

CONFIDENTIAL

REPORT NO. [REDACTED]
 CD NO. 25X1

COUNTRY: Germany (Russian Zone) DATE DISTR: 23 July 1952
 SUBJECT: Rail Freight Traffic via Russian Zone Border NO OF PAGES: 3
 PLACE ACQUIRED: [REDACTED] 25X1 NO. OF ENCLS. (LISTED BELOW): 25X1A
 DATE OF INFO: [REDACTED] 25X1X SUPPLEMENT TO REPORT NO.: [REDACTED]

[REDACTED]

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[REDACTED] the Directorate General Railroads, Berlin, the following numbers of trains passed through the border crossing points listed below during the period from 25 April to 2 May 1952:

| Border Crossing Point | Date | To the Soviet Zone | | | From the Soviet Zone | | |
|-----------------------|----------|--------------------|-------------|------------|----------------------|-------------|------------|
| | | Number of Trains | Loaded Cars | Empty Cars | Number of Trains | Loaded Cars | Empty Cars |
| Scheune | 25 April | 2 | 5 | 72 | 4 | 174 | 17 |
| | 26 " | 3 | 75 | 28 | 1 | 60 | 0 |
| | 27 " | 3 | 41 | 45 | 4 | 185 | 1 |
| | 28 " | 4 | 0 | 31 | 3 | 94 | 8 |
| | 29 " | 2 | 0 | 47 | 1 | 4 | 5 |
| | 30 " | 2 | 0 | 116 | 3 | 127 | 14 |
| | 1 May | 2 | 0 | 124 | 4 | 235 | 17 |
| Ruestrin | 25 April | 4 | 29 | 81 | 4 | 156 | 7 |
| | 26 " | 2 | 3 | 27 | 3 | 124 | 6 |
| | 27 " | 2 | 12 | 60 | 3 | 103 | 3 |
| | 28 " | 3 | 5 | 58 | 4 | 80 | 3 |
| | 29 " | 3 | 0 | 13 | 3 | 38 | 64 |
| | 30 " | 3 | 6 | 60 | 3 | 5 | 22 |
| | 1 May | 4 | 0 | 133 | 3 | 69 | 5 |
| Frankfurt/oder | 25 April | 15 | 662 | 60 | 11 | 243 | 238 |
| | 26 April | 12 | 422 | 109 | 11 | 298 | 195 |
| | 27 " | 14 | 517 | 129 | 13 | 267 | 41 |
| | 28 " | 9 | 300 | 90 | 12 | 217 | 316 |
| | 29 " | 11 | 377 | 163 | 14 | 253 | 331 |
| | 30 " | 13 | 532 | 135 | 11 | 291 | 243 |
| | 1 May | 10 | 347 | 119 | 13 | 371 | 280 |
| 2 " | 15 | 501 | 235 | 18 | 332 | 386 | |

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Document No. 003
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 Auth: HR 70 2
 Date: 12/09/78
 By: [REDACTED]

| Border Crossing Point | Date | To the Soviet Zone | | | From the Soviet Zone | | |
|-----------------------|----------|--------------------|-------------|------------|----------------------|-------------|------------|
| | | Number of Trains | Loaded Cars | Empty Cars | Number of Trains | Loaded Cars | Empty Cars |
| Guben | 25 April | 4 | 179 | 5 | 2 | 0 | 102 |
| | 26 April | 3 | 142 | 0 | 4 | 1 | 153 |
| | 27 " | 3 | 141 | 0 | 4 | 49 | 155 |
| | 28 " | 6 | 189 | 49 | 5 | 51 | 166 |
| | 29 " | 3 | 89 | 1 | 4 | 49 | 152 |
| | 30 " | 6 | 258 | 0 | 4 | 49 | 121 |
| | 1 May | 7 | 218 | 0 | 4 | 49 | 158 |
| 2 " | 5 | 156 | 41 | 6 | 0 | 105 | |
| Forst | 25 April | 4 | 171 | 5 | 4 | 3 | 127 |
| | 26 " | 5 | 236 | 3 | 5 | 1 | 193 |
| | 27 " | 5 | 232 | 13 | 4 | 4 | 177 |
| | 28 " | 5 | 249 | 20 | 5 | 4 | 215 |
| | 29 " | 2 | 50 | 14 | 4 | 25 | 157 |
| | 30 " | 4 | 171 | 34 | 5 | 9 | 234 |
| | 1 May | 5 | 342 | 8 | 5 | 8 | 209 |
| 2 " | 5 | 295 | 28 | 5 | 10 | 154 | |
| Horka | 25 April | 4 | 171 | 5 | 4 | 3 | 127 |
| | 26 " | 3 | 352 | 73 | 3 | 130 | 213 |
| | 27 " | 10 | 419 | 112 | 11 | 139 | 297 |
| | 28 " | 3 | 316 | 73 | 7 | 155 | 193 |
| | 29 " | 5 | 106 | 74 | 7 | 66 | 303 |
| | 30 " | 3 | 201 | 31 | 6 | 74 | 264 |
| | 1 May | 3 | 357 | 20 | 7 | 13 | 330 |
| 2 " | 2 | 436 | 56 | 9 | 6 | 332 | |
| Hirschfelde | 25 April | | | | | | |
| | 26 " | | | | | | |
| | 27 " | | | | 2 | 39 | |
| | 28 " | | | | 1 | 30 | |
| | 29 " | | | | 2 | 28 | |
| | 30 " | | | | 2 | 0 | 35 |
| 1 May | | | | 1 | 7 | | |
| 2 " | | | | | | | |
| Lassnitz | 25 April | 2 | 23 | 17 | 2 | 34 | 0 |
| | 26 " | 2 | 17 | 34 | 2 | 13 | 0 |
| | 27 " | 1 | 25 | 0 | 1 | 22 | 1 |
| | 28 " | 2 | 2 | 46 | 2 | 29 | 8 |
| | 29 " | 1 | 23 | 1 | 1 | 21 | 0 |
| | 30 " | 3 | 15 | 48 | 3 | 45 | 3 |
| | 1 May | 2 | 34 | 7 | 2 | 27 | 3 |
| 2 " | 1 | 5 | 21 | 1 | 17 | 3 | |
| Warnemunde | 25 April | 2 | 17 | 13 | 2 | 15 | 0 |
| | 26 " | 1 | 10 | 5 | 1 | 2 | 51 |
| | 27 " | 2 | 48 | 19 | 3 | 1 | 96 |
| | 28 " | 2 | 29 | 1 | 3 | 17 | 111 |
| | 29 " | 1 | 5 | 6 | 3 | 50 | 82 |
| | 30 " | 1 | 9 | 2 | 2 | 10 | 54 |
| | 1 May | 1 | 6 | 6 | 2 | 7 | 61 |
| 2 " | 1 | 42 | 8 | 3 | 7 | 128 | |
| Zell Schandau | 25 April | 8 | 279 | 171 | 8 | 223 | 101 |
| | 26 " | 10 | 394 | 188 | 12 | 464 | 98 |
| | 27 " | 3 | 276 | 180 | 13 | 443 | 125 |
| | 28 " | 7 | 236 | 138 | 16 | 437 | 172 |
| | 29 " | 3 | 247 | 205 | 8 | 297 | 123 |
| | 30 " | 10 | 371 | 204 | 10 | 371 | 134 |
| | 1 May | 3 | 394 | 170 | 14 | 548 | 137 |
| 2 " | 3 | 318 | 236 | 11 | 372 | 236 | |

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| Border Crossing Point | Date | To the Soviet Zone | | | From the Soviet Zone | | |
|-----------------------|----------|--------------------|-------------|------------|----------------------|-------------|------------|
| | | Number of Trains | Loaded Cars | Empty Cars | Number of Trains | Loaded Cars | Empty Cars |
| Bad Brambach | 25 April | 1 | 4 | 14 | 2 | 1 | 64 |
| | 26 " | 1 | 4 | 10 | 1 | 5 | 6 |
| | 27 " | 1 | 13 | 14 | 1 | 6 | 0 |
| | 28 " | 1 | 4 | 9 | 1 | 12 | 0 |
| | 29 " | 1 | 11 | 4 | 1 | 13 | 0 |
| | 30 " | 1 | 6 | 8 | 1 | 12 | 3 |
| | 1 May | 1 | 15 | 1 | 1 | 12 | 2 |
| | 2 " | 1 | 8 | 6 | 1 | 9 | 7 |

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Comment. Compared with the last reported period, rail traffic in both directions increased slightly via the Scheune, Guben, Forst, Herka, Sassnitz and Larnenunde border crossing points. It decreased via Kuestrin. Rail traffic to Czechoslovakia slightly increased via Bad Schandau, and dropped slightly via Bad Brambach.

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