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-	inspection is performed at the during recent months. Four ne engine pilot, who boards the 1 The engine pilots are changed a Sochaczaw, Siedlee, and Brest L coal is taken on there. The las relaczewicze. (3)	w tracks have been ocomotive in Frankf t every coaling sta itovsk, The pilot i	laid there. (2) The urt/Oder, is relieved tion, i.e., in Posen s also changed in Wa	first Polish at Reppen. , Kutno, rsaw but no
2,5	Malaczewicze is a large murshali transloading ramps with Soviet- enlarged. (4)	ng yard which is st gauge tracks are in	ill being enlarged. operation and are s	Two or three till being
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 succeedin approaching the German train in order to beg for food.			
ħ°.	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			
25X1C				
(1)	According to an agreement made	between the Soviet.	Polish and Russian	Zone
Army Ev	authorities the German train cr	ews are subjected t	o customs regulation	.క _ం
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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.

The coaling stations and the assignment of pilots are laid down in a special agreement.
(h) The conversion of this railroad station to a transloading

standard—gauge to Soviet—gauge was previously reported.

(5) It is not clear which of the three of four transloading points in Brest Litovsk is meant. Brest Litovsk is scheduled to handle 12 Soviet transit trains daily.

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