

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Soviet Troop Trains</u>		25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED <u>21 December 1954</u>	25X1
REFERENCES		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		

CB - converted boxcar  
 B - boxcar

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1. The following troop trains with soldiers which were dispatched from Meissen between 16 and 30 October 1954:

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<u>Date in October</u>	<u>Number of Cars</u>	<u>Receiving Station</u>
16	55 B	Ishangalovsk (?)
19	55 B	Kovel
22	55 B	Chernishovsk
23	55 B	Kovel
25	55 B	"
28	55 B	Chernishovsk
30	55 B	Kovel

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2. The following eastbound shuttle-trains with soldiers were dispatched via Kuestrin-Kietz between 15 and 26 November:

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<u>Date in November</u>	<u>Number of Cars</u>	<u>Dispatching Station</u>
15	54 B	Jueterbog
16	54 B	Meissen
	54 B	Fuerstenberg
18	54 B	Weimar
	54 B	Bernau
20	54 B	Haldensleben
	54 B	Bernau
23	54 B	Magdeburg

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25X1

SECRET

-2-

25	54 B	Meissen
26	54 B	Magdeburg

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3. The following westbound shuttle-trains with soldiers were dispatched via Kuestrin-Kietz between 20 and 30 November:

25X1

<u>Date in November</u>	<u>Number of Cars</u>	<u>Receiving Station</u>
20	54 B	Neustrelitz
21	54 B	Weimar
22	54 B	Greifswald
23	54 B	Magdeburg
24	54 B	"
26	54 B	Brandenburg
28	54 B	Neustrelitz
30	54 B	Weimar

Since extensive track construction work was begun at the Kietz railroad station on 1 December, it is believed that the personnel exchange movement via Kietz terminated on 30 November.

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4. On 4 December, shuttle-train [redacted] of 50 CB went from Jueterbog to Erest Litovsk via Frankfurt/Oder.

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Comment. Another report confirmed that the eastbound troop trains in paragraph 2 were occupied by discharges. Except for shuttle-train [redacted] on 20 November 1954, all other westbound trains are believed to be empty.

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the personnel exchange movement in both directions terminated in the first days of December 1954. The present computation of eastbound troop trains carrying discharges indicates that the movement includes 74 shuttle-trains which have been observed with their numbers and 76 additional shuttle-trains or a total of 150 trains. Excluding 10 trains which probably were empty at the beginning of the movement, a total of 140 eastbound shuttle-trains with discharges has been computed. Since it is believed that less discharges are being moved in a railroad car than replacements, each train probably carried 1,150 discharges (46 cars with 25 men each), while those with recruits may have carried 1,380 men (46 cars with 30 men each). This computation indicates a total of about 160,000 discharges. Since this figure exceeds even the total of about 152,000 replacements of the 1931 and 1932 class which was observed in 1951, it appears that these two classes have been discharged.

25X1

The present computation of westbound troop trains carrying replacements indicates that the movement includes 69 shuttle-trains which have been observed with their shuttle-train [redacted] and 66 additional shuttle-trains or 135 trains. On the basis of the assumption that each shuttle-train carried 1,380 men, and including a deduction of five percent since the last westbound trains were probably not loaded to capacity, about 175,000 men arrived from the USSR. The difference of 15,000 men between the total number of discharges and replacements in 1954 is probably made up of reassignments and hospitalized personnel.

25X1

The actual strength of the army units in the GDR was estimated at 360,000 men prior to the personnel exchange movement. Since December 1954, about 50 percent of these men are believed to be recruits. This assumption is confirmed by numerous observations at the barracks installations. The personnel exchange movement of the Twenty-Fourth Air Army which probably has an actual strength of 25,000 men is believed to be [redacted]

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