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FLD 982

CLASSIFICATION	SECRET	[REDACTED]	25X1
COUNTRY	East Germany	25X1	REPORT
TOPIC	Miscellaneous Railroad Information.		
EVALUATION	[REDACTED]	25X1	PLACE OBTAINED
DATE OF CONTENT	July 1953		
DATE OBTAINED	[REDACTED]	25X1	DATE PREPARED
REFERENCES	12 August 1953		
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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[REDACTED]
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1. [REDACTED] the railroad bridge over the Oder River at Frankfurt/Oder had not been demolished. 1

[REDACTED]
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2. [REDACTED] no sabotage act had been committed against the railroad bridge over the Oder River at Frankfurt/Oder. 1

[REDACTED]
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3. On 23 July, the following timetable was in effect for Soviet express trains operating to and from Brest-Litovsk via Frankfurt/Oder:

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No.	Time of Departure or Arrival	Type of Train	From	To
1	8:48 a.m.	leave train	Frankfurt/Oder	Brest-Litovsk
2	12:00 noon	"	"	"
3	4:10 p.m.	Blue Express	"	"
4	5:31 a.m.	leave train	Brest-Litovsk	Frankfurt/Oder
5	2:37 p.m.	"	"	"
6	10:55 a.m.	Blue Express	"	"

Feeder traffic to the above trains is maintained by a train leaving Magdeburg for Frankfurt/Oder at 5:10 a.m. and another train leaving Schwerin for Frankfurt/Oder at 5:25 a.m. After 20 June, the Blue Express bound for Brest-Litovsk was mainly used by air force and tank soldiers. 2

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[Redacted]

4. Since 19 July, the Soviet leave trains operating between Frankfurt/Oder and Brest-Litovsk have been pulled by type 52 locomotives operated by German personnel. Three 01 type locomotives previously employed on this line have been returned as no longer usable and parked in Frankfurt/Oder. The necessary repair work cannot be performed for the time being, because the material required for this repair work had been transferred to Brest-Litovsk. 3

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[Redacted]

5. Since 18 June, the leave trains from Frankfurt/Oder to Brest-Litovsk have been almost empty, but have operated regularly. The locomotives were operated by Soviet personnel, but other train personnel exclusively consisted of Germans, contrary to last year, when only Polish personnel was used for operations through Poland. 3

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[Redacted]

6. In the first half of July, eight locomotives, which had undergone general overhauling, were dispatched toward Brest-Litovsk. 4

7. [Redacted]

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In late June, there were delays in the turning over of trains to the Polish railroad authorities. These delays were explained by the fact that the Polish border station was jammed and could not accept any trains. [Redacted] there were damages on the Frankfurt/Oder - Brest-Litovsk line in Poland. 1

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[Redacted] Comment. [Redacted] sabotage acts had been committed against the railroad bridge in Frankfurt/Oder between 6 and 10 July 1953. These sabotage acts had allegedly necessitated the rerouting of Soviet transit traffic through Poland or caused a derangement of this traffic.

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[Redacted] Comment.

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2. Except for minor divergencies, the times of arrival and departure agree with the official Soviet timetable for transit traffic through Poland, which went into effect on 18 May 1952. [Redacted] it clear whether the second leave train, which previously operated only three times a week, now runs daily. [Redacted]

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[Redacted] Comment. Pertinent information was transmitted previously. [Redacted]. The reason for this change is not clear.

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It was perhaps motivated by bad maintenance work performed by the Soviet locomotive personnel on the German express train locomotives of type 01.

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[Redacted] Comment. These locomotives may have been transferred to Brest-Litovsk, because the Soviets wanted to have available there reserve locomotives for their leave trains, which, according to paragraph 4 of the present report, are now pulled by heavy freight train locomotives of type 52.

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