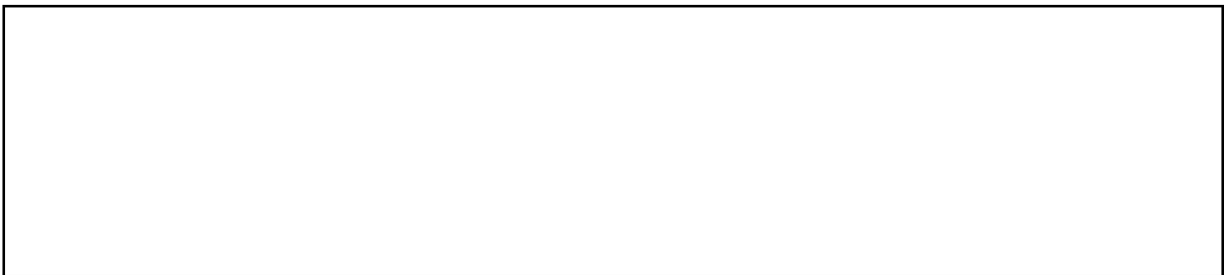


**INFORMATION REPORT**

CD NO. 25X1A

COUNTRY Poland DATE DISTR. 20 October 1953  
 SUBJECT Observations Made Along the Frankfurt/Oder-Brest Railroad Line NO. OF PAGES 4  
 PLACE ACQUIRED [ ] 25X1A NO. OF ENCLS. (LISTED BELOW)  
 DATE OF INFO. 29 May - 25 July 1953 SUPPLEMENT TO REPORT NO.



1. Missions Carried out:

Time of Mission	Bound for	Number of Axles or Cars	Load Carried
1953			
29 May to 3 June	Brest Litovsk Frankfurt/Oder	116 110	empty grain
4 to 9 June	Brest Litovsk Frankfurt/Oder	118 110	machine parts grain
10 to 12 June	Brest Litovsk and return	12 cars "	leave train * leave train
14 to 20 June	Brest Litovsk Frankfurt/Oder	114 104	empty tank cars loaded refrigerator cars
25 to 27 June	Brest Litovsk and return	12 cars "	leave train * leave train
1 to 8 July	Brest Litovsk Frankfurt/Oder	104 104	empty refrigerator cars loaded " "
10 to 12 July	Brest Litovsk and return	12 cars	leave * train
14 to 20 July	Brest Litovsk Frankfurt/Oder	118 100	empty gondola cars 50 canvas-covered rocket launchers
Two hours after source arrived in Frankfurt/Oder, another train loaded with 50 rocket launchers arrived.			
21 to 25 July	Brest Litovsk Frankfurt/Oder	110 110	empty refrigerator cars 54 new three-axle trucks 1



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25X1 \* Note. [ ] the leave trains mentioned were non-scheduled trains. In the future, also scheduled leave trains will be handled by German locomotive personnel. <sup>2</sup>

25X1 2. [ ] did not notice any signs of unrest in Poland. Only in late June did he observe a concentration of Polish troops including tank units in Warsaw. All his missions were carried out smoothly and no disturbances in railroad traffic were noticed. <sup>3</sup> The Polish railroadmen were very kind toward their German colleagues and frequently mentioned how well off they were during the German occupation. [ ] asked a Polish railroadman why the Poles had not joined in the June 17 uprising. The Pole answered that things were rather complicated for them, because they had the Soviets on the one side and the Germans on the other. [ ] met Poles who had abandoned their farms and houses given to them in the Polish administered portion of Germany and were returning to their previous homes. When he asked one of these Poles why he was doing this, he was told that nobody knew what the future held in store for the Poles and he, at any rate, did not like being caught on German property.

The controls of German locomotive brigades in Poland had become much more lenient. The Polish customs officials and members of the Militia could be easily bribed and showed the tendency of making friends with the Germans. 25X1 [ ] almost all of the troop trains coming from the direction of West Litovsk carried five T-34 tanks each. He never saw trains exclusively loaded with tanks. <sup>4</sup> In early July, [ ] in Frankfurt/Oder two eastbound trains which carried Soviet soldiers who wore air force insignia. One of the trains had apparently come from Welzow, the other one from Dresden. The train from Welzow also carried four large fuel tanks which looked as if they had been recently dug out. <sup>5</sup>

25X1 3. [ ] following information on railroad lines and transloading stations:

a. The Pluszcz-Lapy and Bialystok-Kuznica sections are single track. The railroad bypass branching off at Golabki toward Warsaw, Danzig Railroad station, is double-track. <sup>6</sup> The Czeremcha-Frest Litovsk line is single-track and standard-gauge. <sup>7</sup>

b. Of the Guben-Sulechow railroad line, the Guben-Lissa section is single-track, the Lissa-Lodz/Olechow section is double-track, the Lodz/Olechow-Tomaszow section is single track, the Tomaszow-Radom section is single-track, the Lodz/Olechow-Skarzysko section is single-track, the Skarzysko-Dorohusk section is double-track, the Rejewice-Rawa Ruska section (via Hrebene) is single-track. <sup>8</sup> There were no indications of an intended double tracking of the Sulechow-Wollstein-Lissa line section. Trains directed via Dorohusk are not transloaded in Jagodzin but in Kowel. <sup>9</sup> Trains directed via Hrebene are transloaded in Rawa Ruska. [ ] traffic via this station had been suspended. Rawa Ruska was previously used as a transloading point for ties, boards, planks, barrels, where these articles were creosoted before being forwarded. The Zbydniow-Rozwadow line is mostly single track. After Rozwadow, the line is double-track, because it has to handle coal shipments from Upper Silesia. <sup>6</sup> Trains passing through

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Nizhankovichi are transloaded there or at Mostiska. 10

- c. As previously reported, two new railroad stations are under construction between Wysoki-Litovsk and the Brest Litovsk airport. The installations were almost completed. The two stations are equipped with eight tracks, on some of which parked trains were seen. No coal storage facilities were noticed. Work on the new tracks between Malaszewice and Chotylow (direction of Lukow) appeared to continue smoothly. About 12 km of the line were completed. Two new railroad stops were established on the completed line section. From the two stops one spur track each led into the large wooded area nearby. The line had four tracks, but eight tracks were available at the two stops.<sup>11</sup>

- 25X1A 1. [ ] Comment. The refrigerator trains [ ] carried fats and meat delivered by the Soviets to ease the critical food situation in East Germany. [ ] According to available information, only 42 rocket launchers arrived in East Germany en route from the USSR between 21 and 26 July 1953. [ ] 25X1
- 25X1 [ ] It appears that the two trains loaded with a total of 100 rocket launchers, each car carrying one rocket launcher, have not been reported so far. 25X1
- 25X1A 2. [ ] Comment. It was reported previously that the scheduled Soviet leave trains previously handled by Soviet locomotive column No 42 are now handled by German locomotive personnel. [ ] 25X1
- 25X1A 3. [ ] Comment. This statement is noteworthy with regard to numerous reports on the alleged derangement of Soviet transit traffic on the Frankfurt/Oder - Brest Litovsk line.
- 25X1A 4. [ ] Comment. This observation may be connected with special security measures ordered by General Voronichev. [ ] 25X1
- 25X1A 5. [ ] Comment. These trains carried units of the light bomber corps of the Twenty-Fourth Air Army which were re-transferred to the USSR.
- 25X1A 6. [ ] Comment. These data agree with previous information. For last information on the railroad bypass between Golabki and Warsaw, Danzig Railroad Station, [ ] 25X1
- 25X1A 7. [ ] Comment. According to [ ] locomotive brigade operating on the line involved, the Czeremcha-Brest Litovsk line section has one standard-gauge and one Soviet-gauge track. 25X1
- 25X1A 8. [ ] Comment. According to available information, the Lodz-Olechow-Tomaszow line section is double-track, except for the 10-km stretch between Lodz/Olechow and Bedon. See "Official Timetable for Soviet Transit Passenger and Freight Trains in Poland". According to records kept by this office, the Lodz/Olechow-Skarzysko is single track only after Tomaszow.
- 25X1A 9. [ ] Comment. These data agree with available information on transloading operations at the Dorohusk and Hrebene border stations. Three freight trains are scheduled to pass daily through Hrebene in every direction.

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25X1 10.  Comment. This border station chiefly serves commercial traffic between Poland and the USSR. Four trains are scheduled to pass daily through this station in every direction.

25X1 11.  Comment. Chotylow is located 12 km west of Malaszewice on the Erest Litovsk-Lukow line. The information on the construction of eight tracks at railroad stops between Malaszewice and Chotylow is received for the first time. Malaszewice serves as a transloading point for Soviet-Polish trade. Information on the construction of single-track branch lines on both sides of the main line was previously reported 

25X1  The railroad construction projects in this area may be connected with an improvement of the Malaszewice transloading station or an enlargement of military supply installations.

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