

INFORMATION REPORT
CONFIDENTIAL

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SUBJECT Railroad Tank Cars in
the Russian Zone

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1. The total number of railroad tank cars operating in the Soviet Zone of Germany on 17 August 1950 amounted to 11,734 units. Of these, 1,100 are damaged and cannot be repaired because of the lack of spare parts.*
2. Three thousand of the serviceable tank cars are used for the shipment of white products, i.e. benzine, benzol. This number is 2,000 short of the actual requirements.** The shortage of tank cars is caused by the slow circulation of the cars. The tank cars used for export shipments to Brest Litovsk and the Baltic Sea ports are held at the transloading points too long since these points do not have the necessary transloading facilities. On 14 August 1950 it was learned that all the railroad tank cars operated in the Soviet Zone of Germany are under the administration of the Trusteeship Administration for Railroad Tank Cars in the Soviet Zone of Germany, at 33 Forststrasse Berlin W 8. The railroad tank cars turned over to the SCC are controlled by an office in Karlshorst 23, telephone extension No 265.*

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* **Comment:** The latest available statistical railroad records dated June 1948 presented the following picture:

Serviceable tank cars:	7,736
Slightly damaged tank cars:	720
Heavily damaged tank cars:	266
<u>Total</u>	<u>8,722</u>

The reported increase is hardly due to new construction but rather to the nationalization of the mineral oil industry effected in 1948/1949. This industry owned a large number of tank cars so that the new figures appear credible.

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** **Comment:** According to the type of fuels carried, the tank cars are divided into two groups, ZM I cars for benzine and benzol and ZM II cars for Diesel fuel and petroleum. The cars can not be used for the shipment of other fuels.

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