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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 28 April 1952

SUBJECT Repatriation of Junkers and Siebel Specialists
from Podberezhe, USSR

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PLACE ACQUIRED

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SUPPLEMENT TO REPORT NO. 25X1

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1. On 30 and 31 January 1952, and on 1 February 1952, a train carrying German aircraft specialists of the Junkers and Siebel Werke and their families, arrived in Wolfen, Anhalt, from Podberezhe. These repatriates were put into a transit camp in the town and later allowed to return to their homes.
 - a. The first train left Podberezhe on 23 January 1952 and arrived in Wolfen at 2100 hours on 30 January 1952. The total number of passengers was 210 and both Siebel and Junkers-Werke specialists were represented.
 - b. The second train left Podberezhe on 24 January 1952, and arrived in Wolfen at 2100 hours on 31 January 1952. The total number of passengers was 215, all of whom were Junkers specialists and their families.
 - c. The third train left Podberezhe on 25 January 1952, and arrived in Wolfen at 2100 hours on 1 February 1952. The total number of passengers was 210 and included Junkers-Werke specialists, Siebel-Werke specialists, and the wives and children of specialists still remaining in the USSR.
 2. It is estimated that of the total number of persons who returned in these 3 trains, 190 to 220 were actually specialists, while the remainder were women and children.
 3. It was the general opinion among the repatriates that only 167 specialists have remained in the USSR and that of these, 140 were former Junkers-Werke employees while the remainder were from the Siebel-Werke.
 4. Shortly before the departure of the 3 trains from Podberezhe, 40 workers were crossed off the list of specialists scheduled for repatriation and replaced by 40 others, who were still working in the factory at that time. However, the persons who were obliged to remain in Russia were not allowed to resume their work and it is thought that they will return with another group of specialists during February and March 1952. They included the following:

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Ludwig Hofmann, a pilot;

Erich Wessel, who was in charge of the construction of the EF 126;

Siegfried Guenther, a Heinkel construction engineer;

Wilhelm Benz, also a Heinkel construction engineer.

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