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CENTRAL INTELLIGENCE AGENCY

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6. The following survey of procedures employed for the adjustment of railroad car axles or the exchange of bodies (wheel, axle, and spring assemblies) is based on an evaluation of all available reports furnished previously by various sources. The two procedures employed to avoid the transloading of goods at Soviet border crossing points are:
- a. Change of wheel sets. This is done by lifting the body of the car by means of a crane or jack and then mounting it on wheel sets of the desired gauge. This method was already in use before World War II. The technical procedure and devices for this method were described previously (5). The limited number of freight cars which are adjustable in this way are marked with an r (russisch) following the type designation letters, such as Omr, Ommr, Or. Adjustable refrigerator and tank cars are marked in addition by white buffer boxes. It takes a detail of eight workers from 20 to 30 minutes to change the bogies of a two-axle freight car.
 - b. Adjustment of axles. This is done by hydraulically shifting the wheel disks on a special axle. This modern method has been employed only since 1948 ~~or~~ 1950. It requires specially designed axles and special facilities for the shifting of the wheel disks. Technical details and drawings relating to the adjustment of axles were submitted previously (6). Such adjustable cars were built in the DDR railroad car factories in Weimar, Dessau, and Ammendorf near Halle, at the Tatra Works in Czechoslovakia, and possibly also in Hungary. Exact information on the length of time required for this method of converting freight cars is not available. However, it is believed that it takes less time than the obsolescent method described in paragraph 6 a above. A detail of six to eight men will probably be able to convert one car in 10 to 15 minutes.

It is believed that the bulk of the goods shipped to or from the USSR is still transloaded at the Soviet border crossing points. An estimate of the number of cars that can be adjusted from Soviet to standard gauge and vice versa in a 24-hour period is not possible (7).

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(7) [redacted] Comment: The above report is based on the information previously transmitted [redacted] who have been reporting on this subject. No additional information [redacted]

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