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COUNTRY Germany (Soviet Zone) REPORT NO. [redacted]

TOPIC Movements of Soviet Troop Trains  
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REFERENCES \_\_\_\_\_

PAGES 2 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

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- [redacted]
- Between 21 January and 13 February 1952, no Soviet troop trains went through the border station of Scheune.
  - [redacted] 3rd Subdistrict Office of the Berlin railroad district, no troop trains passed through the subdistrict between 1 and 10 February. On 11 February, a train of 25 boxcars and 3 flatcars, [redacted] 25X1 [redacted] went from Luckenwalde to Koenigsbrueck.
  - [redacted] the 6th Subdistrict Office of the Berlin railroad district contained orders that the following three shuttle-trains were to be assembled for practice purposes: [redacted] at the Prennitz railroad station on 25X1 8 February; [redacted] at the Oranienburg railroad station; and [redacted] at the Wildpark railroad station on 10 February. Each shuttle-train was to consist of 1 fully equipped boxcar; 1 flatcar with wooden sidewalls; 1 flatcar with iron side- 25X1 walls; 1 SSL-type flatcar with 6 rails of equal length, 200 rail spikes, 1 spike driver and 1 spike puller; 2 gondola cars carrying 260 ties each, 50 percent of which had to be serviceable; 1 car with 300 iron cramps; 1 kitchen car; and 1 SSY-type flatcar of 80 tons. [redacted] the shuttle 25X1 trains were probably assembled to practice the unloading and loading of tanks between stations. A tank on a SSY-type flatcar can be unloaded or loaded over a makeshift side ramp made from ties and rails fastened together with iron cramps. The rails of equal length and the rail spikes may be used for possible emergency repair jobs on the track. \*
  - The following numbers of Soviet military personnel were observed aboard leave trains in Frankfurt/Oder between 1 and 6 February:

Date	To Brest Litovsk	From Brest Litovsk
1 February	100 and 190	170 and 180
2 February	170 and 180	160 and 200
3 February	200 and 150	190 and 170
4 February	190 and 200	180 and 200

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Document No. 9  
 No Change in Class.   
 Declassified  
 Class. Changed To: TS S C  
 Auth.: HR 70-78  
 Date: 11-9-78

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<u>Date</u>	<u>To Brest Litovsk</u>	<u>From Brest Litovsk</u>
5 February	190 and 200	180 and 200
6 February	210 and 180	210 and 190
8 February	190 and 210	200 and 180 **

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\* Comment. The three shuttle trains 25X1

the composition and load of the trains indicate that the trains were so-called roadbed construction trains which may be used for the training of Soviet troops, possibly railroad engineers, in track construction under simulated combat conditions, such as repair work and change of gauges. The equipment mentioned in paragraph 3 is unsuited for the loading or unloading of tanks between stations. For this purpose, there are special ramps made of U-shaped iron.

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\*\* Comment. The volume of daily leave traffic in both directions during the period from 1 to 8 February 1952 slightly exceeded that of January 1952.

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