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1. All Reichsbahndirektionen reported an improvement in the car situation for the month of March 1949; nevertheless the number of freight cars available was still below requirements. The RBD Berlin complained of difficulties encountered at various periods in the transfer of goods from RR cars to ships, partly due to the fact that shipping space available was inadequate. This was particularly true in regard to potash shipments, of which many had to be redirected.

Reichsbahndirektion Magdeburg

2. Derutra shipments during March 1949, for which no figures are given, consisted of mine timber, lumber, prefabricated wooden houses, scrap iron, machine parts, fittings, measuring instruments, seed goods, sugar, spirits, pumps, iron containers, fluor-spar, kainite, paper goods, pipes, soda, and cement.

3. Goods exported during March 1948, for which no figures are given:

<u>Destination</u>	<u>Commodity</u>
Poland	Lumber, mine timber, scrap iron, fertilizer
Hungary	Mine timber
Czechoslovakia	Mine timber, lumber, scrap iron, fertilizer, magnesium chloride
Sweden	Magnesium chloride

4. Goods imported during March 1948:

<u>Origin</u>	<u>Commodity</u>
Poland	Hard coal and coke, brass scrap
Sweden	Paper bags

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Reichsbahndirektion Cottbus

5. Goods imported during March 1949:

<u>Origin</u>	<u>No. of Cars</u>	<u>Commodity</u>
Denmark	13	Glassware
Switzerland	1	Glassware
Czechoslovakia	130	Silicate (Glassand)
	6	Floor boards
	54	Lignite tar
	7	Lumber
Hungary	2	Mine timber
	7	Cellulose

6. Goods exported during March 1949:

<u>Destination</u>	<u>No. of Cars</u>	<u>Commodity</u>
Poland	147	Mine timber
	12	Scrap iron
Russia	13	Boards
	66	RR ties
	3,820	Coal
	42	Prefabricated wooden houses

Reichsbahndirektion Erfurt

7. Since, during March, the load capacity of trains was increased by about 20%, it became possible to release 17 engines; nevertheless, it was necessary to operate 105 activist trains during March.
8. March potash export and reparations shipments of 14,277 cars, weighing 246,191 tons, were below plan figures. This was partly due to a shortage of shipping space which made it necessary to park the trains along stations or to redirect them to another terminal. Shipments of scrap iron averaged 33 cars a day; of these two thirds were destined for export, while one third went to the Unterwellenborn mill.
9. During March 1949, bearers of interzonal passes were issued tickets to the western zones.

Reichsbahndirektion Halle

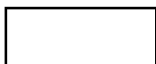
10. The RBD Halle was asked by the SMA to increase shipments of scrap iron and cement so that by the end of March, cement shipments were 33.6% above plan figures. Shipments of scrap iron to Unterwellenborn had, however, to be cut drastically, since the Maximilianshütte was unable to take care of all shipments. The RBD Halle was also ordered to step up shipments of metal, with the result that shipments reached 247.7% of plan.
11. Goods exported during March 1949:

<u>Destination</u>	<u>No. of Cars</u>	<u>Commodity</u>
U.S.S.R.	697	Military transports
	55	Gasoline
	5	Spirits
	75	Construction materials
	367	Lumber
	328	Chemicals
	462	Metals

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<u>Destination</u>	<u>No. of Cars</u>	<u>Commodity</u>
Poland	1	Military transport
	756	Fuel
	8	Spirits
	39	Lumber
	65	Chemicals
	261	Scrap iron
	1	Metals
Czechoslovakia	60	Machines and miscellaneous goods
	275	Gasoline
	14	Lumber
	51	Chemicals
	243	Scrap iron
Hungary	105	Miscellaneous goods
	32	Lumber
	10	Chemicals
Rumania	12	Chemicals
Yugoslavia	13	Chemicals
	3	Miscellaneous goods
Bulgaria	2	Miscellaneous goods
Austria	7	Chemicals
	10	Metals
Switzerland	1	Miscellaneous goods
	1	Construction materials
	1	Metals
Belgium	3	Miscellaneous goods
	1	Miscellaneous goods
Sweden	6	Chemicals
	6	Miscellaneous goods
Denmark	4	Miscellaneous goods

In addition, the following goods were exported via Stettin to various unspecified countries:

<u>Commodity</u>	<u>No. of Cars</u>	<u>Commodity</u>	<u>No. of Cars</u>
Coal	918	Fertilizer	4
Gasoline	4	Cement	363
Lumber	82	Chemicals	133
Scrap iron	33	Miscellaneous goods	135

12. During March, 15 new long-distance RR passenger cars were completed by the SAG vorm. Lindner, Amendorf; the cars are scheduled to proceed in the near future to Brest-Litovsk. Additional RR cars are under construction.

Reichsbahndirektion Greifswald

13. During March 1949, occupation traffic to Russia consisted of 3,433 cars and involved the shipment of vehicles, fibre wood, RR ties, timber and lumber, prefabricated wooden houses, requisitioned material, hay, straw, reparations goods, iron constructions, and miscellaneous goods.

14. Derutra shipments to Stettin via Scheune consisted of 6,002 cars, weight 104,000 tons, and included mine timber, machine parts, paraldehyde, paraffin, cement, briquettes, potash, gasoline, tar oil, scrap iron, automobiles, straw, food, lumber and timber.

15. Occupation traffic within the zone amounted to 1,603 cars.

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16. Goods exported during March 1949:

<u>Destination</u>	<u>No. of Cars</u>	<u>Commodities</u>
Belgium	32	Timber
Denmark	35	Mine timber and lumber
Poland	243	Mine timber and lumber, scrap iron, cattle feed, equipment, Rk ties
Switzerland	167	Timber
Czechoslovakia	59	Scrap iron, timber
Sweden	104	Chemicals, yarns, glass and glassware, machinery and misc.

17. Goods imported during March 1949:

Poland	42	Pig iron, hard coal
Czechoslovakia	15	Coke
Sweden	20	Sheet-iron and shaped iron, fish, saw-dust, food, and miscellaneous goods

Reichsbahndirektion Schwerin

18. During March 1949, three trains with railroad ties and two trains with prefabricated wooden houses proceeded to Russia.

19. Reparations shipments during March 1949:

<u>Transshipment Point</u>	<u>No. of Cars</u>	<u>Commodity</u>	<u>No. of Cars</u>	<u>Commodity</u>	
Rostock	3,853	Briquettes	615	Sugar	
	719	Cement	264	Machines	
	142	Chemicals	230	Cables	
	73	Wall plates	76	Bicycles	
	36	Kitchen utensils	34	Cranes	
	32	Seeds	27	Corundum	
	19	Boards	22	Textiles	
	15	Paints	15	Typewriters	
	105	Misc. goods			
	Wismar	3,215	Potash	659	Lumber
		641	Cement	574	Sugar
162		Glauber salt	355	Misc. goods	
Warnemünde	458	Sugar	186	Glauber salt	
	290	Briquettes	133	Cement	
	89	Machines	45	Bicycles	
	19	Seeds	11	Textiles	
	14	Paints	22	Coal	
	66	Misc. goods			

20. Goods shipped by boat during March 1949:

<u>Destination</u>	<u>No. of Ships</u>	<u>Commodity</u>
Russia		
a. via Rostock	6	Miscellaneous goods
	3	Cement
b. via Wismar	5	Sugar
	4	Miscellaneous goods
	1	Cement
	1	Glauber salt
c. Warnemünde	3	Sugar
	1	Miscellaneous goods

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<u>Destination</u>	<u>No. of Ships</u>	<u>Commodity</u>
Scandinavian countries		
a. via Rostock	138	Briquettes
b. via Wismar	35	Potash
c. via Warnemünde	21	Briquettes
Denmark		
a. via Wismar	1	Plaster
England & Denmark via Wismar	5	Lumber
England via Warnemünde	2	Mine timber

21. During March 1949, the following goods were transferred from ships to railway cars:

<u>Transshipment Point</u>	<u>Weight in Tons</u>	<u>Commodities</u>	<u>Weight in Tons</u>	<u>Commodities</u>
Rostock Harbor	19,231	Pyrites	11,133	Grain
	1,860	Copper	9,405	Superphosphate
	80	Cod liver oil	50	Paper
	70	Rascrite	2,000	Ore
	300	Rubber	250	Naphthalene
	66	Machines	25	Misc. goods
Wismar Warnemünde	6,586	Grain		
	3,200	Iron	2,350	Herring
	2,200	Pyrites	300	Paper
Schwerin	290	Cellulose		
	196	Cement	95	Forage
	50	Matches	45	Matches
Boizenburg Waren/Müritz	35	Stones	35	Misc. goods
	429	Coal	3,506	Ballast
Wittenberge	1,170	Stones	131	Soap
	55	Briquettes		
	5,720	Ballast	1,900	Coal
	45	Cement	440	Stones
	30	Soap		

22. Goods imported during March 1949:

<u>Origin</u>	<u>No. of Cars</u>	<u>Commodity</u>	<u>No. of Cars</u>	<u>Commodity</u>
Poland	359	Hard coal		
Denmark	69	Fish	24	Inwards
	13	Apple pulp	9	Cheese
	8	Salted fish	2	Wool
	1	Bags	1	Medicines
	1	Canned food	1	Household goods

23. Goods exported during March 1949 to Denmark:

<u>No. of Cars</u>	<u>Commodities</u>	<u>No. of Cars</u>	<u>Commodities</u>
40	Timber	22	Yarns
18	Paper	10	Glassware
11	Textile materials	2	Earthenware goods
2	Household goods	3	Misc. goods
7	Machines	8	Chemicals
2	Mail	14	Automobiles
1	Cardboard		

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24. During March, one special train with Polish resettlers left Guestrow for Stettin.

Reichsbahndirektion Dresden

25. The RBD Dresden mentions lively traffic to and from foreign countries; however, no details are given. Mention is only made of 107 cars of barley from Russia and 70 cars of pyrites from Sweden.
26. In the mining area, great difficulties were encountered in unloading cars, destined for the Wismut AG, because of an inadequate number of sidings. Loading and unloading facilities were also inadequate in the Oberschlema, Johannegeorgenstadt and Breitenbrunn area.
27. Receipts from passenger traffic for the month of March were about 22% above those of the previous month, but approximately 25% below those for March 1948.

Reichsbahndirektion Berlin

28. Shipments to Russia and Poland during March 1949:*
- | | |
|-----------------------|--------------------------------|
| a. via Küstrin-Kietz | |
| Ordinary traffic | 24 cars, weight 371 tons |
| b. via Frankfurt/Oder | |
| Ordinary traffic | 6,930 cars, weight 83,160 tons |
| Occupation traffic | 2,687 cars, weight 32,244 tons |

Imports from Russia and Poland during March 1949:

- | | |
|-----------------------|--------------------------------|
| a. via Küstrin-Kietz | |
| Ordinary traffic | 35 cars, weight 381 tons |
| b. via Frankfurt/Oder | |
| Ordinary traffic | 2,287 cars, weight 41,166 tons |
| Occupation traffic | 1,774 cars, weight 31,932 tons |

29. During March 1949, 3,789 cars were dispatched by the RBD Berlin for the occupation forces, while incoming occupation traffic amounted to 8,948 cars.
30. Due to curtailed service along the lines Frankfurt/Oder and Küstrin-Kietz, all trains were overcrowded and many passengers were riding on the outside of coaches, clinging to hand rails and buffers.
31. S-Bahn traffic, during week-days, was 10 - 30% and during weekends 50 - 70% above prescribed capacity. Traffic in the Stettiner Station was especially heavy, so that it became necessary to restrict the number of passengers.
32. The demand for tickets to Stralsund via Greifswald and Neubrandenburg is so heavy that additional trains must be operated along these stretches.

Comment. The RBD is not permitted to keep records of east- and westbound occupation traffic through Küstrin-Kietz.

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