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COUNTRY Soviet Zone of Germany REPORT NO. [redacted]

TOPIC Soviet Rail Shipments in the Soviet Zone of Germany

EVALUATION [redacted] [redacted] [redacted] [redacted] 25X1

DATE OF CONTENT [redacted] 25X1

DATE OBTAINED [redacted] DATE PREPARED 24 July 1950

REFERENCES [redacted]

PAGES 5 ENCLOSURES (NO. & TYPE) _____

REMARKS [redacted] 25X1

[redacted] 25X1

[redacted] 25X1

[redacted]

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1. An empty train of 35 boxcars, 1 tank car and 1 coach, and with 72 axles, 373 tons, [redacted] was en route from Haldensleben to Wuensdorf on 24 April 1950. (1) 25X1

2. Other trains seen on 24 April 1950 included a train of 38 boxcars, 21 flatcars and 1 gondola car (104 axles, 893 tons, shuttle-train [redacted] en route from Rosslau to Jaenickendorf with tanks; (2) a train of 6 boxcars and 21 flatcars (112 axles, 784 tons, shuttle-train [redacted] en route from Rosslau to Jaenickendorf with tanks; (2) a train of 45 boxcars and 15 flatcars (135 axles, 1,081 tons, [redacted] en route from Wuensdorf to Wittenberg with Soviet troops; (1) an empty shuttle train of 3 boxcars and 26 flatcars (130 axles, 499 tons, shuttle-train [redacted] en route from Jaenickendorf to Wittenberg; (3) and an empty shuttle-train of 5 boxcars and 26 flatcars (104 axles, 320 tons, shuttle-train [redacted] from Jaenickendorf to Wittenberg (3) 25X1

3. Trains seen on 25 April 1950 included a train of 3 boxcars, 26 flatcars and 1 gondola car (132 axles, 603 tons, shuttle-train [redacted] en route from Rosslau to Jaenickendorf with Soviet troops; (2) a train of 17 boxcars and 26 flatcars (98 tons, [redacted] travelling from Koenigsbrueck to Neu-Bukow with Soviet troops; (4) an empty shuttle-train of 8 boxcars, 20 flatcars and 1 gondola car (104 axles, 482 tons, shuttle-train [redacted] en route from Jaenickendorf to Wittenberg; (3) a train of 31 boxcars and 12 flatcars (98 axles, 778 tons, [redacted] en route from Wuensdorf to an unidentified destination with Soviet troops; (1) an empty shuttle-train of 6 boxcars and 21 flatcars (112 axles, 442 tons, [redacted] en route from [redacted] 25X1

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Jaenickendorf to Rosslau; (2) and an empty shuttle-train of 3 boxcars, 26 flatcars and 1 gondola car (132 axles, 520 tons, shuttle-train [redacted] moving from Sperenberg to Wittenberg; (3)

4. Trains seen on 26 April 1950 included a train of 8 boxcars, 16 flatcars and 1 gondola car (94 axles, 418 tons, shuttle-train [redacted] en route from Rosslau to Jaenickendorf with Soviet troops; (2) a train of 6 boxcars and 22 flatcars (112 axles, 744 tons, shuttle-train [redacted] en route from Wittenberg to Jueterbog with Soviet troops; (3) an empty shuttle-train of 6 boxcars and 21 flatcars (112 axles, 430 tons, shuttle-train [redacted] going from Jueterbog to Luckenwalde for sidetracking; an empty train of 38 boxcars (76 axles, 395 tons, [redacted] travelling from Haldensleben to Wuensdorf; (1) a train of 9 boxcars, 21 flatcars, 8 gondola cars, 1 tank car and 1 coach (100 axles, 885 tons, [redacted] going from Wittenberg to Jueterbog with Soviet troops; (3) a train of 7 boxcars and 17 flatcars (60 axles, 496 tons, [redacted] going from Jueterbog to Sperenberg with Soviet troops; a train of 14 boxcars and 29 flatcars (86 axles, 612 tons, [redacted] en route from Koenigsbrueck to Neuhurrow, with Soviet troops; (4) and a train of 28 boxcars and 10 flatcars (80 axles, 711 tons, [redacted] travelling from Wuensdorf to an unidentified destination with Soviet troops. (1)
5. An empty train of 28 boxcars and 10 flatcars (80 axles, 406 tons, [redacted] was en route from Haldensleben to Wuensdorf on 28 April 1950. (1)
6. Rail movements seen on 29 April 1950 included one train of 13 boxcars and 18 flatcars (110 axles, 648 tons, [redacted] going from Wuensdorf to an unidentified destination with Soviet troops; (1) and an empty train for the repatriation of Soviet dependents, consisting of 32 boxcars and 19 coaches (107 axles, 602 tons, shuttle-train [redacted] proceeding from Kuestrin to Magdeburg.
7. An empty shuttle train of 20 boxcars and 16 coaches for the repatriation of Soviet dependents (78 axles, 516 tons, shuttle-train [redacted] was en route from Berlin-Rummelsburg to Jueterbog on 30 April 1950.
8. A train of 8 boxcars and 31 flatcars (78 axles, 697 tons, [redacted] travelling from Luckenwalde to Wittenberg with Soviet troops; (3) and a train of 17 boxcars and 8 coaches (51 axles, 333 tons, shuttle-train [redacted] going from Wustermark to Jueterbog for the repatriation of Soviet dependents, was seen on 4 May 1950.
9. Rail movements seen on 5 May 1950 included a train of 4 boxcars and 18 flatcars (44 axles, 318 tons, [redacted] en route from Luckenwalde to Wittenberg with Soviet troops. (3) a train of 54 boxcars (110 axles, 877 tons, [redacted] carrying Soviet troops from Drewitz to Halle; (5) a train of 16 boxcars and 10 flatcars (54 axles, 335 tons, [redacted] moving Soviet troops from Kaulsdorf to Halle; (6) an empty

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shuttle-train for the repatriation of Soviet dependents, consisting of 30 boxcars, 1 flatcar, 7 gondola cars and 20 coaches (120 axles, 831 tons, shuttle-train [] going from Kuestrin to Weimar, and a shuttle-train going from Rathenow to Kuestrin via Jueterbog, where the train was brought up to 30 boxcars consisting of 2 flatcars and 18 coaches (103 axles, 1,101 tons, shuttle-train [] and for the repatriation of Soviet dependents.

10. An empty train of 13 boxcars and 18 flatcars (106 axles, 461 tons, shuttle-train [] from Haldensleben to Wuenzdorf; (1) and a train of 14 boxcars, 33 flatcars and 1 gondola car (98 axles, 1,014 tons, [] going from Dre- witz to Halle with Soviet troops, were seen on 6 May 1950. (5).
11. A train of 21 flatcars (98 axles, 540 tons, shuttle-train [] was en route from Neustrelitz to Fuerstenwalde on 7 May 1950. This was an empty shuttle-train for transportation of tanks.
12. Two freight cars loaded with military goods, were en route from Parleberg to [] Jueterbog, on 16 May 1950.
13. Four freight cars loaded with radial engines for aircraft, were en route from Doeberitz to [] in Jueterbog, on 18 May 1950.
14. Three freight cars loaded with unidentified cargo, were en route from Brandenburg to [] Teupitz, on 19 May 1950.
15. Two freight cars loaded with unidentified cargo, were en route from [] Dresden, to [] Potsdam, on 22 May 1950.
16. Four freight cars loaded with ammunition, were en route from Dessau-Rosslau to [] Velten, on 23 May 1950.
17. Five freight cars loaded with unidentified cargo were en route from Werder to [] Cottbus, on 26 May 1950.
18. Two freight cars loaded with unidentified cargo were en route from Werder to [] Torgau, on 27 May 1950.
19. Four freight cars loaded with unidentified cargo were en route from Rosslau to [] Satzkorn, on 28 May 1950.
20. Trains seen on 23 May 1950 included seven freight cars loaded with ammunition, en route from [] Buckau-Pransdorf, to [] Strausberg; and a shipment of item No 16, en route from [] Schoenebeck/Elbe, to [] Bernau near Berlin.
21. Seven tank cars containing gasoline, shipment-recording [] were en route from [] Velten, to [] Cottbus, on 27 May 1950.
22. Nineteen freight cars loaded with ammunition (Basa 71), were en route from Brest Litovsk to [] Toepchin, travelling via Frankfurt/Oder, on 29 May 1950.

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23. Movements observed on 30 May 1950 included two freight cars loaded with military goods, en route from [redacted] Strausberg, to [redacted] Cottbus; and one freight car loaded with military goods, en route from [redacted] Strausberg, to [redacted] Klotzsche. Three freight cars with gasoline cans for [redacted] were unloaded in Brandenburg-Altstadt. 25X1
24. One freight car loaded with gasoline cans were seen in Brandenburg-Neustadt, on 31 May 1950. It was consigned to [redacted] Three freight cars loaded with [redacted] passenger cars, coming from Ohrdruf and consigned to [redacted] were seen in Babelsberg on the same date. 25X1
25. Four Stendal-bound freight cars loaded with gasoline cans [redacted] were dispatched for Stendal by [redacted] and were seen on 23 May 1950. 25X1
26. One freight car loaded with gasoline cans [redacted] was en route from [redacted] Velten, to [redacted] Satzkorn, on 26 May 1950. One freight car loaded with gasoline cans [redacted] was en route from [redacted] Velten, to [redacted] Wildpark, on the same date. 25X1
27. Rail movements on 28 May 1950 included one freight car loaded with potatoes, en route from Boelzke to [redacted] Satzkorn, and eight freight cars loaded with ration supplies, en route from Wurzen to [redacted] Satzkorn. 25X1
28. Freight shipments observed on 30 May 1950 included three freight cars loaded with military goods [redacted] en route from [redacted] Eisenspalterei, to [redacted] Satzkorn, and two freight cars loaded with gasoline cans, en route from Velten to [redacted] Olympisches Dorf. 25X1
29. One freight car loaded with boards, en route from [redacted] Bad Saarow, to [redacted] Rathenow, was seen on 3 June 1950. 25X1
30. Shipments seen on 4 June 1950 included one freight car loaded with construction material, en route from Falkensee to [redacted] Justerbog-Altes Lager; five freight cars loaded with ammunition [redacted] coming from Brest Litovsk [redacted] en route from [redacted] Frankfurt/Oder, to [redacted] Toepchin; and two freight cars loaded with ration supplies, en route from Fuerstenberg to [redacted] Satzkorn. 25X1
- 31a No Soviet military trains were observed in Kuestrin between 5 and 21 May 1950.

Comments.

- (1) Four trains carrying units of the 19th Gds Mecz Div, presumably to the Letzling Heath area (trains were reported bound for Wittenberg or an unidentified destination). After detraining of

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units of the 19th Gds Mecz Div, four empty troop trains returned from Haldensleben to Wuensdorf.

- (2) Four trains carrying units of the 7th Gds Tank Div from their Dessau-Rosslau billeting area to the Werder-Markendorf troop training grounds, and one empty train returning.
- (3) Trains making round trips from Wittenberg to the Werder-Markendorf troop training grounds with units of the 6th Gds Tank Div. Evacuation of units from the troop training grounds was also observed in Thuringia. This possibly was rotation of units.
- (4) Two trains carrying units of the 4th Gds AAA Div to the Wustrow Peninsula.
- (5) Two trains carrying an unidentified signal unit, possibly belonging to the GONG.
- (6) Presumably in connection with the reoccupation of the Luftnachrichten Kaserne, Halle.
- (7) [redacted] the main signal depot in Bad Saarow-Pieskow prior to 3 June 1950, [redacted] belongs to the main fuel supply depot in Velten, section for army units, which was confirmed there [redacted] prior to 2 June 1950. [redacted] probably belongs to an AF supply office, [redacted] the ammunition depot in Toepchin, [redacted] has been repeatedly reported from Teupitz; possibly assigned to a hospital, [redacted] is assigned to the Hq Chief Supply and Administrative Services of GONG in Potsdam. [redacted] confirms the Main Ration Supply Depot No. 8 00 in Satzkorn prior to 28 May 1950. [redacted] belongs to the ammunition supply administration in Lausitzsch. [redacted] confirms the army fuel depot in Dresden prior to 22 May 1950. [redacted] was reported for the first time from Eisenspalterei (Eberswalde ?) in connection with a shipment to Satzkorn on 20 May 1950. [redacted] is possibly confused with [redacted] the main fuel depot in Velten, section for AF units, which was confirmed there by another [redacted] 2 June 1950. [redacted] probably belongs to an AF supply depot in Buckau-Pransdorf. [redacted] probably is assigned to an AF unit. [redacted] is assigned to the 253rd Adm Bn, which was previously located in Jueterbog. [redacted] probably belongs to an AF unit. [redacted] has been repeatedly reported from Rathenow; probably assigned to a signal unit or a signal depot. [redacted] has been repeatedly reported from Jueterbog, possibly belongs to an AF unit or AF supply office. [redacted] is assigned to a ground unit of a ground attack regiment in Doberwitz. [redacted] Home station is Weimar-Nohra. The regiment has been confirmed with its division at the Ohrdruf troop training grounds since mid-April 1950. [redacted] is assigned to a technical battalion of a ground attack regiment now in Stendal and formerly in Koethen. [redacted] confirms the 248th Gds RL Bn in Kramnitz of the 10th Gds Tank Div prior to 30 May 1950. [redacted] confirms the main clothing depot in Bernau prior to 23 May 1950. [redacted] confirms the 56th Motor Trans Regt in Kramnitz of the GONG prior to 28 May 1950. [redacted] belongs to a ground unit of a bomber regiment in Cottbus. [redacted] belongs to a ground unit of a bomber regiment in Strausberg. [redacted] confirms the Hq 30th Gds Gun Arty Brig in Potsdam-Neulitz prior to 26 May 1950. [redacted] confirms the Schoenebeck/Elbe ordnance depot of the Third Shock Army.

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