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SECURITY INFORMATION

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INFORMATION REPORT

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1. Locomotives. The locomotives available to the East German railways in the final quarter of 1951 are shown below. This accounting does not include locomotives of foreign origin. The total indicates an increase of 78 locomotives over the previous quarter.

	<u>Total</u>	<u>In use</u>	<u>Damaged</u>
Express and passenger locomotives, series 01-39	811	519	256
Freight locomotives, 	2,098	1,425	301
Locomotives with tender	<u>1,925</u>	<u>1,311</u>	<u>263</u>
	<u>4,838</u>	<u>3,255</u>	<u>820</u>

2. Eberswalde Loopline. Work on construction of this loop line has continued at an accelerated pace in an attempt to meet the target completion date. Work has been completed on the two bridges under the main double-track going north from Eberswalde. From where this diversionary loop line joins the main line south of the Hohenzollern canal, it is proposed to construct a double track as far as the town of Britz (north of Eberswalde). It is also proposed to build a new loop line between Chorin and Golzow beginning at Blockstelle 53, approximately 2,000 meters north of Britz railway station, and joining up with the main line outside Golzow railway station.

3.

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[redacted] good quality rails are to be taken up and replaced by others of inferior quality in the various districts as follows:

Dresden	36.00 km.	Magdeburg	25.00 km.
Berlin	36.63 km.	Schwerin	13.45 km.
Halle	28.50 km.	Gottbus	10.71 km.
Erfurt	25.00 km.	Greifswald	<u>10.70 km.</u>

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Total 180.00 km.

4. Rail Traffic through Angermuende.

[redacted] The former average of 30-35 freight trains daily had dropped to three or four trains daily. Trains to Stettin were rare and, whereas at one time Angermuende had seen much traffic, today only 2 switch engines were available and even these were not employed during most of the day. Military transports for the Soviet occupation forces were rarely seen and usually were connected with small rail movements inside East Germany. They often included odd freight cars probably carrying provision and supplies. The few trains which went to Stettin usually carried industrial goods from the Halle and Erfurt areas. Tankcar trains were rare.

5. Movements of Empty Freight Cars to and from Satellite States. During the first quarter of 1952 the following movements of empty freight cars took place:January 1952Empty freight cars sent to:

Poland (Stettin)	521 open cars
Russia (Brest Litovsk)	198 flat cars
	2,105 open cars
	85 refrigerator cars
	3,239 boxcars
Bulgaria	100 open cars

February 1952Empty freight cars sent to:

Poland (Stettin)	449 open cars
Russia (Brest Litovsk)	368 flat cars
	3,118 open cars
	99 refrigerator cars
	5,993 boxcars

Empty freight cars received from:

Czechoslovakia	249 boxcars
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March 1952Empty freight cars sent to:

Poland (Stettin)	470 open cars
Russia (Brest Litovsk)	637 flat cars (including 94 four-axle)
	3,497 open cars
	4,311 boxcars

Empty freight cars received from:

Czechoslovakia	1,398 boxcars
Poland	501 boxcars

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