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SECURITY INFORMATION

REPORT

COUNTRY Germany (Soviet Zone)

TOPIC Movements of Soviet Troop Trains

25X1

4956

EVALUATION 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 25X1 29 November 1951

REFERENCES

25X1

PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

25X1

1. [redacted] about 500 boxcars were converted for troop transportation in Berlin-Lichtenberg and Frankfurt/Oder in October 1951. About 30 percent of the converted boxcars went to Delitzsch and Cottbus, and 70 percent to the east via Frankfurt/Oder. (1)

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2. Troop trains listed in the records of the 4th Subdistrict Office of the Berlin railroad district between 30 October and 2 November included:

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<u>Date</u>	<u>Composition of Troop Trains</u>	<u>From</u>	<u>To</u>
30 October	11 boxcars and 32 flatcars	Stendal	Jueterbog
1 November	11 boxcars and 42 flatcars	Lindau	Wildpark
2 November	10 boxcars and 31 flatcars	Lindau	Wildpark
	10 boxcars and 27 flatcars	Forst Zinna	Dallgow-Doerberitz
	12 boxcars and 20 flatcars	Forst Zinna	Dallgow-Doerberitz

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3. The following troop trains were unloaded at the Rathenow-Nord railroad station between 1 and 3 November:
- 9 a.m. on 1 November. A train [redacted] with about 500 troops, 29 trucks, 4 sedans, several field kitchens, and tank truck [redacted]
  - 11 p.m. on 1 November. A train [redacted] with about 300 troops, 16 artillery pieces and 15 trucks
  - 2 November. A train [redacted] with about 400 troops, 16 artillery pieces, 27 trucks, 1 field kitchen and timber [redacted]
  - 7:30 a.m. on 3 November. A train [redacted] with about 300 troops, 7 mortars, 27 trucks and 2 field kitchens
  - 1 p.m. on 3 November. A train [redacted] with about 300 troops, 22 mortars, 42 trucks and 4 field kitchens
  - 3 November. A train [redacted] with about 300 troops, 8 mortars, 31 trucks and 2 field kitchens

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4. The following numbers of Soviet military personnel were observed aboard leave trains in Frankfurt/Oder between 8 and 11 November:

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Date	To Brest Litovsk	From Brest Litovsk
8 November	290 and 300	280 and 310
9 November	320 and 310	290 and 300
10 November	310 and 300	310 and 290
11 November	290 and 310	280 and 300 (4)

25X1

5. The following shuttle trains with military personnel were [redacted] in the [redacted] Kuestrin-Kietz railroad station between 9 and 16 November:

25X1

Westbound from Gerdauen.

25X1

25X1

Date	Number of Boxcars	To
9 November	52	Frankfurt/Oder [redacted]
10 November	52	Frankfurt/Oder
11 November	54	Frankfurt/Oder [redacted]
12 November	52	Eberswalde via Berlin
14 November	53	Frankfurt/Oder
	55	Frankfurt/Oder
15 November	54	Frankfurt/Oder

Eastbound to Gerdauen.

25X1

25X1

Date	Number of Boxcars	From
9 November	52	Weimar via Berlin [redacted]
11 November	52	Frankfurt/Oder
12 November	57	Jueterbog via Berlin

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No Change in Class.  25X1

Declassified

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Date: 28 AUG 1978

By: [redacted]

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25X1	<u>Date</u>	<u>Number of Boxcars</u>	<u>From</u>
	13 November	56	Frankfurt/Oder
	14 November	52	Magdeburg via Berlin
	15 November	52	Jueterbog via Berlin
	16 November	52	Weimar via Berlin (5)

25X1 6. Other shuttle trains [redacted] of the Kuestrin-Kietz railroad station  
 25X1 included: westbound [redacted] with personnel on 29 and 31 October  
 25X1 respectively; eastbound empty shuttle [redacted] 1 November and eastbound  
 25X1 empty shuttle-trains [redacted] on 2 November. (6)

25X1 [redacted] Comments.

25X1 (1) The converted boxcars dispatched toward Frankfurt/Oder are fairly definitely  
 25X1 believed to have been used for the exchange of personnel between the Soviet  
 25X1 Zone of Germany and the U.S.S.R. This exchange started at full capacity in early  
 25X1 November 1951.

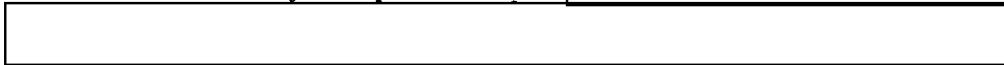
25X1 (2) [redacted] on 1 November, all other trains were  
 25X1 previously reported. [redacted]  
 25X1 The first train on 2 November is believed to have been previously observed [redacted]  
 25X1 [redacted] between Belzig and Borkheide, carrying an element of the  
 25X1 unidentified artillery division from Potsdam. [redacted]

25X1 (3) [redacted] all trains carried  
 25X1 elements of the 6th Arty Div from Rathenow.

25X1 (4) Since mid-October, the volume of daily leave traffic from Brest Litovsk has  
 25X1 approximately equaled that to Brest Litovsk.

25X1 (5) Westbound shuttle-trains [redacted] and eastbound shuttle-train [redacted] were  
 25X1 previously observed [redacted].

25X1 (6) The specifications of cargo and direction of movement of the first four shuttle  
 25X1 trains are contradictory to a previous report [redacted]



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