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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO. 24

COUNTRY Poland

DATE DISTR. 17 November 1953

SUBJECT Rail Traffic from Frankfurt/Oder to Brest and from Kostrzyn (Kuestrin) to Kaliningrad (Krolewiec)

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SUPPLEMENT TO REPORT NO.

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1. The line from Frankfurt/Oder to Brest-Litovsk has the following stops:

- Kunowice Pass and customs check point
- Rzepin Polish pilot comes aboard
- Swiebodzin Water supply station
- Zbaszyn German train leader settles formalities - train papers, train load, train personnel
- Opalenica Water supply station
- Poznan Water and coal supply station
- Wrzesnia Water supply station
- Konin Water and coal supply station
- Krosniewice Water supply station
- Kutno Water supply station
- Lowicz By-pass station; there are about 19 tracks; the station is in excellent condition; transit trains wait there when express trains or special trains have to pass first.
- Sochaczew Water and coal supply station
- Between Sochaczew and Blonie fast train service to Warsaw begins.
- Golabki (Warsaw West) By-pass and coal supply station
- Warsaw East Water supply station
- Minsk Mazowiecki Water supply station
- Siedlce If the train goes via Czeremcha, it stops at Siedlce for water and coal; if the train goes via Lukow it does not stop at Siedlce but proceeds to Lukow
- Lukow Water and coal supply station
- Biala Podlaska Water supply station
- Malaszewice First customs check; also specification of train load, papers and personnel.
- Terespol Border station and customs check
- If train goes from Siedlce via Czeremcha, it stops at Plateron to take on water.
- Czeremcha Water and coal supply station
- Wysoki Litovsk Water supply station

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This itinerary applies to both the passenger and freight trains. The time that the train spends at each stop varies according to the kind of stop:

Water	ten minutes to a quarter of an hour
Water and coal	2 $\frac{1}{2}$ to 4 hours
Pass and customs	varies from 2 hours to 48 hours; the longest stop is at the Polish-Russian border
By-pass stations	the time is unpredictable, but usually does not exceed a few hours

If the Warsaw West-Siedlce line is overloaded, the trains going to or coming from Brest make the following by-pass: Warsaw-West to Zielonka to Pluszcz to Lochow to Treblinka to Siedlce.

2. The line from Kostrzyn to Krolewicz (viz Gerdauen) has the following stops:

Kostrzyn	Pass and customs check point
Gorzow	Water supply station
Krzyz	Water supply station
Pila	Coal supply station
Nakle	Water supply station
Torun	Coal supply station
Jablonowo P.	Water supply station
<del>Dawa</del>	Water supply station
Ostroda	Water supply station
Olsztyn	Coal supply station
Korsze	Water and coal supply station

3. There are about 24 trains leaving Frankfurt/Oder for Brest per day; of that number there are about 18 freight trains and six passenger trains (including the Blue Express). The traffic frequency did not increase during July and August 1953. However, as part of an economy drive, some brigades have to do two or three consecutive tours of duty before going on leave.
4. From Frankfurt/Oder to Brest the loads consist of machines (agricultural, textile, lathes), fast train carriages (new), refrigerator cars (new), small locomotives, small cars (new), textiles, shoes, china, and uranium ore. Coming from Brest the load consists of foodstuffs (meat and vegetable oil), iron ores and brass ores.
5. The following are train loads from Kostrzyn to Krolewicz: sugar, cement, textiles (mostly military), shoes. The train returns empty.