

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland REPORT NO. [redacted]
 SUBJECT Projected Construction of Railroad Lines in the Bydgoszcz-Tczew-Gdansk Area DATE DISTR. 2 July 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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- 25X1 1. A conference was held at the Ministry of Railways in September 1952 with the aim of:
- a. Establishing the possibilities of improving operations; the main object being to accelerate the new extensions demanded in addition to those scheduled under the Six-Year Plan.
 - b. Stepping up the development of the one-unit system (sic) - in force on the line Wejherowo-Tczew-Malbork. (Marienburg - Q 55/D 79).
 - c. Working this system with other sectors, above all with the central and Silesian regions via Torun, Bydgoszcz, and Malbork.
2. The development of the one-unit system foresees the Wejherowo, Tczew, and Malbork railway junctions as gateways to the ports of Gdynia and Gdansk (Danzig). These gateways will be serviced by Bydgoszcz and Torun junctions for Silesian traffic.
- a. Two additional tracks will be laid from Bydgoszcz junction on the existing main Bydgoszcz-Tczew line.
 - b. The construction of a line between Bydgoszcz and Starogard is foreseen, which will extend from Starogard via Koscierzyna-Kartuzy as far as Wejherowo. This reserve line is mainly destined for traffic of slow goods and coal trains to Gdynia. The main Bydgoszcz-Tczew line will connect with the reserve line at Kartuzy following the modernization and widening of the Tczew-Kartuzy sector. This will relieve the load on the Tczew-Gdansk-Gdynia sector.

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- c. Parallel with these construction tasks, repair and modernization of the Torun-Malbork line is foreseen. Above all, Malbork is destined to be a junction for traffic connecting the Gdansk and Gdynia ports with the central regions of Warsaw and Lublin.
 - d. The exclusive utilization to which the Malbork-Tczew sector is subjected causes overloading to an inadmissible extent along the main Tczew-Gdansk-Gdynia line. For this reason it has been decided to construct a line northwards from Malbork up to where it would intersect another line connecting Elblag (Elbing) directly with Gdansk via Nowy Dwor. The projected expansion of the Elblag junction is more for strategic reasons, it being the first junction of the line Kaliningrad-Elblag, westwards.
 - e. It was also decided to put into operation a direct line between Tczew and Skarszewy, without passing a section of the main line or even Starogard.
3. The marshalling yards of Wejherowo, Tczew, Zajaczkowo and, in the Gdansk area itself, the Na Zaspie (Saspe), Trojan, and Piaski (Sandweg) yards, will be greatly extended or even rebuilt in order to increase the use of the ports of Gdynia and Gdansk.

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