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Transportation Summary for April 1963

I. International Transport Relations

OSShD (Organization for the Cooperation of East Bloc Railroads) Meeting in Kiev(See Annex 1).

Conference of the Transport Commission of the German-Polish Committee for Economic and Scientific/Technical Cooperation, in Goerlitz.

Conference of the Technical Commission, Railroad Transport Section, of the Standing COMECON Transport Commission in Prague (See Annex 2).

Planning of a common charter agency of the COMECON countries.

Hopes for West German membership in the Danube Commission (See Annex 3).

Putting in operation of interchange station Ceska Kubice (Boehm. Kubitzen) postponed.

"German" gondola cars used by Czechoslovak State Railroads.

II. USSR

Planned freight movement by all modes of transport for 1963.

Merging and renaming of various railroad divisions.

Beginning with the summer timetable, speed limit of express trains to be increased on Moscow - Leningrad and on Moscow - Minsk - Brest Litovsk lines, and passenger train traffic to be dieselized between Moscow and Brest Litovsk.

Kamen' - Altayskaya stretch of Central Siberian Magistrale opened to regular traffic.

Data on RR network of North Caucasus Railroad Division.

Sverdlovsk - Vaga - Natsyvaevskaya stretch double-tracked and dieselized.

Provisional traffic opened as far as Kilometer Marker 85 of the line under construction between Karaganda and Karagajly Ore Mine.

Rebuilding, modernization, dieselization and/or electrification of Moscow Ring Line.

RR lines to be electrified in 1963.

RR lines to be electrified in 1964.

RR lines to be dieselized in 1963 and later on.

III. Soviet Zone of Occupation of Germany

Rates increased in interzonal bus traffic.

Registration of passengers discontinued in interzonal traffic.

Boundaries of RR subdivisions of RR Division Berlin changed (See Annex 4).

A total of 10 Reichsbahn offices downgraded in West Berlin (See Annex 6).

Subordination of Berlin-Wendenheide Station changed.

Special Construction Management Berlin=Gruenau disbanded.

Tasks of Reichsbahn Repair Shops Berlin=Grunewald and Berlin=Tempelhof.

Construction of trackage south-east of Berlin=Schoeneweide switchyard.

New Priort RR station to be put in service in late May 1963.

Roadbed of Berlin=Wannsee - Stahnsdorf line partly dismantled; another connection to Stahnsdorf possibly planned.

New directives to be issued for motor vehicle repair in East Berlin.

Distribution of Reichsbahn districts and numbering of RR divisions (See Annex 5).

Maintenance shops for RR cars at Leipzig=Wahren and Oschersleben on the Bode River downgraded.

Operational and coal situation of the Reichsbahn slightly eased.

Military requirements of the Reichsbahn intensified by maneuver shipments in late April 1963.

Imports via sea harbors.

RR Line 201 rerouted between Berga=Kelbra and Heringen (Helme River).

Bridge construction material stored in Hoyerswerda.

Two types of electric locomotives for Reichsbahn under production at VEB Lokbau Hennigsdorf.

Decommissioning of two prototype V-36 K narrow-gauge diesel locomotives.

A total of 363 Reichsbahn freight train locomotives rebuilt to date.

Reichsbahn passenger train rebuilding program.

Decommissioning of Reichsbahn freight cars.

First trip of Tourist Express.

Personnel strength and pool of motor vehicles of VEB Motor Transport Halle (Saale River).

Performances of VEB Strassenbau (Road Construction) Halle (Saale River) since 1953.

Road and bridge construction in Suhl district since 1961 (See Annex 7).

Inclusion of Soviet Zone inland shipping in loading pallet exchange.

Completion of first improvement stage of "Central Airport Berlin-Schoenefeld".

Il-18 aircraft serving the "Central Airport Berlin-Schoenefeld"-Sofia route.

Anklam commercial air base handed over to Deutschen Lufthansa (Soviet Zone).

IV. Czechoslovakia

Effects of severe winter still noticeable.

Up to mid-April 1963, freight transport arrears amounted to nine million tons.

Further shortage of locomotives and RR cars.

Broad-gauge track Velke Kapusany -Vojany to be completed by late November 1963.

Electrification of Maehrisch Ostrau (Ostrava) - Petrovice n.K. - Polish border line nearing completion.

Electrification of Sillein (Zilina) - Jablunkov stretch begun.

Figures on rolling stock deliveries to Czechoslovak State Railroads in 1963.

Daily stock of damaged freight cars about 12,000 units in late March 1963.

International Transport Relations

1. Transport Conferences and Meetings

a) At an OSShD (Organisazija Sschrudnitschestwa Shelesnych Dorog) Organization for the Cooperation of East Bloc Railroads) meeting in Kiev, the mechanisation and automation of the railroad systems and the standardization of freight and passenger cars was discussed. (For organization and tasks of the OSShD, see Annex 1).

b) Between 2 and 6 April 1963, a meeting was held by the Transport Commission of the German-Polish Committee for Economic and Scientific/Technical Cooperation in Goerlitz. The discussion dealt with the division of tasks between the different modes of transportation and with research and development of transport.

c) In Prague, the Technical Committee, Railroad Transport Section, of the Standing COMECON Transport Commission held a conference on problems of the Common Freight Car Pool of the COMECON member countries. (For organization and tasks of the Standing COMECON Transport Commission, see Annex 2).

2. Transport Associations, Agreements

a) Polish Minister of Maritime Transport, Darsky, announced the planning of a common charter agency of the COMECON countries for liners and tramp steamers. In this connection, resolutions had been passed at a conference of Section 3 (Shipping) of the Standing COMECON Transport Commission in Bucharest between 4 and 11 December 1962. Through the coordination of tonnage requirements, dead-head running will be reduced. This will also enable the East Bloc to cut the charter rates of third countries' tonnage which is still heavily required despite its own shipbuilding efforts, and to get influence on the world ship cargo market.

b) Austrian ambassador to Hungary, Dr. Koller, elected Vice President of the Danube Commission during the XXIst Session of the commission in Budapest in mid-February 1963, expressed the desire that West Germany should join the Danube Commission during 1963. The commission would be fully workable only with its membership. (For organization and tasks of the Danube Commission, see Annex 3).

c) The putting in operation of Ceske Kubice (Boehm.Kubitzen) RR station, located opposite Furth i. Wald, as an interchange station (RR station where locomotive engineers and train crews are exchanged) has been postponed for the time being to September 1963. (Beginning of winter timetable section on

29 September). Presumably the necessary construction prerequisites, i.e. extension of a loading track, construction of a parking track, will not be completed by the original deadline (26 May 1963) (See Transportation Summary for December 1962).

d) According to recent information, the CSD (Ceskoslovenske Statni Drahy) (Czechoslovak State Railroads) increasingly uses German gondola cars for coal transports within Czechoslovakia and to other countries. The increasing requirement by East Bloc RR administrations of German Federal Railroads' or other western railroads' cars that can be utilized for military purposes, or for the transportation of important industry armament, has been observed since the fall of 1962.

II. USSR

1. Total Transport

Planned Freight Movement in 1963

Freight turnover of all public modes of transportation is planned to amount to 2,234 billion t/km in 1963, which is six per cent more than in 1962. In this volume, the individual means of transport are to take the following share:

Railroads	1,675.50	billion	t/km	(75 per cent)
Motor Transport	122.87	"	"	(5.5 per cent)
Inland Shipping	122.87	"	"	(5.5 per cent)
Pipelines (crude oil and crude oil products)	89.36	"	"	(4.0 per cent)
High Seas Fleet	223.40	"	"	(10.0 per cent)

Performances in passenger transport are to increase by six per cent compared with 1962. The number of air passengers will increase from about 28 millions in 1962 to about 35 millions in 1963.

2. Railroad Transport

a) Organization

The disbanding and/or merging of 11 of the 31 RR divisions was to be completed by 20 February 1963.

Former RR Divisions	Present RR Divisions	Location of Headquarters
Esthonia, Latvia Lithuania	Baltic RR Div	Riga
Moldavia - Odessa	Odessa - Kishinev	Odessa
Azerbaijan and Trans Caucasia	Trans Caucasia	Tbilisi
Ashkabad and Tashkent	Central Asia	Tashkent
South Sakhalin and Far East	Far East	Khabarovsk

The names of the other 20 railroad divisions are:

Name	Location of Headquarters
Dnyepr	Dnyepropetrovsk
Donets	Doneck
Gorki	Gorki
Kazakhstan	Alma Ata
Kuybyshev	Kuybyshev
Lvov	Lvov
Moscow	Moscow
North	Yaroslavl
North Caucasia	Rostov
October	Leningrad
East Siberia	Irkutsk
South	Kharkov
Southeast	Voronesh
South Ural	Chelyabinsk
Southwest	Kiyev
Sverdlovsk	Sverdlovsk
Transbaykal	Chita
Belorussia	Minsk
West Siberia	Novosibirsk
Volga	Saratov

b) Operations

(1) Beginning with the summer timetable on 26 May 1963, the permissible speed of express trains will be increased to 160 km/h on the electrified Moscow - Leningrad line and to 140 km/h on the Moscow - Minsk - Brest Litovsk line. On the latter important east-west connection, passenger traffic will be carried out by diesel traction. After 1965, the total line is to be electrified, with the Brest Litovsk - Orsha stretch to be electrified between 1966 and 1970.

(2) In early 1963, the Kamen'- Altayskaya (200 kilometers) stretch of the Central Siberian Magistrale was put into regular service. Trains are hauled by diesel locomotives. Later on, the total Omsk - Irtyshkoe - Karazuk - Kamen'- Altayskaya - Barnaul line is to be electrified.

c) Railroad Network

The total trackage of the North Caucasia RR Division (Headquarters at Rostov) amounts to 2,906 kilometers including 1,031 electrified kilometers (30 per cent). The following stretches have been equipped with 27.5 kV alternating current:

Rostov - Likhaya	(145 km)
Kavkatskaya - Nevinnomyskaya	(147 km)
Armavir - Belorechenskaya	(104 km).

d) Line Construction

(1) During recent years, the Sverdlovsk - Bogdanovich - Vaga - Natsyvayevskaya(-Omsk) line was double-tracked, equipped with semi-automatic block installations, and dieselized.

(2) Provisional traffic has been opened as far as Kilometer Marker 85 on the line under construction between Karaganda (Zolonichki) and Karagayly Ore Mine (250 km). The line is planned to be extended to Aktogai, the railhead of the Soviet/Chinese "Friendship Line".

(3) The 550 kilometer Moscow Ring Line is presently being rebuilt and modernized gradually. New tracks are laid, the roadbed is reinforced and the trackage of some RR stations is improved. Rebuilding is focussed particularly on the western part of the ring which is to be dieselized by late 1963. Simultaneously, preparatory work was begun for the electrification of the eastern part of the ring. Actual electrification work on this section is to start in 1964. The rebuilding is carried out on the following grounds:

(a) To reroute transit freight traffic via the Ring Line and to increase the line clearance capacity of the Moscow junction area.

(b) To relieve various RR stations of the individual Moscow RR areas from transit traffic.

(c) To electrify the total Ring Line.

e) Electrification

(1) In the course of 1963, electric traffic is to be opened on the following RR stretches:

Minsk - Olekhnovichi	on Minsk - Vilna line
Shakhunya - Kirov	" Moscow - Sverdlovsk line
Perm - Shalya	" Moscow - Sverdlovsk line
Maloyaroslavec - Zukhinichi	" Moscow - Bryansk line
Mironovka - Fastov	" Dnyepropetrovsk - Lvov line
Khacepetovka - Krinichnaya	Donets Basin
Yazinovataya - Mariupol	Donets Basin
Yazinovataya - Konstantinovka	Donets Basin
Likhaya - Rososh'	on Rostov - Liski line
Nevinnomyskaya - Mineral'nye Vody	" Rostov - Baku line
Akstafa - Kirovabad	" Tbilisi - Baku line
Czerepanovo - Barnaul	" Novosibirsk - Barnaul line
Artyshta - Altayskaya	" South Siberian Magistrale
Novokutsneck - Mezhdurechensk	" South Siberian Magistrale
Nadezhdinskaya - Usurisk	" Vladivostok - Khabarovsk line

(2) In 1963, electrification is under way on the following RR stretches:

Fastov - Zdolbunov	on Dnyepropetrovsk - Lvov line
Kirov - Baletsino	" Moscow-Sverdlovsk line
Rososh'- Michurinsk - Ryatsan'	" Rostov - Moscow line
Sysran'- Rtishichevo	" Sysran'- Penzā - Liski line
Celinograd - Karaganda	" Celinograd - Lake Balkhazh line
Medshdurechensk - Abakan	" Novokutsneck - Abakan line
Tayshet - Kezhemskaya	" Tayshet - Lena River line

The above RR stretches are planned to be put in operation in 1964.

f) Dieselization

(1) The following RR stretches are to be dieselized in 1963:

Leningrad - Volkhovstro - Cherepovec (-Vologda)
Leningrad - Pskow - Abrene)'Dwinsk)
(Minsk-) Olekhnovichi - Kaliningrad (Königsberg)

(2) In 1963, dieselized traffic will include the following stretches:

Mogilev - Zhlobin	on Orsha - Korosten line
Orsha - Etserishche	" Orsha - Leningrad line
Orsha - Zurazh	" Orsha - Unecha line
Vitebsk - Bigozovo	" Vitebsk - Polotsk -Dwinsk line

III. Soviet Zone of Occupation of Germany

1. Interzonal Traffic and Berlin Traffic Situation

a) Interzonal Traffic

(1) On 1 April 1963, higher fares became effective in interzonal bus transport between West Berlin and West Germany.

(2) The registration of passengers traveling in interzonal road traffic between West Berlin and West Germany, introduced in September 1962, has been discontinued. (See Transport Summary for November 1962).

b) Berlin Traffic Situation

(1) Structural Changes of the Reichsbahn

(a) The boundaries of the five Reichsbahnamtsbezirke (Rbas) (subdivisions) of Rbd (Reichsbahn Division) Berlin, last drawn in September 1961 were changed in March 1963. The changes were probably conditioned by organizational and supervisory necessities. The designation for the headquarters of Rba 2 was changed from Babelsberg (=Griebnitzsee) to "Potsdam".(For map of RR Division Berlin, see Annex 4).

(b) In December 1962, ten previously independent West Berlin offices (RR stations, freight stations and one stop) were subordinated to other RR stations.(See Annex 6). Through this measure, the number of personnel and the expenses of administration are obviously to be reduced as there is a continuous decrease in S-Bahn and freight train traffic.

(c) Since 1 March 1963, Berlin-Wendenheide RR station is no longer subordinate to Berlin=Schoeneweide station but to Berlin=Rummelsburg station.

(d) "Special Construction Management Berlin=Gruenau" has ceased to be an independent office since late 1962. Its tasks have been taken over by "Investbauleitung Berlin 2".

(e) Reichsbahnausbesserungswerke (RAWs-RR repair shops) Gruenewald and Tempelhof, located in West Berlin, are listed as I.Class Offices only in the office records of Rbd Berlin. They are thus on the same structural level as a Bw (Bahnbetriebswerk -RR maintenance shop) or Bww (Bahnbetriebswagenwerk-maintenance shop for RR cars).

Berlin=Grunewald RAW predominantly repairs and inspects cars of the West Berlin RR system, or cars damaged on the West Berlin network.

Gondola cars of series numbers 27 and 29 from the total Reichsbahn area previously underwent routine maintenance at Grunewald RAW. Since 1962, they are handled by Malchin and Dresden RAWs.

Berlin=Tempelhof RAW repairs and inspects locomotives from Grunewald Bw only. Locomotives of construction series 74 and 92 from the total Reichsbahn area which previously underwent routine repair at Grunewald have been handled by Halle and Cottbus RAWs since 1961/62.

Berlin=Grunewald and Berlin=Tempelhof RAWs are obviously also serving as political strongholds of the West Berlin SED; prior to the Berlin Senate elections, several electoral assemblies for West Berlin Reichsbahn employees were held there. On the "Day of the Railroad Worker"(8 June), a meeting is planned at Tempelhof RAW.

(2) Railroad Improvement

(a) A new RR installation for freight traffic is under construction at Berlin=Adlershof; it consists of eight to nine tracks and of a concrete end ramp and an about 100 meter long concrete side ramp both located in the southern part of the installation. The trackage is located southwest of the line leading from Berlin=Schoeneweide to the southern stretch of the Berlin Outer Ring, between the southeastern end of Berlin=Schoeneweide switchyard and the Teltow Canal. The railroad bridge over the canal was enlarged. The construction of two other ramps has allegedly been planned.

(b) The new Priort RR station on the western stretch of the Berlin Outer Ring is to be put in operation with the beginning of the summer timetable (26 May 1963).

(c) Rails and ties of the stretch between the Teltow Canal (UU 764 073) and Stahnsdorf of the Berlin-Wannsee-Stahnsdorf line, disrupted at the West Berlin/Soviet Zone border since 13 August 1961, have been dismantled and piled up south of Stahnsdorf RR station on the road to Potsdam. This roadbed material is allegedly to be used for the construction of a new Stahnsdorf-Potsdam line.

Conspicuously, Stahnsdorf RR station is still in operation despite the discontinuation of train traffic on the line from Wannsee. (The station has merely been subordinated as a dependent office to Drewitz RR station, since April 1962).

It is therefore possible that a substitute line will be constructed on East German territory only to connect Stahnsdorf RR station with the Reichsbahn network.

(3) Motor Transport and Roads

(a) A work team of the East Berlin Municipal Council in cooperation with Bezirksdirektion Kraftverkehr (BDK-District Management Motor Transport) is drawing up new directives for the repair of motor vehicles. The draft envisages an increase in efficiency by having the individual parts repaired separately in special workshops. Thus, all starters, generators and engines of trucks over 4-ton capacity and of buses can only be repaired by the OLW(Omnibus- und Lastkraftwagen Reparaturwerk - bus and truck repair shop). On the other hand, Pankow Car Repair Shop is to carry out the general overhaul of all engines of passenger cars and of trucks with less than 4-ton capacity. Private repair shops and production cooperatives are to be incorporated in the new organization of motor vehicle repair. The OLW started repairing generators and starters in early 1963 already.

(b) The road surface of the Soviet Zone Autobahn stretch between the Koenigswegbruecke (bridge) (UU 774089) on the West Berlin/Soviet Zone border and Dreilinden Control Point on West Berlin territory was repaired in March 1963. This stretch had compared very unfavorably with the connecting West Berlin Autobahn stretch (approach road to the "Avus") repaired in the winter of 1962/63.

2. Railroad Transport

a) Organization and Structure

(1) The district boundaries of the eight Soviet Zone railroad divisions and their subdivisions are shown in Annex 5.(For boundaries of Railroad Division Berlin, see Annex 4).

The numbers of the railroad divisions

Berlin	1
Cottbus	2
Dresden	3
Erfurt	4
Greifswald	5
Halle	6
Magdeburg	7
Schwerin	8

are also designating:

(a) Special passenger trains.(The second digit of the four-digit number of a special train indicates the departure RR division, i.e. P 0479 originates from Erfurt Rbd; the first digit is always to be a zero).

(b) Construction trains. (The first digit of the three-digit number of a construction train indicates the home RR division of such trains, i.e. Construction Train 701 belongs to the Magdeburg Rbd) (Excepted are Reichsbahn main construction trains which are not controlled by RR divisions and which carry four-digit number, i.e. 1201).

(2) Structural Changes

(a) The former Leipzig-Wahren Bww (maintenance shop for RR cars) was dissolved in 1962 and subordinated as branch shop to Leipzig Main Station Bww.

(b) Oschersleben Bw (RR Maintenance Shop) on the Bode River was downgraded to engine yard and subordinated to Halberstadt Bw.

b) Operations and Traffic

(1) Operational Situation

Inspite of the considerable number of 73,000 RR cars forwarded on 31 March 1963, plan arrears of the Reichsbahn still amounted to over 12 days in late March with the highest backlog of 13.7 days at Dresden Rbd.

In early April 1963, traffic flow in Halle Rbd, particularly in the immediate area of Halle and on the Rosslau -Lutherstadt Wittenberg line, was so poor that it was feared that the difficulties would affect the neighboring RR divisions.

Shipments not forwarded in time consisted to a large part of fertilizer and construction material. Fertilizer is mainly to be dispatched by Erfurt, Halle and Magdeburg Rbds.

The flow of export traffic was also unsatisfactory, particularly via Bad Schandau border station.

The shortage of RR cars ready for loading was relieved and the turnaround time of the rolling stock was reduced by the merciless reduction of the unloading time of the consignees. In mid-April 1963, a daily unloading performance of appr. 37,300 cars was achieved. On 15 April, appr. 36,650 cars could be loaded, which was 2,000 cars more than the highest loading figure in March. Before and after Easter the operation of a number of commuter trains was discontinued because of changes effected in the working hours of large enterprises, as a result of which the flow of holiday traffic was eased, including that between West Germany and West Berlin. During the Easter holidays, advantage was taken of the reduced commuter traffic and of the partly reduced passenger traffic to make good the arrears in freight transportation. The general operational situation was also eased by the more favorable weather conditions.

(2) (a) Military requirements of the Reichsbahn were low up to the end of the second third of April, since training exercises were essentially restricted to the garrisons as in the preceding years. During the last third of the month, intra-zonal military shipments increased because of training exercises of the GSFG in the Letzlinger Heide-Altengrabow area.

(b) No special features were observed in military border crossing traffic, in April 1963.

(3) Imports via the East Zone sea harbors partly consist of military supplies (See Transportation Summary for March 1963 - further improvement of freight station and switchyard in Rostock) and to a large part of crude oil. The crude oil is shipped in tank car trains particularly from Rostock and Wismar to the refineries in the Lausitz area and in Central Germany.

c) Railroad Construction

(1) Rerouting of RR Lines

Because of the construction of a laying-up basin for the Helme River, the about 4.6 kilometer long Berga-Kelbra - Heringen (Helme) stretch of Line 201 is to be rerouted. The construction of the new roadbed north of the previous stretch is under way since 1962. Aumühle RR station (PC 352 019) on the old stretch is to be closed and a new station to be built immediately south of Goersbach (PC 345 027) on the new stretch.

(2) Depot for Bridge Building Material

Used but still serviceable equipment of iron bridges has been stored in a large shed near the railroad station at Hoyerswerda (Line No 162 r). The depot belongs to Cottbus Brueckenmeisterei (bridge supervision and maintenance office). The bridge material is probably primarily destined for the frequent reconstruction projects in the Lausitz lignite mine district, but may possibly also be used as reserve equipment for the Oder and Neisse River bridges (See Transportation Summary for February 1962).

d) Rolling Stock

(1) VEB Lokomotivbau Elektrotechnische Werke "Hans Beimler", Henningsdorf, is producing two types of 16 2/3 kc alternating current locomotives for the Reichsbahn, namely Construction Series E-11 for fast passenger trains and E-42 for freight and passenger trains. The differences in the construction are to be found in the brake equipment, the transmission gearing, and in the permissible rated speed (E-11: 140; E-42:100 km/h). There is no difference in the outward appearance and in the electric equipment of the two construction series.

(2) The two Type V-36 K 360 PS narrow-gauge diesel locomotives, handed over by VEB Lokbau "Karl Marx",Babelsberg, as prototypes to the Reichsbahn, in 1961, did not prove satisfactory particularly because of their transmission. They were partly dismantled and parked at Zittau Bw. It appears questionable if the design of this locomotives has been improved in the meanwhile, and if the production has been resumed.

(3) Up to now, the Reichsbahn rebuilt 544 steam locomotives which is almost 10 per cent of its total stock. The rebuilt locomotives include 363 freight train locomotives of Construction Series 41, 50 and 58;the remainder were fast train locomotives of Construction Series 03 and locomotives of Construction Series 39 for accellerated local trains (reconstructed to locomotives of new Construction Series 22).

The present use value of a rebuilt locomotive is assessed by the Reichsbahn at about 80 per cent of the value of a new locomotive. The costs of the rebuilding allegedly amount to 50 to 60 per cent of the initial cost of a new locomotive.

(4) The number of rebuilt passenger train cars totals appr. 2,400 so far and is to amount to 3,000 units by late 1963.

In 1963, Halberstadt RAW will include in its rebuilding program the production of baggage and mail cars by using predominantly parts of old RR cars.

(5) Decommissioning of Freight Cars

The following freight cars are to be taken out of service by 1980:

Class (without statement of secondary designation)	Class Numbers
G	04; 05; 12; 13; 20
V	23
O	25; 29; 37; 38; 45; 46
R	63
S	64; 67
XX	90
Z	50-01/69 (for fuel) 53-20 (for acids and lye solutions) 54-25/26 (for chloride gas)

(6) Tourist Express

The first trip of the tourist express "Tourex" was made in Czechoslovakia between 29 March and 5 April 1963. The home station of the train is Dresden Main station. (See Transportation Summary for February 1963)

3. Road Traffic

a) Motor Transport

In March 1963, VEB Kraftverkehr Halle (Saale) received five new Ikarus buses. It now owns 60 buses and employs 90 motor vehicle drivers and over 30 conductors. The daily repair and reserve quota is 20 per cent of the total pool of vehicles.

b) Road Construction and Repair

(1) During its 10 years' existence, VEB Strassenbau Halle (Saale) repaired approximately 800 road kilometers at the expense of 2.9 million tons of construction material.

(2) Road and bridge construction projects observed since 1961 in the Suhl district along the demarcation line (see Transportation Summary for February 1963, para III, 4d) have been compiled in Annex 7. Corresponding statements on the remaining East Zone districts along the demarcation line will be made in the next transportation summaries.

4. Inland Shipping

After the East Zone Inland Waterways Shipping, in cooperation with the Reichsbahn, had carried out successfully a main test with loading pallets in the transloading of freight, the loading pallet exchange of the Soviet Zone was introduced in inland shipping on 15 April 1963.(Pallets are loading devices collecting L.C.L. (less than carload) freight to easily transportable shipments. The pallets remain with the freight from the shipper to the consignee so that there is no need to transship the L.C.L. freight individually from one vehicle to another, i.e. also in the event of different modes of transportation being used.)

5. Civilian Air Traffic

a) In early 1963, the first improvement stage of the Soviet Zone Central Airport Berlin=Schoenefeld", begun in 1959, was completed. The project included a three kilometer long runway for jet aircraft and a new hangar. During the second improvement stage, a new dispatch center, an air freight yard, and further underground storage tanks are scheduled to be built.

b) Since early April 1963, Deutsche Lufthansa(Soviet Zone) has employed IL-18 aircraft instead of the previously used IL-14 for flights between Berlin-Schoenefeld Central Airport and Sofia.

c) In early April 1963, Ernst Wendt, Director of the Soviet Zone Airport Management, handed over Anklam commercial airport to Karl Heiland, General Director of Deutsche Lufthansa (Soviet Zone). Eight aircraft of types AN-2 and L-60 are stationed in the new hangar of the airport. In 1963, they are to spread fertilizer and plant protectives on 130,000 ha of land which will be 56,000 ha more than in 1962.

IV. Czechoslovakia

Railroads

1. Operations

a) In April 1963, the effects of the severe winter were still noticeable in RR operations. From early 1963 to mid-April, arrears in freight transportation increased to nine million tons. It is planned to shift 4-5 million tons of the railroads' transportation quota to the State Motor Vehicle Transport (trucks).

b) The shortage of locomotives and RR cars continued to increase. The pyrometric condition of the steam locomotives deteriorated so much that the engines were used up excessively and the rate of repair increased correspondingly. Also the rate of damaged freight cars rose to about 8.6 per cent of the total freight car stock in late March 1963.

2. Line Construction

Vojany Heating Station is to supply electric power to the East Slovak Ironworks under construction. The power plant will be heated exclusively by Russian bituminous coal. Since early 1962, a broad-gauge track has been under construction from Velke Kapusany to the power plant for direct coal supply to the plant. The completion of the track, including the construction of an engine shed, is scheduled for late November 1963. (See Transportation Summary for March 1962).

3. Electrification

a) Within the framework of the electrification of the Hranice na Morave-Polish border line, the contact wire line was tested on the last stretch from Mährr. Ostrau(Ostrava) to the Polish border via Petrovice u Karvine. Electric test traffic is expected to be opened soon on this stretch. (See Transportation Summaries for June, October 1962 and March 1963).

b) Electrification of the Sillein(Zilina)-Jablunkov stretch of the Zilina-Oderberg(Novy Bohumin) line has been under way since April 1963 and is scheduled to be completed by late 1963. Originally, the entire line was to be completed by that date. However, the realization of this plan depends on the completion of the remodelling of Teschen(Cesky Tesin) RR Station, i.e. of the construction of the access to the double-track Ostrava-Kuncice-Cesky Tesin line, and on the completion of the double-track Louky n.Olsy-Detmarovice line. (See Transportation Summary for December 1962).

4. Rolling Stock

a) In 1963, the Czechoslovak State Railroads (CSD) are to receive the following rolling stock from Czechoslovak production plants:

40 Electric locomotives
134 Diesel locomotives
32 Diesel railcars
3,749 Freight cars.

In 1963, the CKD Works in Prague will construct 170 diesel switch engines with 750 PS capacity for export to the USSR. The Lenin Works (former Skoda Plant) in Plzn (Pilsen) are to export over 100 electric locomotives to the USSR in 1963. However, negotiations are under way at present to induce the USSR to renounce the delivery since the CSD urgently requires the locomotives for its own purposes.

b) The number of freight cars needing repair increased to almost 12,000 per day which is about 8.6 per cent of the total freight car stock of the CSD.(See Transportation Summary for January 1963).

Annex 1 to Transportation
Summary for April 1963

Organization for the Cooperation of Railroads (OSShD)

I. History

1. Transport Ministers' Conference at Sofia, July 1956: Agreement to form an organization succeeding the SMPS/SMGS* Association which had been operating in the East Bloc area since 1951, and succeeding the four technical commissions which had been active since early 1956.

2. Conference of Ministers in Peking in May/June 1957: Foundation of the OSShD; 12 member states: Albania, Bulgaria, China, Czechoslovakia, Mongolia, North Korea, North Vietnam, Poland, Rumania, Soviet Zone of Germany, Hungary, USSR, (Yugoslavia to be optionally invited on guest status).

3. Organization operational 1 September 1957.

II. Organization and Functions

1. Managing Body: Transport Ministers' Conference

Meeting annually at different places.
Chair: Transport Minister of the host country.
Work order: Agenda of the Ministers' Conference.
Quorum: Two thirds of the ministers present.
Resolutions, to be passed unanimously, are binding.
Negotiations conducted in Russian, Chinese, German.

2. Executive Body: Committee for Railroad and Motor Vehicle Transport

Composition: One representative each of the member countries.
Directorate: The chairman, his deputy, and a secretary.
Headquarters: At present 63/65 Noza, Warsaw 67.

*) SMPS = Soglasheniye Mezhdunarodnoye Pasagirskogo Sobshcheniye (Agreement on International Railroad Passenger Traffic).

SMGS = Soglasheniye Mezhdunarodnoye Grozovoye Sobshcheniye (Agreement on International Railroad Freight Traffic).

Working Set-Up: Committee members, experts and counsels representing the various work areas, editors of the OSShD Magazine, secretarial staff.

Major Responsibilities: Preparing ministers' conferences, directing commission activities, safeguarding prompt and proper fulfillment of the resolutions passed by ministers' conference, publishing the OSShD Magazine and the bulletins of the OSShD and collection of resolutions and recommendations.

3. Subsidiary Bodies and their Functions

The main task is accomplished in the 11 commissions.

Expert work teams deal with special problems. The commissions deal with the following sections:

I. Passenger traffic (SMPS)
II. Freight traffic (SMGS)
III. Tariffs
IV. Operations and border stations
V. Technical and scientific cooperation
VI. Cars, car parts (gauge changing wheel set, automatic coupling), vehicle gauges and clearance limitations. (The Deutsche Reichsbahn (DR) is responsible for work organization in Commission VI.
VII. Safety installations and operating regulations.
VIII. Tractive power and electrification.
IX. Roadbed and building construction.
X. Coordination of work of the OSShD with other international organizations.
XI. Motor transport and roads.

4. Laws and Regulations, Work Schemes, Publications

The activities of the OSShD are governed by:

a) Laws and Regulations

Rules of the Organization for the Cooperation of Railroads.
Standing orders of the Ministers' Conference.
Regulations of the Committee for Railroad and Motor Transport.
SMPS (new edition of 1 June 1960) with relevant rules of service and tariffs.
SMGS (new edition of 1 January 1960) with relevant rules of service and tariffs.

Uniform transit tariff.
Regulations for the mutual utilization of RR cars in international passenger and freight traffic (PPW = Prawila Polsovani Vagonami).
Resolutions and Recommendations of the Ministers' Conference and of the committees.

b) Work Schemes

Annual work program of the committees.
Annual work plans of the commissions.
Minutes of conferences, meetings, discussions.

c) Publications

OSShD Magazine
OSShD Bulletin
OSShD Memoranda
Collection of resolutions and recommendations of the OSShD.

III. Effects

About 80 per cent of the total freight traffic of this area is handled on the about 230,000 kilometer long rail system of the 12 East Bloc countries united in the OSShD. Railroad transportation is therefore one of the most important sectors of the OSShD countries' economy and an important factor of military planning.

The OSShD covers all special branches of railroad transportation and includes in its range of action the tasks of the international organizations CIM,CIT,CIV,RIC,RIV, and UIC *.

*) CIM = Convention Internationale concernant le Transport des Marchandises par Chemins de Fer/
International Agreement on Railroad Freight Transportation.

CIT = Comité International des Transports par Chemins de Fer/
International Railroad Transport Committee.

CIV = Convention Internationale concernant le Transport des Voyageurs et des Bagages par Chemins de Fer/
International Agreement on Railroad Passenger and Baggage Transportation

RIC = Regolamento Internazionale Carozze/ Agreement on the Mutual Utilization of Passenger and Baggage Cars in International Traffic

RIV = Regolamento Internazionale Veicoli/ Agreement on the Mutual Utilization of Freight Cars in International Traffic.

UIC = Union Internationale des Chemins de Fer/ International Railroad Association.

There is no comparable organization with such comprehensive functions available in the western countries. It is noteworthy, that railroads belonging to the OSShD are also members of West-European transport organizations, but that no western country is a member of the OSShD.

In connection with the work and effects of the OSShD it must be ascertained that all measures taken by this institution are decisively influenced by the USSR and are designed in the first place to meet Soviet requirements within the East Bloc.

Annex 2 to Transportation
Summary for April 1963

Standing Commission for Transportation of COMECON *)

I. History

IXth Meeting of the Council at Bucharest, June 1958: Agreement to form an institute succeeding a Work Team for Transport Matters which had been operating within the COMECON area since 1950.

29 October to 2 November 1958, meeting of incorporators to organize the Standing Commission for Transportation of COMECON, in Warsaw.

Nine member states: Albania **), Bulgaria, Czechoslovakia, Mongolia, Poland, Rumania, Soviet Zone of Germany, Hungary, USSR.

Observer delegations at conferences optionally admitted from: China, North-Korea, North-Vietnam.

II. Organization

1. General

The Standing Commission for Transportation is one of 18 COMECON commissions. As a working group it makes proposals to the Meeting of the Council (highest ranking body within COMECON, consisting of delegations of the member countries meeting twice annually and passing basic resolutions) and to the Executive Committee (executive body composed of one representative each of the member countries and of experts who meet every other month to make current decisions and to exercise coordination and supervisory functions).

*) COMECON = Council for Mutual Economic Aid /SEW = Soviet Economitchesko Vsaimopomoshchi

**) Albania was not mentioned as a member country at the 17th Meeting of COMECON in Bucharest in late 1962. Political differences and lack of land transport connections with the remaining member countries may account for the absence of Albania from COMECON transport commission meetings since that date..

2. Organization of Transport Commission

a) The chairman, delegations of the member countries, secretariat, technical commissions and sections, standing work teams, temporary work teams.

b) Directorate

Chairman: Polish Transport Minister Popielas; furthermore, the chiefs of the delegations (Chief of Soviet Zone delegation: Traffic Minister Kramer, deputy: Transportation Attaché at the Soviet Zone embassy in Warsaw, Pricklor (fnu).

c) Functioning Bodies

Special commissions and sections for dealing with the individual technical branches.
Standing work teams for special tasks.
Temporary work teams for transitory limited tasks.
Secretariat, in Warsaw.

3. Technical commissions and sections are available for railroad transport, railroad construction, tariffs, road transport, road construction, high seas shipping, inland shipping, ship construction, harbors, air transport, airport construction, telegraphy and radio, production of means of transportation.

4. The main tasks of the COMECON Standing Commission for Transportation are the planning and binding recommendation of measures to be taken for the development of transportation within the COMECON area. They include in particular:

Common transport research;
Preparation of long-term transportation plans;
Coordination of investment plans in the transport sector;
Standardization and work division in the construction of means of transportation;
Cooperation in transit traffic;
Increase of transloading capacity of railroad stations of the gauge-changing area;
Foundation of a common freight car pool of the East Bloc;
Foundation of a common charter agency for navigation of the East Bloc countries;
Coordination of railroad and superhighway construction;
Development of inland shipping and motor transport;
Standardization of river and sea-going vessels;
Cooperation in aviation.

Annex 2 to Transportation
Summary for April 1963

III. Effects

The COMECON Standing Commission for Transportation issues technical decisions in the form of recommendations and resolutions for all modes of transportation and makes preparations for carrying them out. This has brought about frequent disputes regarding competence with the OSShD (Organization for the Cooperation of East Bloc Railroads) which is also in charge of railroad and motor transport matters in the East Bloc.

Just as the OSShD, the activities of the COMECON Transport Commission are designed to provide an East Bloc counterbalance to the integrating organizations of the West. The following important principles reveal the main differences between the western and eastern organizations:

In the West:

- Voluntary union of members enjoying equal rights.
- Modernization of the transport sector from commercial points of view.
- Strong competition of the modes of transport according to private economic considerations without special consideration of the general interests.
- Consideration of legal, financial and historical data when deciding integration measures.

In the East:

- Union in the interest of World Communism lead by the USSR, without consideration of the autonomous requirements of the member countries.
- Increase of transport efficiency, exclusively with respect to common economic prosperity and to political and military points of view.
- Fixing of targets according to long-term transportation plans for the total East Bloc area.
- Realization of these plans hindered by frequently noticeable restricted industry capacity and red-tape.

The main purpose of the COMECON Standing Commission for Transportation is also to provide the key position for the USSR in the political, economic and military fields of the Communist world.

Annex 3 to Transportations
Summary for April 1963

The Danube Commission

I. History

The Danube River, the second longest river in Europe (Volga is longest) is an important highway for traffic with South-East Europe. It has a length of 2,900 kilometers and drains an area of 817,000 square kilometers between Southern Germany and the Black Sea.

To regulate shipping on the Danube, various treaties have been concluded by Germany, Austria, Czechoslovakia, Hungary, Yugoslavia, Bulgaria, Rumania, and the USSR, the riparian states of the river. The principal stages of this development may be summarized as follows:

1. 30 March 1856: Establishment of a European commission of the Danube and a commission of the states situated on the river, pursuant to a convention concluded within the framework of the treaty of Paris, based on recommendations of the Vienna Congress. (Russia was not represented on these commissions)

2. 23 July 1921: The 1856 convention was replaced by the Danube Statute, signed in Paris on the above date. An international commission on the Danube was established at Pressburg. In addition to the riparian states (excluding Russia), England, France, and Italy were represented on that commission as "nonriparian states"

3. 14 November 1936: Germany claimed full control of the river on its territory and resigned as a member of the international commission of the Danube.

4. 18 August 1948: A "Convention Regarding the Regulation of Navigation on the Danube" (Belgrade Act) was signed at Belgrade by Bulgaria, Czechoslovakia, Yugoslavia, Rumania, and Hungary, led by the Soviet Union; Austria and Germany were not represented. As compared to the Danube Statute signed at Paris, the Belgrade Act comprised the following changes:

   a. limited area of application and
   b. reservation of administration of the river to the riparian states.

   This "convention" is not recognized by France, Great Britain, and the USA.

5. 11 to 17 November 1948: First conference of the Danube Commission at Galatz, called pursuant to Article 7 of the "Convention Regarding the Regulation of Navigation on the Danube".

6. January 1960: Austria acceded to the Convention and was admitted as a voting member of the Danube Commission.

II. Position of the Federal Republic of Germany with regard to the Danube Commission

The Belgrade Act guarantees free shipping and equal treatment for all users of the Danube from Ulm to the mouth of the river. But since the German Federal Republic is not a signatory of the Act, German users of the river, while being entitled to the protection granted by Article 2 of the Act, cannot exercise their rights through their own government. The German Federal Republic has made consistent efforts to put German shipping on the Danube on a firm legal basis by concluding bilateral agreements. Such agreements were entered into with Austria (1952) and Yugoslavia (1954 and 1956) in the course of intergovernmental negotiations on economic matters. Where intergovernmental agreements were impossible, owing to the absence of diplomatic relations, the governments involved authorized the shipping companies of their respective countries to settle certain commercial and technical questions. In the German Federal Republic, a "Danube Shipping Group", composed of "Bayerischer Lloyd, Regensburg" and the Deggendorf firm of Waller, was formed and instructed to enter into bilateral agreements with the state-owned shipping companies and freight carriers of the Soviet Union, Bulgaria, Rumania, Hungary, and Czechoslovakia.

In late 1962 and early 1963, bilateral relations of this kind were extended by additional agreements signed with:

1. the state-owned Soviet Danube Shipping Company on Danube shipping between Southern Germany and the Levant states, on combined river/rail shipping to Afghanistan and Iran, and on the participation of a German shipping group in ore and coal shipments between the Soviet Union, Austria and Germany;

2. the state-owned Hungarian Danube Shipping Company "Mahrat" on an intensification of combined river/rail shipments, by way of Regensburg, of overseas transit freight unloaded at German sea ports and designed for the Balkan states and of bauxite shipments from Hungary to the West.

In the past, the German Federal Republic has been represented on the Danube Commission by observers without voting rights. Its delegation is composed of experts of the Federal Transport Ministry, the Regensburg Waterways and Shipping Directorate, and the German Danube Shipping Group.

Annex 3 to Transportation
Summary for April 1963

The question of the German Federal Republic joining the Danube Commission as a full-fledged member has been discussed for years at the conferences of the commission. These considerations were given new vigor by remarks made by Dr. Koller (Austria), the Vice President of the Commission, in mid-February 1963 to the effect that full-fledged membership of the German Federal Republic would be highly desirable to make the work of the commission fully effective.

This desire may be assumed to be based on the following considerations:

1. As a full-fledged member, the German Federal Republic could be properly called upon to grant financial and technical aid toward the costly improvement of the Danube waterway.
2. The commission would like to influence, and share in, the intensification of traffic on the Danube expected as a result of the improvement of the upper course of the river and the Rhine-Main-Danube Canal.
3. The commission plans to unite all riparian states in a joint organization and issue safety and traffic regulations binding on all shippers on the Danube, regardless of nationality.

The following circumstances must be born in mind in considering German Federal Republic membership in the Danube Commission and an assumption of all rights and duties resulting from such a membership:

1. The Danube Commission is not recognized by France, Great Britain, and the USA, which regard the Danube Statute of Paris and the International Danube Commission of 1921 as the only valid instruments, under international law, for regulating shipping on the Danube.
2. The establishment of a new Danube Commission in 1948 at Soviet initiative is based upon the territorial changes caused by World War II, prior to which the USSR was not a riparian state.
3. The economic supremacy of the USSR in Eastern Europe, its possession of the mouth of the river, and its decisive influence on the other Communist members make the Danube Commission a politically, economically, and militarily important instrument in the hands of the Soviet Union.

Annex 3 to Transportaion
Summary for April 1963

III. Organization and Functions

1. General

The Danube Commission is an institution set up to enforce the provisions of the "Convention Regarding the Regulation of Navigation on the Danube" and to coordinate technical, hydro-meteorological, legal and commercial matters concerning traffic on the Danube.

2. Organization

a) Set-Up

- Presidium (elected for three years, most recently in February 1963).
- Delegations of the member countries.
- Secretariat, at No 25 Benczur utca in Budapest VI.
- Technical commission and work teams.
- River Directorate "Iron Gate" and Lower Danube River.
- Observer delegations of experts from the German Federal Republic and optionally admitted from Albania, Poland, Soviet Zone of Germany and the ECE (Economic Commission for Europe - Inland Transport Committee), attending conferences without right of voting.

b) Presidium

- President Gyenizov, USSR.
- Vice President Koller, Austria.
- Secretary Pisek, Czechoslovakia.
- Managing Director Androne, Rumania.

c) Functioning Bodies

- Secretariat with the sections: Correspondence, record office, bookkeeping; administration, personnel; navigation; hydrometeorology; technology; planning; statistics.
- Technical committes, work teams.
- River Directorate "Iron Gate" and Lower Danube River.

3. The main tasks of the Danube Commission, meeting twice per year, are the discussion of the security of shipping and the improvement of the navigable channel. The problems include mainly:

a. Regulation projects up to 1980, including a navigable channel with a depth of 2.70 meters downstream from Regensburg and a depth of 3.50 meters downstream from Vienna.

b. Construction of power plants with overdamming of river obstacles.

c. Construction of locks.

d. Issue of new pilot licences.

e. Employment of Danube sea-going vessels of about 3,000 tons capacity.

f. Issue of shipping regulations.

g. Improvement of vessels and harbors

IV. Effects

The Danube shipping is being furthered intensively and is markedly developing. New industries built along the river require more transport facilities; shipping is modernized and improved, shipbuilding is standardized and its costs reduced; the flow of traffic is planned jointly and subject to uniform regulations. The preparatory work for all these innovations is performed by the Danube Commission, which is a device to establish above all the Soviet supremacy in Southeast Europe.

The interest of the German Federal Republic in Danube shipping could be upheld in bilateral agreements between the shipping companies concerned despite the lack of diplomatic relations with the Communist satellite countries and without the German Federal Republic being a member of the Danube Commission.

In 1957, a first, and on 27 December 1962, another "Agreement on the Common Transportation of Goods between the Danube harbors of the German Federal Republic and Austria and the Sea Harbors called at by the SDGP *) Liners" was signed in Regensburg. According to experience so far, the loyal observance of the agreement cannot be doubted.

*) SDGP=State-Owned Soviet Danube Shipping Company

Bezirke der Reichsbahnämter

Rbd. Berlin

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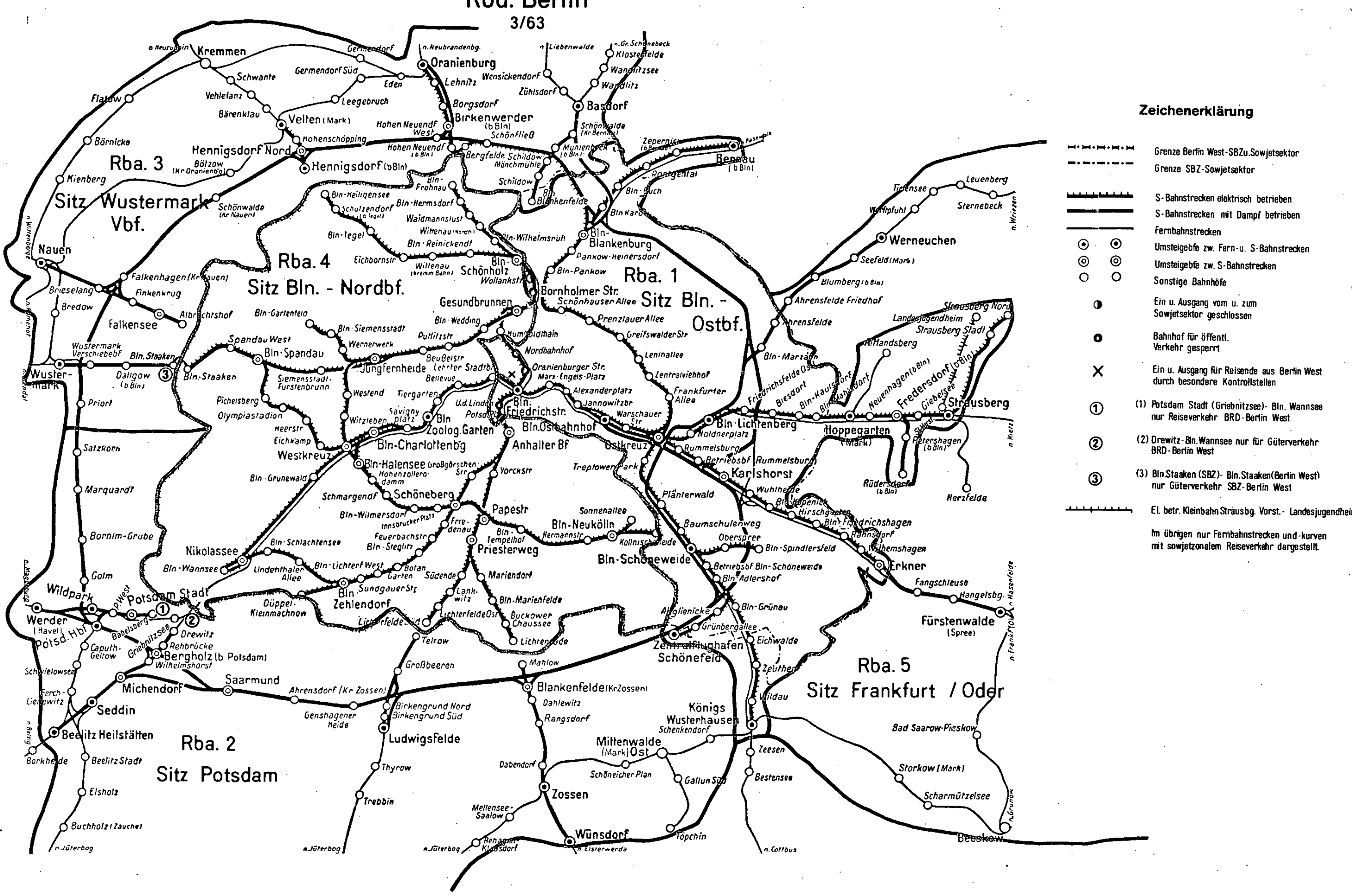

Annex 6 to Transportation
Summary for April 1963

List of Formerly Independent West Berlin Reichsbahn Stations, Yards, etc, Which Were Subordinated to Other Reichsbahn Institutions Effective Dec 1962

Offices Which Became Dependent, and Offices Assigned to Them	Subordinate to Railroad Station
RR Station Berlin-Hermsdorf with RR Stations Berlin-Frohnau and Weidmannslust and with Stop Point Wittenau (North Line)	Berlin-Schoenholz
RR Station Berlin-Reinickendorf with Stop Point Wittenau (Kremmener Line)	Berlin-Tegel
RR Station Berlin-Treptow, freight station, with RR Station Berlin-Goerlitz	Berlin-Neukoelln
RR Station Jungfernheide with RR Stations Berlin-Gartenfeld and Beusselstrasse and with Stop Points Putlitzstrasse, Berlin-Siemensstadt and Wernerwerk	Westend
RR Station Berlin-Spandau, freight station, with RR Stations Spandau West and Berlin-Staaken and with Freight Dispatch Offices Berlin-Ruhleben, Berlin-Siemensstadt and Berlin-Gartenfeld	Berlin-Spandau
RR Station Olympiastadion (former "Reichssportfeld") with RR Station Pichelberg and with Stop Points Heerstrasse and Eichkamp	Berlin-Spandau
Stop Point Bellevue with RR Station Berlin-Lehrter Stadtbahnhof and with Stop Point Tiergarten	Berlin-Zoologischer Garten
RR Station Berlin-Halensee with Stop Points Hohenzollerndamm and Schmargendorf	Berlin-Wilmersdorf
RR Station Berlin Lehrter Bahnhof with Freight Dispatch Offices Berlin Hamburger and Berlin Lehrter Bahnhof and Berlin-Westhafen	Berlin-Moabit
RR Station Berlin-Zehlendorf with Stop Points Lindenthaler Allee and Dueppel-Kleinmachnow	Berlin-Wannsee

Direktions - und Amtsbezirke der Reichsbahn (SBZ)

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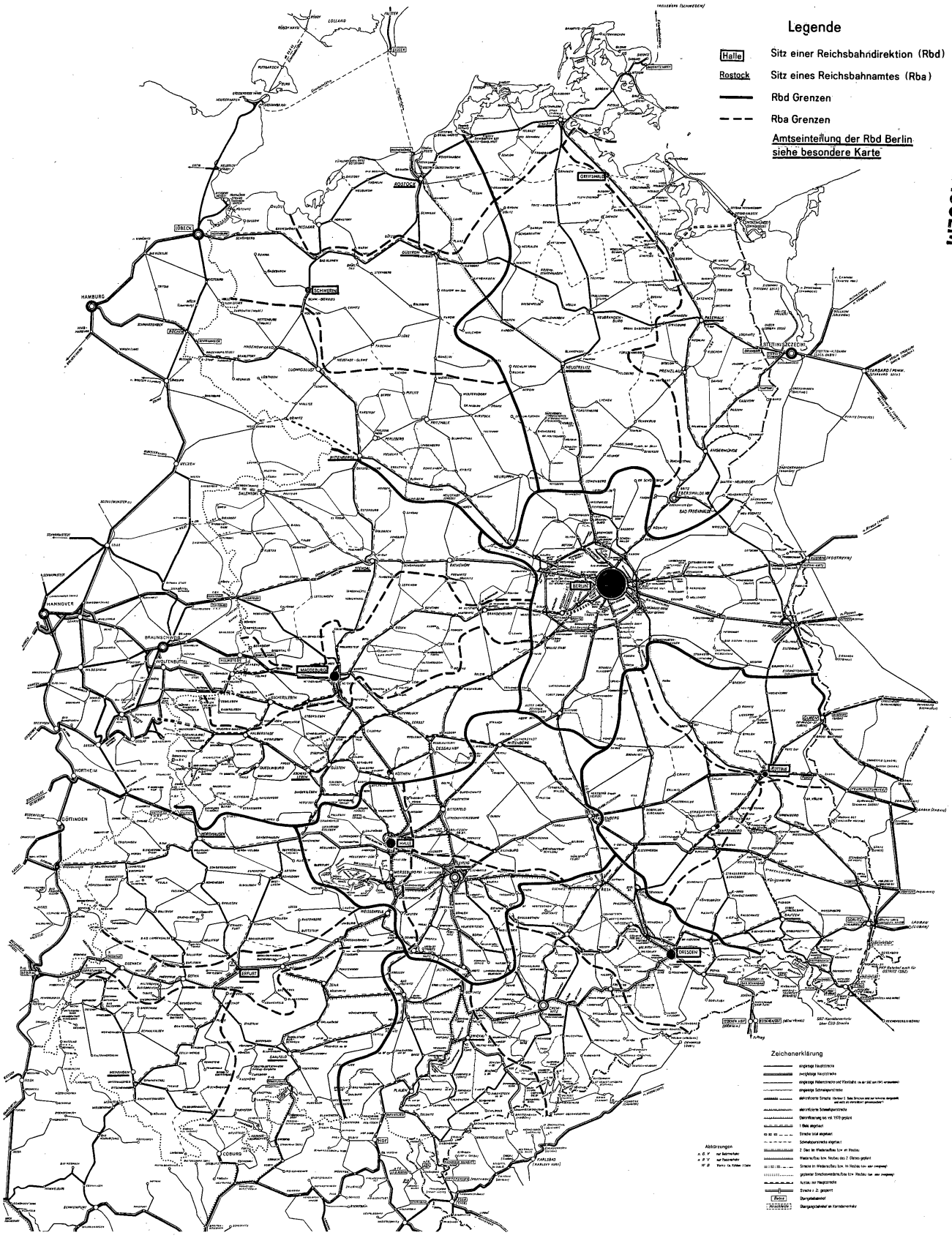

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