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report on transportation in East Germany, USSR, Czechoslovakia and Poland.

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INFORMATION REPORT INFORMATION REPORT

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Interzonal passenger traffic to West Berlin converted to transit traffic from 18 September 1961 on.

East German considerations with regard to the handling of railroad and road traffic between West Berlin and West Germany and between East Germany and West Germany after the conclusion of the peace treaty.
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S-E-C-R-E-T

By order of the Ministry for Traffic, railroad traffic between West Berlin and West Germany to continue undisturbed after August 13, 1961.

Last chances obstructed for escapes on traffic routes by removing Reichsbahn personnel living in East Berlin and East Germany from interzonal trains and from trains running through West Berlin, by forcibly transferring East Berlin railroaders to East Germany, by rerouting the Eisenach - Bebra interzonal railroad line which partly crossed West German territory, and by interrupting further S-Bahn lines through the removal of rails.

RBD Berlin reorganized; new Railroad Subdivision West at Nordbahnhof (railroad station north) (former Stettiner Bahnhof).

Strained traffic situation in East Berlin caused by the discontinuation of several S-Bahn and subway lines.

Passenger traffic between East Germany and East Berlin normalized. West Berlin railroaders dissatisfied and increasingly tending to give notice because of the unclarified situation in the conversion of wages into DMW.

Extremely critical operational situation of the Deutsche Reichsbahn through exceptionally heavy requirements.

No winter timetable introduced on 1 October 1961.

Work productivity of the traffic services to be increased in line with the "Produktionsaufgebot" (production efforts) (same wages for greater output with less workforce).

Coal stocks amounted to three to four days' requirements. Daily consumption quota of locomotive coal increased.

Heavy military requirements of the Reichsbahn. Rolling stock held available for military requirements (probably for Warsaw Pact maneuvers) until 29 September 1961.
Border crossing point Frankfurt/Oder heavily used; also Guben and possibly Görlitz used for military border crossing shipments. The amount of troops and/or equipment still undetermined. Supply of ammunition and ordnance equipment in crates also by ship since late June 1961.
Crude oil and bituminous coal imports by rail, in August 1961.
Opening of another border crossing point between East Germany and Czechoslovakia still unconfirmed.

Railroad improvement in the Berlin area, started after 13 August 1961, progressed; rails for the renewal of the roadbed of the Frankfurt/Oder - Berlin line made available for the Berlin area project. Priority given to railroad construction projects of the East German Army (siding tracks and ramps).
Electric operation on Leipzig - Altenburg line to begin in December 1961.

Series production of gauge-changing wheel sets started at RAW (Reichsbahn repair shop) Zwickau; the MAV (Hungarian State Railroads) critical of the design of the sets.

Mobile loading-ramps constructed at RAW Meiningen.
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Survey efficiency of the different means of transportation for the first six months in 1961.
Railroad electrification program until 1965 (For layout sketch of railroad lines, see Annex 2).
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Heavy freight trains with up to 224 axles/4,588 tons and 258 axles/ 1,554 tons run on the Velky Osek (Gross Osseg) - Hradec Kralove (König grätz) line.
Railway engineer troops employed in line construction in the mine combine area near Kosice.
Highway from Eger to Reichenberg via Karlsbad - Tetschen expanded.
Prague - Moscow flight with TU-104 within 2 hours and 15 minutes.

V. Poland

Railroad electrification program until 1965 (For layout sketch, see Annex 3).
Freight and passenger traffic up to a distance of 50 kilometers to be rationalized.
Bridge over the Bug River near Wyszkow (north-east of Warsaw) completed.
Railborder Station Reppen on Posen - Frankfurt/Oder line overburdened; dispatch of transit trains delayed by several days.

I. International Traffic Relations

1. Military East-West Transportation Movements between the USSR and the Western Satellite Countries. (For comparison, see Transportation Summary for August 1961, para I,1).

a. USSR

There is still no clear picture available of the transportation movements from the depth of the USSR, particularly on the Trans-siberian Magistrale. Since July 1961, however, border-crossing Soviet Army shipments were noted mainly on the Insterburg - Korschen - Allenstein, on the Brest Litovsk - Malaszewice, and on the Medyka - Przemysl - Zurawica lines.

b. Poland

Military transportation movements by rail to and through Poland reached their peak in about mid-August and decreased slightly during September. The extent of the movements which comprised whole unit shipments as well as personnel and materiel shipments cannot yet be assessed safely. There can be no doubt that comprehensive transport movements have been made and/or are still being made. The fact that they have been spread out over a prolonged period of time and were made on the simultaneously commercially heavily used east - west transportation routes, suggests the possibility that major contingents of troops are being brought-in inconspicuously. The establishment of Soviet transport liaison groups on these transportation routes still needs confirmation, but may be assumed to be likely.

c. Czechoslovakia

So far, no continuous greater than normal level east-west transportation movements have been noted. Since late August, the more important railroad lines and roads in the western border areas of Czechoslovakia (Plzen area) have been guarded by troops.

d. Requirements of Rolling Stock

There are indications that due to the military transport movements coinciding with the peak traffic of crops and commercial goods, considerable traffic disturbances were caused in the western border area of the USSR, in Poland, and in the area of some Baltic sea harbors. In Poland, the availability of empty railroad cars for commercial shipments has been restricted, though probably for a limited time. Some railroad administrations of the Satellite countries demanded the sped-up return of railroad cars to the respective country of origin, in September and October 1961.

For transportation movements and availability of rolling stock for military purposes in East Germany, in late September, see Part III of this report (Military requirements of the Deutsche Reichsbahn).

e. Connection with the Maneuvers of the Warsaw Pact Countries

A large contingent of the present transport movements may be connected with the maneuvers planned to be held in October and November 1961.

2. Gauge-Changing Zone at the Polish/Czechoslovakian/Soviet Border

(For layout sketch, see Annex 1).

a. The average depth of the gauge-changing zone is about 50 kilometers.

b. The distance between the gauge-changing zone and the demarcation line amounts to 700 to 1,000 track kilometers.

c. The average running time of a military transport train moving between the gauge-changing zone and the demarcation line is about 36 hours.

3. Road Construction North Carelia (Soviet/Finnish Border Area)
For comparison, see Transportation Summary for June 1961,

The following details were learned about the construction, carried out by Finnish firms, of the road section from Raya Yoosoppi to the planned main power plant at Lake Otsero Not, and about the construction under way by the Soviets of the road section extending along the Tuloma River and connecting Murmansk with the power plants.

a. The road section to be built by the Finns is to extend along the Luttojärvi River by partly using a dirt road which will be expanded. A total of 30 medium and about 200 small bridges, all of them with 90 tons capacity, are to be built on this section. The road is to be completed by the winter of 1961. A penalty of 25 million Fmk is to be paid for each month in arrear with the completion. The entire road is to be asphalted at a later date.

b. According to the stipulated Soviet demands for the capacity of the bridges and the date of completion of the Finnish road section, it is presumed that the road is primarily intended to serve military purposes.

4. International Agreement on Passenger Traffic with the USSR

a. The USSR reached an agreement on international passenger traffic with the following countries: Albania, Belgium, Bulgaria, West Germany, China, Czechoslovakia, Finland, France, Great Britain, Iran, Italy, Jugoslavia, North-Korea, Mongolia, The Netherlands, Austria, Poland, Rumania, East Germany, Turkey, Hungary, Vietnam.

b. The following cities can be reached from Moscow in 16 through-connections: Helsinki, Warsaw, Berlin, Paris, Prague, Vienna, Belgrade, Budapest, Bucharest, Sofia, Rome, Hoek van Holland, Karlsbad, Varna, Ulan-Bator, Peiping.

c. It is further planned to introduce "International Uniform Railroad Rates" through which the fares will be considerably reduced.

5. Agreement on International Direct Combined Railroad and Ship Freight Traffic.

On 1 August 1961, the "Regulations to the Agreement on International Direct Combined Railroad and Ship Freight Traffic" (MShVS) and a "Direct Tariff" for this traffic became effective. The SMGS (Agreement on International Railroad Freight Traffic) members, i.e. the USSR and European satellite countries are members of the new agreement. It provides for better exploitation of inland waterways for bulk articles in order to relieve the railroads.

II. USSR

1. Railroad Transportation

a. Railroad Net

The construction of a second Transsiberian line was discussed at a recent traffic conference in Moscow. The approximately 6,000 kilometer-long line is to connect the Urals with the Pacific Ocean. It is to run north of the present Transsiberian Magistrale and is to expand the total Siberian economic area by 500 - 700 kilometers to the North.

b. Electrification

The electrification of the 900 kilometer Karaganda - Celinograd - Tobol (South Siberia) line it to begin in 1963. The line is to receive alternating current. (See Transportation Summary for August 1961, Para II,3).

c. Roadbed

In 1961, a total of 1,807 track kilometers are to be equipped with automatic block installations and dispatcher interlocking plants, and about 4,000 switches are to be connected with the centralized electric control points. Furthermore, the roadbed of 7,720 track kilometers of the most important railroad lines between Siberia and the Volga area are to be renewed.

d. Operations

Due to the improved condition of the railroad lines, the maximum of trains in passenger traffic increased by 37.3 percent and in freight traffic by 25.5 percent as against the maximum speeds run in 1950. Thus, the speed of passenger trains on the Moscow - Leningrad line increased to 140 km/h and on several other important lines to 120 km/h.

e. Organization and Personnel

About 600,000 railroaders per year attend extension courses. At present, about 118,000 skilled personnel with a higher education and 206,000 personnel with a secondary education are employed with the railroads. In 1961, more than 8,500 engineers are to pass their examination at the colleges of the railroads. A total of 1,200 engineers are trained through correspondence courses.

f. Freight Car Requirements and Grain Transportation

In 1961, grain shipments by rail are to be increased by about 15 - 20 percent as against 1960 and are to amount to about 69 - 70 million tons. It is estimated that average of 7,600 railroad cars will be shipped daily. In 1960, the daily average was 6,100 railroad cars. In September and October 1961, even 10 - 11,000 railroad cars are to be shipped daily. The main areas for the dispatch of grain shipments are located in the following railroad districts.

Kasakhstan	with 3,000 railroad cars per day (including 2,600 cars from the new development area)
West Siberia	with 2,000 cars per day
South Ural	with 1,300 cars per day
Kuybyshev	with 900 cars per day

The following measures were taken to ensure a rapid and smooth transportation of grain from the main harvest areas:

(1) The supply of several thousands of new four-axle boxcars with a loading capacity of 120 cubicmeters.

(2) The forming of fully assembled long-distance freight trains.

(3) The sheeting of gondola cars in case of a shortage of boxcars.

(4) The shifting of grain shipments to motor vehicle traffic on short distances.

III. East Germany

1. Interzonal Traffic and Berlin Traffic Situation

a. Interzonal Traffic

(1) Since 18 September 1961, interzonal passenger traffic between West Berlin and West Germany has been handled as transit traffic, as has been the case for freight traffic for some time. Interzonal passengers are not allowed to leave or board trains on intermediate stations. The control points before West Berlin are closed; controls are carried out at the demarcation line only. The running time of trains has been reduced. Thus, the change which was to come into effect after the conclusion of the peace treaty has materialized already. The previous interzonal traffic is broken down according to

(a) "Traffic with West Berlin"

(b) "Traffic between the two German States" (this wording was introduced officially by the Deutsche Reichsbahn on 1 February 1961. See Transportation Summary for March 1961).

As a result of the recent events, traffic between West Germany and East Germany (not including Berlin) has been reduced to a minimum. The complete discontinuation of this traffic, allegedly planned for 17 or 18 September, has so far not been effected. After the conclusion of the peace treaty it is planned to ask for discussions on government level and for agreements between the two states on the continuation of railroad traffic; the agreements accepted so far between the railroad administrations (German Federal Railroads and Deutsche Reichsbahn) will be annulled.

(2) After the conclusion of the peace treaty, similar regulations are expected in road traffic. Reportedly, the following alternatives have been considered in this respect.

(a) Traffic with West Berlin will be restricted to the Helmstedt - Berlin superhighway (at present, about 60 percent of the total tonnage of interzonal road traffic are shipped on the superhighway);

(b) Interzonal traffic via Highway No 5 (Hamburg - Berlin) will be discontinued; or

(c) Interzonal traffic via other roads than highways will be prohibited anyway. This regulation would not only affect Highway No 5, but also the two southern superhighways, Herleshausen - Berlin and Nürnberg - Berlin, which are both interrupted at the demarcation line and where traffic has to continue on East German secondary roads. West Germany may possibly be asked to discuss a joint improvement of the missing superhighway stretches and the rebuilding of the still destroyed bridges.

(3) Since the obstruction of traffic on 13 August 1961, East Germany has been much concerned with ensuring the smooth flow of traffic between West Berlin and West Germany. According to an order issued by Traffic Minister Erwin Kramer to the Reichsbahn offices concerned, traffic between West Berlin and West Germany was in no case to be disturbed by the operational irregularities caused by the sudden sealing off of traffic with West Berlin. Road traffic between West Berlin and West Germany continues undisturbed. Intermediate control points were established on the superhighways and on Highway No 5, and police patrols were reinforced; however, controls are carried out only superficially.

(4) Since 26 August 1961, West German inland waterways barges are to pass through the Soviet sector of Berlin in a convoy only and with East German escort.

b. The following measures were taken by East Germany for obstructing the last possible chances to escape on traffic routes:

(1) Since 18 September 1961, locomotive personnel and train crews of trains running between West Berlin and West Germany are only to consist of personnel living in West Berlin. On 1 October 1961, a new duty chart came into effect for Berlin traffic.

(2) Also on 18 September 1961, railroaders residing in East Berlin were eliminated from West Berlin railroad stations and were replaced by West Berlin personnel.

(3) From late August on, station inspectors and booking clerks of East Berlin railroad stations suspected of being particularly susceptible to Western influence, were replaced by personnel from East Germany.

(4) After the completion of the most urgent railroad construction projects in the Berlin area (See Transportation Summary for August 1961), the Eisenach - Bebra interzonal line is to be rerouted by 15 kilometers within seven weeks. At present, the line crosses the border to West Germany at Wartha, continues in West Germany for several kilometers and returns to East Germany at Wommen; the final border crossing is at Gerstungen.

(5) Concrete piles and barbed wire fences were erected on both sides of Highway No 5 at Staaken and of the superhighway at Dreilinden, i.e. before the two highways enter Berlin.

(6) Rails were dismantled on the following S-Bahn sections (See Transportation Summary for August 1961):

Baumschulenweg - Köllnische Heide
Lichtenrade - Mahlow
Lichterfelde-Süd - Teltow
Wannsee - Dreilinden.

c. In order to be able to accommodate administratively to the circumstances created on 13 August 1961, a reorganisation of railroad division (RBD) Berlin was ordered. A railroad subdivision (Rba) was established for West Berlin. It is located in Railroad Station North (Nordbahnhof) (former Stettiner Bahnhof). The present organization of the railroad subdivisions is as follows:

Rba	1	(East)	located in Ostgüterbahnhof (railroad freight station east)
Rba	2	(South)	located in Potsdam-Babelsberg
Rba	3	(North)	located in Wustermark Switch Yard
Rba	4	(West)	located in Nordbahnhof
Rba	5		located in Frankfurt/Oder.

From 1955 to the present time the subdivisions were organized as follows:

Rba	1	located in Rummelsburg
Rbas	2/3	located in Grünau
Rba	4	located in Potsdam
Rbas	5/6	located in Wustermark
Rba	7	located in Frankfurt/Oder.

d. The East Berlin traffic situation is very strained. There are not enough means of transportation available to replace traffic discontinued on S-Bahn and subway lines in the Soviet sector of Berlin. Buses had to be made available from district cities of East Germany for East Berlin Traffic. In addition to Railroad Station Schönhauser Allee, serving as initial station for S-Bahn replacement traffic run by steam locomotives to Oranienburg via the Northern Outer Ring (See Transportation Summary for August 1961), Karlshorst railroad station was hurriedly equipped as initial station for traffic via the Southern Ring.

Steam locomotives and passenger cars (two-deck units) had to be taken from East Germany. Railroad Maintenance Shop Rummelsburg, closed down on 1 January 1958, was reopened for the maintenance of steam locomotives. Since the division of subway traffic, the Berlin Traffic Company (BVG) East has been short of subway cars and repair facilities. Before the division, BVG-East owned all large (Grossprofil) cars of Line E (see Annex 2 of Berlin Traffic Situation, Transportation Summary for August 1961) and only a few small (Kleinprofil) cars which can run on Line A. Maintenance of the small cars was carried out by BVG-West prior to 13 August 1961. Now, no sufficient repair facilities and replacement parts are available for the small cars which remained in East Berlin; a number of cars were cannibalized at once, because the parts were to serve as replacement.

e. Passenger traffic between East Germany and East Berlin has been normalized since late August. However, trains are poorly occupied and consist of few cars. Control personnel still check the passenger.

f. <u>West Berlin</u>

(1) The Ministries for Traffic, for National Defense and of the Interior together with the Soviet headquarters have allegedly prepared countermeasures in the event that the West Berlin Senate would try to take over the West Berlin Reichsbahn installations. As previously reported, there is no official regulation available on the sovereign rights over the West Berlin Reichsbahn territory; both the West Berlin Senate and the East German Reichsbahn put in a claim for the territory.

(2) There is general discontent among West Berlin Reichsbahn personnel because of the unclarified situation in the conversion of wages into DM West; numerous personnel have already given notice. Railroaders employed with the East German Reichsbahn are regarded as west-east border crossers for whom the West Berlin Senate is no longer prepared to convert DM-East wages into DM-West. In a meeting on 18 September 1961, the railroaders decided to quit on 1 October 1961 in case the Reichsbahn did not guarantee the payment of wages in DM-West until that date. The next meeting was to take place on 30 September 1961. In the meantime, RBD Berlin established courses for the training, as locomotive engineers and train personnel, of Communist skilled workers employed with RAWs (railroad repair shops) Grunewald and Tempelhof (West Berlin), and of SED members dismissed by the West Berlin economy.

2. **Railroad Transportation**

a. **Operation and Traffic**

(1) On 5 September 1961, the railroader's periodical **Fahrt Frei** wrote that the Deutsche Reichsbahn was facing the most complicated task ever to be performed by it. The actual extremely difficult operational situation of the Reichsbahn has been caused by the following coinciding and unusually heavy requirements:

(a) The operational confusion after the sudden sealing off of West Berlin affecting RBD Berlin and the remaining railroad divisions.

(b) The extensive military transportation movements connected with the Berlin crisis.

(c) The preparations for the Warsaw Pact maneuvers for which the Reichsbahn was to keep available all rolling stock not under first priority conditions for other purposes.

(d) The beginning of fall peak traffic of the economy and the agricultural sector.

(e) The coal shuttle movement with heavy duty cars from the Cottbus to the Halle area;

(f) The extra requirements of the additional production plans (particularly of rolled steel, coal, cement) designed to make East Germany independent of western imports still in 1961.

(g) The extremely critical personnel situation which was aggravated by the recruitment of railroaders to the East German Army. There is also passive resistance evident among the railroaders.

Measures taken by the Reichsbahn to remedy the poor situation are as follows:

(a) No winter timetable was issued for the first time.

(b) A total of 200 leading members of the Ministry for Traffic, of the party organizations and of the trade union were delegated to the districts, effective 4 September 1961.

(c) In line with the general production efforts (Produktionsaufgebot) (same wages for greater output with less work force), the work productivity of the RAW- is to be increased by 11 percent.

(d) The Department "Umschlagtechnik" (turnover techniques), recently established at the Ministry for Traffic, is to issue new directives on loading and unloading and on the automation of railroad stations.

(e) The abolition of permanent employment of locomotive personnel at specific tasks, i.e. locomotive personnel can also be employed at locomotives of other railroad maintenance shops.

(2) In early September coal stocks of the Reichsbahn amounted to about four days' requirements only; coal stocks of RBD Berlin allegedly even decreased to three days' requirements in the second half of September. The decrease from five to four days' requirements is presumably due to the fact that the daily consumption quota of locomotive coal was increased in July and early August 1961. For years, the daily consumption quota of coal was about 22,000 to 24,000 tons BU (Briquette Units); in early August, it suddenly rose to 28,000 - 29,000 tons BU. This fact can only be explained by the extra-plan transport movements mentioned above. Another evidence for the poor situation in coal stocks is the fact that firing tests with Soviet low-grade coal (Cossack Grit) were quite unexpectedly carried out in steam locomotives. Despite the small stock of coal and the apparently empty coal depots of the Deutsche Reichsbahn it is assumed that the state reserve depots, established during recent years, are filled to capacity bituminous coal. In case of emergency, the Reichsbahn as the heaviest consumer of bituminous coal in East Germany could have recourse to these reserves, at any time.

(3) In September 1961, military requirements of the Deutsche Reichsbahn continued to be considerable though they were not as heavy as the peak requirements in August. At least during first half of the month military loadings were not so much connected with military training activity, which was unusually low for this time of the year and turned to normal only toward the middle of the month, but was rather connected with arrivals and/or regroupings and return movements of heavy troop elements assembled in Berlin for the events on 13 August 1961.

In addition, equipment and assembly of empty converted box cars and other empty rolling stock for shipment to the East. In mid-September following orders of the Ministry for National Defense, the Ministry for Traffic issued an order, according to which all rolling stock not used for economic shipments of first priority has to be made available for military purposes within four hours after call-up. Report that the order had been forwarded was to be given by noon on 28 September 1961. The measure probably serves the preparation of the announced Warsaw Pact maneuver. The Soviet ticket office at Magdeburg Main RR Station was closed, allegedly because a considerable number of Soviet women and children had lined up in front of the office. It was said that this fact disquieted the population.

(4) Military Border Traffic (see page 20)

(a) The traffic situation at Frankfurt/Oder crossing point is unusually strained. Already in July, the Soviet transport office at Frankfurt/Oder had received more personnel. Part of the incoming military shipments, as is the practice during special movements, was directed to East Germany via Guben crossing point. There are indications that Görlitz, too, was for the first time used for military shipments. However, the crossing points near Neurüdnitz, Guben, (southern crossing) and Muskau, which are kept in reserve, are still closed. Since about late June 1961, as had repeatedly been announced, military supply goods, especially ammunition and crated materiel, have increasingly been shipped into the zone by sea.

(b) There is no clear picture available on new supplies. The factory-new tanks, frequently observed to be unloaded, may have derived from previous supplies.

(c) The shuttle movement for the personnel rotation program, usually due at this time of the year, has not been noted as yet. There were some empty shuttles observed moving to the east and returning loaded to East Germany; they cannot be regarded as the beginning of the proper shuttle movement, though. No outgoing shuttles were observed.

(d) Since the equipment of a large number of converted boxcars already began in July, it is presumed that the bulk of these cars was prepared for the transport movements connected with 13 August 1961 and with the impending Warsaw Pact maneuvers.

(5) Commercial shipments over the border were heavy as is customary for this season.
In August 1961, imports by rail included:

(a) Crude Oil

1,934	tank	cars	with	29,000	tons	from the USSR
667	"	"	"	10,000	"	" Rumania
567	"	"	"	8,500	"	" Hungary
1,267	"	"	"	19,000	"	" Austria

(b) Bituminous Coal

135,000	tons	from	the USSR
265,000	"	"	Poland
45,000	"	"	interzonal trade

Imports from the USSR increased considerably compared with the preceding month (see para 2 a) (2), tests with Soviet low-grade coal); compared with the requirements, the supplies from Poland continued to be small.

(6) According to an unconfirmed report, the East German/Czechoslovakian border crossing on the Marienburg - Reitzenhein - Komotau line is to be re-opened.

b. Railroad Improvement.

(1) (a) Double-tracking of the still single-track sections of the Berlin Outer Ring (BAR) and of the Wünsdorf - Rangsdorf access line is progressing steadily thanks to the employment of a strong workforce. The

plan, calling for "60 track kilometers in 60 days", has in the meantime been extended to 70 track kilometers in 56 days.

(b) The new second track of the Wünsdorf - Rangsdorf access line was put in service on 12 September 1961. In addition, the Lübben - Halbe - Königswusterhausen line, being of importance for the removal of coal, is to be double-tracked.

(c) The electrification of the Blankenburg - Hohenneuendorf section of the Berlin Outer Ring is to be completed by 19 November 196[illegible]. The project is to be sped up because the steam locomotives employed presently in S-Bahn replacement traffic are urgently required for other districts.

(2) The main priority project, i.e. the renewal of the roadbed of the Frankfurt/Oder - Berlin line was put off because of other urgent projects in the Berlin area. A total of 53 kilometers of heavy rails were transferred to Berlin.

(3) The following was reported in early September:

(a) All construction projects for the East German Army, i.e. branch lines to military objects and permanent loading ramps on railroad stations, are given priority.

(b) In addition to a large number of military construction projects, reported in Transportation Summary for July 1961, the following projects have been noted:

(i) Branch line to the East German Army object at Pinnow on the Angermünde-Schwedt line.

(ii) A 600 meter branch section to the submarine tank depot at Sassnitz.

(iii) New loading ramps for the transloading of tanks on railroad stations Adamsdorf (Waren - Neustrelitz line) and Devwinkel.

The construction of the branch line to the East German Army object at Wolfsruh is to be accellerated.

(4) In December 1961, electric operation is to begin on the Leipzig-Altenburg line.

c. Rolling Stock

(1) The series production of gauge-changing wheel sets has allegedly begun in the newly established workshop at RAW Zwickau. It is still to be clarified if the production is concerned with the final DR-IV model, or, what is more probable, with a limited number of improved DR-IIIs presumably for tank cars.

(2) On 18 August 1961, a gauge-changing wheel set train having completed test runs in the USSR, returned to East Germany via Frankfurt and went to Schmachtenhagen (gauge changing installation).

(3) According to an unconfirmed report, East Germany asked Hungary to construct gauge-changing wheel sets under license. After a careful examination of the designs documents, the MAV (Hungarian State Railroads) have concluded that the designs are to complicated and not sufficiently reliable for higher axle pressures. The MAV would consider constructing the wheel sets for passenger traffic, however, without giving priority to the project.

(4) During the first six months of 1961, RAW Meiningen produced mobile loading ramps for tank loading. The ramps were allotted to railroad stations not in possession of loading ramps. (See Transportation Summary for July 1961.)

(5) Allegedly by order of the East German Army, a decontamination train consisting of a water tank car, entry car, shower car, exit car, and two living cars was developed by the Forschungs- und Entwicklungswerk des Verkehrswesens (research and development plant of the traffic sector) (FEV) at Blankenburg, in 1960. All cars are connected by a pipe system. The train was completed during the first six months of 1961.

(6) In line with the "Störfreimachung" (efforts for getting independent of West German production), diesel engines for rapid combustion railcars (SVTs) are to be supplied by Czechoslovakia (CDK engines). Tests carried out with an SVT on the Berlin - Hamburg line proved satisfactory.

IV. Czechoslovakia

1. Total Traffic

Freight and Passenger Transportation by all Public Means of Transportation during the First Six Months of 1961

	Freight Transportation (in million tons)		Passenger Transportation (in million passengers)	
All public means of transportation	176.9	(12.1)	950.4	(07.9)
Railroads (CSD)	100.8	(8.3)	295.5	(2.6)
State Motor Vehicle Traffic (CSAD)	74.3	(17.7)	653.4	(10.5)
Inland Shipping	1.7	(17.5)	1.0	(77.8)
Civilian Air Traffic (CSA)	0.008	(16.9)	0.4	(5.2)

The figures in parantheses indicate the percentage in the increase compared with the first six months of 1960.

2. Railroad Transportation (For layout sketch, see Annex 2)

a. Electrification

(1) About 930 track kilometers of the present Czechoslovakian railroad net are electrified at present. Another 875 tracks are to be electrified by 1965, so that by the end of the third Five Years' Plan, a total of 1,850 track kilometers, i.e. about 13.75 percent of the total Czechoslovakian railroad net will be electrified.

(2) Electrification projects of main priority include the Kosice - Cierna n.T., the Uranice na Morava - Petrovice, and the Usti n.L. - Strekov - Decin vych. sections. See red line on layout sketch.

(3) Outside the program, the electrification of the Kosice - Cerhov, Poricany - Nymburk, and Usti n.L. - Strekov - Velke Brezno lines is to be completed for test operations by 1961.

b. On 15 August 1961, railroad traffic via the Devinska Nova Ves - Marchegg (Austria) border crossing section is closed for three months because of repairs to the railroad bridge over the March River.

c. In May 1961, an average of 20 trains, loaded 30 to 35 percent above normal weight, ran on the Velky Osek (Gross Ossegg) - Hradec Kralove (Königgrätz) line within 24 hours. The heaviest freight train had 224 axles carrying 4.588 tons; the longest train had 250 axles carrying 1,554 tons.

d. Railroad Construction by Railway Operating Troops
With the help of a railway engineer regiment a total of 50 track kilometers were laid at Mine Combine Kosice. The plant is to receive a trackage of 200 kilometers.

3. Road Construction
The expansion to a long distance connection with Poland has begun of High ays No. 6 extending from Eger (Cheb) to Karlsbad (Karlovy Vary), of No. 13 from Karlsbad to B. Kamnitz (Kamenice) via Tetschen (Decin), and of No. 14 from Kamnitz to Reichenberg (Liberec).

4. Civilian Air Traffic
The Czechoslovakian Air Line CSA employs Soviet jet planes type TU 104 on the Prague - Moscow line. A one-way flight takes 2 hours 15 minutes.

V. Poland

Railroad Transportation (For layout sketch, see Annex 3)

1. Electrification
A total of 1,130 track kilometers are electrified at present. By 1965, another 900 track kilometers are to be operated electrically so that a total of 2,030 track kilometers, i.e. 8.5 percent of the railroad net of the PKP (Polish State Railroads), will be electrified at the end of the Five Years' Plan. Main emphasis is laid on the electrification of the Kutno - Posen (Poznan) and the Medyka - Krakau (Kraków) sections of the large east-west transit lines. Normal traffic is to continue uninterrupted during the work. For details, see red line on sketch.

2. Operations (Rationalization in Short-Distance Traffic)
In October 1959, the Council of Ministers decided that freight and passenger traffic up to a distance of 50 kilometers was transferred from the PKP to the PKS (Polish State Motor Vehicle Traffic). Since then,

about 100 kilometers of standard gauge and 70 narrow-gauge kilometers, and 60 railroad stations were closed to traffic. Through these measures, the costs of maintenance were reduced, and a yearly average of about 50,000 freight cars made available for more ratio al employment. On the other hand, the pool of trucks and the condition of the road net in community areas hardly meet the increasing traffic requirements.

3. Bridge Construction
The new railroad bridge over the Bug River near Wyszkow on the Ostrolcka - Tluszcz - Warsaw line was put into service on 22 July 1961 after three years of construction, as scheduled.

4. Overburdening of Reppen (Rzepin) Rail Border Station
The present heavy east-west transit traffic on the Posen - Frankfurt/Oder line, and the shortage of switching personnel caused an unusual strain to Reppen border station. The dispatch of transit trains, particularly with commercial shipment was reportedly delayed by several days.

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Gauge-Changing Zone at the Polish/Czechoslovakian/Soviet Border

Gauge-Changing Line*)	Transloading**) Stations	Comments
KÖNIGSBERG - ELBING	KÖNIGSBERG (?) HEILIGENBEIL BRAUNSBERG TIEDMANNSDORF	Line at present used for local freight traffic, military shipments to and from POLAND, and for Polish exports of rolling stock the axles of which are changed in ELBING. KÖNIGSBERG questionable as transloading installation. Major transloading installation in BRAUNSBERG area. Numerous branch lines and presumably military installations between BRAUNSBERG and TIEDMANNSDORF.
KÖNIGSBERG - KORSCHEN	PR. EYLAU GLOMMEN	New transloading station near GLOMMEN, completed since about 1958. Line not in operation, at present.
INSTERBURG - KORSCHEN	INSTERBURG/ NOVY ZAPADNY BIRKENFELD KLEIN GNIE GERDAUEN SKANDAU	Line for military shipments, goods exchange between USSR and POLAND, and for transit traffic to EAST GERMANY. New transloading installations near SKANDAU, completed since 1958. Transloading complex INSTERBURG/BIRKENFELD confirmed in 1960.
KAZLU RUDA - SUWALKI	NOVA MOCKAVA	Line and new transloading station NOVA MOCKAVA completed in 1957/1959. Not in operation; possibly to serve military shipments. SHESHTOKAY - NOVA MOCKAVA line single-track; combined broad and standard gauge.

Gauge-Changing Line*)	Transloading**) Stations	Comments
GRODNO - BIALYSTOK	GRODNO LOSOSNA KUZNICA SOKOLKA/ CENIUSZE	Line mainly serves the transportation of fuel to POLAND and to EAST GERMANY, and passenger traffic between LENINGRAD and WARSAW. Fuel transloading installations and depot in KUZNICA/SOKOLKA area.
VOLKOVYSK - BIALYSTOK	BERESTOVICA KRYNKI (?)	Few freight traffic (coal shipments) with transloading at BERESTOVICA only. Extension as far as KRYNKI (?)
VOLKOVYSK - HAJNOWKA	VOLKOVYSK SVISLOTSCH SIEMIANOWKA NAREWKA	Line at present not in operation. Military transloading installations in SIEMIANOWKA/ NAREWKA area (?).
SHABINKA - LUKOW	SHABINKA BREST LITOVSK MALASZEWICE to CHOTYLOW	Important gauge-changing line at the Soviet/Polish border for military shipments, international passenger traffic, goods exchange between USSR and POLAND, and transit traffic to EAST GERMANY. Six different railroad stations at BREST LITOVSK. In MALASZEWICE, dispatch of 1 600 railroad cars (about 32 trains) in both directions respectively. Extensive military transloading installations with three railroad stations in forest area north-east of CHOTYLOW. Small transloading station KOBYLANY between TERESPOL and MALASZEWICE.
BREST LITOVSK - CZEREMCHA	VYSOKOE LITEVSK	Line serves to believe BREST LITOVSK including the transportation of goods exceeding standard measurements. Presumably another two (military) transloading installations between VYSOKOE LITEVSK transloading station, expanded in 1954, and BREST LITOVSK.

Gauge-Changing Line*)	Transloading **) Stations	Comments
KOVAL - REJOWIEC	KOVEL JAGODIN DOROHUSK CHELM ZAWADOWKA	Line in operation for freight traffic and local passenger. Transit traffic to EAST GERMANY and CZECHOSLOVAKIA; temporarily also military shipments. Transloading on P lish territory since 1957 only.
LEMBERG - WERCHRATA	RAVA RUSSKAJA	Line at present not in operation. Transloading probably only in RAVA RUSSKAJA feasible.
LEMBERG - MUNINA	MOSTISKA HURKO MEDYKA PRZEMYSL ZURAWICA MALKOWICE	Important line with considerable transshipment of goods. Ore transportation line between USSR and UPPER SILESIA. In 1957, solely in ZURAWICA, a total of 5.3 million tons of freight transloaded. Transit traffic to EAST GERMANY and CZECHOSLOVAKIA; passenger traffic and military shipments. Direct connection between HURKO MEDYKA and ZURAWICA with new bridge over SAN-River constructed in 1954/56. HURKO MEDYKA railroad station being expanded.
USHGOROD - BANOVCE	VELKE KAPUSANY	Since early 1960, this line and transloading station VELKE KAPUSANY in operation for freight traffic. At present, transshipment of grain and coal only. Further expansion under way for relieving CIERNA.
STRYJ - SLOWENSKE NOVE MESTO - KOSICE (CSSR)	MUKATSCHEVO TSCHOP CIERNA	Most important and up to early 1960 only gauge-changing line between USSR and CZECHOSLOVAKIA. Soviet section serves simultaneously as connection to and from HUNGARY. Railroad stations heavily overstrained by freight traffic. International passenger traffic.

Gauge-Changing Line*)	Transloading**) Stations	Comments
STRY - DEBRECEN (HUNGARY)	TSCHOP ZAHONY TISZABEZDED ? TUSZER ? KOMORO	Only direct gauge-changing connection between USSR and HUNGARY. Heavily overstrained.

Notes:

*) In this column, for purposes of a better survey, the major stretches have been indicated, in general those going from one junction in the USSR to the next in POLAND or CZECHOSLOVAKIA.

**) In this column, all those railroad stations are indicated as transloading stations which, according to available information, have been equipped with transloading facilities, though they may not have been used for transloading for some time. Transloading installations not located in the immediate vicinity of a railroad station, but somewhere near the station, have been called by the name of that station.

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