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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR	REPORT	[Redacted]	50X1
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REPORT [] 50X1

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DATE DISTR. 17 MAR 51

NO. OF PAGES 6

COUNTRY : USSR

SUBJECT : Exit Transit from Moscow to the Soviet Zone of Germany

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 50X1-HUM

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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Procedures Prior to Departure

- 1. The Soviet authorities notified the German specialists of their return to Germany approximately 3 - 5 weeks prior to departure. One source [] received 2 - 3 weeks notice, while another [] received 4 - 5 weeks notice. The first official Soviet announcement did not specify an exact date of departure. [] were given a probable date of departure and only 3 - 4 days before departure were they given a definite date of departure. [] departed a few days after this date. 50X1-HUM
- 2. [] at Institute 160, Fryasino, cleared the Institute immediately and were no longer permitted to enter the area without special permission from one of the directors. However [] were not placed under surveillance, and were not cut off from other contact with the Soviets. 50X1-HUM

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[redacted] more Soviets than usual approached the Germans, chiefly in order to purchase their furniture and to say good-bye. [redacted] one day after the official notification of departure, guards were posted on all streets leading to the homes of the German specialists and prevented all Soviets from passing that did not have any authorized business with the Germans. In addition the Soviet household employees and other service personnel employed by the Germans were subjected to a bodily search by the guards after leaving the German settlement. Source believes that the purpose of the guard was the prevention of pilferage and not security.

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3. All of the Germans were allowed to send telegrams to relatives in East [redacted] Germany, and these telegrams were delivered a few hours later. [redacted] they were allowed to shop in Moscow, but as in earlier trips, were forced to travel in groups accompanied by a guide from the MVD office. 50X1-HUM
4. Immediately after notification of departure, the Germans began to pack. All necessary crating was done by the Germans themselves in their homes. The Germans purchased lumber, excelsior and wrapping paper from the Soviets. Some of the Germans purchased crates which were made according to their own measurement. Others, because of the expense, merely covered their furniture with cloth or canvas. [redacted] all of these purchases were handled by and through the Soviet supervisor for the German specialists. 50X1-HUM
5. [redacted] the Soviets issued no orders regarding the shipment of books, photographs or personal papers. However [redacted] Germans who shipped a large number of books which they packed with their household goods were asked to submit an accurate list giving the author and title of each book. However, [redacted] the Germans prepared lists of books on their own initiative and no Soviet ever asked to see the lists. In contrast, [redacted] the Soviets issued a few general orders regarding shipments of certain items. For example, it was forbidden to pack any handwritten material, unexposed films in cameras and any photographs other than those of a personal nature. [redacted] they were instructed not to pack any undeveloped film, notes or drawings pertaining to their work, photographs showing industrial installations, or gold. In addition, all written material was to be packed separately and every crate was to have a manifest. 50X1-HUM
6. Any type and quantity of food and beverages could be taken on the trip and were not inspected by the Soviets. Several of the Germans packed such foods as canned lobster, caviar and olive oil. 50X1-HUM

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Custom Formalities on Day of Departure

- 7. On the day of departure Soviet workers loaded all household goods on trucks and delivered them to the railroad station. The Germans carried their own hand luggage. Soviet interpreters were at the station to assist the Germans in locating train compartments.
- 8. An inspection of household goods but not an inspection of personal baggage took place at the railroad station. At Fryazino Soviet custom inspectors in green uniforms opened the top of each crate in the presence of the German owner. In one instance the Soviet inspector dug through to the bottom in the corner of each crate. [redacted] the whole inspection was superficial and took only a few minutes. [redacted] only crates containing written material, including books, were inspected and the inspection was of a spot check nature. [redacted] had to present a complete list of [redacted] furniture and other crated goods, but only [redacted] books were closely checked. In one instance an inspector asked the wife of a German whether any newspapers had been packed.
- 9. Several of the German families encountered difficulties in this inspection. A large pair of binoculars was taken away from one family. Those who had packed photographs or drawings in their household goods were not allowed to close the crates until these articles had been checked by various Soviets. The latter included men in civilian clothes, presumably members of the MVD. Papers or drawings were not marked with a censor's stamp nor sealed.
- 10. After the crates, which were not marked in any way, had passed the inspection they were placed in a railway freight car. The car was then sealed with a lead and wire seal.
- 11. After all of the household goods had been inspected, the Germans were told to board their cars and take their personal baggage with them. There were no restrictions as to the amount of personal suitcases, boxes, bedding, pets, etc. which could be stowed in the compartments and the corridors. Each family with the help of Soviet workers loaded its own baggage. [redacted] when his group transferred at Sofrino from a narrow gauge to a standard gauge railroad there was a second inspection of crates as they were moved. Again the inspectors showed greatest interest in the crates containing the written material, although a few other crates were opened. The examination of the crates was always made in the presence of the owner.

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Description of Train

- 12. The train on which the Germans from Fryazino traveled to Berlin was composed of five third-class wide-gauge Soviet-built passenger sleepers and about twenty freight cars containing household goods. There was no dining car, although there was a

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samovar in each car. Each passenger car had eight compartments with two upper and two lower berths in each compartment. See sketch of passenger car on page 6 Blankets and straw mattresses were provided for each berth.

13. The Germans from Fryazino and Monino were assigned to places in the train compartments according to a plan made by the German and Soviet representatives. Families were always kept together and most individual wishes were complied with.
14. The trains were exclusively for the Germans. There were no Soviet passengers on one train except four or five Soviet escorts from Fryazino, which included the chief of personnel at Institute 160. In addition there were four Soviet infantry soldiers in each car. [redacted] in addition to the 51 Germans there were 7 Soviets on his train. 50X1-HUM
15. The Germans were allowed to move freely from one car to another during the trip and to leave the train at each station, which included Moscow, Smolensk, Minsk, and Brest-Litovsk, without any escort. It would have been relatively easy to mail letters at these stops. On longer stops the Germans could leave the station and wander into the town. For example, many Germans went into Brest-Litovsk to shop. [redacted] one of the Soviet soldiers accompanied each group of Germans, but that they were permitted to enter stores unaccompanied. However, [redacted] they went into Brest-Litovsk for several hours without an escort. 50X1-HUM
16. The Germans were not watched on the train, [redacted] No roll call was ever taken, and the Soviet soldiers spent most of the time in compartments. However, [redacted] that one German in every rail car reported the presence of all Germans in his assigned car to the Soviet escorts every evening. The only instance during the trip when the presence of the Germans was checked officially was at the Soviet-Polish border. Polish officers made a check according to a Soviet list, which contained a photograph of each German and his family beside the individual's name. 50X1-HUM
17. No food or news vendors boarded the train. However the Germans were able to contact any food vendors they wished and purchased food, wine, vodka, etc. 50X1-HUM

Inspection of Household Goods

18. At Brest-Litovsk the German specialists from Fryazino and Monino changed from a Soviet to German train. This group moved their household goods to the German train.

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19. The Krasnoarmeysk group, however, was transferred at Brest-Litovsk to two standard European gauge sleeping wagons which were part of a regularly scheduled run. [redacted] the train personnel during the trip across Poland consisted exclusively of Poles and that their freight was transferred to a standard freight train and proceeded separately towards Berlin. The Soviet military personnel accompanied their freight and only the two Soviet engineers remained with the German specialists. Although the Soviet customs inspectors watched the unloading process, no inspection of household goods belonging to the Fryazino group took place. Several Germans were allowed to remove articles from the household crates, but only if a customs inspector was present. The cars were sealed after the loading was completed. In contrast [redacted] the freight of the Krasnoarmeysk group was inspected at Brest-Litovsk when it was transferred. It was a superficial inspection in the form of a customs check. The official would ask to see a certain crate by number. If the crate had been transferred to the new train, he would usually not examine it, but check the contents of another.

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Inspection of Personal Luggage

20. The Germans then moved their personal luggage to the German cars. The windows of the train were then closed and Soviet custom inspectors proceeded to inspect all personal luggage. According to [redacted] the check was quite thorough, but [redacted] the check was quite superficial. In particular, cameras and photographs were examined. One German had seven Soviet Leicas but was permitted to keep them. Inspectors requested to see wallets to verify that all Soviet rubles had been exchanged for East German money. No physical searches were made, however, and the wife of [redacted] concealed a 100 ruble note in her stocking. [redacted] reports that Polish officials glanced briefly at the hand luggage of their group.
21. The German train on which the Fryazino and Monino group traveled was a regular German D-train with third class passenger cars. There was ample space. For example, the family of [redacted] which included five persons had two compartments. The train personnel, all of whom were German, were the first German nationals the specialists had talked with in over five years. A dining car was attached to the train, and all meals were served free.
22. After stopping at Frankfurt/Oder the Germans went directly to Berlin. No inspection of baggage or household goods took place in Berlin. The Germans took their personal luggage with them and household goods were stored free of charge until the Germans had found permanent housing. As soon as housing was found, the Germans received their furniture, which was delivered by truck. The Germans uncrated their household goods themselves and checked contents against their individual manifest. [redacted] interviewed found nothing missing.

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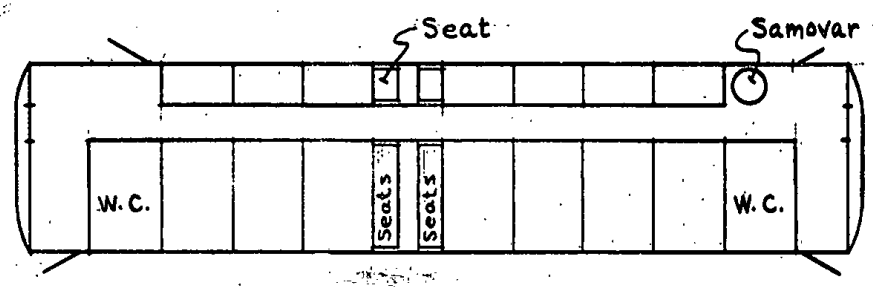
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SOVIET PASSENGER CAR

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