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CENTRAL INTELLIGENCE AGENCY

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SUBJECT	Miscellaneous Polish Highway and Railroad Data	DATE DISTR.	22 January 1957 25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted]

and railroads [Redacted] nine-page report on Polish highways

[Redacted]

ARMY review completed.

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STATE	#	x	ARMY	#	x	NAVY	x	AIR	#	x	FBI	AEC				
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																

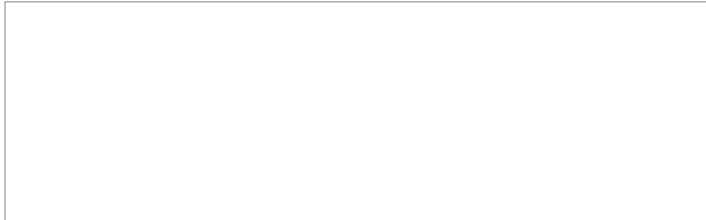
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Enclosure A

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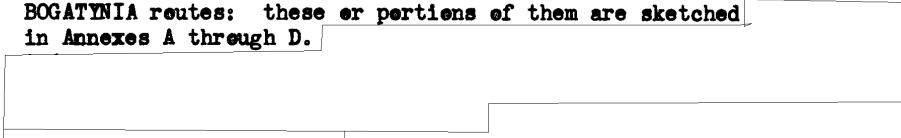
MISCELLANEOUS POLISH HIGHWAY AND RAILROAD DATA



Summary:

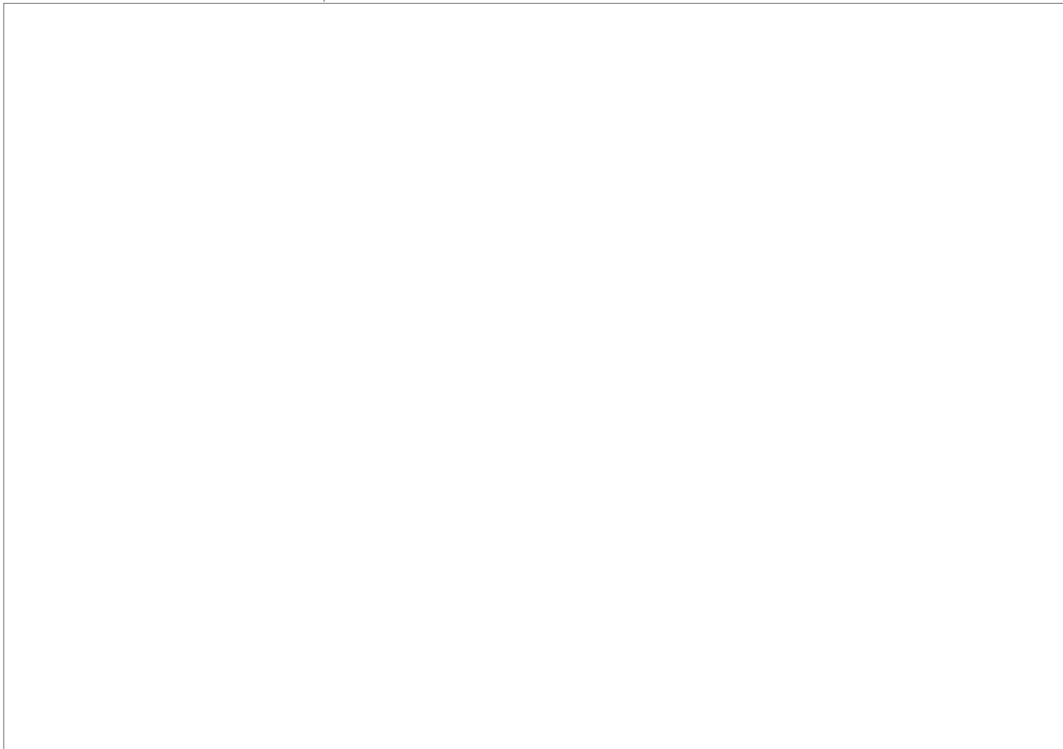
[redacted] data on the construction and condition of miscellaneous Polish highways and railroad lines. Highways described include the WARSAW-LODZ, LODZ-WROCLAW (BRESLAU) and JELENIA GORA-BOGATYNIA routes: these or portions of them are sketched in Annexes A through D.

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[redacted] a special Soviet train making scheduled runs on the WROCLAW-TERESPOL line.



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MISCELLANEOUS POLISH HIGHWAY AND RAILROAD DATA

1. Highwaysa. Maps

[redacted] since 1952 or 1953, it had been possible to obtain read maps of Poland giving road surfaces, conditions, approximate widths, and classes of roads (first, second, or third) at ordinary bookstores. [redacted] obtained such a map at a bookstore in WARSAW. These maps were published by the Polski Związek Meterowy (Polish Meter Union) and were available without restriction to everyone.

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b. Existing Highways

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(1) WARSAW-LODZ (see Annex A)

[redacted] considered as first-class), was about 10 to 12 m wide and was partly of stone-brick and partly of asphalt surfacing. The countryside was generally flat, and [redacted] no steep grades or sharp turns in the road.

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(2) LODZ-WROCLAW (see Annexes B and C)

[redacted] The highway from LODZ to PABIANICE was in good condition, had an asphalt surface, had no holes and was approximately 10 to 12 m wide. A two-track electric trolley line ran adjacent to the road on the northwest side. The section from PABIANICE to SIERADZ was an excellent road which had been constructed in about 1934 and which had since held up very well.

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[redacted] Polish roads were constructed to last longer and with less upkeep than German roads, as evidenced by the poor condition of roads in new Poland (the former German territories); such Polish constructed roads as this PABIANICE-SIERADZ route had held up in spite of the heavy use and neglect of the WW II years. (Both the Soviet and German armies ran heavy tanks over this road without apparent damage to it.) This section was a concrete road about 10 to 12 m wide. The highway from SIERADZ to WROCLAW was about 10 m wide, was of asphalt and stone-brick surfacing and was in fair condition. From SIERADZ to about KEPNO there were dirt shoulders about one meter wide on both sides of the road. The entire road from LODZ to WROCLAW was generally in flat terrain, and [redacted] no steep grades or sharp turns.

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(3) JELENIA GORA-ZGORZELEC-BOGATYNIA (see Annex D)

[redacted] The section from JELENIA GORA to ZGORZELEC was a good road 10 to 12 m wide with asphalt and stone-brick surfaces. The road was winding with some medium grades, particularly near JELENIA GORA. A few kilometers east of ZGORZELEC there was a border guard check point, at which all vehicles were stopped and

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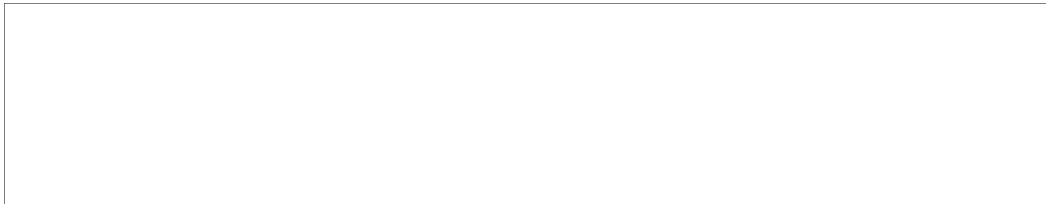
passengers' documents were checked for authorization to enter the border area. The section from ZGORZELEC to BOGATYNIA was little-traveled and in poor condition. The initial 10 to 20 km was in fair condition and was about 10 m wide, with asphalt or stone-brick surfacing. The remainder of the road to BOGATYNIA was narrower (about eight meters), had many holes and was in very poor condition. Very narrow sections existed in several of the small villages.



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2. Railroads

a. Routes



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WARSAW-LOWICZ-ZGIERZ-LODZ. - - - - Had two or more tracks [redacted]

WARSAW-SKIERNIEWICE-KOLUSZKI-LODZ.- Had at least two tracks.

LODZ-WROCLAW. - - - - - Had at least two tracks.

WROCLAW-DZIERZONIOW. - - - - - Number of tracks was unknown
There was only one train per day

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WROCLAW-JELENI A GORA. - - - - - Had at least two tracks.
[redacted] there was only one train per day, [redacted]

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WARSAW-RADOM-KRAKOW. - - - - - Had at least two tracks throughout.

KRAKOW-ZAKOPANE. - - - - - Number of tracks was unknown

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WARSAW-SKIERNIEWICE-KOLUSZKI-PIOTRKOW
TRYB-RADOMSKO-CZESTOCHOWA-KATOWICE.- Had at least two tracks throughout.

WARSAW-NASIELSK-GDANSK. - - - - - Had at least two tracks throughout.

GDANSK-GDYNIA-PUCK-WIK-WIES-
JASTARNIA. - - - - - Number of tracks was unknown

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WROCLAW-ZIELONA GORA. - - - - - Had at least two tracks throughout.
 WARSAW-MALKINA-LAPY-BIALYSTOK.- - - Had at least two tracks throughout.
 GDANSK-KOSZALIN. - - - - - Had at least two tracks throughout.
 WARSAW-KUTNO-KONIN-POZNAN. - - - - Had at least two tracks throughout.

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[redacted] all railroads in
 Poland were of standard Western gauge.

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[redacted] transloading of coal took place at the Polish-Soviet border at TERESPOL. Polish trains would be run onto a track which was sufficiently elevated to permit dumping the coal into Soviet coal cars located on an adjacent lower track of wider gauge.

b. Lines Under Construction

(1) Possible Special Line for Soviet Trains

[redacted] saw the construction of a concrete overpass approximately five kilometers east of SKIERNIEWICE. The overpass intersected the LODZ-WARSAW line at an angle running due east.

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[redacted] the overpass was for a special route for Soviet trains from the Soviet Union to East BERLIN which would bypass WARSAW to the south.

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(2) In WARSAW

The portion of the railroad from the intersection of Al. Morchlewskiego and Al. Jerozolimski was underground.

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c. Soviet Special Train

[redacted] the Soviets ran a special passenger train each day from LEGNICE (commonly known as the place of location of "many Soviet troops) through WROCLAW-POZNAN-WARSAW-TERESPOL and possibly further. [redacted] Poles were not permitted to travel on this train except in two cars which were attached to the end of the train. This was a sore point because people often complained that when they were travelling on this train, the two cars for Poles were very crowded; whereas the Soviet cars were practically empty.

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d. Electrification

[redacted] the following lines [redacted] were electrified:

GDANSK (DANZIG)-GDYNIA.

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WARSAW-SKIERNIEWICE-LODZ.

the route
WARSAW-SKIERNIEWICE-PIOTRKÓW TRYB (bypassing LODZ)-CZESTOCHOWA had been electri-
fied and that the CZESTOCHOWA-KATOWICE route was currently undergoing electrifi-
cation.

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1.  Comment:

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Requirements:



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Emphasis should be placed on the
following:

(1) Roads (give width, surface and conditions of both roadbed and
shoulders and describe any new or planned construction.)

the Poles are planning a new circular road from ZERAN around the central
districts of Warsaw.

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(2) Railroads (give gauge, number of tracks, extend of electrification
and the alignment of new or proposed construction).

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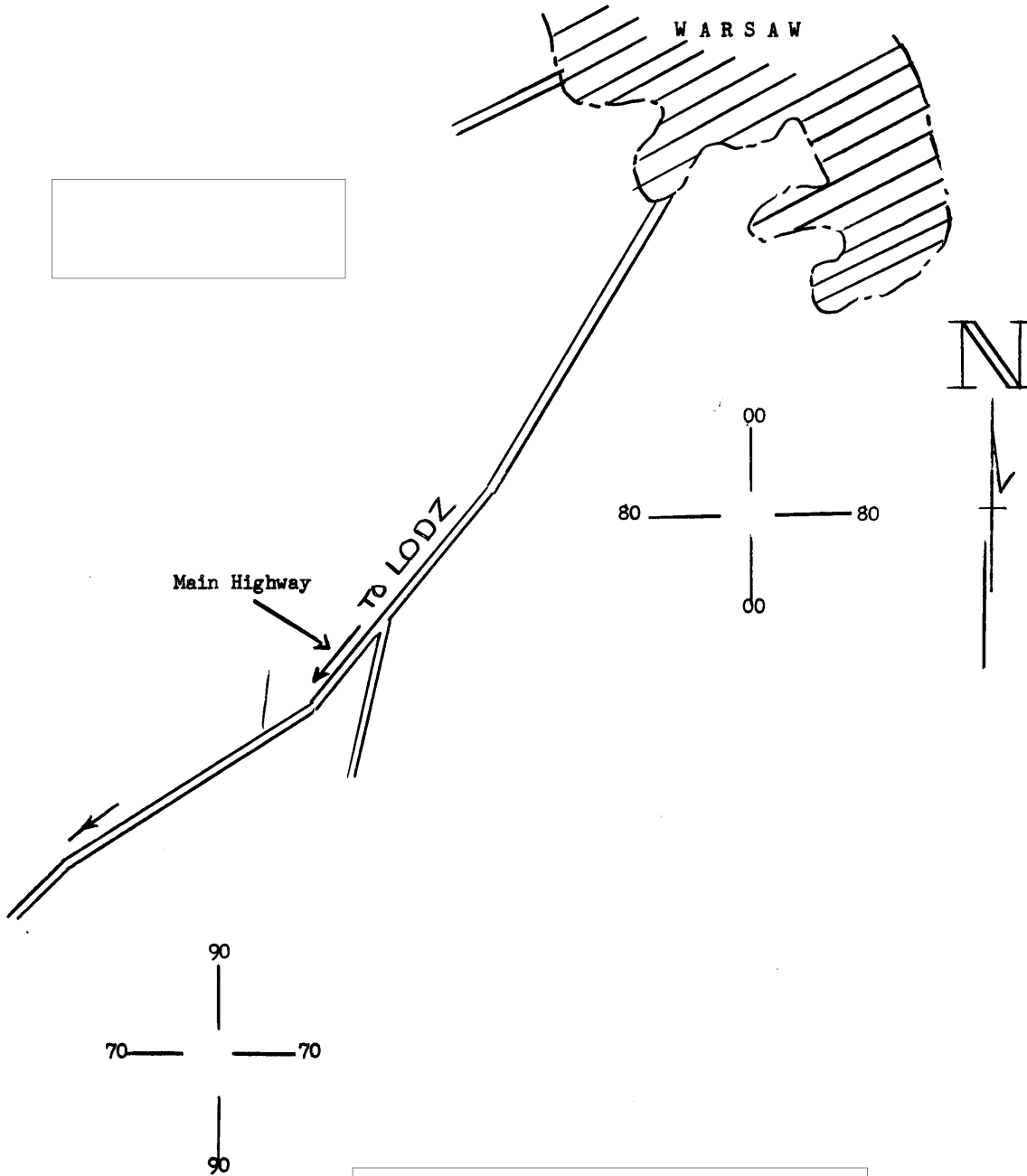


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Annex A

Sketch of Section of the WARSAW-LODZ Highway

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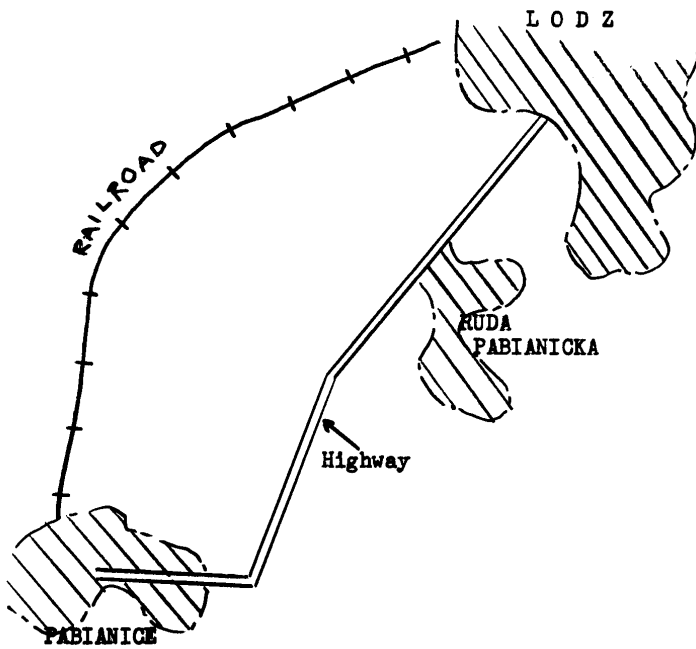
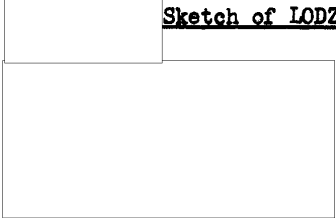


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Annex B

Sketch of LODZ-PABIANICE Section of the LODZ-WROCLAW Highway

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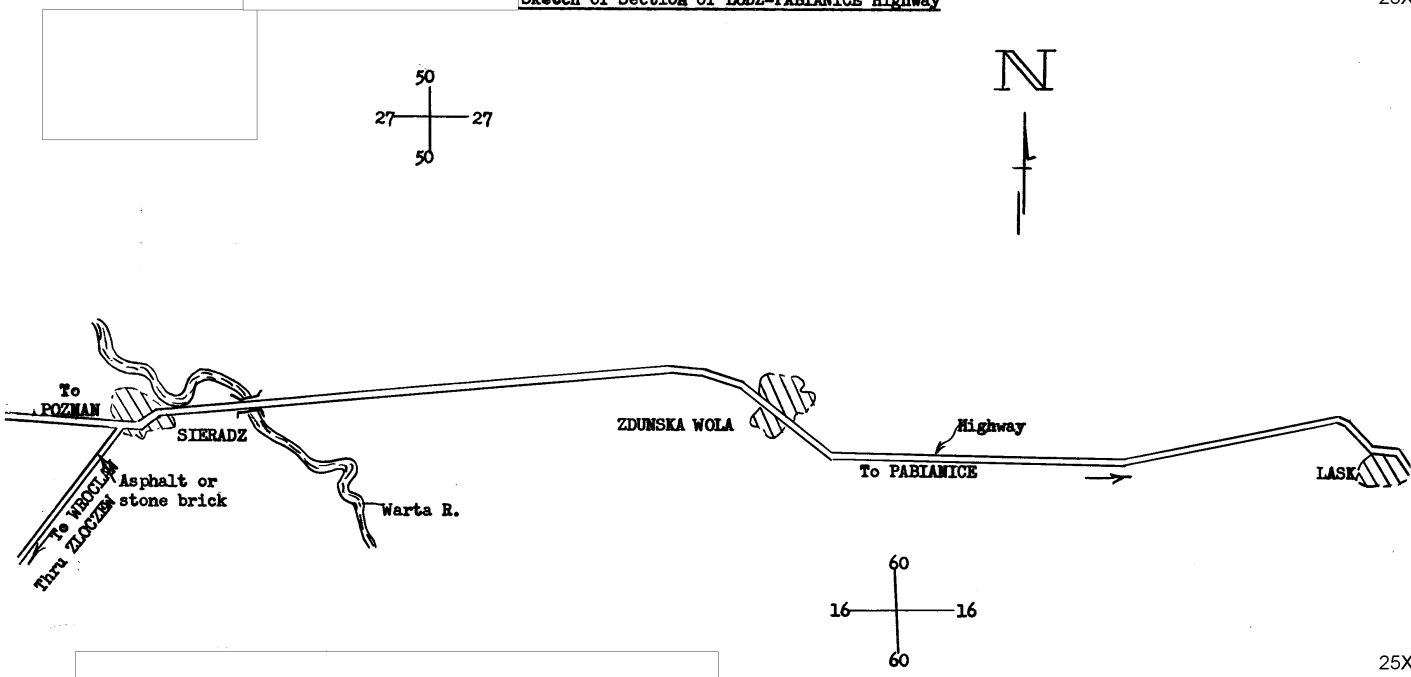
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Annex C

Sketch of Section of LODZ-PARIANICE Highway



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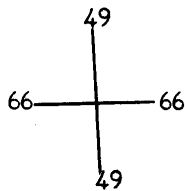
Annex D
Sketch of JELENIA GORA-BOGA-
TYNIA Highway

GÖRLITZ

ZGORZELEC

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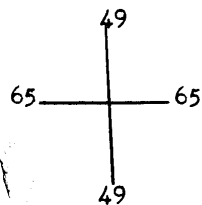
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Asphalt and
Stone Brick
Highway

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SEIDENBERG
ZAWIDOW



BLUMBERG
(Document
Check
Point)

This single tracked
railroad line runs
through both East
Germany and Poland.
No one is allowed to
enter or get off the
train while it is
in Poland.

NEISSE R.

MIRSCHFELDE

ROHNAU

REICHENAU
BOGATYNIA

GERMANY
POLAND

POLAND
CZECHOSLOVAKIA

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