

CLASSIFICATION ~~SECRET~~ [redacted] 25X1

CENTRAL INTELLIGENCE AGENCY [redacted]

INFORMATION REPORT CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 November 1950

SUBJECT Changes in the Soviet Zone Locomotive Columns

CONFIDENTIAL

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*686*

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THIS IS UNEVALUATED INFORMATION

25X1 [redacted]

25X1 1. According to information obtained [redacted] the Frankfurt/  
25X1 [redacted] on 30 July 1950, all locomotive columns not stationed in Frankfurt/Oder will be deactivated. The other locomotive columns will be manned with personnel from Frankfurt/Oder. (1) 25X1

2. [redacted] 25X1

3. [redacted] said, on 2 August 1950, that Locomotive [redacted] in Karlsruhorst (N 53/Z 94) had been deactivated. The railroad shop inspector in Oberschoeneweide took over the materials and spare parts of this column. The value of this material, which is in very good condition, is estimated at 20,000 DM. Contrary to standard procedures, the material was taken over without accounting. Locomotives were not taken over. (3) 25X1 25X1

25X1 4. Locomotive [redacted] in Pasewalk (N 54/Z 16) and [redacted] in Angermuende (N 54/  
25X1 [redacted] and 27 engines of Locomotive [redacted] were transferred to Strasburg/Uckermark (N 54/U 96) and parked there. Six engines remained in Pasewalk and 12 in Angermuende for temporary storage but they will later be transferred to Strasburg. The locomotives in Strasburg are kept cold and are guarded. (4) 25X1

5. On 14 August 1950 [redacted] in Karow (N 53/Z 96) that 70 reserve locomotives are to be parked at the Ruednitz (N 53/Z 97) railroad station north of Bernau (N 53/Z 96). They had previously been in the area of Berlin. The former marshaling yard in Ruednitz, which was destroyed during the war, was dismantled except for a few tracks. One of the remaining tracks was being connected with the main line to provide parking facilities for the reserve locomotives expected. On the same day [redacted] two groups of five locomotives each (type 50 and 52) proceeding in the direction of Ruednitz. Only the first locomotive was under steam, the others, which were in a good condition were greased and oiled. (5) 25X1 25X1

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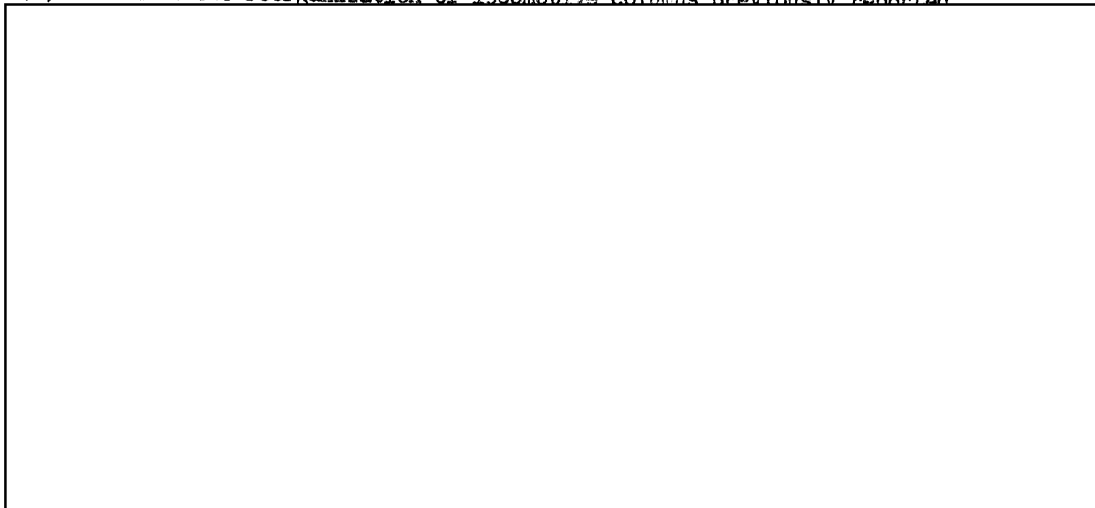
6. On 15 August 1950 it was observed that Locomotive Columns [redacted] 25X1  
 [redacted] are stationed in Frankfurt/Oder. Locomotive [redacted] now 25X1  
 stationed in Berlin-Lichtenberg (N 53/Z 95) is soon to be transferred  
 to Frankfurt/Oder. Locomotive [redacted] previously stationed in 25X1  
 Frankfurt/Oder is now in Brest Litovsk and handles the Soviet leave  
 trains which are now designated [redacted] (6) Locomotive 25X1  
 [redacted] is stationed in Pasewalk is being deactivated. (7)  
 Locomotive [redacted] in Berlin-Karlshorst and [redacted] in Berlin- 25X1  
 Pankow are being deactivated. (8) Locomotive [redacted] in Berlin- 25X1  
 are stationed in Cottbus. Locomotive [redacted] is being deactivated. (9) 25X1  
 Locomotive [redacted] is stationed in Hoyerswerda (N 52/A 53). It  
 will not be deactivated. (10) Locomotive Column [redacted] is stationed in 25X1  
 Angermuende. It will not be deactivated. (11) Locomotive [redacted] 25X1  
 [redacted] is located in Seddin (P 55/N 09). It is being deactivated. (12)  
 According to an SCC order, the engines and the coaches of the loco-  
 motive columns earmarked for deactivation will be overhauled and then  
 "conserved". Each deactivated column will assign a guard detail of  
 15 men for these stored locomotives and coaches. (13) The central  
 operations office for all locomotive columns which, on 18 August 1950,  
 was in Berlin-Lichtenberg will be transferred to Frankfurt/Oder along  
 with Locomotive [redacted] (14)

7. On 20 August 1950 a long track of the Ruednitz marshaling yard, which  
 was not dismantled will be used for the parking of the 70 reserve loco-  
 motives which were expected. Switches to connect this track with the  
 main line have not yet been laid. The two groups of locomotives seen  
 on 14 August 1950 were on a siding at the passenger station. The  
 engines are in a very good condition. The connecting rods had been  
 removed but fastened by wires to the sides of the boilers. Metal parts  
 were wrapped with oil paper; valves, generator etc. were boarded up.  
 The locomotives are guarded. There is a caboose with the locomotives.  
 A sign board on to the first locomotive was lettered [redacted] (15) 25X1

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[redacted] Comments.

(1) Confirms the reorganization of locomotive columns previously reported



SECRET [redacted]

25X1

