

INFORMATION REPORT

[Redacted]

CD NO
DATE DISTR 3 October 1952

COUNTRY East Germany

SUBJECT Miscellaneous Railroad Information:
Blue Express; Personnel; Reserve
Locomotives

NO. OF PAGES 2

PLACE ACQUIRED 25X1

DATE OF INFO.

NO. OF ENCLS. LISTED BELOW

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. [Redacted] the Directorate General, Railroads, Berlin that after 20 July 1952, train DP 1, the so-called Blue Express, no longer left from Wildpark but from Wuenstorf. (1) The locomotive engineers of this train are being familiarized with a new route through Czechoslovakia, as it is intended to route the Blue Express through Czechoslovakia instead of through Poland. (2)
2. In late July, [Redacted] the so-called Blue Express departs from Wuenstorf. (1)
3. Effective 31 July, 37 train personnel of the 2d Subdistrict Office of the Berlin railroad district who reside in West Berlin, were given notice. (3)
4. On 11 July 1952, 40 employees of the Cottbus regional railroad headquarters were given notice for political reasons. After an appeal to the Labor Office and the Labor Court, some of the dismissals were rescinded. However, the personnel that was rehired was demoted and assigned line service posts. (4)
5. In early July, [Redacted] 60 employees of the main passenger station were dismissed. Those concerned were informed that they might apply for employment at railroad maintenance stations. However, such an employment would entail a cut in their salaries. (4)
6. During the period from 1 through 19 July, [Redacted] there was no change in the status of the reserve locomotives parked at Lubbenau. (5)
7. On 1 and 25 July, [Redacted] 20 reserve locomotives parked at Ducherow, 20 at Strasburg, 23 at Blurenhagen, 24 at Beeskow, and 16 in Wodnitz. (6)

Comments.

- (1) The Soviet Blue Express operating daily from Berlin to Brest-Litovsk via Frankfurt/Oder previously departed from Wildpark. It now leaves from Wuenstorf because of the transfer of the Hq 30MG from Potsdam-

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- Babelsberg to the Zossen-Wuensdorf area.
- (2) The rerouting of the Blue Express through Czechoslovakia on the Bad Schandau-Prague-Praha-Sienna and Jop Line would mean a considerable detour, and the line is far less efficient than that previously used. It is not known why the Russians should reroute their daily express trains from Wunstorf to Moscow in order to eliminate Poland and rerouting them over a much longer and less efficient railroad line. There is a slight possibility that the Russians are considering using the line through Czechoslovakia because of sabotage and partisan activities in Poland.
- (3) This measure is part of the campaign waged by the East German government against West Berlin.
- (4) The annual budget of the East German railroads has been cut so drastically that the dismissal of railroad personnel or their assignment to lower salary categories became a necessity. See 25X1 [redacted]
- (5) This confirms the locomotive reserve of the Directorate General, Railroads, Berlin, which has been kept at Gubenau since April 1952. [redacted]
- (6) The locomotives reported belong to deactivated Locomotive Columns No 13 (Duchow), 6 (Strasburg), 12 (Blumenlagen), 7 (Heestow), and 3 (Wednitz). The number of locomotives parked at these places varies, as they are rotated to the neighboring railroad repair shops for general overhaul. [redacted]

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