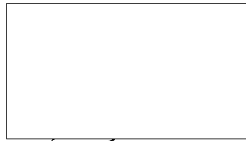


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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

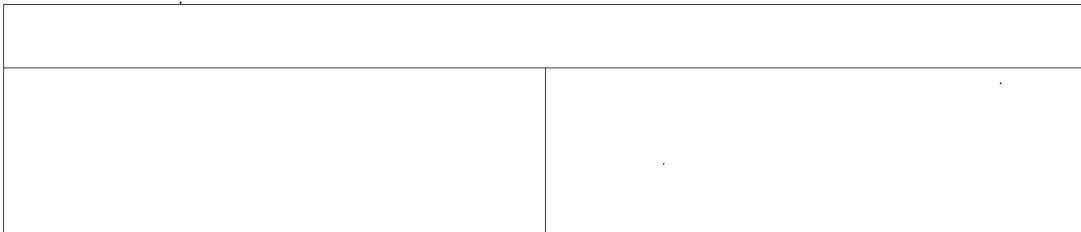
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SUBJECT	Transportation of German Technicians from the USSR to the East Zone of Germany	DATE DISTR.	8 April 1954	
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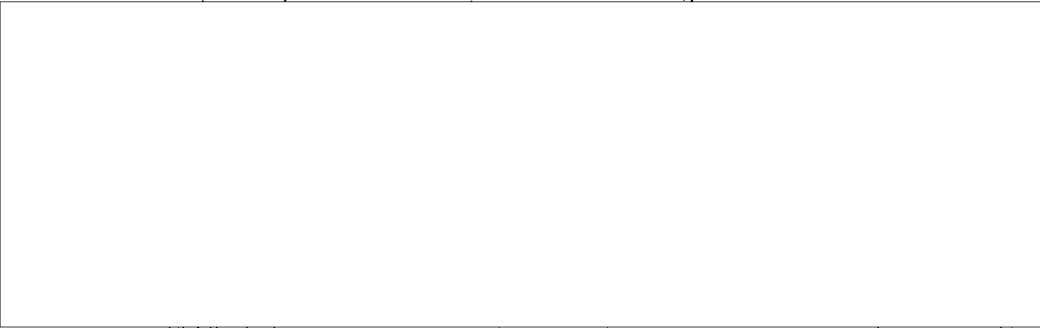
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PROCEDURES PRIOR TO DEPARTURE

1. The Soviet authorities notified the German specialists at Arsenal No. 1, Kiev of their return to Germany approximately five - eight days prior to their actual departure on 10 January 1952. [] states that they were given eight days notice while [] reports that only five days notice was given. Official notification of departure was given at a meeting held in the German living quarters and attended by all the German specialists. Thirty of the forty-five specialists at Arsenal No. 1 actually departed on this date.
- 2: The German specialists were not placed under surveillance nor were they cut off from contact with the Soviets prior to departure. They were allowed, as in the past, to shop in the city at any time. [] given at a [] the German [] by all the [] it.

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3. The Germans were also allowed to go with an escort to a post office to send telegrams to relatives in East Germany. However, [redacted] a collective telegram sent by several of the German specialists was never delivered. 50X1-HUM
4. Crates and lumber for packing purposes were furnished free of charge by the Soviets. The Germans did their own packing and crating a few days prior to departure. Most of the German specialists sold their furniture to the Soviets, who were willing to pay relatively good prices for it. The Germans were allowed to transfer this money at a favorable exchange rate.
5. Prior to packing a Soviet customs officer came to the German quarters and issued instructions regarding the shipment of certain articles. According to these directives it was forbidden to take any written material and any Soviet money to East Germany. All books, including the schoolbooks of children, were collected for censoring. The Germans were told that the books would be mailed later, but [redacted] they were never seen again. Photo albums and film were also either forbidden or very closely censored. However, all cameras, which had been confiscated at the time of the arrival of the Germans in Kiev in 1946, were returned to the Germans. In addition only one fur coat and one piece of jewelry was allowed for each individual. 50X1-HUM
6. Unlimited quantities of food and beverages could be taken on the trip. The only restriction was caviar, which was not to exceed half a kilogram. [redacted] the Soviets made a very superficial check of the food packages. However, both [redacted] stated that there was no inspection of food packages. 50X1-HUM
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CUSTOMS INSPECTION ON THE DAY OF DEPARTURE

7. On the day of departure household goods as well as hand luggage and other packages of the Germans were picked up by trucks and taken to the railroad station in Kiev.
8. Household goods and all other crated items were inspected at the railroad station by uniformed Soviet customs officers in the presence of the Germans. The thoroughness of this inspection varied. Both [redacted] state that it was a very superficial inspection and that only spot checks were made. [redacted] states, however, that a thorough customs inspection was made; crates and suitcases were opened and their contents checked piece by piece. 50X1-HUM
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9. After inspection the crates were sealed and numbered and put into the baggage cars. There was no inspection of personal luggage and hand-carried packages at this time. With the assistance of Soviet workers the German specialists boarded the train with their hand luggage.

DESCRIPTION OF TRAIN TRIP

10. The train for the German specialists consisted of two to five cars and one to two baggage cars. The passenger cars were of

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a common European type with separate third class compartments. Each car had its own coal heating system and a washroom. No dining car was attached. Hot water was available for tea or coffee. Soviet train personnel supplied mattresses and four persons could sleep in two upper and two lower berths in each compartment.

11. Arrangements for space allocations had been made in advance by the interpreters at the plant. There was ample space for everyone, and families were kept together.
12. The train was exclusively for the German specialists. However, two or three Soviet civilians escorted the train from Kiev to Wolfen. They had one or two compartments in one car. [redacted] one of them was from Arsenal No.1 in Kiev. 50X1-HUM
13. During the trip the Germans were allowed to circulate from one car to another without escort and to leave the train at every station in the USSR and East Germany without an escort. However, they were informed at the Soviet-Polish border not to leave the train while in Poland. None of the [redacted] left the railroad stations, but stated that some of the other Germans went into the towns such as Brest-Litovsk. 50X1-HUM
14. Places where the Germans stopped en route to Jena included Gomel and Brest-Litovsk in the USSR, outside of Warsaw in Poland (at night), and Frankfurt am Oder and Wolfen in East Germany, where they left the transport.
15. It would have been relatively easy to mail letters at these station stops, because the Germans were not under surveillance during these stops.
16. Neither vendors nor any other Soviets boarded the train at stops. However the Germans could purchase food and beverages at the various stations.
17. No roll call was made, except once by Polish officers after the Germans had passed the Soviet-Polish frontier. Once or twice a day one of the Soviet civilians who escorted the train from Kiev to Wolfen wandered through the train but did not check anything or talk to the Germans. None of the Germans had tickets or any identification papers. However, the Germans had to pay for the trip, and this money was deducted from their final salary at the plant against a receipt.

INSPECTION OF PERSONAL BAGGAGE AT BREST-LITOVSK

18. The Germans stopped from 15-18 hours at Brest-Litovsk where they were transferred to a special German train with third class cars and no dining car. This train was operated by German personnel.

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19. The hand luggage of the Germans was superficially inspected in the train by a Soviet and a German customs officer. In addition Polish officers took a roll call of all the Germans by checking a list which contained names and photographs. Household goods were placed on the German train without any further inspection.

ARRIVAL IN GERMANY

20. The Germans left the train at Wolfen near Bitterfeld and a few hours later were taken to Jena by bus. No inspection of household goods or personal luggage was made upon arrival. The baggage cars continued by rail from Wolfen to Jena. A few days later household goods were delivered free of charge. The Germans did their own uncrating and checking. None of the three sources interviewed found anything missing or confiscated.