

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

[Redacted Box]

COUNTRY

East Germany/Poland

DATE DISTR. 2 September 1954

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SUBJECT

1. Dissolution of the Railroad Brigades to Brest-Litovsk
2. Arrests in the Ministry of Railroads

NO. OF PAGES 2

PLACE REQUIRED

[Redacted Box]

NO. OF ENCLS. (LISTED BELOW)

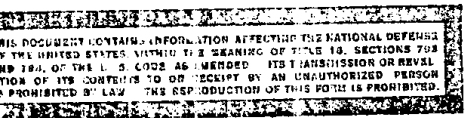
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DATE OF FC

SUPPLEMENT TO REPORT NO

640913

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THIS IS UNEVALUATED INFORMATION

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1. The German railroad brigades in Frankfurt/Oder were to be dissolved as of 30 June 1954. At that time, 120 locomotives were to be turned over to the Polish railroad authorities, and normal traffic between Frankfurt/Oder and Brest-Litovsk after 30 June was to be handled by Polish railroad crews, using the locomotives which were turned over. Apparently the yards south of Frankfurt/Oder and west of the Oder River bridge were to be used as the main shunting yards in the west. Polish train crews were to cross the border into Germany to pick up the trains intended for Brest-Litovsk. After 30 June, only 30 railroad brigades were to be kept in Frankfurt/Oder for traffic within East Germany.
2. As of 14 May, traffic to Brest-Litovsk from Frankfurt/Oder amounted to 6 to 15 trains per day in both directions. The traffic to Brest-Litovsk consisted of machine parts as well as large sections of steel construction, such as cranes, etc. There was an average of one troop train daily leaving empty for Brest-Litovsk. The traffic from Brest-Litovsk consisted primarily of coal, ore and grain shipments.
3. Ervin Franer, of the East German Ministry of Railroads, was observed in Brest-Litovsk on 22 April 1954 on his way to a meeting in Moscow in connection with the turnover of the railroad brigades. Franer was accompanied by Kusanke (fru).
4. As of the time of observation, there had been no changes in the organization of the East German railroad brigades except for small-scale purgings, and new employees were still being hired.
5. Members of the East German brigades believe that the transfer of the responsibility for the Frankfurt/Oder - Brest-Litovsk run to the Poles took place because of the desire of the Soviets to have better control over the locomotives and to protect them against sabotage or other damage, as far as possible. The 100 to 120 locomotives used for this run are part of a group of 300 German locomotives which the Soviets confiscated. The rest of the 300, mostly of type 50, are being carefully conserved. They are kept in stations at Guben, Cottbus, Puerstenuwalde, Angermuende, Forst-Land and other places, and are only taken out occasionally on runs.

Members of the Ministry of Railroads have been

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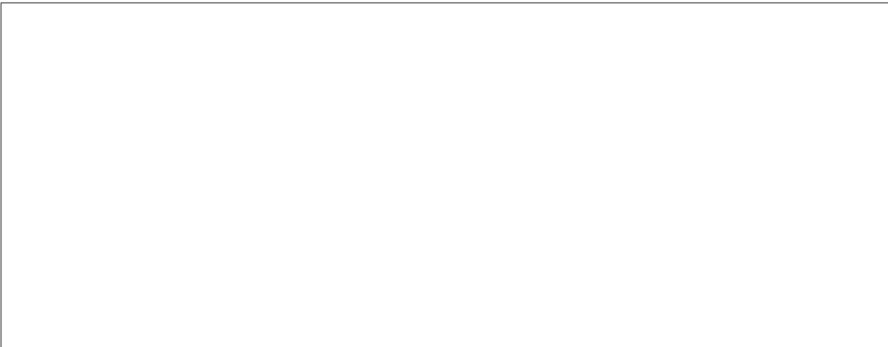
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arrested:

- Bessel (fau), Leiter der oberen Verkehrs- und Betriebsabteilung
- Kushke (fau), Hauptverwaltung Betrieb
- Voss (fau), Abteilung **Wagenwirtschaft**
- Vieweger (fau), Abteilung **Wagenwirtschaft**
- Engelmann (fau), Abteilung **Wagenwirtschaft**
- Teigt (fau), Abteilung **Güter- und Wagenverkehr**
- Miss Pfennig (fau) - since released. ¹



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