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lines in East Berlin to a major extent, but it spent only the tiniest amounts to maintain railroad installations in West Berlin.

Nevertheless, a breakdown of S-Bahn operations in West Berlin cannot be expected in the near future. Railroad experts estimate that it will be possible to maintain operations for another 3-5 years. The Railroad Administration resorts to imposing low speed limits in particularly badly damaged areas. At these points the trains do not exceed 20-25 km per hour. These low speeds, which gradually will be extended to the entire West Berlin S-Bahn network, will avoid major accidents, since at these speeds the conditions of the rails and their linkage to the ties cease to matter. On this basis the Reichsbahn will be able to continue to operate for the time being.

In order to avoid the optical impression that the West Berlin railroad installations are deteriorating completely, the Railroad Administration has begun to devote more funds to representative new building, such as railroad stations (of course, with appropriate SED club and meeting rooms) than to repair work.

II. Should S-Bahn operations be halted, the West Berlin Transport Company, BVG, would be entirely capable of transporting those passengers who still use the S-Bahn at present; of course, BVG transport capacity would have to be increased accordingly. Additional BVG operating costs would amount to about DM 1 million annually. Furthermore, it would be necessary to purchase fifty buses, at a one-time cost of DM 5 million.

Cessation of S-Bahn operations in West Berlin -- for whatever reasons -- of course would simplify the solution of the question of maintaining public safety and order on West Berlin Reichsbahn terrain. It appears doubtful, however, whether the inadequate operational safety of the S-Bahn constitutes sufficient justification for such a step. It would be argued that the railroad has operated until the present without major accidents or significant danger to the passengers.

Sincerely yours,

/s/ Albertz

*At Commandant Informal Meeting with the Governing Mayor, Apr. 29, 1963 UK raised subject saying AK would write for info. Bonnell said Denal could answer next day (presumably on basis of Albertz's letter).*

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