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CLASSIFICATION SECRET [redacted] 25X1

COUNTRY East Germany 25X1 REPORT [redacted]

TOPIC Soviet Troop Trains

EVALUATION [redacted] 25X1 PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT [redacted] 25X1

DATE OBTAINED [redacted] DATE PREPARED 16 December 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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CB - Converted Boxcar

B - Boxcar

F - Flatcar

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1. Troop trains identified [redacted] between 17 and 25 November 1953 included:

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<u>Date in November</u>	<u>Number of Cars</u>	<u>From</u>	<u>To</u>
17	53 B; empty	Jueterbog-Altes Lager	Wustermark
	37 B, 14 F	Wustermark	Koethen
18	2 B, 11 F	Magdeburg	Wildpark
	53 B; empty	Wustermark	Jueterbog-Altes Lager
	39 B	Wustermark	Koethen
20	56 B; empty	Wustermark	Jueterbog-Altes Lager
21	59 B; empty	Kuestrin	Magdeburg
24	53 B	Guben	Rathenow
25	10 B; 10 F	Rathenow	Jueterbog Altes Lager

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SECRET [REDACTED]

25X1 [REDACTED]

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25X1	53 B; empty	Wustermark	Jueterbog- Altes Lager	[REDACTED]
	26	10 CB	Wuensdorf	
	27	53 B; empty	Wustermark	
			Stendal	
			Jueterbog- Altes Lager	

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[REDACTED] 2. On 17 November, a train of 20 converted boxcars with military personnel went from Fuarstenwalde to Bad Freienwalde.

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[REDACTED] 3. On 17 November, shuttle-train [REDACTED] of 53 boxcars with military personnel was unloaded at the Jueterbog-Altes Lager railroad station. The train came from Guben.

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[REDACTED] 4. By order of the Soviet transportation control headquarters, 28 converted boxcars were to be made available at the Frankfurt/Oder railroad station on 22 November. The cars were to be dispatched to Brest Litovsk.

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25X1 [REDACTED] Comment. The shuttle-trains are commented on as follows:

25X1 Shuttle-train [REDACTED] Previous observations indicated that, on 17 November 1953, the train passed through Guben toward Cottbus and was unloaded at Jueterbog. As, on 19 November, the departure of this train from Jueterbog was also observed, it possibly was cleaned at Wustermark between 17 and 19 November 1953.

25X1 Shuttle-train [REDACTED] On 12 November 1953, the train carried replacements from Guben to Rathenow. On 13 November, the empty train went from Wustermark to Jueterbog, thus indicating that the train probably was redispached from Rathenow to Wustermark for cleaning. On 14 November, the train probably was dispatched from Jueterbog to the east. As, according to the present report, the train was cleaned and, on 20 November was dispatched to Jueterbog for loading, it must have returned from the east and unloaded in the zone prior to about 19 November 1953. Although a period of five days appears rather short for a trip to the east and vice versa, such movement is believed possible.

25X1 Shuttle-train [REDACTED] On 17 or 18 November, the train left Kuestrin toward the east. If the train had actually returned empty, it would be the first indication that, after 20 November 1953, the shipments of replacements from the USSR were gradually terminating.

25X1 Shuttle-train [REDACTED] On 19 November, the train carried discharges from Guben to Kowal which indicates that the train returned to the zone on 24 November 1953. After unloading, the train probably went to Wustermark for cleaning wherefrom it was dispatched to Jueterbog for reloading.

25X1 Shuttle-train [REDACTED] The train was last observed eastbound passing through Kuestrin on 11 November 1953.

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SECRET [REDACTED]