

COUNTRY: Eastern Germany

25X1

TOPIC: Soviet Troop Trains

EVALUATION: 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 7 October 1952

REFERENCES

25X1

PAGES: 4

ENCLOSURES (NO. & TYPE)

REMARKS: 25X1

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25X1

1. The following troop trains [redacted] of the Magdeburg railroad district headquarters between 1 and 10 September 1952:

25X1

Date in September	Composition of Troop Trains	From	To
1	8 converted boxcars 3 boxcars and 15 flatcars	Wolmirstedt	Glauchau
3	1 converted boxcar and 5 flatcars	Stendal	Luckenwalde
	1 converted boxcar and 4 flatcars	Magdeburg- Brueckenfeld	Luckenwalde
6	5 converted boxcars, 1 boxcar and 17 flatcars	Altengrabow	Rossleben
	2 converted boxcars and 4 flatcars	Hillersleben	Templin
	3 flatcars	Hillersleben	Neustrelitz
	2 converted boxcars and 9 flatcars	Hillersleben	Neubrandenburg
	2 converted boxcars and 5 flatcars	Hillersleben	Jueterbog
	3 converted boxcars, 3 flatcars and 10 SSY-type flatcars	Hillersleben	undetermined

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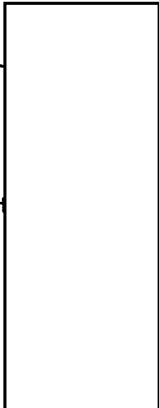
2



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Date in September	Composition of Troop Trains	From	To
6	1 converted boxcar, 1 flatcar and 8 SSY-type flatcars	Hillersleben	Schwerin
8	15 converted boxcars, 2 boxcars and 45 flatcars	Altengrabow	Mechterstedt
10	15 converted boxcars, 4 boxcars and 24 flatcars	Altengrabow	Erfurt railroad district



2. Trains with Volkspolizei from Quedlinburg to the Berlin railroad district

Included: a train of 1 coach and 20 boxcars, [redacted] on [redacted] 25X1  
 6 September; a train of 1 coach, 20 boxcars and 5 flatcars, [redacted] 25X1  
 [redacted] on 8 September; and a train of 1 coach, 20 boxcars and 5 flatcars, [redacted] 25X1  
 [redacted] on 10 September. (6)

3. According to an order by the SCC to the Magdeburg railroad district headquarters, one train each, and composed of 45 transit worthy converted boxcars, 5 kitchen cars and 3 boxcars were to be made available at the Magdeburg main station on 20 and 25 September respectively. (7)

4. Troop trains [redacted] of the 3d Subdistrict Office of the Berlin railroad district between 28 August and 5 September:

25X1

Date	Composition of Troop Trains	From	To
28 August	4 boxcars and 26 flatcars	Forst Zinna	Neuruppin
29 "	16 boxcars and 28 flatcars	Jueterbog- Altes Lager	Weisswasser
31 "	12 boxcars and 41 flatcars	Forst Zinna	Neuruppin
1 September	13 cars	Jueterbog	Jessen-Walster
3 "	17 cars	Jueterbog	Finow
	18 cars with a signal battalion	Luckenwalde	Dresden
4 "	14 cars with an artillery battalion	Luckenwalde	Eberswalde
5 "	16 cars	Luckenwalde	Jueterbog



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3

25X1

- 25X1 5. On 5 September, a troop train of an undetermined number of cars with AA guns and trucks including [redacted] 25X1 [redacted] was observed at the Uberswalde railroad station. The train came from Justerbeg and went to Finow. (8)
- 25X1 6. The following troop trains dispatched from Crawinkel were listed in [redacted] 25X1 [redacted] a train of 1 boxcar, 1 gondola car and 45 flatcars, ship- [redacted] to Fuerstenberg/Havel on 8 September; and a train of 1 boxcar, 1 gondola car and 42 flatcars, [redacted] 25X1 [redacted] to Lobstedt on 9 September. (9)
- 25X1 7. According to an order by the [redacted] 25X1 quarters, 250 boxcars had to be made available for transit operations until 10 September. (7)
- 25X1 8. The following numbers of Soviet military personnel were observed aboard leave trains in Frankfurt/Oder between 6 and 9 September:

Date in September	To Brest Litovsk	From Brest Litovsk
6	100 and 90	100 and 110
7	80 and 120	90 and 120
8	110 and 100	110 and 100
9	120 and 100	100 and 120

(10)

## [redacted] Comments.

- 25X1 (1) The troop train probably carried an element of the 220th Hv Tank SP Regt of the Eighth Gds Army from Glauchau.
- 25X1 (2) Various observations from Stalag I at Luckenwalde indicate that radio vehicles [redacted] were there in late August and early September 1952. It is believed that the assembling of these vehicles is either a measure preparing for a field exercise, or for repairing of vehicles at the signal repair shop of the GOMG situated in Stalag I. Vehicles observed there belonged to the First, Third and Fourth Gds Mecz Army. According to the present report, probably vehicles of the Third Shock Army were also at Luckenwalde. [redacted] 25X1
- (3) The troop train carried elements of the 25th RL Bn (US) of the 21st Gds Mecz Div which moved from the Lossa troop training grounds to Altengrabow on 1 September 1952 and probably returned to its home station.
- (4) These troop trains cannot be identified. The composition of the trains indicates that they possibly carried tank details of various armies which had conducted firing practices with live ammunition at Letzling Heath as in the spring of 1952. The troop train to Schwerin probably carried elements of the 74th (Hv?) Tank SP Regt of the 94th Gds Mecz Div which, [redacted] were unloaded at Schwerin on 7 September 1952. [redacted]
- 25X1 (5) The troop train with [redacted] was observed [redacted] 25X1 [redacted]. A rocket launcher unit which, according to the reference report, moved to Altengrabow in early September 1952, probably returned to its home station on the troop train [redacted] reported in paragraph 1 of the present report.

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4



25X1

- (6) The composition of the trains and the [redacted] are indicative of some of the VP shipments as they were observed in August 1952. [redacted] Including the VP trains on 6, 8 and 10 September 1952 reported in the present report, a total of about 1,800 men [redacted] Quedlinburg may have been on the trains. A deserter stated that this cadre unit was to be transferred to Dessau-Kochstedt in September 1952. It is believed that the above trains belong to this movement. 25X1
- (7) A similar order for 19 and 23 September 1952 was also obtained from the Erfurt railroad district headquarters. [redacted] 25X1
- (8) With the exception of the troop trains to Jessen/Elster and Justerbog, all other trains were previously reported. [redacted] 25X1
- (9) The two trains probably carried only motor vehicles and escorting personnel.
- (10) The last [redacted] on the daily volume of leave traffic was reported for the period from 30 July to 2 August 1952. The daily leave traffic during the above period averaged 350 soldiers to and 500 soldiers from Brest Litovsk. [redacted] As the daily leave traffic between 6 and 9 September averaged only 205 soldiers to and 212 soldiers from Brest Litovsk, the volume of daily leave traffic was apparently decreased during August 1952. 25X1

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