

COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Soviet Troop Trains

25X1

EVALUATION  25X1 PLACE OBTAINED  25X1

DATE OF CONTENT  25X1

DATE OBTAINED  DATE PREPARED 1 July 1952

REFERENCES  25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 1

REMARKS

1. Troop trains from Jueterbog to Kuestrin-Kietz  in the  the Kuestrin-Kietz railroad station on 26 May and 1 June 1952 included a train of 16 boxcars and 31 flatcars carrying troops, and 7 x 37-mm AA guns and several motor vehicles  which were identified during the unloading at Klein on 26 May; and a train of 9 boxcars with troops  \*

25X1 2. The following troop trains were listed in the  Jueterbog Railroad Subdistrict Office

Date	Composition of the Troop Trains	From	To
3 June	11 boxcars and 30 flatcars	Kroepelin	Wuensdorf
4 June	19 boxcars and 30 flatcars	Frankfurt/Oder	Jueterbog-Altes Lager
6 June	8 coaches, 12 boxcars and 26 flatcars	Frankfurt/Oder	Jueterbog-Altes Lager
7 June	41 boxcars and 5 flatcars	Wildpark	Wuensdorf
8 June	8 boxcars and 33 flatcars	Ohdruf	Templin
9 June	24 boxcars and 5 flatcars	Wuensdorf	Wildpark

3. The following numbers of Soviet military personnel were observed aboard leave trains in Frankfurt/Oder between 11 and 13 June:

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	<u>Date</u>	<u>To Brest Litovsk</u>	<u>From Brest Litovsk</u>
25X1	11 June	110 and 120	180 and 200
25X1	12 June	100 and 130	200 and 190
25X1	13 June	120 and 115	210 and 220

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25X1 \* Comment. The two troop trains mentioned in paragraph 1 carried components of the 32nd AAA Bn (US).

25X1 \*\* Comment. All troop trains mentioned in paragraph 2 have been previously reported

25X1 \*\*\* Comment. The present report indicates that the volume of daily leave traffic averaged 236 soldiers to and 400 soldiers from Brest Litovsk during the period from 11 to 13 June 1952. This means a considerable decrease in the volume of daily leave traffic previously reported

25X1 For instance, daily leave traffic averaged 592 soldiers to and 560 soldiers from Brest Litovsk between 5 and 10 June 1952. This volume has been nearly in equilibrium since mid-March 1952. It remains to be seen whether the decreased volume of daily leave traffic will continue or is temporary only.

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