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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY **Poland**

DATE DISTR. **29 May 1951**

SUBJECT **Transloading Point of Malaczewice**

NO. OF PAGES **1**

PLACE ACQUIRED

NO. OF ENCLS. **1 sketch** 50X1-HUM
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT

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1. A diagram of the Malaczewice transloading point five km west of Terespol represents the status as of mid-January 1951.
2. During the period from 14 to 18 February 1951, it was observed that the Malaczewice transloading point was equipped with a car-converting plant. The cars were taken to a pit, propped up on timbers, and their axles changed. The procedure required only a few minutes. **
3. On 21 February 1951, it was ascertained that Soviet freight trains from Germany still proceeded as far as Brest-Litovsk without being transloaded in Malaczewice. This indicates that the new transloading point is not yet serviceable. ***

* Comment. For track diagram, see Annex. 50X1-HUM

** Comment. This procedure is merely an exchange of wheel sets, which is still the most frequently used method. 50X1-HUM

*** Comment. The observation that the Malaczewice transloading point was not yet serviceable in late February 1951 is believed to be correct. However, it may be assumed that Soviet traffic from and to Germany will continue to be routed via Brest-Litovsk and that the new Malaczewice transloading point will exclusively serve Polish-Soviet freight traffic. This arrangement would considerably ease the strain on the Brest-Litovsk railroad station.

1 Annex: One sketch

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No Change in Class.

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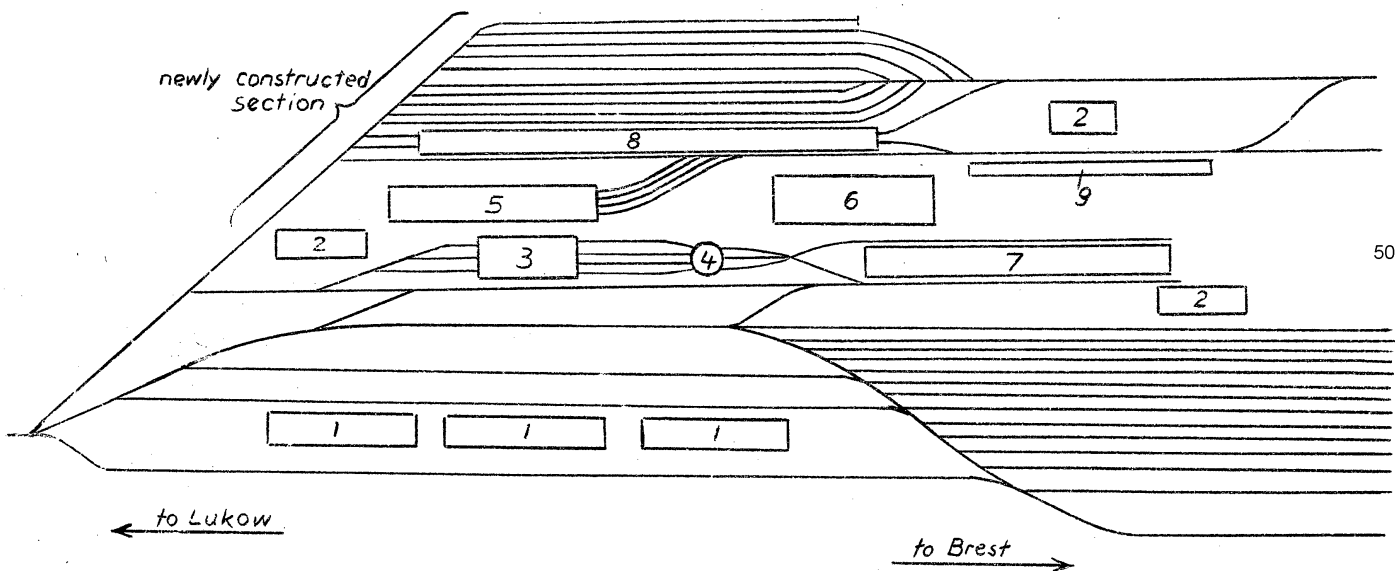
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Annex

CENTRAL INTELLIGENCE AGENCY

Transloading Point of Malaczewice



Legend:

- | | |
|-----------------------|---------------------------|
| 1 Sheds | 5 Repair shop |
| 2 Interlocking plants | 6 Administrative building |
| 3 Engine houses | 7 Coal dump |
| 4 Turntable | 8 Transloading shed |
| | 9 Loading ramp |

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