

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT [ ]  
CD NO.

COUNTRY East Germany/Poland  
SUBJECT Operations of the "Blue Express"

DATE DISTR. 14 April 1955  
NO. OF PAGES 2

PLACE ACQUIRED [ ]  
DATE OF INFO. [ ]

NO. OF ENCLS. (LISTED BELOW) 25X1  
SUPPLEMENT TO REPORT NO. 25X1

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[ ]

25X1

1. [ ] The "Blue Express" train operates between Berlin and 12 January, and 16 and 18 January 1955 respectively. The previous time schedule of the train was slightly modified. On the return journey, the train stopped for 100 minutes at Frankfurt/Oder compared to 40 minutes on previous journeys. The three trips proceeded according to schedule, except for a delay of one hour, which was caused by snow drifts in Poland during the last trip. The trains were only slightly occurred. No noteworthy observations were made.

2. In December 1954, a female Soviet train conductor stated that the "Blue Express" was to operate as far as Moscow after 5 January 1955. A Soviet railroadman in Brest-Litovsk said, however, that he did not know anything definite about this plan. He appeared to be rather sceptical because of a shortage of suitable coaches. It was learned that only one complete train capable of being converted from standard gauge to Soviet gauge was available. No convertible dining car exists. On 16 January, the "Blue Express" operated only as far as Brest-Litovsk.

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1. [ ] Comment. The "Blue Express" is a Soviet leave train operating between Frankfurt/Oder and Brest-Litovsk. It is believed that the stop of this train in Frankfurt/Oder was extended in order to make stricter customs controls possible.

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2. [ ] Comment. In order to have the "Blue Express" operate as far as Moscow, it would be necessary to build an adequate number of express train coaches the wheel sets of which could be exchanged so as to make the train capable of operating on standard and Soviet-gauge systems. Such a train probably exists because this fact was given great publicity in the Eastern Bloc press in the fall of 1954. The usefulness of such trains is, however, rather limited because travellers usually leave the coaches while wheel sets are being exchanged. They could therefore just as well change trains. The cost for the building of railroad cars convertibel from standard to Soviet-gauge and vice versa is so prohibitive that it would only pay for freight cars.

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1. Three round trips were made on the so-called "Blue Express" between Berlin and Brest Litovsk. The three journeys took place between 4 and 6 January, 10 and 12 January, and 16 and 18 January 1955 respectively. The previous time schedule of the train was slightly modified. On the return journey, the train stopped for 100 minutes at Frankfurt/Oder compared to 40 minutes on previous journeys. The three trips proceeded according to schedule, except for a delay of one hour, which was caused by snow drifts in Poland during the last trip. The trains were only slightly occupied. No noteworthy observations were made.
2. In December 1954, a female Soviet train conductor stated that the "Blue Express" was to operate as far as Moscow after 5 January 1955. A Soviet railroadman in Brest-Litovsk said, however, that he did not know anything definite about this plan. He appeared to be rather sceptical because of a shortage of suitable coaches. It was learned that only one complete train capable of being converted from standard gauge to Soviet gauge was available. No convertible dining car exists. On 16 January, the "Blue Express" operated only as far as Brest-Litovsk.

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