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SECURITY INFORMATION

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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50X1-HUM

COUNTRY Germany (Russian Zone)

CONFIDENTIAL

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SUBJECT Information on the Status of Locomotive Columns

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1. [redacted] the 26 locomotives of Locomotive Column No 3 parked in Ruednitz were to be transferred soon to Briesen to be parked there by 15 July at the latest. (1)

2. Effective 27 June 1951, all leaves for crews of locomotive brigades were cancelled until 20 August 1951, i.e. until after the conclusion of the World Youth Festival. (2)

3. On 21 June 1951, a conference attended by the chiefs of classification yards was held at the Berlin regional railroad headquarters. Those attending the conference were asked to persuade technically and politically qualified engineers, stokers, chief conductors, and conductors to volunteer for work in transport brigades. Only absolutely reliable personnel living in the Soviet Zone of Germany were to be considered. This personnel was to replace individuals who had proved themselves unreliable and had therefore to be transferred to some other assignment. The volunteers would have to sign up for a period of 12 months. (3)

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4. On 1 July 1951, an unexpected order arrived, according to which the entire locomotive brigade personnel in Frankfurt/Oder was to be rotated. Three hundred men were immediately affected. (3)

5. [redacted] the Directorate General, Railroads, on 9 June 1951 ordered all locomotive reserves to be kept ready for immediate employment. This order was issued with regard to the increased volume of traffic expected for the World Youth Festival in Berlin. (4)

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6. [redacted] the German personnel is no longer allowed to operate trains as far as the Brest Litovsk freight station. The German locomotives and cabooses are detached at the railroad station before Brest Litovsk and the trains are then pulled there by a Soviet locomotive operated by Soviet personnel. This measure was attributed to security considerations on the side of the Soviets who did not want the Germans to

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become familiar with the operations and facilities at their transloading points. (5)

- [REDACTED] Comments. 50X1-HUM
- (1) The locomotives of deactivated Locomotive Column No 3, which have been kept cold as a column reserve in Ruednitz since the fall of 1950, were last confirmed there on 9 June 1951. [REDACTED] Their planned transfer 50X1-HUM may be in order to have them parked nearer the Kuestrin-Kietz and Frankfurt/Oder border crossing points, or to clear the Ruednitz railroad station for transport missions connected with the World Youth Festival in Berlin. The latter assumption is believed to be the more probable.
- (2) Confirms information [REDACTED] 50X1-HUM
- (3) This measure is believed to be caused by fear of sabotage and espionage. For this reason, it is considered undesirable that German personnel become too familiar with railroad transit lines and the layout of Soviet border-crossing points. The personnel of locomotive brigades is therefore exchanged from time to time. Another reason for this exchange is that experience has shown that brigade personnel, after some time, takes up black market operations with the Soviet and Polish population. 50X1-HUM
- (4) Ungnade is deputy chief of Department IV (Mechanical Department) of the Directorate General, Railroads, Berlin. The locomotive reserves are believed to include not only column reserve locomotives which are controlled by the Soviets but also those kept by the Directorate General and the regional headquarters. [REDACTED] 50X1-HUM
- (5) This measure, presumably taken for security reasons, was also reported [REDACTED] in both the Brest Litovsk and the Gerdanen areas. 50X1-HUM

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