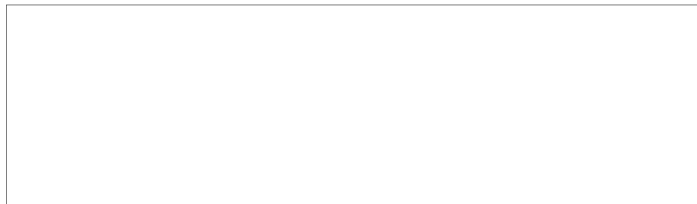
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