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CENTRAL INTELLIGENCE AGENCY REPORT

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Engineer and Signal Depot in the Bad Saarow-Pieskow (N 53/V 32) Area

1. An engineer and signal equipment depot, divided into several sections, was observed in the Bad Saarow-Pieskow area on 8 June. The depot headquarters, [redacted] was in the former spa hotel on Scharmuetzelsee commanded by Captain Bilow, (fnu).

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2. Cable reels of various sizes, including some exceeding a man's height, were unloaded from a railroad car at the railroad station in Saarow on 8 June 1950. [redacted] six to nine railroad cars were unloaded daily in Saarow for the depot headquarters. (1)

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Equipment and Clothing Depots in Burgstaedt (N 51/K 56)

3. Several equipment and clothing depots were observed in Burgstaedt near Chemnitz in mid-June 1950. One was in a former textile machine spare parts factory, about 150 meters northwest of the railroad station. About 10 officers wearing red-bordered golden epaulets were stationed in one building of the installation and 20 soldiers wearing black-bordered red epaulets in another building. These soldiers belonged to a guard detail and were relieved weekly by a unit in Markersdorf (N 51/K 67). Truck [redacted] was observed when the guard was relieved. A second depot was about 300 meters northeast of the first depot, in a former machine factory. About 10 officers and a guard detail of 5 or 6 men were also stationed there. The guard personnel were relieved daily by soldiers from the first depot. A motor vehicle repair shop had been in the garage of the former factory before the beginning of 1950, but had been moved to the main repair shop in Markersdorf. These Soviet Army depots were well preserved and contained large quantities of equipment and clothing. (2)

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Ammunition Depot in the Doeberitz (N 53/Z 65) Area

4. A multi-storied Raiffeisen storehouse located between the Dallgow-Doeberitz railroad station and the town quarter of Rohrbeck, south of the railroad line, was stocked to capacity with ammunition on 4 June. Boxes were piled up to five meters below the roof. Two ammunition piles covered with canvas, each 10 x 30 x 6 meters, and other piles of empty boxes were seen in the courtyard. (3)

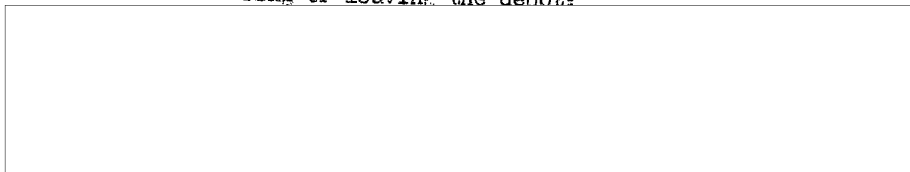
Supply Depot on Koenigsbrueckerstrasse, Dresden (N 52/F 29)

5. Cargons, sacks and boxes were unloaded from boxcars at the Soviet storehouses on Koenigsbrueckerstrasse, Dresden, nearly every day during the second half of April 1950. The unloading of boxcars and the loading of trucks was done by troops wearing black-bordered ruby-colored epaulets. The same type epaulets were worn by the present guard detail which, in mid-April 1950, had relieved the previous guard detail which wore red-bordered black epaulets.

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6. Passenger car [] with two officers, and the [] trucks, the drivers and assistant drivers of which wore red-bordered black epaulets, were observed entering or leaving the depot:

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7. Truck [] carrying an officer wearing red-bordered golden epaulets, three soldiers wearing red-bordered black epaulets, and several boxes, came in from the direction of city on 21 April. Trucks [] the drivers and assistant drivers of which wore red-bordered green epaulets, entered the depot area shortly before 2 p.m. on 25 April. (4)

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Ration Supply Depot in Erfurt-Marbach (N 51/J 36)

8. Intensive loading and unloading activities were again observed at the Soviet ration supply depot in the Erfurt-Marbach grain elevators between 13 May and 8 June. Six loaded boxcars left for an unidentified destination at about 11:30 a.m. on 24 May. Three boxcars being loaded or unloaded were usually in front of the elevators nearly every day. The installations of the depot were closely guarded. The guard details wore black-bordered red epaulets and red-bordered black epaulets.

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9. Trucks [] were observed in the depot area on 17 May, truck [] on 19 May, and trucks [] on 24 May. All trucks were driven by soldiers wearing red-bordered black epaulets. Truck [] loaded with upholstered and leather arm-chairs was seen going toward the city, and truck [] carrying boxes and cartons, was parked near the guardhouse on 7 June. (5)

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Fuel Depot in Falkensee (N 53/Z 65).

10. A truck [] was refueled from an upright fuel tank at the fuel depot on Leipzigerstrasse, corner of Stummstrasse, Falkensee, on 10 May. Seven railroad tank cars arrived about

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12:15 p.m. on 20 May. Four of the cars mounted tanks about 2.8 meters long and about 1.2 meters in diameter. The other three cars mounted tanks which were also 2.8 meters long, but 1.7 meters in diameter. Tank trucks were parked in Leipzigerstrasse, opposite the depot, around noon of 20 May. Fifteen to twenty soldiers wearing red-bordered black epaulets worked on the motor vehicles and the railroad tank cars.

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11. Truck driven by a soldier wearing red-bordered black epaulets stopped in front of the depot entrance in Leipzigerstrasse on 27 May. Truck loaded with two, empty 200-liter drums, entered the fuel depot on 10 June, coming from Dailgowerstrasse. Truck carrying four soldiers wearing red-bordered black epaulets with motor transport insignia, was parked in front of the depot in Leipzigerstrasse on 14 June. Civilians were working on a fuel tank in the depot at that time.

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12. Three railroad tank cars with open lids were observed in Leipzigerstrasse on 25 June 1950. The pressure on the springs of the axles indicated that the tanks were empty. Nearby guards wore red-bordered black epaulets. (6)

Ammunition Dump in Falkenhagen (N 53/V 44).

13. Large piles of Soviet ammunition boxes were on the loading platform of the Fuerstenwalde (N 53/V 33) railroad station on 23 June 1950. The boxes were about 80 x 50 x 40 cm. The area was closely guarded by Soviet personnel. Railroadmen said that the ammunition lying there had been unloaded from twelve 15-ton boxcars which had come in that day from Frankfurt/Oder. The ammunition was to be trucked to Falkenhagen and stored in underground installations. (7)

Construction work in the former Ammunition Depot in Fuerstensee (N 54/U 63).

14. The buildings of the former ammunition depot in Fuerstensee, which were being reconditioned on 7 May 1950, included: four storehouses, each with a roof 600 meters square; one three-story billet with a 350-square-meter roof; the kitchen and mess building; and the former headquarters or administration building. The installation covered an area of 6 square kilometers.

15. On 17 May 1950 it was learned that the former ammunition depot in the woods about 2 km south of Fuerstensee has been under reconstruction by the Soviets since early April 1950. The depot was blown up in 1945. At first it was said that German workers of both sexes had been employed in removing the rubble. In May 1950, however, the work was done exclusively by Soviet troops. The approach roads to the ammunition depot were blocked. Troops were observed there. During a period of about 1½ hours, 18 trucks were observed at the depot. Some of the trucks were loaded with construction material, such as iron girders, cement, lime, gravel and boards, and came from the direction of Fuerstensee. Others were seen moving toward Fuerstensee.

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All drivers wore red-bordered black epaulets. (8)

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16. Two transformers were being installed in the former Fuerstense ammunition depot on 9 June 1950. The work was allegedly to be completed by 20 June 1950. The work was being done by the V&E firm, Rostock, formerly Siemens-Schuckert, Rostock. The workers were not informed of the future use of the depot. A detail of about 30 soldiers was stationed in the depot with a major in charge. The storage bunkers were still empty and there were no indications that the depot has again been put into operation. Five trucks, including trucks [redacted] entered the depot on 9 June 1950. The ammunition depot had been stocked to capacity at the end of the war. It was partially destroyed by an SS unit shortly after the surrender of Germany. The ammunition still available had been shipped to the U.S.S.R. by the Soviet Army, and the depot area turned over to German authorities. Only recently was the depot again requisitioned by the Soviets. (8) 50X1-HUM

Tank Spare parts Depot in Muellrose (O 53/V 52).

17. Trains of gondola cars with 70 to 80 axles, loaded with tank tracks, were repeatedly observed at the Frankfurt/Oder marshaling yard between 16 and 20 May 1950. The trains were dispatched toward Muellrose.
18. The entire installation of the Muellrose tank spare parts depot was recently enclosed by a board fence, it was learned on 6 June 1950. Civilian employees said that a tanks spare parts depot and a clothing depot were still located in the depot area. A tank chassis with a mounted crane was observed. Trucks [redacted] with trailer, [redacted] with trailer, and [redacted] were identified at the depot entrance on 6 June 1950. They were driven by soldiers wearing black-bordered black epauletts. (9) 50X1-HUM

Ammunition and Fuel Depots in the Neustrelitz (N 54/U 54) Area.

19. On 14 June 1950 it was learned that the guard personnel in the ammunition depot northeast of Neustrelitz, on the Neubrandenburg (N 54/U 54) road, had been increased to about 50 men. The soldiers were about 25 years old, wore war decorations and red-bordered black epauletts. No shipments were observed during the day although the road to the depot had fresh new tracks.
20. A fuel or ammunition depot with several garages was identified on Birkersee on 15 June 1950. The depot area, which was in a woodland, was about 300 x 300 meters and was guarded from watchtowers. Although little activity was observed in the depot there were many truck and tank tracks. Truck [redacted] was parked in front of one storage building. Five extinguishers and several hydrants were observed. (10) 50X1-HUM

Ammunition Depot in Potsdam-Edlitz (N 53/L 63).

21. The ammunition depot of the AA units stationed in Hohenlohe Kaserne and the Ludendorff Kaserne, Potsdam-Edlitz, was identified on 6 May 1950. (11)

Ammunition Depot in the Rathenow (N 53/L 15) Area.

22. A new pile of empty ammunition boxes, each about 30 x 30 x 30 cm, was observed beside the railroad spur of the ammunition depot in the Arado plant, Rathenow-Heidefeld, on 12 May 1950. The pile was about 20 x 20 x 6 meters. Most of the sentries at this depot previously wore red-bordered black epauletts with artillery insignia but the soldiers on guard duty in mid-May 1950 wore black-bordered red epauletts exclusively. (12)
23. It was learned on 11 May 1950 that ammunition had been moved from the sheds in the courtyard of the former ration supply depot into the depot buildings. The depot was on the northern perimeter of Rathenow, on the draft ahner Kaserne and east of the railroad line to Hohenaven. The sheds were torn down and their sections stored in the courtyard. Ammunition was unloaded from 12 railroad cars about 3 p.m. on 13 May 1950. The

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ammunition was in boxes, about 30 x 10 x 80 cm, and was put into the stone buildings of the former ration supply depot. (12)

Removal of the Fuel Tanks of a Former Fuel Depot in the Kauenstein (M 51/J 30) Area.

24. The three underground fuel tanks, about 20 meters in diameter and 3 to 4 meters high, were dug out in mid-May 1950 and shipped to Saxony, on orders of an officer who had come from Weimar (M 51/J 57). The Kauenstein fuel depot was on the southwestern exit of the town, opposite a dismantled ammunition factory. It has been assigned to the Derunapht branch office in Sonneberg.
25. The tanks of a minor fuel depot at the Sonneberg (M 51/J 40) railroad station, which had a total capacity of 20 hectoliters, were also dismantled and shipped to Saxony in mid-May 1950. In early June 1950 it was learned from official correspondence that the tanks of the two depots were shipped to Merseburg. The fuel depots had been the only Soviet installations in the Sonneberg area. (13)

Establishment of an Underground Fuel Depot in Schleife (O 52/A 74)

26. An underground ammunition factory was located in the heath near the village of Schleife during the war but was blown up by the German Armed Forces in the course of the battle around Berlin. In September 1949, the SCC ordered special construction firms to immediately begin the construction of a subterranean oil depot in the area of this former ammunition factory. Great efforts were made to accelerate this work and the fuel depot was largely completed by early December 1949. About 50 large, iron fuel tanks were installed underground. Each tank arrived on one railroad car.
27. The well-camouflaged fuel depot at Schleife has a railroad spur. The approach road has been reconditioned. A board fence, 2 meters high, and allegedly 5 or 6 km long, was constructed around the entire area which was guarded by sentries and patrols. (14)

Quartermaster Depot in Schoenebeck (M 53 D 78)

28. In late May and early June 1950 it was learned that there was an increasing shortage of space in the Soviet quartermaster depot in Schoenebeck. As a result, Soviet units began giving their repair orders directly to the repair shops concerned thus avoiding the quartermaster depot, [redacted] (15) The latest shipment came in in early June 1950 and consisted of 5,000 coats and 2,500 sets of quilted pants and jackets. Units shipping articles to the depot used cover names, such as Balmik, Goldfeld, and Koenigsborn, the latter allegedly being the unit's military post in the vicinity of Altengrabow (M 53/2 00).
29. Forty-seven 80-man tents and fifteen 40-man tents were overhauled and prepared for shipment to Berlin during the week preceding the Whitsun holidays, 27 May 1950. Four railroad cars loaded with shoes and boots, and one railroad car loaded with office material arrived at the Schoenebeck quartermaster depot on 2 June 1950, from the Bernau quartermaster depot. Captain Dukenich ('nu'), who had been in charge of the 22-boxcar train which left for the U.S.S.R. on 10 May 1950 had not returned. He was allegedly awaiting the assembly of a major shipment from the U.S.S.R.

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Fuel Depot in Velten (N 53/2 6).

30. A Soviet fuel depot was observed in the former Schiweck tar paper factory in Velten on 19 May 1950. Tank installations, provided with fire extinguishers, were seen in the entire depot area. The following motor vehicles were identified in the limited motor traffic from 1:15 and 5:00 p.m.:

truck, driven by a soldier wearing red-bordered black epaulets, coming from the direction of Oranienburg.

truck, loaded with fuel drums, driven by a soldier wearing red-bordered black epaulets.

truck, loaded with fuel drums, going to the fuel plant and the harbor.

truck loaded with furniture, driven by a soldier wearing red-bordered black epaulets.

passenger car, occupied by two officers, coming from the direction of Oranienburg.

Three more trucks, the numbers of which were not determined, went to the fuel factory at the harbor.

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31. Eight tank cars guarded by two men of the Volkspolizei were at the freight station, and four more tank cars and one boxcar guarded by four soldiers wearing black-bordered ruby colored epaulets, were outside the station on 18 May 1950 from 8:30 a.m. to 1 p.m. Two tank cars were observed on the railroad spur of the air force fuel depot in the morning of the same day. They were guarded by soldiers wearing light-blue epaulets. Two pipes, about 100 mm in diameter with connecting flanges, projected from the ground beside the railroad spur. Several hundred 200-liter drums and a considerable number of 500 and 1,000-liter drums covered the area of the air force fuel depot. The six to eight fuel tanks observed in the army fuel depot on 18 May 1950 were about 10 meters high and 2 to 3 meters in diameter. They had an estimated capacity of 40 to 60 cbm per tank. No motor vehicles passed the depot entrance during the morning of 18 May 1950.
32. Twelve tank cars, guarded by German railroad police, were parked at the freight station from 7:15 a.m. to 12:30 p.m. on 3 June 1950. No motor traffic was observed at the two fuel depots. About 20 tank cars, guarded by soldiers wearing red-epaulets, were side-tracked between Velten and Henningsdorf (N 53/2 76) on 11 June 1950 from 9:30 a.m. to 1:30 p.m.
33. On 12 June 1950 nine tank cars were moved out of the army fuel depot by a shunting locomotive and, outside the depot, taken over by railroad police. The cars were later dispatched toward Bremen (N 53/2 57). Motor vehicles seen at the depot between 9:30 a.m. and 1:30 p.m. on 12 June 1950 included: truck [] empty, driven by a soldier with red-bordered black epaulets; tank truck [] with trailer, driven by a soldier wearing ruby colored epaulets, loaded with seven 200-liter drums and coming from Berlinerstrasse, from the direction of Oranienburg; passenger car [] carrying two officers wearing golden epaulets and driven by a soldier with ruby colored epaulets; a convoy of trucks [] each carrying 4 or 5 soldiers with red-bordered black epaulets, coming from the direction of the railroad crossing and having boards reading YHUBAR on the driver's cabs; and truck [] leaving the depot in the direction of town. Three railroad tank cars were on the railroad spur of the air force fuel depot early on the same day. Truck [] with trailer, loaded with 200-liter drums, and driven by a soldier wearing blue epaulets went to the depot.

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34. Two empty tank trains, each with about 30 tank cars, stood at the Velter railroad station on 20 June 1950. Trucks [redacted] were seen at the air force quarters. Passenger car [redacted] and trucks [redacted] were identified at the quarters of the tank troops. (16)

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Ammunition Depot at Wulkow (N 53/2 49).

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35. Trucks [redacted] coming from the Wulkow ammunition depot and proceeding toward Neuruppin (N 53/2 49), were identified at about 11:30 a.m. on 22 May 1950. [redacted] about 100 German workers were employed in the handling of ammunition which came by rail for storage. The depot allegedly supplied the Soviet units stationed in the Neuruppin area. No ammunition was being manufactured there, according to the workers. (17)

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Comments.

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- (1) The information confirms the main Soviet signal depot in Bad Saarow-Pieskow. [redacted] last concerning rail movements on 3 June 1950. [redacted] The information that engineer equipment was also stored there requires confirmation. 50X1-HUM
- (2) A clothing and equipment depot in the former agricultural cooperative storehouse, possibly near the railroad station; another clothing and equipment depot in the former Deuta Plant on Mierschnerstrasse; and a signal depot on Mitweidastrasse are known to be located in Burgstaedt. The information presumably refers to the first two depots. The truck observed there belonged to a headquarters unit of the Eighth Gds Army. For location of depots, see Annex 1.
- (3) The information confirms the medium-size ammunition depot in the storehouse of the former Kurland, A.G., which is partially destroyed, near the Dallgow-Dobberitz railroad station. The depot primarily supplied AF units and also some army units stationed in this area.
- (4) The installation is known as a large, multi-purpose depot for ration supplies, clothing, motor vehicle spare parts and small arms and is also a supply distribution point. It appears to be an installation of the First Gds Mecz Army, but, possibly also services units not belonging to this army. The motor vehicles observed belong to headquarters units of the First Gds Mecz Army, the 11th Gds Tank Div, the 8th Gds Mecz Div, the 4th Gds AAA Div, all of which are units of the First Gds Mecz Army, and to the MVD. Truck [redacted] belongs to the 11th Gds Mecz Div of the Third Gds Mecz Army. 50X1-HUM
- (5) The installation has been identified in detail as a large depot of the Eighth Gds Army. The motor vehicles observed there belong to units of this army, namely army headquarters units, the 20th Gds Mecz Div and the 13th AAA Div. One truck belonged to the SCC.
- (6) The information confirms the medium-size fuel depot which may be an installation of the Second Gds Mecz Army. The motor vehicles belong to the 1st Mecz Div and headquarters units of the Second Gds Mecz Army. Truck [redacted] belonged to an AF unit. [redacted] 50X1-HUM
- (7) A former German explosives factory, largely underground is located in the woodland 4 km north of Petershagen on the Frankfurt/Oder-Berlin highway. This depot is sometimes referred to as Petershagen depot. The surface installations had been virtually destroyed or dismantled, but the reconstruction of the large underground bunker installations, of the most modern type, was started in the summer of 1949. It is still not known whether this installation will serve only as ammunition storage depot or whether it will possibly be used as an underground command post. [redacted] 50X1-HUM
[redacted] Previous reports on rail shipments stated that eighteen 105-mm 50X1-HUM

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- AA guns, which came from the U.S.S.R., were to be shipped from the Fuerstenwalde railroad station to Falkenhagen. [redacted] The ammunition shipment may have been intended for these guns. 50X1-HUM
- (8) The information again confirms the reconstruction of the Fuerstensee ammunition depot, which was partially destroyed. [redacted] The depot is probably assigned to the Second Gds Weccz Army or the Group of Occupation Forces Germany (GOFG). The motor vehicles belong to the 9th Gds Tank Div, headquarters units of the Second Gds Weccz Army, and the GOFG. 50X1-HUM
- (9) Known as a branch of the 123rd Tank Repair Shop [redacted] of the GOFG. It was not known that clothing was also stored there. The stocks were probably limited to meet the requirements of the Soviet troops stationed there. All trucks observed belong to the GOFG. 50X1-HUM
- (10) The ammunition depot on the road to Neubrandenburg is 400 meters north of Neustrelitz. [redacted] This depot was sometimes referred to as "Depot 150". The second depot probably was the fuel depot on the Neustrelitz - Zierke highway. [redacted] The truck belongs to the 9th Gds Tank Div of the Second Gds Weccz Army. 50X1-HUM
- (11) This depot, on the southern shore of Weisser See near Potsdam-Neudlitz, was reported for the first time. It is probably only a small organizational installation of local importance. [redacted] 50X1-HUM
- (12) The Arado Plant was known as an ammunition depot and artillery ordnance shop. Hence, it apparently has not yet been released for civilian purposes, as was planned. [redacted] The ration supply depot mentioned in the report may be the depot on Askania Dam, Rathenow. 50X1-HUM
- (13) The abandonment of the Rauanstein depot of the Usrunapft was known. The shipping of the dismantled fuel tanks to Merseburg indicates that the tanks may possibly be reused in the Louna hydrogenation plant. 50X1-HUM
- (14) The reconstruction of the Schleife depot was previously reported on. [redacted] It appears that the depot will be used for fuel storage although it was formerly used for the storage and manufacture of ammunition. 50X1-HUM
- (15) Detailed information on this depot and a sketch were previously submitted. [redacted] 50X1-HUM
- (16) The report furnishes further confirmatory data on the depot in Volten. It was not previously known that the tar paper factory is also used for the storage of fuel. [redacted] 50X1-HUM
- [redacted] The information indicating a large volume of incoming and outgoing rail shipments was confirmed by reports on rail movements. The motor vehicles observed belong to: units of the Second Gds Weccz Army, namely headquarters units, the 1st Weccz Div and the 21st AAA Div; to units of the Fourth Gds Weccz Army, namely the 10th Gds Tank Div and the 25th Tank Div; to the GOFG; the Air Force; and the SCC.
- (17) The information confirms the Wulkow ammunition depot as a supply installation of the Second Gds Weccz Army. The motor vehicles observed belong to the 12th Gds Tank Div.

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