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1. The western railroad line from Moscow to Brest Litovsk via Vyazma, Smolensk, Orsha and Minsk is a double-track, broad gauge (1,524-mm) trunk line which terminates in Brest Litovsk where it joins the standard gauge (1,437-mm) railroad system. The line is provided with Type Ia rails (1,440 ties per 1,000 meters of trackage) and a semi-automatic block system furnished by the German firm, Siemens und Halske. The line was completely restored to normal service during the period from 1946 to 1948. Buildings were constructed along the railroad right of way in 1949.
2. Brest Litovsk is the main transshipping point (Brest Litovsk II). All goods are transferred by steam motors and electric cranes. Work at the transfer platforms was done in three shifts, day and night, up to August 1949. At that time enormous quantities of reparations goods (75 percent of the dismantled work benches) were piled up on the freight platforms. Conversion of the Polish trunk line to the broad gauge began in Brest Litovsk in early 1950. Source was unable to estimate the progress of the work.
3. Freight trains are pulled by ED and SO type locomotives, passenger and express trains by IS and S² type locomotives.
4. The northwestern trunk line from Minsk to Kaliningrad via Molodechno, Smorgon, Vilna, Kaunas and Klaipeda is directly connected with the Soviet Zone of Germany. It is a double-track, broad gauge trunk line. The railroad system available in East Prussia was converted to Soviet gauge in 1946. Freight trains on this network are pulled by ED and SO type locomotives, passenger and express trains by IS and S² type locomotives. Trains operating on the Kaliningrad run have an average weight of 2,000 to 2,500 tons.
5. The main line in Lithuania was first converted to Soviet gauge in 1947/48. Type Ia rails are used on this line. The entire line is provided with a semi-automatic block system furnished by the same German firm which equipped the Kaliningrad line.

*Klaipeda is not on the Minsk-Kaliningrad railroad line.

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