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no partisan activity was noted along the Frankfurt/Oder-Brest-Litovsk railroad line during 1953. Shortly before Christmas 1952, however, partisans attacked a freight train standing in the Mieski railroad station and stole sugar from three freight cars. The partisans escaped, and the Russian guard made no attempt to stop them.

2. In July 1953, 14 to 16 trains per day travelled between Frankfurt/Oder and Brest-Litovsk in each direction. The trains were always closed trains composed of passenger cars, refrigerator cars, and freight cars containing machine parts in cartons. Several liquid fuel trains were also observed; they totalled at least 120 axles, of which 30 axles consisted of armored railway cars, trains of empty cars, and fertilizer trains to Serdunen (Zheleznodorozhny).

3. In May and October of every year the trip schedules for railway columns are changed. In May 1953 a change in personnel was made. Formerly every brigade consisted of 11 men. After May 1953, however, a brigade consisted of 12 men.

4. The 14 to 16 trains per day between Germany and Brest-Litovsk contain machine parts, gasoline, uranium, passenger and refrigerator cars, cranes, and dredgers. No troop trains or passenger trains were observed. Machine parts are for the most part packed in cartons and shipped in closed trains which consist of freight cars and flat cars, a locomotive, a brigade car and an accompanying car containing one Russian officer and five to six enlisted men. Such trains consist of 100 to 120 axles. Gasoline trains consist of a locomotive, a brigade car, an accompanying car containing one Russian officer and five to six enlisted men, ten flat cars, that is, protection cars (Schutzwagen), two-axle tank cars with 200 to 300 hectoliters capacity, and four-axle tank cars with a capacity of 600 to 640 hectoliters. For the most part there are 25 to 30 tank cars per train. The 6 to 10 flat cars, that is, protection cars, are at the end of the train. There are no special guards on these trains except for the Russian accompanying car. The number of axles varies. Uranium trains consist of a locomotive, a brigade car, a Russian accompanying car, 25 to 30 freight cars, a two-axle accompanying car containing up to 10 GPU men, and then 20 to 30 freight cars. The entire train consists of 100 to 120 axles. Telephone line cars from the Russian accompanying car

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of the GPU throughout the entire train. Trains consisting of refrigerator cars and passenger cars are usually made up of 18 to 20 four-axle cars. Such trains consist of a locomotive, a brigade car, the refrigerator or passenger cars, and, at the end of the train, 10 flat cars loaded with Russian-gauge axles, which are put on the refrigerator or passenger cars in Brest-Litovsk.

5. The Rawa-Ruska-Frankfurt/Oder line is not in operation.
6. Approximately three uranium trains per week travel from Frankfurt/Oder to Brest-Litovsk. These trains consist of 50-60 closed cars. The loading weight of the cars amounts to 1,200 to 1,300 metric tons. Only the Russian accompanying officer carries transport papers for the train. It is not known exactly how the transport papers are handled.
7. No other trains are handled in the same manner as the uranium trains.

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8. The following table shows the condition of the rail lines between rail junctions between East Germany, Poland, and the USSR.

<u>Rail Line</u>	<u>Condition of Track</u>	<u>No. of Tracks</u>	<u>Comments</u>
Frankfurt/Oder to the Oder Bridge	Newly laid; tracks are from Maxhütte; wooden sleepers on both sides are fastened to the splice strip with one screw each.		
Oder Bridge-Kunowice	Good	2	
Kunowice-Reppen	Good	2	
Reppen-Schwiebodzin	Good	2	
Schwiebodzin-Opalenica	Good	2	Right Track under repair
Opalenica-Poznan		2	
Poznan-Konin	Good	2	
Konin-Kutno	Good	2	
Kutno-Sochaczew	Good	2	
Sochaczew-Warsaw		2	Right track under repair
Warsaw-Minsk	Good	2	
Minsk-Siedlce	Good	2	
Siedlce-Lukow	Good	2	
Lukow-Brest Litovsk	In bad condition; fill consists of fine gravel		
Siedlce-Czeremcha	Poor; fill consists of fine gravel	1	

9. On all the above listed lines sleepers for the most part are of wood except for those from the Oder Bridge to the new border railway station now under construction, where sleepers are of concrete. The fill for the most part is road gravel, except for the line from Lukow (see above), where the fill is of fine gravel. Two lines branching off from Malaszewice on the Lukow-Terespol line are under construction; it is not known where the lines lead to. Construction work is carried on by Polish railway men.

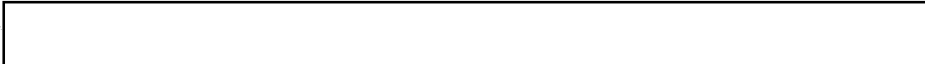
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 On the whole railway line to Brest the top speed permitted is 60 kilometers per hour for freight trains and for military trains 80 kilometers per hour up to Lukow, then only 60 kilometers per hour.
11. The Oder Bridge in Frankfurt is a new construction, but currently trains may travel only 30 kilometers per hour on the bridge. The bridge is guarded by one Russian on the German side of the Oder and by one Russian in a tower with a searchlight on the Polish side. The bridge across the Vistula near Warsaw is also a new construction and is guarded by Polish railway police. The bridge across the Bug near Brest is new; it is guarded by four members of the Polish border commando.
12. The Frankfurt/Oder column has about 130 to 140 locomotives. Some of them are in poor condition, especially those constructed between 1941 and 1944. In Poland all locomotives burn mineral coal from Upper Silesia.
13. In Brest transloading of trains containing cartons of machine parts is done with cranes, manned by eight to ten men. The trains arrive on the German track and are shunted to the Russian railway yard, where transloading takes place. Refrigerator and passenger trains are transloaded as follows:

The Russian-gauge axles, which are manufactured in East Germany and transported along with the passenger or refrigerator trains, are loaded onto the Russian track by cranes. After the cars are loosened from the German axle trucks, they are lifted up and placed down on the Russian axle trucks, to which they are made fast. This operation requires 12 to 15 Russian railway workers.

14. The column in Frankfurt/Oder has its own independent office; it is under Reichsbahn Office 7 and then under the Reichsbahn Directorate in Berlin. The manager of the office for the brigades is Koeller (fnul); he is 40 years old and lives in Frankfurt/Oder. The column in Frankfurt/Oder consists of from 120 to 150 brigades. They are numbered serially. Brigade personnel live in cabooses (Wohnwagen). Brigade personnel are replaced from reserve brigades which are stationed in Frankfurt/Oder and also live in cabooses. The number of personnel in the reserve brigade is not known. A brigade consists of 12 men: three locomotive engineers, three locomotive firemen, three train commanders, (Zugfuhrer) and three train conductors. Russian accompanying personnel usually consists of one officer and six enlisted men, except in the case of special trains, such as those carrying uranium, which carry one officer and usually eight GPU men.

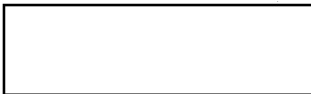
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Station	Length of Stop	Reason
Frankfurt/Oder switcher		
station passenger train	30 minutes	
Kunowitz	30 minutes	
Repper	30 minutes	Taking on board Polish pilot
Schwiebedzin	10 minutes	Water supply point
Zbaszyn	30 minutes	Report (Angeben) of train commander
Opalenica	10 minutes	Water supply point
Poznan	1 hour	Change of pilots and report of train commander
Brzezina	10 minutes	Water supply point
Konia	1 hour	Coal supply point

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<u>Station</u>	<u>Length of Stop</u>	<u>Reason</u>
Kutno	1 hour	Change of pilots and water supply point
Sochaczew	3 hours	Coal supply point
Warsaw	2 hours	Change of pilots, water supply point, report of train commander
Lukow	3 hours	Coal supply point
Malaszewice	3 to 12 hours	For recall (Abrus)
Terespol	2 hours	Document and Customs control
Brest	24 hours	Lay-over until return trip

At all the stations inside Poland where the train stops for a long period of time it is possible to get off the train, move about, and even leave the station.

16. Each brigade has an established work plan. Everyday each man has six hours duty and then twelve hours off. Each brigade has to make three trips per month. Each of the trips lasts an average of six days for the round trip. Sometimes, with good traffic conditions, a round trip can be made in five days. Each man has as many days off as there are Sundays in the month, and on his days off he may travel directly to his home.
17. The following are the chief articles which the men smuggle into Poland:

<u>Article</u>	<u>Price</u>
Combs	1 to 5 Zloty each
Egolit (sic)	25 to 30 Zloty per meter
Chiffon kerchiefs	65 to 70 Zloty each
Ball-point pens	15 to 20 Zloty each
Sunglasses	25 to 50 Zloty each
Sewing needles	1 to 2 Zloty each
Alarm clocks	100 to 200 Zloty each

Most of the smuggled goods are hidden in the coal tenders of the trains. Polish railway workers come to the stations to the brigadiers' living quarters (caboose) and purchase the smuggled goods. Usually, purchases are made by the same persons. The German railroaders use the zloty thus obtained to purchase additional food. It is impossible to sell smuggled goods in Brest because German railroaders are forbidden to leave their cabooses and are under very strict control.

18. The manner in which checks are carried out at various control points varies a great deal. Polish document and customs controls are usually perfunctory except for the control at Terespol. The Russian document and customs control which is made upon arriving at Brest is very strict. During a strict control all of the possible hiding places in the cabooses have to be opened for inspection, and the inspectors knock on all the walls of the caboose, searching for concealed caches of contraband goods. On the locomotive all the tool chests have to be opened, and even the safety lights are unscrewed. At the Russian check point near Brest all food has to be shown, and often loaves of bread are cut in two in the search for contraband. Onions and potatoes are locked up in a chest.

19. Every brigade commander has to go to the border pass officer before beginning a trip; there he receives a pass for which he signs. At the border pass office a money and clothes declaration list is filled out, which each brigade member has to sign. No one may take more than 50 DM along with him on the trip. The train commander takes charge of the declaration lists and presents them at check points.
20. A new railway station is under construction in Vysokoe on the Czeremcha-Brest line. It is alleged to be a border station.
21. Derutra offices in Frankfurt/Oder are located in the switching station between the operations buildings and the Stellwerk Mitte. The offices are in a building similar to a barracks; it is about 50 meters long. Transport police and Polish wagon masters are housed in the same building.