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1. The following information on crude oil shipments from Zistersdorf, Austria, to the Soviet Zone of Germany was Railroad Tank Car Distribution rount. (1)

25X1

a. Total deliveries received prior to 31 December 1051 amounted to 79,613 tons, including: 3,224 tons dispatched to Boehlen; 24,566 tons to Espenhain; and 51,823 tons to Leuna.

b. Ifter 1 January 1952, crude oil was delivered exclusively to Jeuna because storage facilities of the Boehlen and Espenhain hydrogenation plants were filled to capacity. (2) During the period from 1 through 21 January, 13,000 tons of crude oil were shipped to the Leuna Morks, and 645 and 2,592 tons were dispatched there on 22 and 23 January respectively. Total of 95,850 tons of crude oil have been delivered to the Soviet Zone of Germany since September 1951. (3)

c. On 24 and 25 January, 37 and 34 railroad tank carloads of crude oil respectively were shipped to Leuna via Bad Brambach. (4)

2. Trains of railroad tank cars with crude oil passing through the Gera railroad station en route from Hohenau (5) Lower Austria, and bound for Grosskorbetha included:

Date	No of	25X1
23 December	Axles 76	
24 December 25 December 26 December	86 72 86	ocument No.
l January	68 70	O Change In Class. 25X1  Declessified 25X1  ass. Shanged Well we will
2 January 4 January	105 52	ith.: 112-92-78
5 January 6 January 7 January	90 85 60	A COLUMN TO THE PARTY OF THE PA
8 January	76	

A corresponding number of trains of empty railroad tank cars passed through Gera in the opposite direction during the reported period.

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25X1

		··· 2······	
5X1	(1)	Connects.	1
	(2)	For functions of the Central Wailroad Tank Car Distribution Point, The distillation plant in Pirna/Nockethal also received minor crude oil	25X
	<b>\</b> /	shipments.	
5X1	(3)	a total of 20,000 tank cars with crude oil wore	
5X1		scheduled to be sent to the woviet Zone of Germany.	25X
.5/\ 1		arranged for in a trade agreement concluded between the U.S.S.R. and the beviet	
		Zone of Garmany. On 25 September 1951, it was arranged in direct negotiations	
		with the Soviet Naphta Administration in Austria that an additional 120,000 tons	
		of crude oil were to be shipped within three months. Representatives of the James	
		Works were sent to Austria and to the Mad Schandau border crossing point in order	
		to direct the flow of crude oil shipments. After about 20 Movember 1951, an increased number of railroad tank cars loaded with crude oil began to pass	
		through Bad Schandau. Until 10 January, the daily average of loaded tank cors	
		passing through that railroad station was 73 to 30 units, while a flow of the	
		to 57 loaded cars was reported for the period from 11 to 26 January.	25X
5X1	aa	the and oil shi wents remained 22	
	(4)	The crude oil shipments were generally directed via Bad Schandau, Since early December 1951, some of these shipments have also been directed through Bad	
		Brambach in order to ease the traffic strain on the Rad Schandau border crossing	
		point,	
	(5)	It is believed that these shipments actually came from Zistersdorf, for Hohenau,	
		which is located on the Vienna-Lundenburg-Bruena trunk line, is about 10 km	
		northeast of Zistersdorf. It is unknown whether these trains had been directed via Bad Schandau or Bod Brambach. Therefore it cannot be determined whether these	
		shipments were reported	25X
5X1			

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