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Transportation Summary for April 1960SummaryI. USSR

A total of 1,370 new track kilometers are to be put into regular service in 1960.

A total of 686 second track kilometers were laid in 1959. In 1960, the length of second tracks to be laid is over 500 kilometers. The quota of un-impregnated ties is to be reduced from 30 to 5.2 percent.

Electrification of railroad lines.

The series production of freight train diesel locomotive TA-10 has begun.

The Zhdanov plant produces 60-ton tank cars.

The railroads employ 156,000 engineers and technicians.

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II. East Germany

An East German traffic agency was opened [redacted] on 9 April 1960.

New restrictions are expected to be enforced on Berlin traffic effective with the 1960 winter timetable.

A "Generalverkehrsplan" (general traffic plan) for Berlin is expected to be drawn up by early 1961.

Situation of sovereign authority over West Berlin waterways in connection with the West Berlin waterways' law.

Wages within traffic enterprises increased effective 1 April 60.

On occasion of the 10th Anniversary of the German Railroad worker new demands were raised for an increase of work productivity.

"General Traffic Plans" for important junctions are to be discussed at the Leipzig traffic conference in June 1960.

A Central Conference of Women is to be held in Leipzig in May 1960 for the purpose of establishing a new work program for house-wives.

Scientific research and development work is to be incorporated in Socialist planning.

Reichsbahn operations slightly eased.

The Reichsbahn coal situation was very good.

The volume of military shipments decreased due to slackening training activities. First indications of change in armament in some units.

The equipment of kitchen cars in Berlin-Ostgueterbahnhof is possibly an indication of forthcoming troop movements.

Military rail border traffic was intense and marked by the arrival and return of troops and the arrival of heavy tanks.

Commercial rail border traffic was normal.

Cooperation between the Reichsbahn and the transport police is to become closer.

The Berlin - Rostock Magistrale is to be completed by the spring of 1962.

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Test runs with gauge changing wheel sets continued. A new S-Bonn half train has been put into operation on the Koepenick-Friedrichshagen line. The beginning of construction of the Berlin - Rostock Autolahn (super highway) was antedated. The estimate of costs of the Autobahn was rejected by the Central Committee of the Socialist Union Party. Plans provide for the improvement and construction of roads and bridges during the period of the Seven Years' Plan. A closer cooperation is stressed among air line companies of the European Satellites. A new air line was opened between Berlin and Belgrade.

III. Poland

During the first quarter of 1960, the PKP (Polish Railroads) transported 64 million tons of freight. The Krakow - Wieliczka suburban line has been put into electric operation. The conversion from steam to electric operations of locomotives meets with difficulties. The construction of the Brest/Litovsk - Plock - Schwedt oil pipe line has begun.

I. USSR

Railroad Transportation

a. New Lines

A total of 1,370 track kilometers are to be put into regular service in 1960. The program concerns the following lines which partly have been put into operation already.

Kulomzino - Irtyshskoye	Connection between the Transsiberian and Central Siberian Magistrale.
Uritskoye - Pesski	Section of the Central Siberian Magistrale; originally narrow-gauge.
Irtyshskoye - Karasuk	Section of the Central Siberian Magistrale.
Aktogai - Chinese border	"Line of Friendship" between the USSR and China.
Taikhia Tash - Kungrad	Prolongation of the Chardhou line in the direction of Lake Aral.
Arbuzovo - Mikhaylovskoye	Branch line of the Bryansk - Lgov line to the East for tapping new iron ore mines.
Kakhovka - Snigiryevka	Prolongation of the Fedorovka - Kakhovka line across the Dnyepir River to the Apostolovo - Kherson line.

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Aziatzkaya - Kachkanar

Branch line of the Perm - Goroblagodatkaya - Sverdlovsk line to the northern iron ore processing combine in Kachkanar.

b. Double-Track Improvement.

In 1959, a total of 686 kilometers of double-track were laid, including the Agrys - Druzhinino section of the Kanash - Sverdlovsk line. 1960 plans provide for 500 kilometers of double track to be put into service.

c. Right-of-Way

A total of 50 million old ties were repaired between 1957 and 1959. The share of unimpregnated ties decreased from 30 to 5.2 percent. The present average serviceability of ties is about 13 years.

d. Electrification

In addition to the already reported line, the Alabashly - Kushchinski Most branch line of the Transcaucasian Magistrale has been put into electric operation in 1959.

The electrification of the Snamenka Pyatikhatki (Donets Basin) line, which is heavily used by freight traffic, has begun. The electrification of this line is not included in the 1960 program.

e. Rolling Stock

The plant for the construction of transport engines at Kharkov has begun the series production of heavy freight train diesel locomotives of type TA-10. The new locomotive with the Co Co axle series is a single-section unit. The 12-cylinder diesel engine actuates six electric engines and has a capacity of 3,000 HP. The operational weight is 138 tons, the axle pressure 23 tons, and the rated speed 100 km/h. A total of 6,500 kilogram of fuel can be carried along in the locomotive.

The plant for machine construction at Zhdanov (Mariumpol) is to produce tank cars with a capacity of 60 tons instead of the previously produced 50-ton tank cars. Its production is also to include special tank cars for carrying propane gas.

f. Personnel

In 1959, a total of 156,000 engineers and technicians were employed with the railroads, as against 58,000 personnel in 1940.

II. East GermanyI. General Informationa. International Relations

- i. Same as in Stockholm on 16 February 1960, an official East German traffic agency, the "Tourists" and Information Center of East Germany [redacted] was opened [redacted] on 9 April 1960. Chief of the agency is Manfred Mühlner.

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A small traffic agency had been attached to the commercial representation [redacted] in early 1960 already.
A new major railroad ferry is to be constructed in 1960 for traffic

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[redacted]

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- ii. The editorial staffs of the East German [redacted] railroad periodicals "Fahrt frei" [redacted] agreed upon exchanging their publications [redacted]

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b. Berlin Traffic Situation

- i. Effective with the 1960 Winter Timetable on 2 October 1960, access to West Berlin will be subject to further restrictions through the following measures:

- (a) All trains from East Germany to Berlin-Ostbahnhof are to be routed via the Outer Ring. Changing from long-distance to S-Bahn trains on the last station before entering West Berlin will no longer be possible.
- (b) S-Bahn and subway traffic to and through West Berlin will be reduced to about one train per hour. A twenty-five minutes stop is scheduled for careful control at control stations.
- (c) Road traffic is to pass through four or five sector border crossings only, and is to be subjected to strict controls.

- ii. A "Generalverkehrsplan" (general traffic plan) is being drawn up for Berlin and is expected to be completed by early 1961.

- iii. According to an announcement of ADM, the West Berlin Senate unlawfully arrogated to itself the jurisdiction of the [redacted] waterways by issuing a new water law, and by establishing a separate [redacted] water administration. 50X1-HUM

As was reported previously, there is complete disagreement on the sovereign rights over the [redacted] traffic installations. See Transportation Summary of October 1959. East Germany makes reference to the Potsdam Agreement, but is, however, unable to produce any written documents in this respect. 50X1-HUM

Up to now, the [redacted] waterways were administered and maintained by the Main Administration Waterways of the East German Ministry for Traffic. After [redacted] had straightened the Lower Spree River in 1955/56, and after the cutting to the West Harbor had been completed, the new connecting canal was handed over officially to the East Berlin authority, i.e. the Main Administration Waterways. 50X1-HUM

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c. Wage Increase

1. Effective 1 April 1960, employees of the East German traffic sector, particularly of the lower wage groups, are gradually to receive higher wages. The raise of wages was effected in enterprises of short distance traffic on 1 April, in motor vehicle traffic and inland shipping on 1 May, and is to come into effect in transport enterprises of the Deutsche Reichsbahn on 1 June 1960. The wage compensation paid on the introduction of the Central Premium System (effective with the fall of 1959) will be fully charged up against the increase in wages.

New premium rates, representing an appreciable improvement of wages, came into effect for locomotive and train personnel on 1 April 1960. As reported previously, the "Praemienzeitlohn-system" (bonuses and wages issued according to time worked) caused much discontentment among locomotive engineers.

2. Railroad Transportationa. General

- i. On occasion of the "Tenth Anniversary of the German Railroad Worker" and of the traffic conference to be held in Leipzig in June, railroad workers were asked to produce new "Socialist Deeds". April was proclaimed the "Month for the Promotion of Order, Discipline and Cleanliness" and was to be a preparation for the "Combat for Model Work and High Transportation Performances" in May 1960.
- ii. During the traffic conference in Leipzig, the general traffic plans for the central stations at Leipzig, Halle, Rostock, Dresden, Erfurt, Magdeburg, and Karl-Marx Stadt, are to be discussed along the lines of the general traffic plan for Berlin.
- iii. On 5/6 May 1960, a Central Women's Conference was to be held at Leipzig and was to be attended by women committees from all RBDs. During the conference, agreement was to be reached on incorporating the previously unutilized reserve of housewives in the working process. Full equality had already been granted to women during the International Women's Day in February 1960.

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- iv. During a conference of efficiency experts and inventors on 6-7 April 1960, a sensible use of the newer methods was demanded; careless application had often been useless and damaging. Shortage of suggestions for improvement from the young railroad workers was also criticized.
- v. Research and development is to be incorporated in Socialist planning. Party actives are gradually to convince scientists of the feasibility of adapting the thinking process to a time-limited program.

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b. Operation and Traffic

- i. Compared with the preceding month, less pressure was put on Reichsbahn operations. Car and locomotive requirements could be met a little easier. Contracts concluded between the Reichsbahn and major commercial enterprises are to enforce a 24 hour loading and unloading period corresponding to the Vierbrigadesystem (Four Work-Group System). Previously, the industry had passively resisted the introduction of the long loading period.
- ii. In late March, Polish supplies of bituminous coal to the Deutsche Reichsbahn were fully resumed. The coal situation, particularly of RBD Berlin, was exceptionally good. Locomotives were almost exclusively fired with bituminous coal.
- iii. Military requirements of the Deutsche Reichsbahn decreased in consequence of the decreasing training activities of the GSPG. Transport movements seemed to be an indication for a partial reorganization. The assembly of a considerable number of cars for the NVA was connected with the 1st May celebrations. An indication of the possible forthcoming return of troops was the checking of boxcars with regard to transit fitness and their possible employment as kitchen cars. Appropriate cars were taken to Berlin-Ostgüterbahnhof for equipment.
- iv. Railborder traffic was intense.
 - (a) Military shipments (rockets?) moving to the area of the Second Gds Tank Army were noted in military border traffic. At the same time, the return of soldiers and military goods was observed. It is not assumed that the outgoing military goods were preliminary shipments of the expected return movement. The supply of heavy tanks and of main equipment was continued.
 - (b) No special features were observed in commercial border traffic.

In March, three tankers with about 35,000 tons of crude oil, and up to 20 April, three tankers with about 35,000 tons of crude oil arrived at Wismar Harbor.

Beginning 1 August 1960, the first crude oil tankers are to be discharged at the new Rostock oil harbor. Crude oil supplies from Austria will continue in 1960 on the level of the preceding years, i.e. at a monthly rate of about 20,000 tons.

Uranium ore shipments departing for the USSR included in February, 11 shipments with about 8,250 tons; in March, 14 shipments with about 10,500 tons; and prior to 22 April, eight shipments with about 6,000 tons.

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v. The Reichsbahn and the transport police agreed upon a closer cooperation. Railroad workers are to support the Trapo in large-scale searches, and the Trapo is to support the Reichsbahn in the elimination of jamming of goods.

c. Railroad Improvement

The date of completion of the Neustrelitz - Waren - Lalendorf (Berlin - Rostock Magistrale) line which had been dismantled after 1945, was postponed from 1 May 1961 to the spring of 1962. The dam across Lake Tiefwaren (Northern appendix of Lake Mueritz) sank soon after it had been raised due to incorrect measurements of the depth of the lake. The leading engineer was sentenced to two years' imprisonment for sabotage; the previous construction management was replaced by harbor construction experts from Rostock.

d. Rolling Stock

i. Test runs with the Kramer/Necke type gauge changing wheel sets continued; the series production has not been started yet. Trial wheel sets of type Grevesmuehl of an estimated value of 0.5 million DME were scrapped. VEB Wheel Set Plant Eisenburg developed a conceivably serviceable type of wheel sets working practically on the same principle as the Kramer/Necke model. The wheel sets are shifted on the axle.

ii. The V-60 locomotive (600 HP) for heavy switching and light passenger service consumes 8 percent more fuel than the corresponding diesel locomotive. The locomotive was developed by VEB 50X1-HUM
Lowa Babelsberg.

iii. The new S-Bahn half train of construction series ET-170 of VEB Waggonbau Ammendorf was put into service on the Köpenick - Friedrichshagen line in late March 1960, after numerous failures had occurred during one year's testing. Before long, another half train is expected to be operated.

e. Personnel Changes

According to rumors spreading within the Ministry for Traffic, Deputy Minister for Installations, Kurt Leiser, will soon be removed from his office.

3. Road Transportation

a. Berlin - Rostock Autobahn

According to recent information, the construction of the Berlin - Rostock Autobahn (super highway) is to begin in 1962 already, instead of in 1963. Construction activities will start with the completion of the Berlin Ring, which at present terminates near Schwanebeck 50X1-HUM in the North, and near Utz in the West. Following the completion of this project, a diagonal connection, similar to the rapid traffic roads under construction is to be established. The construction of the Autobahn is to begin simultaneously on four points.

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In the second half of March 1960, Deputy Traffic Minister Leiser submitted the first study on the Autobahn project to the Socialist Union Party (SED) Central Committee and tried to substantiate the estimated costs of the project. The Central Committee sharply rejected the calculation, arguing that it was founded on the present status of techniques and failed to take into consideration the expected rapid progress of technology and mechanization in East Germany within the next two years.

b. Improvement Plans

During the period of the Seven Years' Plan, a total of 25 percent of state roads, i.e. about 2,700 kilometers, are completely to be restored. A total of 700 kilometers of long-distance roads, including 103 kilometers of by-pass roads, are to be constructed. Of the 4,653 bridges on the East German state roads a total of 177 bridges are to be reconstructed, and 1,659 are to be reinforced.

Prior to 1963, all auxiliary bridges are to be replaced by solid structures.

A total of 388 filling stations of four different sizes are to be established.

After 1965, a total of 600 kilometers of Autobahn are to be constructed. They are to connect the central German industry centers with the Autobahn system.

4. Air Transportation

- a. The airline companies of the European satellites East Germany, Bulgaria, Poland, Rumania, Czechoslovakia and Hungary plan to closer cooperate after the West European "Airunion" pattern. During their first meeting in Warsaw, attuning of flight schedules, and problems of mutual aid were discussed.
- b. On 5 April 1960, a plane of the Interflug airline opened traffic on the Berlin - Schoenefeld - Belgrade airline.
- c. On 1 April 1960, the turboprop passenger aircraft type "IL-18" which was purchased from the USSR, went on its maiden round flight Berlin - Moscow.

III. Poland

1. Railroad Transportation

a. Freight Transportation

During the first quarter of 1960, the PKP shipped 64 million tons of freight, i.e. three million tons more than were planned, and 5.1 million tons more than during the first quarter of 1959.

b. Electrification

The Krakow - Biezanow - Wieliczka suburban line has been put into electric operation. The running time of trains on this line was reduced from 36 to 21 minutes. The line has been the first one completed of the 1959 electrification program.

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c. Rolling Stock

Only 30 steam locomotives of the PKP pool of locomotives were withdrawn in 1959. This is due to the fact that in spite of the obsolescence of the Polish steam locomotives the production of steam locomotives for domestic requirements had already been discontinued since 1957, and that the production of electric locomotives was far behind the 1957/58 program.

In addition, available electric locomotives, particularly of the East German types E-04 and E-05, frequently fail to operate. On the other hand, the increasing turnover of freight puts increased pressure on locomotive operations. All these difficulties will presumably not be overcome before 1963.

2. Crude Oil Pipe Line

The construction of the crude oil pipe line, designed to extend from Brest/Litovsk (USSR) in north-westerly direction to Schwedt (East Germany) via Plock (Poland), has begun in April. The 700 kilometer pipe line is to supply Poland and East Germany with Soviet crude oil.

The construction of the Polish portion of the pipe line started at the future refinery at Plock and is to be completed by 1963. The pipe line is laid below the freezing level of the soil. No reports have as yet been received on the diameter of the pipes. According to a photograph, however, the diameter can be assumed to be 600 to 700 millimeters.

The Soviet section of the pipe line leading from the oil fields in the Volga/Ural-Area via Penza - Bryansk - Mozir to Brest/Litovsk is already under construction.

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Military Supply in April 1960

Summary

I. Supply Installations of the National People's Army (NVA)

The planned decentralization of supplies is still in the initial stage.

With a few exceptions, units are supplied either by central depots, or directly by producers.

II. Supply Installations of the GSFG

The motor vehicle repair shop at Oberschöneweide is to be transferred to Zeesen.

The tank repair shop at Schönsbeck has been attached to the Third Shock Army.

The engineer equipment park of the Third Gds Army was transferred to Jüterbog.

III. Supply Troops of the GSFG (without Twenty Fourth Air Army)

Group and army are short of supply services.

The present ratio of combat elements to supply services is about 3 : 1.

Possible development.

IV. Military Border Crossing Traffic in February 1960

A total of 36 supply shipments and six return shipments were noted in February.

The supply of motor vehicles increased.

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I. Supply Installations of the NVA (see also Annex 1)1. General

The decentralization of the supply installations, begun in 1958, is still in the initial stage.

2. Army

The capacity of the army installations of Military Districts III and V is poor. The installations are predominantly to furnish supplies to the army troops.

With a few exceptions, divisions and independent army troops are supplied either by the central depôts subordinate to the Ministry for National Defense, or directly by the producers. General overhaul of arms, equipment and tanks is carried out exclusively in central workshops of the Ministry, whereas the repair of motor vehicles is mostly done by civilian enterprises.

3. Airforce and Navy

The supplementation and maintenance of supply goods of the Airforce and Navy is carried out by the respective central installations of these forces. Supply rules correspond to those of the army.

II. Supply Installations of the GSEFG (see Annex 2)

The following changes have been noted since January 1959:

1. Motor Vehicle Repair Shop "Progress" in Berlin-Oberschöneeweide is to be transferred to Zeesen by 1962. The Zeesen plant has so far been a branch plant of the Oberschöneeweide repair shop.
2. In the area of the Third Shock Army, the tank repair shop in Schönebeck is being enlarged on a continuing basis. The present workforce consists of about 500 Soviet personnel. The monthly repair quota amounts to about 25 tanks. The plant is presumably subordinate to the Third Shock Army.
3. The engineer equipment park of the Third Gds Army, previously assumed at Sperenberg, has apparently been transferred to Jüterbog. The statement needs confirmation.

III. Supply Troops of the GSEFG (see Annex 3)

1. The actual strength of the army supply troops compared with the presumable war strength (minimum strength!) is estimated as follows:

Supply services of combat elements up to division	about 90 percent
Army supply troops	" 22 percent
Supply troops of the group	" 50 percent

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2. The ratio of combat elements to supply services within the division and army is about 4 : 1, within the GSFG about 3 : 1.
3. Supply services are assumed to develop as follows:

- a. Supply services of the divisions:

The shortage of transport and medical personnel is insignificant and can be overcome rapidly in case of war. The equipment of the Soviet supply services with more powerful transport vehicles, modern tank cars, workshop trucks, ambulances, improved aggregates, repair shops etc. has been under way since 1956 and is expected to be completed by about 1961.

- b. Supply troops from army upward:

Due to the shortage of personnel and to economical reasons, the improvement of supply services has made little progress.

Tank and motor vehicle repair services, however, have considerably been modernized. A similar development is expected within the remaining repair services of artillery, telecommunication, engineer and ABC supply units. The remaining services for road transportation, road construction and maintenance, medical supply, depot administration etc. are not expected to be enlarged to war strength.

The small number of road transportation services and the small loading capacity is worth noting. In the event of atomic warfare, railroad supplies will particularly be endangered, and supplies will mainly be carried by road transportation. In that case, road transportation will have to be increased three times at least.

IV. Military Border Crossing Traffic in February 1960

As a result of comparison, a total of 36 supply shipments and of six return shipments were noted in February 1960. (The load of some shipments could not be identified).

The following quantities were established:

Supply

Ammunition		210 tons
Artillery pieces (SU-157/2) trailers		6
Total tanks		35
including:		
T-54s	50	20
u/i tanks		15
Total motor vehicles		846
including:		
Prime movers M-50 ATS	12	
ZIS-150s	56	
ZIS-151s	40	
ZIS-151 semitrailers	50	

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GAS-51s	50
MAS-200s	20
u/i	543
Tank cars	25
Ambulances	32
Workshop trucks	18

Return

Ammunition

Artillery pieces (FK-76 mm)	15
Tanks u/i	6
Total motor vehicles	106
including :	
Tank cars	50
u/i	56.

There was a conspicuous large amount of motor vehicle supplies in January and February 1960. The number of motor vehicles noted in January was 463, including 143 u/i vehicles, and in February it was 846, including 543 u/i vehicles.

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Annex - 1 -

Military Supply Installations of the NVA

(up to and including army)

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Subordination	Ammunition	Fuel	Arms & Equipment Depots Repair Shops	Rations
Ministry for National Defense	Kluess Priemerwald Wolfsruh Gorgast Torgau- Eishig (1st constr. stage comple- ted)	Hohen- saaten	Doberlug- Kirchhain (ordnance shop) Hennersdorf (ammunition & equipment depot) Mittenwalde (repair & instruction material shop)	Strausberg (for MfNV & Div Potsdam) Prossen*** (Transloading Depot for Kitchen Utensils)
Mil. District III**	Leipzig- Lindenthal (presumably for army troops only)	Leipzig (presuma- bly for army troops only)		Leipzig***
Mil. District V**				Prenzlau***
Airforce		Nieder- lehme Görlitz- Schläu- roth (motor vehicle fuel)	Krugau*** Strausberg- Eggersdorf	Görlitz***
Navy	Peene- münde		Peene- münde (ordnance depot & repair shop)	Wolgast****

*Central Supply Installations of the NVA & Army combined in one depot.
 **Army supply installations & depot (staff depots) under construction since 1958.
 *** Combined in one depot.
 **** Combined in "Central Supply Depot & Test Center".
 MfNV - Ministry for National Defense

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Annex - 1 - continued

Clothing Billeting Equipment PX Stores	Medical Equipment & Installa- tions	Tk Replace- ment Parts Tk Repair Shop	Motor Vehicle Replac- ement Parts Repair Shop	Engineer Equipment	Tele-Commu- nication Equipment
Eberswalde- Finow* Prossen*** (Transloading Depot)	Eberswalde- Spechthausen (med. equipm. depot) Bad Saarow Central Hospital	Eberswalde- Finow* Replacement Parts Depot Grossenhain (Tk Repair Shop) Neubranden- burg (Tk Repair Shop) Wurzen	Eberswalde- Finow* (Replacement parts depot) Berlin- Friedrichs- felde (repair shop & mot. veh. trans- loading cen- ter for im- ports from the USSR	Küchensee II	Döbeln (tele- communica- tion shop) Niederlehme (tele-commu- nication e- quipment & transloading center for imports from the USSR
Leipzig***	Leipzig- Wiederitsch (army hospi- tal/medical depot)		Aue		Leipzig***
Prenzlau*** Pasewalk (U/G)	Prenzlau*** Uckermünde (Army Hospi- tal)	Eberswalde- Finow* (replac- ment parts depot)	Eberswalde- Finow* (replac- ment parts depot)		Eberswalde (Breidscheidt- road)
Görlitz***	Görlitz*** Cottbus (hospital)	Aircraft repair shop Leipzig- Schkeuditz (for piston aircraft) Ludwigsfelde (TL-railcar) Krugau*** (replacement parts depot)	Kamenz	Equipment for air- field in- stallations Ostritz	Krugau***
Wolgast****	Stralsund- Dänholm	Shipyards & Repair Shops Wolgast (Peene Shipyards) Wolgast**** (Test Center)	Stralsund- Dänholm		Stralsund- Dänholm (tele-commu- nication depot & repair shop)

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Annex - 2 -

Status: April 1960

Soviet Military Supply Installations in the "GDR"

(up to and including army)

Subordination	Ammunition	Fuel	Arms & Equipment Depots Repair Shops	Rations	Clothing Billeting Equipment PX Stores	
Group of Soviet Troops in Germany	Töpchin	Radensleben	Jüterbog-AL	Frankfurt/O	Bernau	50X1-HUM
	Kapen	Strasswalde	Fürstenwalde	Satzkorn	Frankfurt/O	50X1-HUM
	Mockrehna	Gräbchen-Bernsdorf	Straussberg	Leipzig-Eutritzsch	(Fürstenwalde)	50X1-HUM
	Wilmersdorf-Pfaffendorf	Schleife	Jüterbog (repair shops rocket launchers)		Teltow	50X1-HUM
	Hohealeipisch	Mixdorf				50X1-HUM
	Torgau	Altstrelitz (Fürstensee)	Wulkow			50X1-HUM
	Fürstenwalde-Berkenbrück					50X1-HUM
	Wulkow*	Velten				50X1-HUM
						50X1-HUM
						50X1-HUM
Third Main-Attack Army	Altengrabow	Magdeburg-Harbor	Altengrabow	Königsborn	Königsborn	50X1-HUM
Eighth Gds Army	Altenhain	Münchenbernsdorf	Altenhain	Altenburg	Burgstädt	50X1-HUM
				(Erfurt-East)		50X1-HUM
Second Gds Tank Army	Dannenwalde	Fürstenberg Ravensbrück	Dannenwalde	Fürstenberg	Fürstenberg	50X1-HUM
						50X1-HUM
Twentieth Gds Army	Eberswalde-Finow	Biesenthal	Biesenthal Station	Eberswalde-Finowfurt	Eberswalde-Finowfurt	50X1-HUM
						50X1-HUM
Third Gds Army	Jüterbog-AL	Kummersdorf	Jüterbog-AL	Jüterbog-NL	Jüterbog-NL	50X1-HUM
						50X1-HUM
First Gds Tank Army	Röderau	Kadebeul	Röderau	Dresden-Weust	Dresden	50X1-HUM
						50X1-HUM
Twenty Fourth Air Army	Buckau-Pramsdorf	Kl. Bahren Velten	(including aircraft equipment)	Jüterbog-AL	Jüterbog-AL	50X1-HUM
	Finow-Vorw.	Aken	Straussberg	Gr. H.		50X1-HUM
	Biesenthal			Witts		50X1-HUM
				Werne		50X1-HUM
		Kurtschlag Linke (under construction)				50X1-HUM

* Subordination questionable

** Supply installations questionable

50X1-HUM

S-E-C-R-E-T

50X1-HUM

[Redacted]

50X1-HUM

Annex - 2 - continued

50X1-HUM

50X1-HUM

Medical Equipment & Installations	Tk Replacement Parts Tk Repair Shop	Motor Vehicle Replacement Parts Repair Shop	Engineer Equipment	Tele-Communication Equipment	APN (Shipment Number)
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Fürstenwalde Waldfrieden	Müllrose	Zeesen	Fürstenwalde-Ketschen- dorf	Wünsdorf	50X1-HUM
Beelitz (hospital)	Kirchmöser	Berlin-Oberschöne- weide		Bad Saarow- Pieskow	Frankfurt/O 50X1-HUM
	Wünsdorf	Leipzig- Gohlis		Luckenwalde (equipment- shop)	50X1-HUM
		Bernau- Waldfrieden			50X1-HUM
		Fürstenwalde			50X1-HUM
		Fürstenwalde truck-repairing			

50X1-HUM

Magdeburg- Brückefeld**	Lieser	Magdeburg	Magdeburg- Brückefeld**	Altengra- bow	Magde- burg	50X1-HUM
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Markersdorf	Hohenstein- El	Markersdorf	Apolda**	Burgstädt	Weimar	50X1-HUM
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Fürstenberg	Fürstenberg	Fürstenberg**	Fürstenberg	Fürstenberg		50X1-HUM
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Eberswalde	Eberswalde- Finow	Eberswalde- Finow	Eberswalde	Eberswalde		50X1-HUM
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Jessen**	Kummersdorf	Kummers- dorf	Jüterbog?	Jüterbog		
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Dresden- Ne	Dresden	Dresden	Dresden**	Dresden	Dresden	50X1-HUM
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(aircraft repair shops)	Jüterbog-AL	Jüterbog- Damm				50X1-HUM
Jüterbog-AL	Brandis (Elbe)					50X1-HUM
Dallgow- Döberlitz						
Rangsdorf						

50X1-HUM

S-E-C-R-E-T

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50X1-HUM

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50X1-HUM

Annex - 3 -

Strength of the Supply Troops

(GSFG: Status January 1960)

Units	Actual Strength			Minimum Strength	
	Personnel	Motor Vehicles	Percentage of combat strength	Personnel	Motor Vehicles
Mtz Rifle Regt	Supply Services of the Regt	166	55		
"	" for 4 Bns	96	56		
"	" Regt units	10	5		
"	total:	272	116	13 %	presumably only minor increase
Tk Regt	Supply Services of the Regt	184	60		
"	" for 3 Bns	72	42		
"	" Regt units	6	3		
"	total:	262	105	23 %	
Mtz Rifle Div	Supply Services of the Div	650	231		800 286
"	" for 6 Regts	1370	580		1370 580
"	" 5 indep Bns	102	58		102 58
"	total:	2122	869	18 %	2272 924
Tk Div	Supply Services of the Div	670	238		820 293
"	" for 6 Regts	1326	534		1326 534
"	" 5 indep Bns	102	58		102 58
"	total:	2098	830	22 %	2248 885
Mecz Army (1 Tk Div, 3 Mtz Rifle Div)	Supply Services of the Army	2065	394		9065 1700
"	" for 4 Divs	8465	3436		9060 3655
"	" 1 AAA brigade	270	110		270 110
"	" 1 Arty brigade	240	95		240 95
"	" 4 indep Regts	520	200		520 200
"	" 1 hvy cars Bn	30	15		30 15
"	" Army Staff	110	35		110 35
"	total:	11700	4285	21 %	19295 5810
Tank Army (3 Tk Div)	Supply Services of the Army	2065	394		9065 1700
"	" for 3 Divs	6295	2490		6745 2655
"	" 1 AAA brigade	270	110		270 110
"	" 1 Arty brigade	240	95		240 95
"	" 3 indep Regts	390	150		390 150
"	" Army Staff	110	35		110 35
"	total:	9370	3247	25 %	16820 4745

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Annex - 3 - Continued

GSGF	Supply Services of the Group	13,190	1,820	26,450	4,500
"	for 4 Mecz				
"	Armies*	42,550	15,402	72,640	21,390
"	2 Tk				
"	Armies	18,740	6,548	33,640	9,490
"	2 Arty Divs	2,300	910	2,300	910
"	4 AAA				
"	brigades	1,080	440	1,080	440
"	2 Engr				
"	Regts	360	130	360	130
"	4 Sig Regts	320	120	320	120
"	3 Sig Bns	120	45	120	45
"	Hq. GSGF	250	80	250	80
"	other				
"	units	100	35	100	35
	total:	79,010	25,530	25,137,260	37,140

*) Varying organization of the mecz armies has been taken into consideration.

S-E-C-R-E-T

50X1-HUM