

INFORMATION REPORT CD NO.

COUNTRY East Germany/Poland/USSR DATE DISTR: 12 November 1954

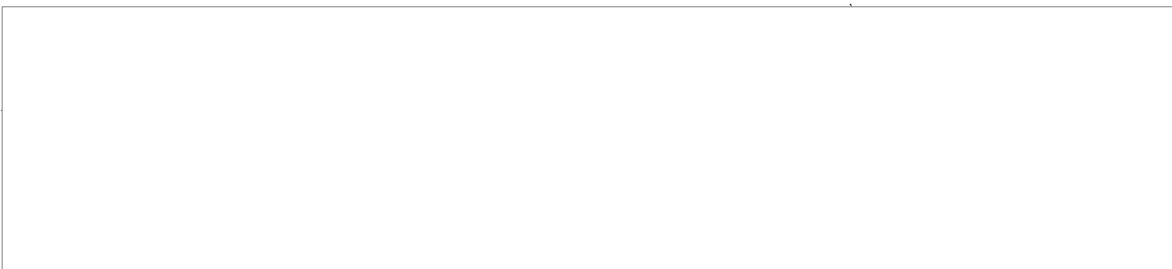
SUBJECT Reorganization of Soviet Transit Traffic through Poland 619613 NO. OF PAGES 7

PLACE ACQUIRED [Redacted] NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO [Redacted] SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION



- a. Military personnel, luggage, and express goods are conveyed between the USSR and the GDR through Poland in special Soviet military transit trains which operate as follows:
 - (1) Brest Litovsk - Frankfurt/Oder - Berlin
Brest Litovsk - Frankfurt/Oder - Wuensdorf
 - (2) Brest Litovsk - Frankfurt/Oder
 - (3) Brest Litovsk - Frankfurt/Oder - Magdeburg
 - (4) Brest Litovsk - Frankfurt/Oder - Cottbus - Dresden - Erfurt and return.
- b. The trains mentioned must not be used for the conveyance of personnel, luggage, and express goods from the GDR or the USSR to Poland and vice-versa. Transit traffic through Poland is subject to the regulations of the International Railroad Passenger Traffic (SMGS) and the regulations in force for the traffic of Soviet military personnel on Polish railroad lines.
- c. Tickets for Soviet transit traffic will be issued and luggage will be dispatched by Soviet railroad personnel at the Berlin Ostbahnhof, Wuensdorf, Frankfurt/Oder, Magdeburg Hbf (main railroad station), Erfurt Hbf, and Dresden Hbf railroad stations. Luggage and express goods are exempt from customs duties.
- d. Transit trains will be composed of Soviet-owned cars and cars rented from the GDR State Railroads. Soviet transit.

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trains operating in the GDR will be subject to German regulations. Timetables for military transit passenger trains will be arranged among the administrations of the three railroad systems involved. The Polish Railroad Ministry will issue timetables for these trains in Russian, Polish and German.

- e. Soviet transit trains will be accompanied by Soviet train crews on the entire route; tractive power between Frest Litovsk and Frankfurt/Oder will be provided by locomotives rented from the GDR State Railroads; these locomotives will be operated by Soviet locomotive engineers. Polish locomotives made available on this line section for Soviet transit trains will be operated by Polish locomotive engineers.

Transit trains in the territory of the GDR will be pulled by GDR locomotives operated by German personnel. Transit trains in the GDR will be escorted by a German chief conductor and another conductor.

Soviet personnel on transit trains will be permitted to use railroad offices and day rooms of German railroad personnel. Offices required for the issuance of tickets and the handling of luggage will be made available to Soviet railroad personnel at the Frankfurt/Oder, Berlin-Guthahnhof, Kuensdorf, Magdeburg, Dresden, and Erfurt railroad stations.

The railroad telephone and teleprinter nets will be available to the Soviet personnel of transit trains for official communications.

- f. Soviet train personnel operating on GDR territory will be provided with fuel, lubricants, and water at the stations mentioned in timetables. Facilities for the removal of cinders will also be provided at these stations. Locomotives of Soviet military passenger trains hired out by the GDR railroad administration will be sealed in Frankfurt/Oder.
- g. Locomotives and cars of military passenger trains will be turned over to Polish railroad authorities or taken over from these authorities in Frankfurt/Oder in exchange for documents kept separately for locomotives and rolling stock.
- h. Locomotives and railroad cars of transit trains which cannot continue their trip in Poland because of damages will be turned over for repair either to GDR or Soviet railroad agencies.
- i. The GDR railroad administration will perform periodic repair and maintenance work on locomotives and passenger cars hired out to the USSR. Regarding locomotives, an L 0 repair will be performed every 9 months, an L 2 repair every 18 months, an L 3 repair every 3 years, and an L 4 repair every 6 years. Regarding rolling stock, RJU inspections will be held twice a year, and a RHU inspection twice every five years. Locomotives will be delivered by Soviet personnel to a railroad repair shop at Meiningen, rolling stock will be turned over at the Frankfurt/Oder railroad station.

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- k. On the territory of the GDR, German personnel will be responsible for the security of Soviet military transit trains. German railroad personnel may escort Soviet military passenger trains also on Polish territory.
- l. All cases not covered by DV 506-I, will be settled on the basis of the international agreement on railroad passenger traffic (SIGS); the regulations concerning the utilization of rolling stock in international passenger and freight traffic (PPW); the Soviet-Polish agreement on railroad border traffic; and the Polish-German agreement on such traffic.
- m. The following German railroad equipment was lent by the GDR railroad administration to the USSR railroad administration for Soviet military transit traffic:

class O1 locomotives	: 20 units
caboose for locomotive column Nr. 42 in Brest Litovsk	: 20 units
long-distance cars equipped with berths (steel design)	: 66 units
1st and 2nd class long-distance cars	: 11 units
3rd class long-distance cars for 28 passengers	: 25 units
3rd class long-distance cars for 32 passengers	: 30 units
express train coaches	: 57 units
baggage cars	: 18 units
mail cars	: 4 units
tank cars	: 12 units

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2. The following information was excerpted from new regulations on Soviet troop movements in transit through Poland, which were issued by the GDR Ministry of Railroads and went into effect on 1 July 1954:

- a. The regulations cover troop trains of the Soviet army which will be given special [] and shipments of military goods dispatched or received by Soviet troop units or Soviet army agencies. The latter trains will also be given [] 2
- b. Troop trains and trains with military goods will operate on Polish railroad lines between:

Kuestrin-Altstadt	and Zheleznodorozhny (Gerdauen);
Frankfurt/Oder	and Brest Litovsk;
Frankfurt/Oder	and Wysoko Litovsk;
Cuben	and Yagodin.

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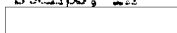
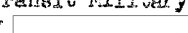
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- c. The GDR railroad administration will make empty cars available at Soviet border stations for Soviet troop trains operating from the USSR to East Germany on request of Soviet military transportation agencies in the GDR. These cars will have to be cleaned, disinfected, and equipped with dismantable facilities on the basis of present GDR regulations. These cars, while en route to Soviet border stations, will be sealed and escorted by Soviet military personnel. 4

- d. On Polish railroad lines dangerous freight will be subject to all the regulations governing the handling of such goods in Poland.⁵ Military trains and shipments from the USSR to the GDR and vice-versa will be handled as far as Soviet border stations and consigned to the transloading points of the USSR Ministry of National Defense.

- e. For trains operating from the USSR to the GDR, shipping papers, according to Soviet regulations, will be made out as far as Soviet border stations. From these border stations to places in Germany, shipping papers as called for in international freight traffic (SMGS) will be made out. Similar arrangements will be made for trains operating from the GDR to the USSR. 6

- f. For each military train, bills of lading and freight cards will be made out in quadruplicate. Shipping papers for military trains will be marked, in red ink or by stencils, in the upper right-hand corner as "Transit Military  or "Transit Military  The number of cars and their axles will be marked on shipping papers. 7



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a) Time Schedules and Train nos:

Gubin - Guben

Gubin	0,34	2,10	4,40	6,50	8,07	9,00	9,50	11,47	12,36	13,50	14,51	18,40	19,34	19,52	21,52	23,07
Border	<u>0,40</u> 0,41	<u>2,18</u> 2,19	<u>4,48</u> 4,49	<u>6,58</u> 6,59	<u>8,13</u> 8,14	<u>9,07</u> 9,08	<u>9,58</u> 9,59	<u>11,55</u> 11,56	<u>12,43</u> 12,44	<u>13,58</u> 13,59	<u>14,59</u> 15,00	<u>18,48</u> 18,49	<u>19,41</u> 19,42	<u>20,01</u> 20,02	<u>21,59</u> 22,00	<u>23,15</u> 23,16
Guben	0,47	2,28	4,58	7,07	8,20	9,15	10,08	12,05	12,53	14,07	15,09	18,57	19,49	20,10	22,09	23,25
Load in tons (120 axles)	1500	1600	1100 1700	1600	1100	1000	1100	1500	1500	1700	1100	1600	1000	1500 1700	1100	1100 1700

Guben - Gubin

Guben	1,18	2,35	4,02	6,10	7,48	8,37	10,30	11,18	12,13	13,00	15,16	17,00	18,10	21,31	22,15	23,33
Border	<u>1,24</u> 1,25	<u>2,41</u> 2,42	<u>4,09</u> 4,10	<u>6,16</u> 6,17	<u>7,55</u> 7,56	<u>8,45</u> 8,46	<u>10,36</u> 10,37	<u>11,25</u> 11,26	<u>12,20</u> 12,21	<u>13,08</u> 13,09	<u>15,23</u> 15,24	<u>17,07</u> 17,08	<u>18,17</u> 18,18	<u>21,38</u> 21,39	<u>22,21</u> 22,22	<u>23,40</u> 23,41
Gubin	1,32	2,49	4,19	6,24	8,04	8,54	10,44	11,33	12,29	13,17	15,32	17,16	18,26	21,46	22,29	23,49
Load in tons (120 axles)	1100	1100	1500 600	600	600	1100	600	800	1100	1100	1500	1500 600	1100	800	600	1100 600

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Guben - Gubin



freight train with attached passenger cars

"Uebergabezug"

transit train to Yagodin

- " " to " (military train)
- " " to Czeremcha
- " " to Yagodin
- " " to Yagodin or Czeremcha
- " " to Yagodin (military train)
- " " to Czeremcha
- " " to Yagodin (military train)
- " " to Czeremcha

coal train (empty)

- " " "
- " " "
- " " "
- " " "
- " " "

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Gubin - Guben



freight trains with attached passenger cars

"Uebergabezug"

transit train from Czeremcha

- " " from Yagodin
- " " from Yagodin or Czeremcha (non-scheduled)
- " " from Yagodin
- " " from Czeremcha
- " " from Yagodin
- " " from Czeremcha
- " " from Yagodin
- " " from Yagodin

coal train

- " "
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- " "

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1. Comment. This regulation only covers the traffic of military personnel between the USSR and the GDR. Previously, this traffic was handled by the so-called "Blue Express" operating daily between Berlin and Brest Litovsk via Frankfurt/Oder and vice-versa, and two leave trains operating between Frankfurt/Oder and Brest Litovsk and vice-versa. Since July 1950, these trains had been operated by Soviet locomotive column No 42 which consisted of Soviet personnel and used German express train locomotives. A total of 20 class-O1 locomotives were used for these purposes. These locomotives are henceforth to be rented to the Soviets.
2. Comment. This regulation covers the so-called military shipments, i.e. Soviet troop trains and supply shipments operating in transit through Poland. Prior to 30 June 1954, these trains were handled by German locomotive columns. According to the new regulations, they will be handled by Polish personnel while on Polish territory. A total of 72 German locomotives have been lent out to the Poles for this Soviet transit traffic.
3. Comment. The border stations mentioned were previously used for Soviet transit traffic.
4. Comment. It is noteworthy that the GDR railroad administration will continue to provide rolling stock for Soviet transit traffic. This regulation involves a considerable strain on the GDR railroad equipment.
5. Comment. This regulation requires, for example, that ammunition shipments through Poland will have to be provided with crash cars and specially marked.
6. Comment. SMIS is a Russian abbreviation and refers to the agreement concluded between Eastern Bloc states on mutual rail freight traffic.
7. Comment. This information indicates that shipment record numbers consisting of index numbers and [redacted] will continue to be used for all Soviet shipments.
8. Comment. This timetable shows that a total of nine trains will operate daily in both directions through the Guben border station for the Poles. Prior to 1 July 1954, Soviet transit traffic was handled by only eight trains.
The other 10 trains mentioned operate between the GDR and Poland mostly in connection with GDR hard coal imports from Poland.

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