

CLASSIFICATION **SECRET**

CENTRAL INTELLIGENCE AGENCY

REPORT NO. **INFORMATION REPORT**

CD NO.

COUNTRY **Poland**DATE DISTR. **16 December 1953**SUBJECT **Frankfurt/Oder - Brest Railroad Line**NO OF PAGES **2**PLACE
25X100 ACQUIRED

NO. OF ENCLS.

DATE OF
INFO. SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

25X1X
SOURCE

1. Since the low rate of traffic of four trains per day on the east German rail line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No military traffic was observed. The two leave trains and the Blue Express are travelling their normal schedules.
2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month.
3. There have been no changes in the operations or the organization of the railway brigades during the past month. However, all trains from Frankfurt to Brest will be routed around Warsaw in October or November 1953. This will be difficult to carry out, as the line around Warsaw is not capable of handling normal brigade traffic.
4. The reason given for the reduction in normal traffic between 10 and 18 August mentioned is that the industrial quotas for the firms in East Germany were being given their usual periodic review. Until these were completed, no goods were shipped.
5. At present the brigades travel three main lines to the USSR

(The line to Rava Russkaya has been discontinued):

- a. To Brest:
Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Warsaw, Siedlce. Then on to Brest via Lukow-Terespol or Czeremcha-Wysokoe.

All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around Warsaw from Kutno to Plock, Sierpc, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabowo, Ostroleka, Malkinia and then back to Siedlce. This is the line which will be used after October or November.

25X1A

SECRET

-2-

- b. To Gerdauen (Zheleznodorozhny):
Kuestrin, Krzyz, Pila, Bydgoszcz, Torun, Jablonowo, Ilawa, Olsztyn,
Korsze, Gerdauen.
- c. To Dorohusk:
Guben, Zagan, Glogow, Leszno, Ostrow Wkp, Lodz, Tomaszow, Radom,
Deblin, Lublin, Chelm, Dorohusk.

The routes mentioned in a. above are travelled most frequently, the route in b. less frequently, and the route in c. only infrequently.

6. All lines used by the brigades are double track with the following exceptions, which are single track:
- a. The line Siedlce-Czeremcha and Czeremcha-Brest. A second track is now under construction between Siedlce and Czeremcha.
 - b. The entire detour around Warsaw described under 5.a. above.
 - c. Terespol-Brest.
 - d. Twenty kilometers from Dorohusk in the direction of Kowel.
 - e. Twenty-six kilometers south of Gerdauen toward Korsze.
7. There has been no new construction other than that mentioned. Construction of railroad lines is carried out by crews using hand tools only.
8. The principal bridges in the following locations are in good repair:
Frankfurt/Oder, Poznan, Warsaw, Terespol, Czeremcha, Torun, and the bridge over the Bug south of the junction at Malkinia.

SECRET