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CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

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SECURITY INFORMATION

25X1A

INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY USSR (Volyn Oblast)

DATE DISTR. 6 February 1953

SUBJECT Reloading Station at Kovel

NO. OF PAGES 2

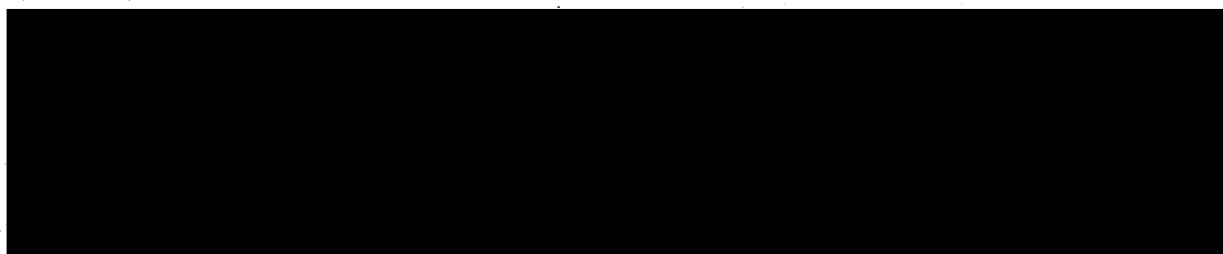
DATE OF INFO. 25X1X [REDACTED]

NO. OF ENCLS. 1
(LISTED BELOW)

PLACE ACQUIRED 25X1C [REDACTED]

25X1X

SUPPLEMENT TO REPORT NO.



SOURCE

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- Two rail lines, a standard gauge track and a broad gauge track, run from Lublin or from Brest ([REDACTED] is not clear at this point) to Kovel (51-13N, 24-44E). About 1.5 km south-southwest of the main Kovel Railroad station, a double line branches off to the north for about 3 km, where the transshipment station area begins. The transshipment station covers an area of about 1.8 x 2.5 km. Two double tracks run into the area.
- Over 200 warehouses were built in the transshipment station area. They are built of wood and measure 30 x 80 x 7.8 m. The flooring is of crushed (tamped) brick chips. At the front of the buildings are large entrances at various intervals.
- Nine open-storage platforms were also constructed, made of crushed brick, and measuring 60 x 200 m each. There are six concrete fire reservoirs, 6 m across and 3 m deep.
- Double ramps, 2,200 - 2,300 meters long, are located on both sides of the double tracks.¹
- The power plant, about 2,500 m north of the station of Kovel, is 25 x 60 x 8m and of stone construction. Three tin smokestacks rise from the roof. The plant is approximately 400 m southeast of the transshipment station area.
- The transshipment station was planned for reloading and storing of reparations goods from Germany and particularly for the storing of machines and machine parts. Direct reloading from standard to broad gauge took place continually but was considered less important than the storing operations.

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION									
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7. The warehouses are in groups of four each with few exceptions, about six m from the rail line. A wooden bridge leads to the entrance from the rail line, which is at a level about 1.5 m higher than the entrance.
8. The direct connection of the broad-gauge line to the main railroad station (and further to the Kiev stretch) did not exist in March 1947, although a railroad embankment was already heaped up there. The trains all had to switch to the west stretch (freight station).

Attachment: Sketch of Reloading Station at Kovel.

25X1C

1. [REDACTED] Comment: The dimension given seems to refer to the double ramps shown in the center part of Attachment, with no dimension given for the smaller double ramps shown north of the long ones, on a parallel set of tracks.

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