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INFORMATION REPORT

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SUPPLEMENT TO REPORT NO.

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- Approximately 15 trains passed through the Frankfurt/Oder shunting station going to and from Brest Litovsk. The trains were loaded with machinery parts, dredgers, and uranium, or consisted of new passenger cars and refrigerator cars from East Germany on the way to the USSR. During harvest time a few trains with threshing machines and grain were observed coming from Brest. An unidentified number of military transports passed through the shunting station; most military transports were routed through the passenger station. The exact number of military transports was not known. The only passenger train observed was the Blue Express, which passed through the passenger railway station on the way to Brest daily, once on the way to Brest and once coming from Brest.
- Machine parts were packed in cases and transported in a closed train consisting of gondola cars and box cars. Such trains usually had from 100 to 120 axles. The composition of such trains was as follows: locomotive, brigade car, Russian escort car occupied by one officer and five enlisted men, and then the gondolas and box cars.
- Trains consisting of new refrigerator cars and passenger cars destined for the USSR consisted for the most part of from 20 to 25 cars. An unidentified number of gondola cars (O Wagen) loaded with Russian-gauge axles always accompanied such trains. The composition of the trains was as follows: locomotive, brigade car, Russian accompanying car with one officer and five enlisted men, the refrigerator and/or passenger cars, and finally the gondola cars loaded with Russian-gauge axles. The refrigerator and passenger cars had four axles.
- The exact number of uranium trains which pass through the Frankfurt/Oder shunting station was not known, but it was estimated that two to three such trains went through to Brest each week. The trains for the most part bore no bills of lading. When bills were observed on the trains they stated only that the route was from Frankfurt/Oder to Brest. Uranium trains usually consisted of from 50 to 55 cars which were closed and sealed. Such trains were from 100 to 120 axles long. The load weight

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25 YEAR RE-REVIEW

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of uranium trains was not known. The following was the composition of uranium trains: locomotive, brigade car, Russian **escort car** occupied by one officer and from five to six enlisted men, and the sealed uranium cars. As a special security measure there is a Russian **escort car at the center** of each uranium train. This car is allegedly occupied by Russian GPU (sic) agents and is connected with all the other cars in the train by telephone. At the end of the train in the brake housing of the next to last car, a Russian sentry with a machine pistol is posted. The transportation papers for uranium trains pass only through Russian hands.

the loading number of trains corresponded exactly to the train number as it appeared on the traffic schedule.

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5. The top speed for trains passing through Poland was 60 kilometers per hour for freight trains and 80 kilometers per hour for passenger trains.
6. The condition of the railway cars is poor on the average. The following kinds of cars go from East Germany to Poland:

O Gondola Cars (Offener Gueterwagen)	2 axles 15 tons Loaded with potatoes, coal, bales of hay, which are sometimes packed crates.
OO Gondola Cars	4 axles 25-30 tons Loaded with mineral coal, large freight (Grossgueter) and ores. All gondola cars which are marked with a white color can be used only for the transport of ores.
G Boxcars (Geschlossener Gueterwagen)	2 axles 15-30 tons Loaded with potash, grains, uranium or military personnel.
GG Boxcars	3-4 axles 15-45 tons Loaded with uranium, heavy parts packed in cases.
R cars (with wooden side racks (Rungenwagen))	2 axles 15-20 tons Loaded with wood, light vehicles and light iron pipe.
RR cars (with iron side racks)	4 axles or more 25-80 tons Loaded with heavy vehicles, threshing machines and heavy iron parts.
S cars (with iron side racks and metal superstructure (Eisenaufbau))	2 axles 15-20 tons Loaded with rails and iron parts.
SS cars (with iron side racks and metal superstructure)	4 axles 20-35 tons Loaded with rails, heavy iron parts and heavy vehicles.

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EST Flat Cars - so-called Tiefladewagen (depressed center)	4 axles or more 100-170 tons Loaded with transformers.
RRM Iron Flat Cars	4 axles 80 tons Only for tanks (these cars were first used in 1952).

The total number of cars in operation was not known. It was estimated however that at least 50 percent of cars in operation were in need of repair. Nothing was known concerning new construction of cars and locomotives.

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[redacted] locomotives used mineral coal from Upper Silesia while travelling through Poland.

The trip schedule for the column in Frankfurt/Oder is changed twice each year, in May and in October. In 1953 the number of brigade personnel per train was increased from 11 to 12 men. The column in Frankfurt/Oder is an independent office and is under the jurisdiction of Reichsbahnamt 7. The director of the column is Moeller (fnu), who resides in Frankfurt/Oder. The column in Frankfurt/Oder has from 125 to 130 brigades. Brigade personnel are billeted in cabooses (Wohnwagen). Replacements of personnel are made from replacement brigades, the number of which is not known. A brigade consists of 12 men: three locomotive engineers, three locomotive firemen, three conductors and three train commanders.

Brigadiers' working hours are regulated by a work plan. Every brigadier has to perform at least six hours of duty a day and has 12 hours off. Each brigade is required to make at least three round trips a month. Each round trip lasts five to six days. Every brigadier has as many days off each month as there are Sundays in the month. During their time off, brigadiers always stay in the cabooses, except when they are at their home.

The following are the chief items which brigadiers smuggle, along with the price received for each item:

Ball point pens	20-25 zloty each
Chiffon scarves	60-70 zloty each
Sun glasses	15-40 zloty each
Sewing needles	80-100 zloty per hundred
Combs	1-5 zloty each
Alarm clocks and watches	100-150 zloty per watch

Most of the goods smuggled are turned over to Polish railway workers, and it is rumored that certain persons in civilian dress always appear at a spot outside the entrance to the station and pick up the smuggled goods.

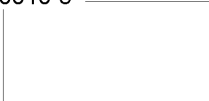
Little was known concerning the papers and documents required by brigade personnel. It was known however that each brigadier, before starting on a trip to Brest, has to report to the border pass office and sign for his border pass. The declaration of money and personal effects is made out at the border pass office. Each brigadier may take only 50 DME with him, and each declaration of money must be signed by the brigadier himself. The train commander retains these papers and presents them at certain check points. For regular freight trains the train commander carries the train papers; in the case of uranium trains, however, all train papers are kept by the Russians.

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11. The Derutra offices in Frankfurt/Oder are located at the [redacted] ng station between the shop buildings (Betriebsgebäude) and the middle signal tower. The building is about 50 meters long, is constructed of stone and resembles a barracks. Only completely convinced SED members are reportedly employed at Derutra.

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