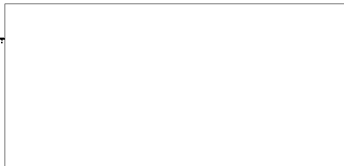


50X1

CLASSIFICATION ~~S-E-C-R-E-T/NOFORN/CONTINUED CONTROL~~  
CENTRAL INTELLIGENCE AGENCY REPORT  
INFORMATION REPORT CD NO.



COUNTRY East Germany

DATE DISTR. 28 September 1955

SUBJECT Selected East-West Rail Routes

NO. OF PAGES 4

50X1

PLACE ACQUIRED



NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

50X1

Available from CIA Map Library is a railroad map of the GDR in which selected East-West rail routes have been specially marked in different colors.

I. General:

The basic map of the railroad net represents the status of 1 August 1955 and incorporates all available information on the network of GDR railroads. The figures representing the normal carrying capacities of the marked lines are based on documentary evidence received from the S RBD's in 1950/1951. These figures are still valid. The carrying capacity of lines which have been double-tracked in the meantime has, however, essentially increased. (See legend in the lower right corner of the map).

The selected East-West rail routes have been marked in different colors and the numbers of trains have been stated by encircled figures. On principle, only main railroad lines have been selected, the physical status of which (subgrade, permanent way, grades, curves, signal and telecommunication facilities) is up to modern requirements.

A selection of such East-West rail routes should be based on a specific strategic concept (plans for strategic concentration). Since the concept underlying the request was unknown to the researcher, the shortest and most efficient East-West routes were selected. It must be stated, however, that other routes may also have been selected with some justification, especially in the southern portion of the GDR. The railroad bridges along the Oder-Neisse line have been marked by figures indicating the number of trains which may be handled on transit lines through Poland. A special-

50X1

An additional railroad bridge over the Oder river will be available at Zauckerick - Nehrvednitz in the course of this year.

The railroad bridge over the Neisse river at Muskau has been completed.

50X1

CLASSIFICATION ~~S-E-C-R-E-T/NOFORN/CONTINUED CONTROL~~

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION			
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI					

## NOFORN/CONTINUED CONTROL

SECRET

50X1

- 2 -

## II. Details on the Railroad Routes Selected:

1. Blue Route:

Because of inadequate carrying capacity of connecting lines, the trains which arrive through the Scheune/Stettin border crossing point, must be distributed upon suitable line sections, a procedure which may involve detours. The Pasewalk - Grambow - Stettin line section was scheduled to be double-tracked in October 1954. This project has, however, not been executed.

For short periods the carrying capacity of the line between Pasewalk and Stettin might be increased to 48 trains per day if only westbound traffic ~~was~~ permitted on this line. Consequently the utilization of ~~the~~ line extending through Angermuende might be discontinued. The permanent way of the Scheune - Grambow - Pasewalk and the Scheune - Tantow - Angermuende line sections was thoroughly reconditioned in 1953 and 1954 respectively. A connecting curve built near Pasewalk in the early summer of 1954 has relieved the traffic strain on this railroad station.

Only main railroad lines have been selected for the Blue Route.

2. Green Route:

As long as the Kuestrin - Berlin railroad line remains single-tracked, it will be necessary to forward the trains arriving through Kuestrin/Kietz over different main railroad lines. Plans for the double-tracking of the Kuestrin - Berlin railroad line have not yet been made. After the temporary section of the railroad bridge of the Oder River was replaced, this bridge has again been double-tracked since 15 July 1955.

The Kuestrin/Kietz railroad station is being enlarged. See

The carrying capacity of the eastern, northern and northwestern sections of the Berlin outer freight ring is being increased (construction of a second track between Wuhlheide and Karow, and installation of telecommunication facilities; [redacted])

50X1

As long as the intended carrying capacity of the Berlin outer freight ring has not yet been reached, the so-called Berlin inner freight ring which extends through the Western sectors of the city must be utilized for the Green Route. Reference is made in this connection to

50X1

The completion of the Brieselang - Wustermark section of the northwestern portion of the Berlin outer freight ring will improve the connections between main railroad lines west of Berlin. Work on the construction of a rail link between Brieselang and Wustermark is under way. [redacted]

50X1

50X1

The northern branch of the Green Route between Salzwedel and the zonal boundary is at present interrupted because the rails have been dismantled on that stretch. In case of necessity traffic could be rerouted from Salzwedel via Oebisfelde.

NOFORN/CONTINUED CONTROL

SECRET -

NOFORN/CONTINUED CONTROL

SECRET



50X1

3. Red Route:

The double-track Frankfurt/Oder - Berlin railroad line can easily handle 60 trains per day in both directions. The carrying capacity of this line is so great that it can even absorb an additional 18 trains from one branch of the Green Route.

The southern section of the Berlin outer freight ring is provided with improved blocking and signal facilities, a project which is bound to increase considerably the carrying capacity of this line section in the near future. See

50X1

For the time being, the Berlin inner freight ring must still be utilized for the Red Route.

Work on the construction of a railroad line between Wildpark and Michendorf, the last remaining gap in the western section of the Berlin outer freight ring, was only started in July 1955. This new line will probably be not available before the summer of 1957. Only main railroad lines were selected for the Red Route.

4. Violet Route:

The Violet Route is intended to handle the trains arriving via Guben and Forst.

The Guben - Cottbus railroad line has been scheduled for double-tracking for a long time. Because of a shortage of construction materials, this project had to be postponed repeatedly.

50X1

The carrying capacity of the Forst railroad station is being increased by an enlargement of this station. The double-tracking of the Cottbus - Falkenberg railroad line was completed in the summer of 1955. The Cottbus - Falkenberg line therefore has a higher carrying capacity than stated in black figures. This line can easily handle the 48 trains as recorded by the encircled violet figure. Only main lines have been utilized for the Violet Route.

50X1

5. Brown Route:

The railroad bridge over the Neisse River and the line section as far as Horka have been operated double-track since February 1955. Horka railroad station has been being enlarged since late July 1955. This makes it possible to direct the 48 trains arriving from Poland as far as Horka. Since the carrying capacity of the Horka - Ruhland railroad line is restricted because of the absence of a second track

50X1

NOFORN/CONTINUED CONTROL

SECRET

~~SECRET~~/CONTINUED CONTROL

SECRET -

50X1

- 4 -

(only the double-tracking of the Hoyerswerda - Knappenrode section of the line is intended) the Spremberg - Cottbus - Senftenberg main line must also be utilized for the Brown Route. The Senftenberg - Brieske section has been operated double-track since May 1955.

50X1

In Leipzig, the two branches of the Brown Route join again. The double-track Leipzig- Neudietendorf railroad line can handle 48 trains per day in both directions. The Leipzig/Leutzsch - Grosskorbetha line section is being reconstructed. In some stretches of this section the second track is already in operation. Only main railroad lines have been used for the Brown Route.

50X1

#### 6. Yellow Route:

The double-track railroad viaduct over the Neisse River at Goerlitz was completed in October 1954. When load tests were made on the reconstructed bridge, it was found that the piers of the structure had sunk. Repair work on the piers, which is under way will soon be completed.

50X1

50X1

The Goerlitz railroad station is being enlarged. As long as the second track of the Goerlitz - Dresden railroad line remains dismantled, the handling of the 48 trains arriving from Poland will remain a big problem. These 48 trains can only be absorbed by a utilization of all East-West railroad lines available in this area. So far no plans have been made for the double-tracking of the Goerlitz - Dresden railroad line. Between Dresden and the West German border, main railroad lines are available again for the Yellow Route.

III. Concluding it must be stated that the East German railroad net has grown obsolete and that lines are being maintained inadequately. This poor physical status of East German railroad lines leads to frequent rail breakages and to damages on switches and ties which may temporarily affect the carrying capacity of the lines selected.

Attachment: 1 railroad map (1 sheet)

Attachment available from CIA Map Library.

Copy #1: OCD  
CIA Library: Retention

Copy #2: Army : Retention

LIBRARY SUBJECT & AREA CODES

B-02-0404 9/55 (30)

755.211	4M/C
755.23	4M/C
755.01	4M/C
755.213	4M/C

~~SECRET~~/CONTINUED CONTROL

SECRET