

CENTRAL INTELLIGENCE AGENCY REPORT

INFORMATION REPORT

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COUNTRY Poland
SUBJECT Railroad Network

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SUPPLEMENT TO REPORT NO.

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[Redacted]

1. In early March 1953, [Redacted]

[Redacted] the time required for a round trip between Frankfurt/Oder and Brest Litovsk was considerably reduced by a more efficient handling of transit traffic.¹ Work on the enlargement of the Malaszewice railroad station was being accelerated. New terrain had been staked off and excavation work started. New signal boxes were being built and damaged installations repaired.² Manually operated switches were being replaced by electrically operated ones at the Wlochy marshaling yard on the western outskirts of Warsaw.³ Reconditioning work on the permanent way was observed at various points of the Warsaw-Brest Litovsk railroad line.

2. From 15 March to 7 April 1953 [Redacted] the Lukow-Skierniewice railroad line was not yet completed. [Redacted] the line will

hardly be finished in this year.⁴ About 10 sidings have been built on both sides of the main track at the Malaszewice railroad station. Five storage sheds, each about 800 meters long, were erected north of the main track. Two heavy-load cranes were observed in operation there.²

1. [Redacted] Comment. [Redacted] 25X1

[Redacted] the run from Frankfurt/Oder to Brest Litovsk, a distance of 999 km, is made in about 18 hours by the Soviet express train, while a freight train requires about 43 hours for the same stretch. This adds up to an average speed of 40 and 16 km per hour respectively.

2. [Redacted] Comment. Malaszewice station is known to be a large transshipping point directly connected to Brest Litovsk by a Soviet-gauge track.

Information on the enlargement of this installation was known previously.

3. [Redacted] Comment. It is believed that this information refers to the Golabki marshaling yard.

4. [Redacted] Comment. More recent information on the status of construction work is not available.

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