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SUBJECT   Production Difficulties, Dismantling
           in the Locomotive Industry
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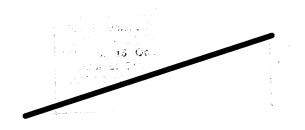
1. The Lokomotiv-Fabrik Karl Marx (formerly Lokomotiv-Werke Orenstein
   & Koppel), in Drewitz, now under the administration of Land
   Brandenburg, is experiencing difficulties because of the lack of
   certain equipment and supplies. The construction of locomotives
   has been discontinued. They are still repairing locomotives for
   the Reichsbahn, but the supply situation was so critical that
   they were able to repair only six locomotives during November 1948,
   instead of the normal average of thirty a month. The main shortages
   are in boiler tubes, fittings, asbestos, and other packing materials.
   The locomotive factory has had to be subsidized by Land Brandenburg.

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2. The Lokomotiv-Werk Heinersdorf was partially dismantled recently.
   The packing cases labelled "15.1 Moskva" were shipped on 10 January
   1949 in the direction of Frankfurt/Oder. The Russians placed an
   order at Heinersdorf for 126 electric engines, 80-ton, to be
   delivered to Russia, starting 1 February 1949. At the same time
   the plant is to make electric carts and welding units for Russia.
   Ten locomotives of Type 44 were being tested in the plant during
   January 1949. After actual trials in the Dresden and Halle areas,
   they will be delivered to Yugoslavia. Experiments are being
   carried out to develop a condenser type locomotive which will