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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO. 25X1

COUNTRY Poland

DATE DISTR. 1 February 1954

SUBJECT Railroad Traffic Between Frankfurt/Oder and Brest

NO. OF PAGES 2

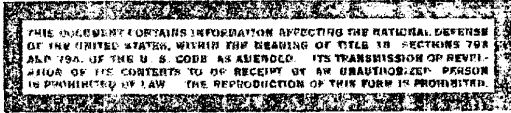
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NO. OF ENCLS (LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT TO REPORT NO.



THIS IS UNEVALUATED INFORMATION

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1. According to rumors [redacted] partisan activity was steadily increasing as of late September 1953. No counter-measures [redacted] known [redacted] 25X1
2. In late September 1953 there were eight to eleven trains leaving Frankfurt/Oder daily for Brest-Litovsk. Traffic was showing a tendency to increase. In addition to the eleven trains per day, three other trains left daily for Brest between 14 and 24 September. They were passenger trains transporting Russian Air Force officers and men from East Germany to the USSR. Of the usual eleven trains which leave daily, four are usually passenger trains and seven freight trains. The freight trains from Frankfurt/Oder to Brest are loaded with heavy machines, electrical equipment and machinery, engines (sic), lathes, prefabricated steel bridges, textiles (finished products) and corn. The freight trains from Brest to Frankfurt/Oder are for the most part loaded with small arms, heavy armored cars (not tanks), light armored cars and armor plate which is to be assembled in German factories.
3. Security precautions concerning the contents of trains have been increased. New forms containing the regulations and a warning, plus a pledge of secrecy, have been circulated among brigade members. These are taken up after they have been signed by each railroader.
4. Heavy equipment transports are composed of the following cars:
 - locomotive
 - German escort car
 - Russian escort car
 - crane car
 - 6 "Tiefladewagen"¹ - each car has six to eight axles, making about 100 axles per train

25 YEAR RE-REVIEW

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CLASSIFICATION: SECRET

STATE	Ev	x	NAVY	x	NSRP		DISTRIBUTION		ORR	Ev	x
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German escort car
Russian escort car
G-cars (box cars)
protecting cars
O-cars with ammunition

Textiles are carried on the trip to Brest and ammunition on the return trip to Frankfurt/Oder; textiles are transported in G-cars, ammunition in O-cars, with 20 axles of empty cars (protecting cars) between the ammunition cars and the Russian personnel car; one train usually has 118 to 120 axles.

7. Completely new O-cars leave Frankfurt for Brest at the rate of about three trains per day (with normal traffic about 18 to 20 trains per day). They go to Brest empty and do not return to Frankfurt. It is believed that they are used in Polish territories annexed by the Russians.

1. Comment. "Tiefladewagen" are depressed center flat cars.

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