

INTELLOFAK 7
Approved For Release 2001/03/06 : CIA-RDP 82-00457R008100

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COUNTRY

Poland

REPORT NO.

[Redacted]

25X1C TOPIC

Personnel Control and Conditions of Frankfurt/Oder-Brest Litovsk Railroad Line

1/11/43

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EVALUATION

PLACE OBTAINED

[Redacted]

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DATE OF CONTENT

[Redacted]

DATE OBTAINED

DATE PREPARED

18 June 1951

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REFERENCES

[Redacted]

PAGES

2

ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

[Redacted]

1. The papers of the train crew are checked in Kunersdorf (Kunowice), the first railroad station in the Polish administration territory. (1) The customs inspection is performed at the Reppen railroad station, which has been enlarged during recent months. Four new tracks have been laid there. (2) The first Polish engine pilot, who boards the locomotive in Frankfurt/Oder, is relieved at Reppen. The engine pilots are changed at every coaling station, i.e., in Posen, Kutno, Sochaczew, Siedlce, and Brest Litovsk. The pilot is also changed in Warsaw but no coal is taken on there. The last Polish engine pilot leaves the locomotive in Malaczewicze. (3)
2. Malaczewicze is a large marshaling yard which is still being enlarged. Two or three transloading ramps with Soviet-gauge tracks are in operation and are still being enlarged. (4)
3. A Polish engine pilot boards the locomotive at the first Soviet railroad station. He remains on the train as far as Brest Litovsk. When entering Brest Litovsk, the German train personnel is thoroughly searched by Soviet soldiers. Service regulations and German magazines are put in a box, which is then sealed. The books are returned to the Germans on their return trip after leaving the Brest Litovsk railroad station. During their stay in Brest Litovsk, the German personnel is under constant guard by 2 to 4 Soviet soldiers. This makes it impossible for the Germans to talk with the Soviet population. However, in spite of these security measures, children and adults do succeed in approaching the German train in order to beg for food.
4. The Brest Litovsk railroad station has been considerably enlarged since 1945. It is impossible to obtain a survey of the entire railroad station area from one point. Goods are being transferred in long sheds provided with standard-gauge and Soviet-gauge tracks. The transfer operations cannot be seen by the Germans. The empty cars are assembled in trains, which are operated by Soviet personnel to the boundaries of the freight station where they are taken over by the German personnel. (5)

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Comments.

- (1) According to an agreement made between the Soviet, Polish and Russian Zone authorities the German train crews are subjected to customs regulations.

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Document No. 4

No Change in Class.

Declassified

Class. Changed To: TS S (C)

Auth: HR 70-2

Date: 3-7-78

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- (2) Reppen is a railroad junction on the Frankfurt/Oder-Brest Litovsk line. Its improvement is reported for the first time.
- (3) The coaling station and the assignment of pilots are laid down in a special agreement.
- (4) The conversion of this railroad station to a transloading point from standard-gauge to Soviet-gauge was previously reported.
- (5) It is not clear which of the three or four transloading points in Brest Litovsk is meant. Brest Litovsk is scheduled to handle 12 Soviet transit trains daily.

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