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INTELLIGENCE GROUP
INTELLIGENCE REPORT

148384

COUNTRY Polish Administered Germany, Poland, USSR

DATE:

SUBJECT German Railroad Brigades Serving Soviet Trains

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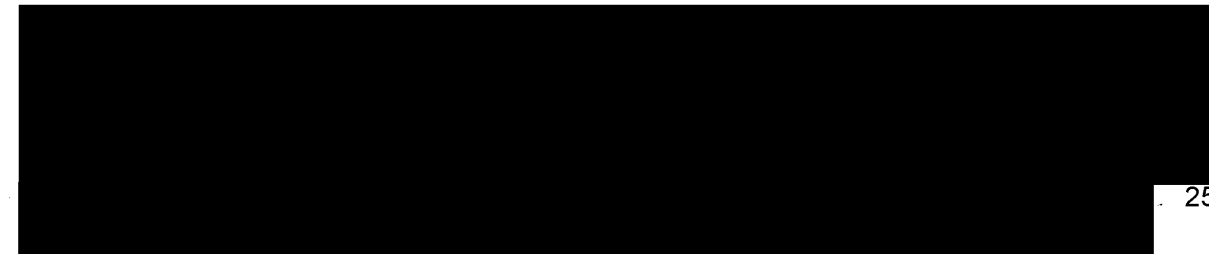
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- Each of the German railroad brigades serving with Soviet trains includes three engineer-firemen, two trainmen and one car supervisor, and controls one locomotive and one caboose. The brigades are commanded by a Soviet engineer with the rank of major, who is assisted by a captain and a lieutenant. The commander has the right to impose fines and give short prison sentences; more serious offenses suggesting sabotage, however, are handled by the Soviet Military Courts. Members of the brigades receive adequate food rations and wages.
- Until April 1947 the railroad brigades were shadowed by the MVD while in Soviet territory, but the practice was discontinued due to a shortage of MVD personnel. Upon entering Soviet territory, the brigades are still searched for propaganda material.
- The Russian population has displayed a reluctance to talk to members of the German railroad brigades for fear of reprisals if found out by the border police or the MVD.
- According to source, most railroad transports to the USSR follow the route Frankfurt/Oder-Poznan-Warsaw and then branch off to Kovel, Brest-Litovsk and Bialystok. Few transports use the northern route via Firschau (P54/S49)-Insterburg (R55/V55), as the lines in this region are being used to transfer Ukrainian families to East Prussia. Soviet transports also do not use the southern route via Silesia-Krakov-Lwow because of Ukrainian resistance groups operating in this area.
- Unloading and reloading at border and collecting points is done exclusively by forced labor under the supervision of guards. In Lososna (S54/B85) the loading is done by Russian women who worked in Germany during the war. In Bialystok, Brest-Litovsk and Kovel, German PWs and civilian prisoners (also probably German) are used to reload the goods onto Russian gauge cars.
- Source claims that a great number of the stations along the Polish-Soviet border are jammed with trains loaded with dismantled industrial equipment. The second track between Czeremcha (S53/G52) and Brest-Litovsk, a stretch of 55 kilometers, is entirely taken up by similarly loaded cars left there over a year ago. All along the railroad line Bialystok-Grodno industrial equipment has been stored in the open country.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008

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