

CLASSIFICATION

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|-----------------|---|-------------------------|-------------|
| COUNTRY         | Germany (Soviet Zone)                                   | REPORT                  |             |
| TOPIC           | Soviet Eastbound Freight Traffic Leaving Frankfurt/Oder |                         |             |
| EVALUATION      | PLACE OBTAINED  |                         | 50X1        |
| DATE OF CONTENT |   |                         | 50X1-HUM    |
| DATE OBTAINED   |   | DATE PREPARED           | 16 May 1951 |
| REFERENCES      |   |                         |             |
| PAGES           | 2   | ENCLOSURES (NO. & TYPE) |             |
| REMARKS         |   |                         |             |
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A tabulation of Soviet eastbound freight traffic leaving Frankfurt/Oder is given below. It could not be determined whether all these trains were dispatched from Frankfurt/Oder directly to Brest-Litovsk or whether some of them were also directed via Kuestrin-Kietz, possibly to Gerdauen. \*

- a. 30 March 1951: eleven trains left the marshaling yard and one train the Frankfurt/Oder passenger station. Of the total there was: one train of loaded boxcars totaling 122 axles; one train, 114 axles, of flatcars with sideracks loaded with narrow-gauge railway cars and boxes, and 21 refrigerator cars; one train, 112 axles, of flatcars loaded with boxes and steel girders, and 8 new tank cars; one train, 120 axles, of tank cars; and three empty trains.
- b. 5 April 1951: ten trains left the marshaling yard and two the passenger station. Of the total there was: one train, 116 axles, of flatcars with sideracks loaded with narrow-gauge locomotives and boxes, and boxcars; one train, 110 axles, of boxcars; one train, 114 axles, of boxcars loaded with machine parts; one train, 118 axles, of boxcars; one train, 112 axles, of flatcars with sideracks loaded with 3 conveyor belts, boxes, and steel girders; one train, 120 axles, of flatcars with sideracks loaded with 22 narrow-gauge railway cars and boxes, in addition to boxcars.
- c. 6 April 1951: fourteen trains left the marshaling yard. Of the total there was: one train, 114 axles, of boxcars; one train, 110 axles, of flatcars with sideracks loaded with 3 narrow-gauge railway cars and 2 cranes, in addition to boxcars loaded with boxes; one train of 13 refrigerator cars; and four empty trains.

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d. 7 April 1951: ten trains left the marshaling yard and one the passenger station. Of the total there was: one train, 110 axles, of flatcars with sideracks loaded with steel girders, boxes, and 3 excavators, in addition to boxcars; one train, 116 axles, of boxcars; one train, 124 axles, of boxcars loaded with machine parts; one train of 15 new express train coaches; one train, 114 axles, of gondola cars.


e. 8 April 1951: twelve trains left the marshaling yard and two the passenger station. Of the total there was: one train, 116 axles, of boxcars; one train, 112 axles, of boxcars loaded with machine parts; one train, 120 axles, of tank cars; one train, 116 axles, of flatcars with sideracks loaded with 10 narrow-gauge railway locomotives and boxes, in addition to boxcars; one train, 110 axles, of flatcars with sideracks loaded with steel girders and boxes in addition to boxcars and 7 tank cars; three empty trains.

f. 9 April 1951: nine trains left the marshaling yard and two the passenger station. Of the total there was: one train, 112 axles, of flatcars with sideracks loaded with boxes, in addition to boxcars; one train, 116 axles, of boxcars loaded with machine parts; one train, 124 axles, of boxcars; one train, 114 axles, of flatcars with sideracks loaded with boxes, steel girders and 22 trucks; one train, 116 axles, of tank cars. 

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\*  Comment. It is possible that trains leaving the Frankfurt/Oder marshaling yard were directed across the Kuestrin-Kietz border crossing point on the reconstructed single-track Boossen (O 53/V 53)-Reitwein (O 53/V 63)-Kuestrin-Kietz (O 53/V 66) railroad line. 

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 This line is used when the Frankfurt/Oder border crossing point is overburdened.

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