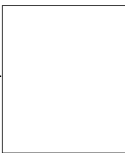


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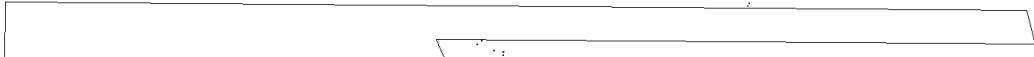
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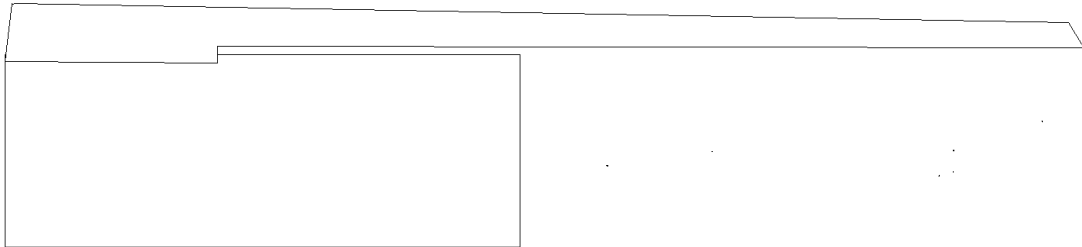
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COUNTRY	USSR (Leningrad Oblast)/Germany (Soviet Zone)	REPORT	
SUBJECT	Transportation of German Technicians from the USSR to the East Zone of Germany	DATE DISTR.	8 April 1954
DATE OF INFO.		NO. OF PAGES	9
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)



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Washington Comments.

1. In paragraphs 14 and 17, Klaritzkiy is correctly Klaritskiy.
2. Reval in paragraph 16 is now Tallinn.

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SECURITY INFORMATION

REPORT 50X1

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SECURITY INFORMATION

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PROCEDURES PRIOR TO DEPARTURE

- 1. The Soviet authorities notified the German specialists of their return to Germany approximately one to three weeks prior to departure.

[Redacted]

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The first official Soviet announcements did not specify an exact date of departure. The sources were given a probable date of departure and only two to seven days before departure were they given a definite date for their return to Germany.

- 2. Upon notification of their departure [Redacted] cleared the institutes where they were employed immediately. None [Redacted] observed any special surveillance during the days before departure. On the contrary, [Redacted] after [Redacted] cleared Institute 380 surveillance was less severe than previously. For example, although previously the Germans were reprimanded by the Soviets for going to Leningrad without an escort, they now went openly into the city without criticism. One restriction, [Redacted]

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[Redacted] was that Germans in other groups who were not returning to Germany were not supposed to visit them. In spite of this order, however, these Germans came with messages for relatives.

- 3. The Germans were allowed to send telegrams informing their families of their arrival. According to [Redacted] telegrams were sent from the Leningrad main post office.

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- 4. The day after notification of their departure, the Germans began to pack. Packing materials, lumber, boxes, packing paper, excelsior, nails, etc. were made available without charge by the Soviets. Soviet carpenters were paid by the Germans to pack and crate the furniture and other bulky items. The Germans themselves packed their own personal belongings and household items. [Redacted] was told to mark and number his crates, and [Redacted] used an individual symbol to do this.

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- 5. Prior to packing [Redacted] states that the Germans were told that they could not take fur pelts, Soviet money, not more than one kilogram of caviar, and not more than one fur coat to Germany. In addition, [Redacted] was told to take nothing in writing.

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- 6. [Redacted] the Germans at Lomonosov were instructed to pack all personal correspondence, silver and gold items, silverware, cameras, binoculars, precious and semi-precious stones, carpets and runners, photographs, paintings, etc. in their hand luggage which would be inspected later in Brest-Litovsk.

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[redacted]

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- 7. Both [redacted] and [redacted] mailed books back to Germany months earlier, and [redacted] states that 95 per cent of his books arrived safely in Berlin. Four or five of the thirty packages of books sent by [redacted] were not delivered. These books were mailed through the regular postal system and were inspected at the post office before the packages were tied. [redacted] states that his books may have been subjected to further scrutiny because most of the packages arrived in a damaged condition. 50X1-HUM
- 8. Except for the restriction on caviar, food and beverages of any type and quantity could be taken on the trip. 50X1-HUM

CUSTOMS FORMALITIES

- 9. The Soviet customs inspections varied considerably in degree of thoroughness. [redacted] from Institute 380 report no inspection of any of their possessions until they reached Brest-Litovsk although they had been informed that a customs inspection would be held in their apartments prior to departure. 50X1-HUM
- 10. In contrast, [redacted] reports a very thorough inspection of his household goods. About twenty customs inspectors with green "mirrors" and gold braid on their shoulder straps as well as six or eight civilians inspected their household crates. These crates had been taken to two apartments on the first floor of their apartment building. The thoroughness of this examination is reflected in the fact that everything was taken from the crates, and needles were run through the butter, bacon and sausages were cut apart and chocolate was unwrapped and broken. In addition they unwrapped every razor blade, opened every cigarette package and inspected the lining of every article of clothing. [redacted] books, periodicals, photographs, films and phonograph records were taken into a special room and examined by six men, including two members of the MVD, two customs inspectors, and two interpreters. During this inspection photographs and Soviet and German books were taken away from some of the Germans. [redacted] the Soviet books had the Institute stamp and the German books were those published between 1933 and 1945. 50X1-HUM
- 11. [redacted] also describes inspections of personal baggage in which medical lamps were disassembled, pillows and linings of clothes slit open, etc. Personal papers, photos and written material were carefully scrutinized. [redacted] the inspectors became progressively less zealous and vigilant, and [redacted] luggage was inspected in a routine manner. [redacted] no Germans were allowed in the room where the large crates were inspected, and that at least twelve inspectors worked in this room. 50X1-HUM

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- 12. [redacted] orated baggage was taken via truck directly by the Soviets to the railroad station, but that [redacted] took their own personal hand luggage with them. [redacted] there was no limit on the amount of personal baggage which could be taken along. 50X1-HUM

DESCRIPTION OF TRAIN TRIP

- 13. The train [redacted] consisted of a steam locomotive, five sleeping cars, and three fifty-ton freight cars. The sleeping cars had six berths in each compartment [see page 6]. Each sleeping car had a woman who sold hot water, and a man who kept the cars heated. Mattresses and linen were rented to the Germans at the railroad station. [redacted] the assignment of the sleeping space was made by the Germans themselves. 50X1-HUM
- 14. The train was exclusively for the Germans, but each of the groups had a Soviet escort which shared their sleeping cars. [redacted] two civilians from the Ministry of Communications Equipment in Moscow [redacted] they were MVD personnel) and a military escort of an Army captain and four Army soldiers accompanied their group. The Soviet escort for the [redacted] group consisted of KLARITZKIY, chief of the Soviet Affairs Office, a woman doctor, an Army lieutenant and three or four enlisted men. [redacted] describes their escort as including Kommandant KOFKIN and a female medical officer. [redacted] each freight car had at least one armed guard who was armed with rifles or sub-machine guns. These guards patrolled the cars at train stops. 50X1-HUM
- 15. There were no door connections between their cars and the German specialists were not able to move from one car to another, [redacted] the Institute 49 group was not restricted during the trip and there was much visiting among cars. 50X1-HUM
- 16. [redacted] were allowed to leave the train at all stops and were able to walk around the railroad stations without an escort. In Minsk where they were delayed for six hours, several of the Germans walked into the city, but with an escort. Other stops made by the train included Riga, Reval, Luga, Polotsk, Borisov, and Brest-Litovsk. 50X1-HUM
- 17. [redacted] the guards paid little attention [redacted] and [redacted] no formal roll call was taken. However, [redacted] KLARITZKIY, one of the Soviet escorts, questioned him various times during the day as to whether all the Germans in his group were present. 50X1-HUM

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18. No news or food vendors boarded the trains. However, the Germans were able to purchase bakery goods, fruit or milk from them on the station platforms.
19. Several of the German specialists and their wives mailed letters and postcards at the stations to friends remaining in Leningrad. None [redacted] knew whether their letters had been received, but [redacted] letters mailed by the Zeiss group en route to Germany had been received in Leningrad. 50X1-HUM

CUSTOMS INSPECTION AT BREST-LITOVSKInspection of Household Goods

20. At Brest-Litovsk [redacted] and [redacted] unloaded their crates from the freight cars with some assistance from porters. Approximately ten customs inspectors inspected their household goods. [redacted] they carefully inspected four or five crates but they did not unpack anything. The rest of his crates were not examined. They scrutinized his photograph albums particularly. 50X1-HUM
50X1-HUM
21. [redacted] they found film, which they exposed to the sun, in one of his cameras. After the crates were inspected they were permitted to nail them shut and signal the porters to convey them to the German train. This enabled [redacted] to prevent inspection of several of his crates by pounding on several crates which had not been opened and requesting the porters to load them onto the train. 50X1-HUM
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Inspection of Hand Luggage at Brest-Litovsk

22. The degree of thoroughness of the Soviet inspection of the hand baggage varied considerably. [redacted] two Soviet inspectors made a hasty inspection on the German train of the personal baggage belonging to the Germans from Institute 380. They took out all books, photographs and his stamp collection. A few minutes later two additional customs inspectors glanced at these articles. [redacted] in this interval it would have been possible to return the articles to one's baggage, if anyone had desired. 50X1-HUM
50X1-HUM
23. In contrast, [redacted] describes a very thorough inspection of hand baggage. [redacted] all personal baggage was taken by the Germans to a large room in the railroad station where all possessions were unpacked. Each handkerchief was inspected for writing, and the accordion of one German was taken apart and examined. The gold and jewelry of some of the Germans was taken away from them. They received a receipt for the items, but [redacted] did not know whether or not they were ever reimbursed. 50X1-HUM

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24. [redacted] a very thorough examination of his bags was made, although some bags were not inspected because of the laxness of the check-out system. This evasion of inspection was made possible by the fact that the inspectors did not mark or label the inspected items, and the Germans were able to smuggle out pieces to the storage square enclosure on the station platform where they carried each piece of baggage after inspection.

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25. However, a thorough scrutiny was made of all pieces of baggage which were inspected. Gold and silver items, rugs, military type binoculars were confiscated; paintings and photographs were closely scrutinized. For example, Soviet officials spent almost two hours examining the painting of one German specialist. They used a magnifying glass, and even scraped the paint. The examination of the baggage (18 pieces) of one German took approximately four hours. Another German was subjected to a physical examination. (These two Germans were later notified on this same day that they were to be returned to the Soviet Union.)

DEPARTURE FROM BREST-LITOVSK

26. After the inspection was completed the German specialists took turns in guarding the baggage stored on the station platform.

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[redacted] before boarding the German train with their hand luggage at Brest-Litovsk, they were subjected to an inspection at the entrance barrier to the railway platform. Soviet state and MVD officials checked the identity of each specialist against a log book. This log book contained the photographs of each returnee and each member of his family.

27. [redacted] a spot-check of the larger suitcases and boxes was also made at this time. Any personal baggage which they did not want to take into the sleeping car was put into the baggage car which was then sealed. The German train consisted of new German type third class day coaches.

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28. Upon arrival at the Soviet-Polish border the train stopped; a group of Soviet soldiers lined up on each side of the train, and the Germans were ordered to close all windows and doors. Four men dressed in olive drab uniforms with blue shoulder boards passed through the train and checked the passengers against a list accompanied with photographs.

29. At the Polish border two Polish customs inspectors went through the car and checked the passengers against an identical list with photographs. In addition officials checked each individual compartment and looked under seats, baggage racks, etc. During the trip through Poland [redacted] the returnees were told to stay on the train for reasons of their own personal security.

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ARRIVAL IN GERMANY

30. Upon arrival in Frankfurt am Oder the Germans were greeted by representatives of the East German government. No further inspection of personal or household goods took place after their arrival in Germany. The Germans took their personal baggage with them, but household goods were stored free of charge until the specialists had found permanent housing. As soon as housing was found, the Germans uncrated their household goods themselves and checked their contents against individual manifests.

31. [redacted] several books, photographs, and all manuscripts and typewritten material was missing from his crates. [redacted] these items were removed at Lomonosov during the inspection of the crates and boxes. [redacted] other German returnees had similar experiences. For example one returnee missed an entire collection of music books and scores. [redacted] found nothing missing from [redacted] household effects.

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