

BRITISH LEGATION,
STOCKHOLM.

21st May, 1942.

Dear Colonel.

On the 12th May I sent you a small problem over arms traffic. I enclose herewith another up to date report you may care to examine.

Report marked A. May we please know why these troops were being given passage through Sweden?

If it is contended that they were "going on leave", may we know how much longer the "leave season" may be calculated to continue? Even in peace time the leave season is never reckoned longer than November - March. After this time military training commences in earnest. Is it to be assumed that whilst Germany is about to face the greatest struggle in history, that "leave" is still proceeding?

2. The principle which you stated to me is of course accepted, i.e., that the numbers of German troops which enter Norway from "leave" is never allowed to exceed the numbers which go out from Norway on leave. May we ask if any check is kept on the fact that the same troops return; and whether they return to the same destination?

If this is not done, it would otherwise be easy for the Germans to carry out reliefs and exchanges of whole units. The "incoming" unit would then take over the arms and equipment of the "outgoing" unit.

3. Again, if troops leave Norway via Oslo - Trelleborg, may we feel sure that they (or others) do not return Trelleborg - Östersund - Trondheim, or Trelleborg - Krylbo - Narvik?

4. The reports on the attached A and B cover some 120 railway waggons. May we be informed as to the ownership of the waggons in question?

5. The attached report marked C appears never to have been answered.

Yours sincerely,

(undert.) R. Sutton-Pratt

Colonel,

Military Attaché

Colonel P.H.T. Kallgren,
Militärstaberna,
Kanslihuset, Stockholm.

Bestyrkes &
tjänstens vägnar:
M. Gustafsson

ARMS TRAFFIC.

The following is up to the minute information, graded B. 2.

Report from Krylbo.

On the 13th May, a train passed containing 17 trucks. 4 of these were closed and their contents could not be ascertained. There were no troops in these 4 trucks. 7 trucks were full of marines, mountain troops and infantry. The latter were mostly elder men. The remaining 6 trucks were loaded with large lorries, motor-cars and one large tractor. It was difficult to ascertain the destination of the train. It proceeded via Ånge and came from Norway.

Report dated 19th May, 1942.

In the following railway reports the destination of the trains mentioned is Finland.

- 16/5. 250 horses passed Storlien together with some infantry. They were in 18 boggie-trucks.
- 12/5. 15 tanks of light model passed through Storlien.
- 10/5. 23 trucks with light guns, one on each truck, passed through Storlien.
- 17/5. Six 7,5 cm. guns, 30 field kitchens and 8 trucks of round iron 3/4 to 1 inch passed through Bollnäs. It came from Sweden.
- 17/5. 4 heavy tanks, 8 trucks of cars and 12 railway trucks, probably containing ammunition, passed through Krylbo.

20th May, 1942.

Bestyrkes &
tjänstens vägnar:

M. G. Gustafsson

Report dated the 28th October, 1941.

A responsible member of the staff of this Legation, returning from holiday, states that on October 25th, at about 8 p.m., his train stopped when travelling through Lexå, where he observed a train composed of about 12 Deutsche Reichsbahn Pullmann and 6 other German coaches. In the case of 6 coaches he could see the roof designated with the Red Cross. Other coaches may also have carried this insignia, but their roofs could not be seen in the darkness. The train appeared to be about to fork north to Östersund.

The train, though nominally a "Red cross" train, appeared to contain no wounded. In the case of 3 Pullman coaches, the blinds were up and the lights on. Source walked up and down the train, and looked in at these windows. These Red Cross coaches contained men in bunks in two tiers, but they were reading, talking and smoking. Not one bandage was visible, and not one man appeared to be sick or in pain.

This fact seems remarkable, and in any case it may be asked what was in the 15 other coaches where the blinds were down and which were fastened on to the Red Cross coaches, and were allowed passage through Sweden. Trains would seem to be either genuine Red Cross trains, or trains conveying troops in transit, but there is no authority for "mixed" trains.

The suggestion may also be made whether these were perhaps unwounded men being sent to Finland in a so-called Red Cross train.

It will not presumably be suggested that with Germany fighting all-out, these were men proceeding or returning from leave.

This matter was raised by H.M. Minister to M. Boheman, who said that he would make enquiries. No answer has been received so far as can be ascertained.

21st May, 1942.

Bestyrkes &
tjänstens vägnar:

M. Gunnarsson

KUNGL.
JÄRNVÄGSSTYRELSEN

MILITÄRBYRÅN
BYRÅCHEFEN

Dnr _____

Anhålls att i svarsskrivelse angivas ovan-
stående diarienummer och i adressen
byråns namn.

Some questions relating to the transit transportations through Sweden.

The questions treated below have been raised in two letters from the English military attaché to Colonel Kellgren.

In the first letter the points 1, 2 and 4 refer to observations made on the line between Östersund and Sterlien as well as at Sterlien and at Östersund. As a rule, these observations are correct. They refer to examples of the traffic between Sterlien on one hand, and Narvik - Torneså on the other hand, over which Mr. Söderblom has given an orientation. As will be seen from the observations made, rather small trains are concerned, in fact the number of carriages was once so low that evidently some waggons, petrol waggons, were added to the train. There has been no reason to verify closer, whether the observations were correct as regards the number of carriages. It may only be pointed out that, as a rule, the carriages used for this purpose are small and not of our best ones and consequently they cannot carry but a small number of persons over such a long distance as is in question here. In one of the points it is indicated that "the troops were not allowed to leave the carriages at the station, and their armament could therefore not be ascertained". Except the pistols of the officers there are no arms on board the trains. The Swedish controlling military staff have control over this.

In point 3 of the same letter it is said: "A resident at Krylbo reports that several trains per day pass through with German troops and equipment en route for Finland, while at least four times weekly trains pass through with German troops and equipment en route for Narvik; and about once a week a similar train for Trondheim". It will be clear already from what Mr. Söderblom has said that these observations are quite incorrect. No other German military pass Krylbo than those on leave on their way from and to Narvik and further the invalid trains from Haparanda, but they return empty except for the hospital staff.

Point 1 of the second letter deals with the "leave season". It is thus questioned: "Is it to be assumed that whilst Germany is about to face the greatest struggle in history, that "leave" is still proceeding?" Yes, a planned leave is still proceeding, and after the end of this leave the military return to Norway. In point 2 it is questioned, if really the same persons as have left Norway return there and if they return to the same destination from where they came. The answer to these questions is absolutely in the affirmative. Many times I have made sure myself that the military have been the same, and the Swedish controlling staff is of the same opinion. But it is impossible for us to know, whether they return to "the same destination". The Swedish frontier is passed at the same points on the outward and the return journey.

In point 3 it is said: "Again, if troops leave Norway via Oslo - Trelleborg, may we feel sure that they do not return Trelleborg-Östersund-

Trondheim, or Trelleborg-Narvik?" To this I can only say that there are not and have never been any transports of German military Trelleborg-Östersund-Trondheim, and that the transports to Narvik compared with those to Oslo are so insignificant that a removal of any importance is impossible from technical reasons.

In point 4 it is said that about 120 "railway waggons" are required for the transportations mentioned in A and B, and one also asks for information as regards the ownership of the waggons in question. There has been no reason to investigate this matter in detail, moreover as, to a great extent, these observations are quite incorrect. In principle waggons for transportations of this kind are supplied according to the international "Agreement on Waggons", which was in force before the outbreak of the war and is still in force as regards Norway as well as Germany.

After the statements of Mr Söderblom it is ^{unn} unnecessary to go through the reports of B 2 in detail. It may be said in general that they all are more or less incorrect or exaggerated. E.g. no transport of German military has passed Krylbo ^{indicated, and among the transportations via Storlien} on the day mentioned, those transports which are said to contain "tanks" and "light guns" are quite unknown to me as well as to the railway staff at Storlien.

A transportation of horses has in fact passed Storlien on May 16th, but in reality the number of horses amounted only to half of what was indicated.

Under the heading of C certain observations are reported from Laxå on October 25th 1941. A German Red Cross Train passed Laxå in the afternoon of that day on its way not to Östersund but to Norway via Charlottenberg. It was a genuine Red Cross Train. It carried 176 wounded and invalids from Finland as well as hospital attendants. Swedish controlling staff went with that train as well. No "mixed trains" are run, and we control very minutely that only wounded and invalids are carried in the Red Cross Trains. The Swedish controlling staff, that often includes a doctor, have quite satisfactory means to control this. On the other hand it is hardly possible to establish such facts while walking along the carriages.

copying.

Dear Colonel.

You will be aware that we are at present particularly interested in the matter of the transit of German troops and war material through Sweden. Instances come to us constantly, without any efforts on our part to obtain them, generally from Swedes, who resent their country thus directly assisting the German war effort.

Previous enquiries have always been made through the Minister to Utrikesdepartementet, but it seems that as military transportation comes under the military authorities, one would be more likely to receive accurate information from those in a position to know, - in fact, the Minister suggested that I should refer the latest instances to you.

Since there is apparently a contention that the passage of war material is an entirely legitimate and neutral action, I attach one or two recent instances of the passage of troops, which you might care to investigate. They are as follows:-

1. On Wednesday, April 22nd, a young Norwegian and Mrs Sutton-Pratt, when travelling together from Bydalen, saw a train containing Germans proceeding in a westerly direction towards Norway. This train was seen between Niskon and Krokan (west of Östersund) at 11.50 hours. The young Norwegian stated that the train consisted of 7 passenger waggons, 2 goods waggons and 9 petrol waggons. The former 7 passenger waggons were full of Germans, all of whom, so far as they could see, wore the green polizei uniform.

2. (Another source dated 1st May, 1942).

At Storlien, German troop trains from Finland (not wounded).

A train from Trondheim (10 to 12 carriages) full of infantry. The troops were not allowed to leave the carriages at the station. Their armament could therefore not be ascertained.

At Ånge. Goods trucks with small armoured vehicles marked O.T. (Organisation Todt), kitchen trucks and other military motor vehicles.

3. A resident at Krylbo reports that several trains per day pass through with German troops and equipment en route for Finland, while at least four times weekly trains pass through with German troops and equipment en route for Narvik, and about once a week a similar train for Trondheim.

4. On the 8th May there passed through Östersund station a German troop train, travelling from Trondheim to the north. It subsequently split into two, part of it going to Narvik and part to Finland.

We are even able to furnish the numbers of the railway carriages themselves, and the approximate number of II and III class passengers in the coaches, who were all Service personnel:

Swedish carriage	24661	Guards van.
"	"	1125
"	"	2101
		About 15 II class, 50 III class.
		" 15 " " 50 " "

The above branched for Finland.

Norwegian carriage	6021	Restaurant car.
" "	135	12 II class, 25 III class.
" "	310	20 " " 35 " "
" "	876	? " " 65 " "
" "	88	75 " "
Swedish	1286	30 " "

The above branched for Narvik.

Yours sincerely

R. Sutton-Pratt

Colonel,

Military Attaché

Bestyrkes &
tjänstens vägnar:

W. Gustafsson

-Läbva axaltattsta anekned axalvannibnaxE när förtigppqu ebebtamni fjilim
när i ebstämnd avsv eioi ,föina nemoitgel axalegre moe ,retligppqu eb annur gain
Byråchefen
7.
-ppu fjilme nad nar hoc neaferytseagvnmät i tergeri netehöryd va nevilde rå eg
.gnitohidnuq eröf setgeonod neaferytseagvnmät i fjilim fjilim fjilim
.asopid medfirkvafstamv

Till .SARI inut .fi med afordootE

Utrikesrådet m.m. S. Söderblom.

.eberW xineH

Med anledning af bifogade brev från engelska legationen har jag kran meddela följande upplysningar:

1. Den lämnade uppgiften att 500.000 ton gods anlät med färjor till svenska hamnar under 1941 är riktig. Den exakta siffran är 480.200 ton gods i vagnlaster, vartill kommer en ännu ej känd mindre kvantitet styckegods. Från vår sida uppgavs i runt tal 500.000 ton. Skillnaden mellan den från engelska legationen uppgivna godsmängden 1.142.000¹⁾ ton och dessa 500.000 ton (642.000) utgör den godsmängd, som per tåg/färjor lämnat Sverige under 1941. I huvudsak (570.000 ton) består denna godsmängd av svenska exportvaror.

Anledningen till att den utgående godstrafiken räknat i ton är väsentligt större än den ingående är, att det svenska exportgodset består av betydligt tyngre gods än importen, varför utgående vagnar kunna utnyttjas bättre än ingående vagnar. Enbart av trävirke och cellulosa transporterades under 1941 från Sverige 285.000 ton.

2. Beträffande tankvagnarna, som använts i Tyskland, kan följande framhållas:
Totalt ha 400 svenska tankvagnar befunnit sig i Tyskland. Av dessa tillhör de 125 statens järnvägar och resten privata firmor. Den av mig lämnade uppgiften lämnades med den reservationen, att jag icke på rak arm kunde säga det exakta antalet, men höll för troligt, att det rörde sig om 250 vagnar. Av de utlånade 400 vagnarna äro f.n. 100 återkomna till Sverige. Resten återlämnas efter hand, men då icke alltför stort utrymme på färjorna kan reserveras för tomma tankvagnar, kan man icke räkna med att mer än ett mindre antal per dag transporterats. F.n. återkomma 3 å 4 vagnar om dagen, men står ett betydande antal uppställda söder om Sassnitz i väntan på färjelägenhet.
3. Beträffande transportererna av olja mellan olika orter i Norge må följande framhållas. Transporter omfattande utländska tankvagnar med olja ha tid efter annan egt rum från en norsk gränstation till en annan. Några regelbundna transporter av detta slag äga icke rum och transportererna ha icke varit av särskild stor omfattning. Svenska vagnar komma icke till användning för dessa transporter.

1) Siffran är såvitt jag kan finna felaktig. I Skandinaviska bankens kvartalskrift den 2. april 1942, sid 30, tabell 4, anges 1.125.000 ton.

Enligt inhämtade uppgifter från Skandinaviska bankens statistiska avdelning kunna de uppgifter, som engelska legationen anfört, icke vara hämtade från annan källa än en artikel i kvartalsskriften, Nr 2, april 1942. Artikeln ifråga är skriven av Byråchefen Berger i järnvägsstyrelsen och har han enligt uppgift tillställt informationsstyrelsen konceptet före publicering.

Kvartalsskriften bifogas.

Stockholm den 11. juni 1942.

Henrik Wrede.

The Transit Agreement between Sweden and Germany of July 1940, is laid down in an exchange of notes which contain the following points:

1) Sweden will allow transit of goods from Denmark-Germany to Norway and vice versa on terms to be defined by agreement between technicians, this transit to be limited so as not to interfere with Swedish transport requirements.

2) For war material the transit is subject to licensing according to Swedish law.

3) Members of the German forces on leave are allowed to pass through Sweden between Germany-Denmark and Norway, in uniform but without military equipment, on conditions to be agreed upon.

The conditions for the transit of soldiers on leave were set forth in special notes exchanged on July 8th, 1940. These notes contain the following provisions:

Personel to be transited is restricted to members of the German forces on home leave travelling from their quarters in Norway to Germany and back from Germany to Norway when their leave is over. For this transit one train shall run daily from Kornsjö to Trelleborg and vice versa. For the corresponding traffic from Narvik to Trelleborg and vice versa one train a week shall run in each direction. The German military authorities undertake to issue instructions to the effect that rifles and pistols belonging to private soldiers travelling through Sweden on leave shall be left at the respective quarters in Norway.

In September 1940 the maximum number of trains between Narvik and Trelleborg was increased to two (in exceptional cases three) pro week in each direction.

Hälsingborg can be used alternatively to Trelleborg as southern endstation.