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INFORMATION REPORT

REPORT

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COUNTRY

Poland/East Germany

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SUBJECT

Itinerary of a Run on the Frankfurt/Oder -
 Brest/Litovsk Line

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THIS IS UNEVALUATED INFORMATION

1. On 30 April 1954 freight train [redacted], 116 axles, loaded with machine parts, left Frankfurt/Oder at 10 a.m. The German personnel of the train totalled eight: two engineers, two firemen, two conductors, and two Fahrdienstleiter. The Soviet personnel, commanded by a senior lieutenant, totalled 12 men, including a cook.
2. The train left track 115 at the Frankfurt/Oder freight station and went through the border customs check. It was checked by eight East German officials with dogs, and also by Soviet soldiers. The inspection lasted about an hour.
3. The Polish customs inspection took place at the Polish station of Kunowice (Kunersdorf). Four Polish militiamen with dogs carried out the inspection. The Polish officer checked the documents of the German personnel and inspected the locomotive, tender, and living car.
4. At the Rzepin (~~Wozna~~) station a Polish "pilot" boarded the train (this is standard operating procedure). At times a train is forced to wait as much as several hours for the "pilot".
5. The train stopped for water at Swiebodzin (~~Schwiebus~~) for ten minutes.
6. At the Nowy Benczin station, as usually happens, the train stopped for 15 or 20 minutes to allow Polish railroad personnel to register the rolling stock and load of the train. Trains are often made to wait at this station because priority is afforded to Polish trains.
7. The train arrived at Poznan in the evening of 30 April. The normal stopping time there is 15 minutes for water and coal. The Polish "pilot" is replaced there.
8. At Wrszonia the normal stop is ten minutes unless another train from East Germany is on its way, in which case there can be a delay of hours. Another registration of the train's contents is made there.
9. At Konin there is a stop of two hours for water, coal, oiling, etc.

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-2-

10. At Kutno there is another stop, lasting 20 or 30 minutes, for registration of rolling stock and replacement of the Polish "pilot".
11. At the Sochaczew station the stop is normally two hours, but it can be as long as six hours because of Warsaw suburban train traffic.
12. The stop at the Warsaw-East station normally lasts one to 1½ hours, for replacement of the "pilot", water, cleaning the furnace, and registration of rolling stock.
13. At Siedlce trains generally stop for three hours waiting for the further route to be announced. If the train is routed through Czeremcha, water and coal are taken on at Siedlce. If the route is through Terespol, coal is taken on at Lukow. At Siedlce the "pilot" is again replaced. Train [] was routed through Terespol.
14. A stop is made at Male Weliczce¹ to await communications from Brest-Litovsk.
15. At Terespol there is a Polish customs inspection of a perfunctory nature, lasting 45 minutes.
16. The Soviet customs inspection takes place at the Bug. It is also not strict. Trains here take on Soviet militia who accompany them to Brest-Litovsk, watching the German personnel carefully.
17. Train Number 71092 arrived at Brest-Litovsk at 3 a.m., 4 May. The German locomotive is separated from the train there for fueling, oiling, cleaning, etc. and replaced by a Soviet locomotive. The German sleeping car is also separated, [] The German personnel usually waits a minimum of 24 hours for a return train, staying at a special "Club House" where the Germans are able to meet only those Russians who are employed there. However, the Germans do have an opportunity to meet Soviet railroad personnel at the station.
18. Source started back to Frankfurt/Oder at 11 p.m., 4 May, in a train of 113 axles, carrying alcohol. The number of the train and its documents are communicated to the German personnel only after crossing the Polish border. The Soviet guard personnel is made up of different individuals. If the train returns to East Germany empty, there is no Soviet guard detail.
19. The same route is followed on the return journey, unless the train's cargo exceeds the loading maximum of the railroad bridges along the line. In this case, from Szzzelcy² on it takes a route where there are no bridges, generally on seldom used lines going through sparsely settled country.

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