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CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]

**INFORMATION REPORT**

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SUPPLEMENT TO REPORT NO.



1. Recently reparations trains from Halle and Gtsten have been routed through Berlin-Tempelhof, notwithstanding orders to use only the freight outer ring. The burden on the single-track ring is frequently so heavy that it becomes necessary to run through Tempelhof or to pass the city entirely on a very wide rerouting. The trains sent through Tempelhof consist mostly of sealed cars carrying cement, lime, sugar, textiles and crated machines. They are routed then via Pankow, Pasewalk and Rostock for sea shipment to Russia. Occasionally trains hauling alcohol pass through Tempelhof en route via Brest to Russia.
2. Regular shipments of lignite briquettes are made from the DDR to Sweden. These go by rail to Stettin. The shipments are in accordance with a trade agreement between the Soviet Union and Sweden.
3. The following list of Reichsbahn properties and installations in the West Sectors of Berlin are guarded by three shifts of railway police in the strength indicated. Police carry either carbines or pistols.

Number of Police per Shift

S-Bahn Betriebswerk Papestrasse	1 to 6
Trentower Gtterbahnhof	6
Bahnhof Hermannstrasse	2
Anhalter Bahnhof	6
RBD Schöneberger Ufer	1 to 6
Bahnhof Wannsee, including Betriebswerk	1 to 6
Cörlitzer Bahnhof	1 to 3
Bahnhof Priesterweg	12
Bahnhof Steglitz	1
Bahnhof Zehlendorf	1 to 4
Bahnhof Grunewald, including Betriebswerk and Ausbesserungswerk	1 to 12
Bahnhof Spandau-West	1 to 6

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STATE #	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION
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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 18 October 1978 from the Director of Central Intelligence to the

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By: 24

Number of Police per Shift

Bahnhof Westend	1 to 6
Bahnhof Zoo	1 to 6
Bahnhof Charlottenburg, including Fernmeldemeisterei	1 to 5
Lehrter Bahnhof	1 to 2
Bahnhof Moabit	1 to 3

4. All cars loaded with reparations from the area of RBD Berlin are brought to the Berlin-Rummelsburg marshalling yards to be made up into reparations trains. These trains leave the DDR at Frankfurt/Oder. To this point they are accompanied by a squad of six Volkspolizei. From Frankfurt/Oder eastward, trains hauling important reparations goods are protected by Soviet soldiers. Some few proceed without any protection. Reparations trains arriving within the area of RBD Berlin already made up are routed over the yards at Bahnhof B 10 in Lichtenberg and then proceed to the border crossing point of Küstrin for further transit to Russia. RBD Berlin has a daily quota of 15 reparations trains per day to dispatch to the border. A Soviet office within the RBD Berlin assigns transport and priority numbers to all reparations trains.
5. In accordance with the DDR Law for the Protection of Internal Trade, freight trains may not run through the freight yards of either West or East Berlin. This places a heavy strain on the freight outer ring and means that trains are required to run on the average from 80 to 100 additional kilometers. It frequently results in waybills' being separated from shipments and handling delays of from 12 to 14 days are not uncommon.
6. Household goods and excess baggage of Russian officers and soldiers returning to Russia are loaded on Mondays, Wednesdays and Fridays at the Schlesischer Bahnhof and Bahnhof Wildpark in the Soviet Sector of Berlin and the Soviet Zone near Potsdam respectively. On these days from seven to ten box cars averaging ten tons of goods each are loaded. Approximately 300 tons per week are shipped out. Around the middle of June, General Kotikov alone had two cars loaded with his own personal effects, while Lt. Col. Ponoff, until recently liaison officer to Feichsbahnamt 1 of RBD Berlin, shipped one and one-half cars.
7. Construction work in the area of RBD Berlin had by 30 June 1950 been completed to only 19.7 percent of plan.
8. During the first quarter of 1950 the income of the Reichsbahn had fallen off to the amount of DM-41,900,000. This was 10.63 percent under the planned quota.
9. It is planned to have the Basanetz for the Reichsbahn in the entire DDR in full operation by the end of 1951. The central for the system is located in the main headquarters building of the Reichsbahn.
10. The conditions of the new wage contract with employees of the Reichsbahn, provide for general pay reductions, general reduction in allowed annual leave, reduction of the official notice of dismissal period from six months for employees of over ten years standing to a period of four weeks for everyone, discontinuance of arbitration over points of difference between employer and employee.
11. The main stations in Potsdam, Prenzlau, Dessau, Magdeburg, and the Schlesischer Bahnhof in Berlin are scheduled to be fully restored during the years of 1950 and 1951. The track capacity of the stations in Pritzwalk and in Rostock is to be expanded to accomodate heavier traffic.

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12. During 1950 and 1951 further bridge building and bridge repairs are contemplated on the following lines: Bodenbach to Dresden, Neukirch/Lausitz-West to Bischofswerda, Weissenfels to Bebra.
13. Additional line improvements planned for the years 1950 and 1951 include double-tracking on the following stretches: Aschersleben to Gülsten, Niederschlema to Wilkau-Hasslau, Reitwein to Küstrin-Kietz.

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