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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SECRET

[Redacted]

25X1

COUNTRY East Germany/Poland/USSR **REPORT** [Redacted]

SUBJECT Tank Car Shipments through Guben **DATE DISTR.** 22 OCT 1957

NO. PAGES 1

REQUIREMENT NO. RD

REFERENCES 25X1

**ENCLOSURE ATTACHED
PLEASE ROUTE**

DATE OF INFO. [Redacted]
PLACE & DATE ACQ. [Redacted]

Handwritten initials and circled 'S'

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted]

[Redacted] report 25X1

which gives information on the following: (1) 46 shipments of empty tank cars which went from East Germany to Poland and the USSR, and (2) 35 shipments of loaded tank cars which went from the USSR or Poland to East Germany. The train number, the time of observation, and the total number of axles in each shipment are given.

[Redacted]

25X1

Handwritten signature/initials

Handwritten number '26'

SECRET

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25X1

STATE	ARMY	#x NAVY	x AIR	x FBI	AEC				
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Note: Washington distribution indicated by "X"; Field distribution by "#".

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INFORMATION REPORT INFORMATION REPORT

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[Redacted]

EAST GERMANY

MILITARY

CISTERN WAGON TRAFFIC THROUGH GUBEN

(1 Apr - 31 Jul 57)

25X1

1. Prior to 1 Apr 57 cistern [] traffic, on behalf of GSGF, was not routed via GUBEN, either leaving or entering East Germany. Subsequent to 1 Apr 57 however, cistern [] trains began to use the GUBEN crossing point regularly. 25X1
2. From the beginning of Apr 57 until the middle of Jun 57 only eastward bound traffic of empty cistern [] passed through GUBEN to Poland and the USSR. From the middle of Jun 57 onwards, however, there have been regular cistern [] trains through GUBEN in both directions. These trains entering East Germany over this route have always been loaded. 25X1
3. The following list of cistern [] trains which passed through GUBEN between 1 Apr and 31 Jul 57, is comprehensive: 25X1

(a) From East Germany to Poland and the USSR

(All [] were empty)

25X1

Date	Time	No. of Axles	To
8.4	23.15	110	USSR
10.4	21.55	120	"
18.5	11.10	94	"
21.5	19.55	104	"
22.5	11.25	114	"
23.5	23.50	120	"
4.6	22.20	122	"
6.6	16.20	110	"
8.6	08.30	118	"
9.6	11.50	98	"
10.6	07.20	118	"
11.6	00.10	112	"
12.6	02.25	110	"
16.6	17.30	120	"
17.6	07.10	120	POLAND
18.6	06.20	118	"
19.6	19.45	120	"
20.6	14.20	120	"
21.6	22.05	114	"
23.6	04.45	120	"
	23.00	120	"
24.6	21.55	120	"
27.6	04.40	118	"
	10.45	116	"
30.6	16.00	120	"
3.7	20.00	122	"
5.7	22.10	120	"
8.7	07.40	120	"
	20.30	102	"
15.7	20.20	102	"

25X1

25X1

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<u>Date</u>	<u>Time</u>	<u>No. of Axles</u>	<u>To</u>
16.7	07.30	120	POLAND
	13.00	108	"
18.7	00.30	122	"
	19.30	120	"
20.7	14.55	122	" 25X1
	19.45	120	"
22.7	09.49	68	"
			(special train)
	13.15	122	POLAND
	23.10	122	"
23.7	06.02	126	" 25X1
25.7	03.50	76	"
	20.35	116	"
26.7	08.40	100	"
28.7	13.30	114	"
29.7	04.10	108	"
31.7	19.35	102	"

(b) From the USSR or Poland into East Germany

(All [redacted] were loaded)

25X1

<u>Date</u>	<u>Time</u>	<u>No. of Axles</u>	
16.6	16.02	94	
18.6	00.30	90	
20.6	22.10	98	
21.6	01.30	82	
	21.39	106	
23.6	22.55	98	
24.6	09.55	92	
26.6	20.30	104	
27.6	15.38	104	
28.6	00.39	116	
29.6	22.20	102	
30.6	13.45	110	
3.7	19.20	92	
4.7	16.35	108	25X1
6.7	09.36	108	
	19.20	104	
7.7	03.10	82	
8.7	23.45	98	
10.7	22.10	94	
11.7	12.16	52	
16.7	03.10	118	
17.7	23.24	114	
19.7	22.40	92	
20.7	15.30	76	
21.7	11.00	92	
22.7	12.10	110	
	14.45	108	
	22.58	88	
25.7	13.50	110	
26.7	17.55	96	25X1
27.7	08.16	96	
29.7	01.10	98	
	17.05	102	
30.7	02.50	100	
	21.50	102	

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