

CLASSIFICATION <u>SECRET</u>		
COUNTRY	<u>East Germany</u>	
TOPIC	<u>Rail Freight Traffic through Frankfurt/Oder</u>	
		25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED	5 April 1955 25X1
REFERENCES		
PAGES	ENCLOSURES (NO. & TYPE)	
2		
REMARKS		
This is UNEVALUATED Information		

1. a. By 29 March 1955, all 18 empty shuttle trains had been dispatched to Brest Litovsk from Frankfurt/Oder. By that time, 7 of these trains had been returned loaded to the GDR and 5 of them had again been dispatched to the East at Frankfurt/Oder. On the average 1 to 2 trains were dispatched per day. <sup>1</sup> 25X1

b. The loaded shuttle trains were dispatched to the following railroad stations:

- |                    |   |   |
|--------------------|---|---|
| Rothenburg/Lusatia | ) |   |
| Erfurt             | ) | These trains were unloaded and again dispatched |
| Vogelsang          | ) | empty from Frankfurt/Oder prior to 29 March.    |
| Tantow             | ) | The shipments included one flatcar with         |
| Oranienburg/Eden   | ) | load exceeding standard measurements.           |
| Rothenburg/Lusatia | ) |   |
| Erfurt             | ) | These trains had not been dispatched again      |
|                    |   | prior to the evening of 29 March <sup>2</sup>   |

c. [redacted] the flatcars of the first shuttle train which returned from the USSR were loaded with used motor vehicles. <sup>3</sup> 25X1

d. On the average, the trains are composed as follows:  
 Two to 4 express or fast train coaches; 1 heating car, 5 boxcars, about 15 converted boxcars and a varying number of flatcars. The coaches are being converted to sleepers or are occasionally replaced by sleepers. The formation of shuttle trains in addition to the 18 trains previously reported was not observed. However, about 100 flatcars are kept in reserve to replace flatcars of the shuttle trains which became in need of repair. <sup>1</sup>

2. [redacted] in addition to the shuttle train program reported in paragraph 1 of the present report, another "exclusively German" operation between the GDR and Brest Litovsk was being started. So far, 7 sleepers with 16 berths each have been made available in connection with this operation. A total of 11 sleepers is scheduled to be dispatched to the East. The date of [redacted] an attempt to make 25X1

[Redacted]

25X1

available sleepers earmarked to run in the shuttle trains was turned down by the railroad car office. 4

- 1. [Redacted] Comment. For information on the shuttle train program which started on 16 March 1955, see previous information [Redacted] 25X1  
 [Redacted] The 25X1  
 previous assumption that these empty trains were dispatched to the USSR for the transfer of air force units to the GDR is supported by the observation of the arrival of such a train at Oranienburg on 25 March 1955. This train was loaded with air force personnel and equipment. 25X1

- 2. [Redacted] Comment. The receiving stations mentioned exclusively serve the following airfields: Rothenburg/Lusatia (north of Horka), Gross Doelln (Vogelsang), Erfurt-Bindersleben, and Oranienburg. It is believed that Tantow was misidentified and should read Tutow (east of Demmin). 25X1

- 3. [Redacted] 25X1

- 4. [Redacted] Comment. These cars may have been made available for one of the following purposes: 25X1
  - a. The transportation of a Soviet delegation.
  - b. The transportation of KVP officers to the USSR for training purposes.
  - c. The transportation of Soviet dependents in connection with the shuttle train program.

If the expression "exclusively German operation" applies the latter assumption is ruled out.

[Redacted]

25X1

[Redacted]

25X1

CLASSIFICATION SECRET

COUNTRY East Germany REPORT

TOPIC Rail Freight Traffic through Frankfurt/Oder

25X1

EVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT

DATE PREPARED 5 April 1955

25X1

REFERENCES

25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. a. By 29 March 1955, all 10 empty shuttle trains had been dispatched to Brest Litovsk from Frankfurt/Oder. By that time, 7 of these trains had been returned loaded to the GDR and 5 of them had again been dispatched to the East. On the average, 1 to 2 trains are dispatched per day. <sup>1</sup>

25X1

- b. The loaded shuttle trains were dispatched to the following railroad stations:
 

Rothenburg/Lusatia	)	
Erfurt	)	These trains were unloaded and again dispatched empty from Frankfurt/Oder prior to 29 March.
Vogelsang	)	
Tantow	)	The shipments included one flatcar with load exceeding standard measurements.
Oranienburg/Eden	)	
Rothenburg/Lusatia	)	These trains had not been dispatched again prior to the evening of 29 March <sup>2</sup>
Erfurt	)	

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c. [redacted] the flatcars of the first shuttle train which returned from the USSR were loaded with used motor vehicles. 25X1

d. On the average, the trains are composed as follows: Two to 4 express or fast train coaches, 1 heating car, 5 boxcars, about 15 converted boxcars and a varying number of flatcars. The coaches are being converted to sleepers or are occasionally replaced by sleepers. The formation of shuttle trains in addition to the 10 trains previously reported was not observed. However, about 100 flatcars are kept in reserve to replace flatcars of the shuttle trains which became in need of repair. <sup>1</sup>

2. [redacted] in addition to the shuttle train program reported in paragraph 1 of the present report, another "exclusively German" operation between the GDR and Brest Litovsk was being started. So far, 7 sleepers with 16 berth, each have been made available in connection with this operation. A total of 11 sleepers is scheduled to be dispatched to the East. The date of dispatch is unknown. An attempt to make

25X1

CLASSIFICATION SECRET

25X1

[Redacted]

25X1

available sleepers earmarked to run in the shuttle trains was turned down by the railroad car office. 4

- 1. [Redacted] Comment. For information on the shuttle train program which started on 16 March 1955. see previous information by same source. [Redacted] 25X1

[Redacted] The previous assumption that these empty trains were dispatched to the USSR for the transfer of air force units to the GDR is supported by the observation of the arrival of such a train at Oranienburg on 25 March 1955. This train was loaded with air force personnel and equipment. 25X1

- 2. [Redacted] Comment. The receiving stations mentioned exclusively serve the following airfields: Rothenburg/Lusatia (north of Horka), Gross Döblin (Vogelsang), Erfurt-Bindersleben, and Oranienburg. It is believed that Tantow was misidentified and should read Tutow (east of Demmin). 25X1

- 3. [Redacted] 25X1

- 4. [Redacted] Comment. These cars may have been made available for one of the following purposes: 25X1

- a. The transportation of a Soviet delegation.
- b. The transportation of KVP officers to the USSR for training purposes.
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[Redacted]

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