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## INFORMATION REPORT

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1. There is a special daily train in both directions between Berlin and Brest-Litovsk via Warsaw, used by Soviet military personnel, couriers, diplomats, and those civilians who can obtain permission to use this train. All passengers entering or leaving the Soviet Union change trains at Brest-Litovsk. In addition, there are two special freight trains which run between Berlin and Brest-Litovsk each day and carry special freight to the Soviet Union. Soviet military transport trains do not take this route, but ordinarily use lines running through Lublin or Grodno-Bialystok. The main line for goods to or from the Soviet Union is the Krakow-Lwow line, on which there are up to fifty trains off from 46 to 54 cars each day. Trains coming into Poland from the Soviet Union carry iron ore, cotton and military equipment.
2. Loading platforms are being reconditioned, strengthened, or replaced in many places on Polish railroads, and new loading platforms are being constructed in places which have not formerly been equipped with such platforms. It is thought that these platforms are now strong enough to support tanks and heavy artillery pieces. Many stations are being equipped with supplementary railroad lines to facilitate quick shifting of cars, and supplies of rails, ties and coal are being stored up in many places in Poland.
3. All railroad lines near Warsaw are being electrified and modernized. The Warsaw-Poznan railroad line will be electrified in the near future.
4. Railroads in the Polish section of former East Prussia are in poor condition but there are plans to improve them soon.
5. The H. Cegielski factory at Poznan has been renamed "The Stalin Establishment", and now produces railroad passenger cars for the Soviet Union. These cars are sent to Kaliningrad on a special base frame (sic), and are equipped there with Russian wide-gauge bases.

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