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[redacted]

[redacted] nine reports on Polish railroads and roads.
The reports include information on electrification of various sectors of the railroads.

[redacted]

~~31 JAN 1958~~ 25X1

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BRIDGES IN THE VICINITY OF SZCZECIN

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[Redacted]

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There are three collapsible bridges on the main road leading from Szczecin to Dabie across three channels of the Oder. These are [Redacted] military bridges of a temporary character. A street car line runs on the first two bridges on the city side.

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Parallel to the above-mentioned bridges, the following three new road bridges are being constructed:

(a) the first bridge on the city side is a draw-bridge, which was supposed to have been completed on 22 July 1957. However, it was not yet in use [Redacted]

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(b) the second bridge, also of this type, has just been begun. So far, only pillars are being built.

(c) the third bridge, farthest from the city and also of this type, has its pillars completed. The superstructure is now being built with concrete.

[Redacted]

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The maintenance of the above-mentioned "American" bridges takes place once a week, at which time traffic moves only in one direction. This took place last time in June 1957. The conditions of these bridges are rather bad, since repairs are very superficial. Traffic is often limited to 5 kilometers per hour. They are based on wooden pillars.

[Redacted]

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The two railroad bridges over the Oder (leading out of Szczecin) look like two bridges built together; they give the impression of two one-track bridges based on joint pillars standing side by side. The one on the city side is already used in two-way traffic; the other one is still one-way only, but the other side is almost completed. The two bridges are based on two pillars of reinforced concrete. Their condition is probably not satisfactory since they were on several occasions closed to traffic.

TWO-TRACK RAILROAD LINES

Szczecin - Slupsk - Gdynia

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Stargard - Krzyz - Poznan

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SUBJECT: Communications**1. Railroads****a. The Lodz Region**

[redacted] electrification of railroads
in this area [redacted]

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1) The Warzaw-Koluszki-Czestochowa-Katowice line is electrified, and then the electrification program includes the most important railroads in Slask, first and foremost the Katowice-Wroclaw line. No details about this program.

2) The Koluszki-Lodz Widzew-Lodz Chojny-Lodz circle (southeast of the city) -Zgierz-Kutno line is being electrified. The work is advanced so far that there is electric operation to Chojny and from here on a branch line to Lodz main railroad station. Masts and electric supply mains are in place on the rest of the stretch, which [redacted]

[redacted] is double track, but there was no electric operation yet [redacted]

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[redacted] there is no electrification of the Lodz-Zgierz-Lowicz line [redacted]

3) New tracks with overhead lines are being built in the area southwest of Lodz (CC 9833). [redacted] there are workshops and engine-sheds for electrical train equipment here; furthermore, [redacted] there is a transformer plant built in connection with the electrification of the railroads here.

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4) Finally the main railroad in Lodz itself has been rebuilt and modernized in connection with the electrification.

b. The Area West of Poznan

1) [redacted] the Poznan-Stargard line was double track in 1955; this was in any case true of the stretch from Poznan to Krzyz [redacted]

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2) The railroad bridge over Warta (the Garcow-Szamotuly line) in Garcow (WU 1642) had not been rebuilt yet in 1955.

3) [redacted] saw a new road bridge in Guben at the Neisse river [redacted]. The bridge was of concrete [redacted].

[redacted] this bridge was built in order to replace an old temporary wooden bridge that now has been taken down.

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c. The Lublin-Rejowiec-Zwierzyniec Railroad

[redacted] this stretch in southeast Poland [redacted] from Lublin to Rejowiec was double track and in relatively good condition. On the other hand, the stretch from Rejowiec to Zwierzyniec was single track and in very poor condition; the permanent way consisted of short rails that were welded together (3-4 meters) and seemed very worn.

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2. Roads

The main road between Warzaw and Lodz is a good all-weather road with a hard surface (partly concrete and partly paved), and this as well as the main road from Warzaw to Poznan are maintained quite constantly.

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The stretch from SIEDLCE to SIEMIANOWKA is being made double-track, and this construction was started from SIEDLCE.

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The town CZEREMCHA on the above-mentioned railroad is only small, but its railroad station is large and there are more railroad cars than in HAJNOWKA. a normal-tracked railroad line goes from CZEREMCHA towards the Russian border,

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There is no passenger traffic on the above-mentioned stretch, and it is not possible to go way up to the area at the border.

there is a direct railroad line between SIEDLCE and BIALYSTOK. the international express from Moscow to Berlin must go this way.

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There is a big building project of railroads into the Soviet Union around and especially north of SIEMIANOWKA.

many tracks, about 15-20, are being built a couple of kilometers from the Russian border. The project resembles the work that would be made in connection with construction of a station's tracks.

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No railroad leads from BIATOWIEZA PATAC into the Soviet Union. Nevertheless, has seen many railroad transports on this stretch from HAJNOWKA. These included building materials, and there were frequent transports with boxes marked, "Careful - glass."

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these transports were intended for a garrison located on the stretch inside a forest. There is a laboratory connected with the garrison; people who had been in the vicinity of the place never spoke about what they had seen.

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has seen Soviet railroad cars at the station in CZEREMCHA; they all had normal track width.

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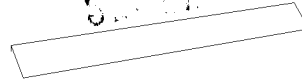
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There is an impregnation plant for poles and ties (sleepers) in CZEREMCHA.

All dump car material and tracks that are used in the surrounding woods are manufactured in a factory in HAJNOWKA.

A new road, which has not been paved yet, but which has been taken into use, is being built from a small town KLECHZEL to HAJNOWKA.

Most of the important roads in the region are paved with broken stones.

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passenger traffic and agricultural produce and equipment.

2. The Kutno-Poznan railroad line is probably not electrified

3. The Kutno-Blonie railroad line is probably electrified

4. The Warsaw-Zalesie railroad line has been electrified since about 1955.

5. The Warsaw-Legionowo railroad line was not electrified [Redacted]

[Redacted]

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[Redacted]

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II. Railroads

1. The railroad between Pluszcz and Minsk Mazowiecki is an electrified (about 1956) double-track line, which carries mainly civilian

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Rail and Road Communications*B***Railways.**

1. The ZAGAN-MILKOWICE line is single track. 25X1
2. The line from GLIWICE to OPOLZ is being electrified, but no electric trains are running yet. The GLIWICE-WARSZAW stretch is already electrified.
3. War damage kept the WROCLAW-WALERZYCH-GORLITZ line out of order until May 1957, when it was re-opened. International trains now use this stretch, which is very important for the Russians, who have a headquarters near LEGNICA.
4. The Russians have built a railway South of POZNAN, which they use for transport from the D.D.R. to WARSZAW.
5. The POZNAN-PILA line is a very important one. Every night in LEGNICA, (the Russian HQ) a Russian coach, to which the Poles are not allowed access, is coupled to the ordinary train. This coach is taken as far as SLUPSK, but immediately before the train stops at WROCLAW station the platform is occupied by troops, and the train always pulls up so that the Russian coach stops opposite the guards.
6. On the BERLIN-POZNAN-WARSZAW-BRESTLITOVSK line trains run at intervals of about five minutes. The whole of this stretch is double track, in some places triple track.

Roads.

7. The road from WARSZAW to POZNAN is no autobahn, but is about 5 to 6 m. wide. In 1953 a by-pass to the North of POZNAN, which joins the road to STETTIN, was completed. This branches off the old road about 10 km. from POZNAN, is about 20 km. long, and is paved for the whole of its length with cobble-stones.
8. The stretch from POZNAN to LOWICZ has a surface of pebbles covered with tar, while the stretch from LOWICZ to WARSZAW is paved with bricks set upright. The latter part of the road was ruined by the passage of Russian tanks at the time of GOMULKA's assumption of power. By law, tanks may not use roads, but must keep to the side of them. The above-mentioned stretch is now in order again.
9. The following roads are similar to the last-mentioned:
 - i) POZNAN-BERLIN,
 - ii) WROCLAW-OLASNICA-KEPNO-ZDUNSKAWOLA-~~WOLZ~~-ZGIERZ-LOWICZ-SOCHACZEW, at which point it joins the road from POZNAN,
 - iii) WROCLAW-KATOWICE.
10. The road from KATOWICE to BERLIN is a main road of the autobahn type, and is in perfect condition.
11. In general, Polish roads are not so well maintained as those mentioned above.

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Rail and Road Communications

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1. [redacted] there are no electrified railways in the STETTIN area, only steam locomotives, but the LODZ-WARSAW line is electrified.
2. The STETTIN-POZNAN line has a double track. [redacted] on all Polish maps a thick line indicates a double-track railway.
3. Just East of STETTIN there is a temporary bridge over the ODER. There is also a temporary bridge over the REGALICA which is so weak that traffic can only cross in one direction at a time. A new concrete bridge is being built by the side of the temporary one, and this may possibly be completed by now. Another new bridge is also being built in STETTIN, over the ODER, for both rail and road traffic. There is a purely railway bridge over the ODER at STETTIN but this was destroyed in the war and is still out of use. There is also a railway bridge over the ODER 10 to 15 km. South of STETTIN.
4. [redacted] in STETTIN and its environs. [redacted] the roads [redacted] are first-class, and [redacted] neither building of new roads nor expansion of the existing ones is necessary. There is an autobahn from MERLIN to STETTIN [redacted] It is of concrete, about 12 to 16 m. wide, and in some stretches has a central dividing strip. Good maps of Poland can be bought in the shops [redacted]

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[redacted]

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Rail and Road Communications

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1. Railways:

- a) Electrification of railways in Southern Poland:
The CZESTOCHOWA-KATOWICE-GLIWICE line has been electrified, and the KATOWICE-KRAKOW stretch is in process of being electrified.

[Redacted]

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the following lines were still not electrified:
LABEDY - KIDZIERZYN - OPOLE, and
KATOWICE - ZYWIEC.

- b) The SOGNOWIEC - MYSLOWICE line was still under construction in the winter of 1956-57. The preparation of the way had been completed, but no rails had been laid.

- c) The ZARNOC - BUSKO line is also still under construction,

[Redacted]

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- d) The OPOLE - CZESTOCHOWA - KIELCE line is double tracked.

[Redacted]

2. Roads:

[Redacted]

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from CZESTOCHOWA to KIELCE. This road is in a poor state. The layer of gravel which forms the surface is full of holes, and there is no hard covering at all. The road is about 5 m. wide, so that cars can pass one another.

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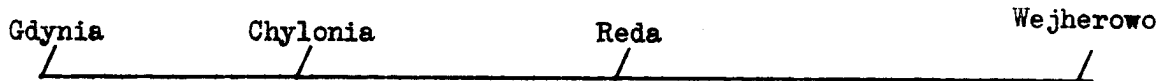
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RAILROADS IN THE VICINITY OF GDYNIA

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The track from Gdynia to Reda is already electrified, and embankments for use by electric trains were being constructed as far as Wejherowo. The station platform in Reda was already adapted to electric trains. Electric trains were operating only between Gdynia and Chylonia.

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ROADS AND RAIIROADS

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1. Narewka was a trans-loading station up to about 1951. Freight consisted of military equipment and later of military loot which moved from Germany to the USSR. At the present time, this station is virtually inactive. Two Polish normal-gauge railroad tracks lead to the station.
2. A new railroad station, Siemianowka, appeared in 1957. It is situated about 4.5 kilometers from Narewka, in the direction of the Soviet border.
3. Generally speaking, roads in the northeast section of Poland are much worse than those in the central and, particularly, Western parts of Poland. Roads in East Prussia were very good, but they look terrible now because of neglect. Roads in the Hajnowka county, i.e., Hajnowka-Bielsk, Hajnowka-Narewka and Hajnowka-Bialowieza, are in catastrophic condition. In 1955, improvements were begun by covering the highways with gravel and tar. As of August 1957, these improvements were completed as follows:
(1) the road from Bialystok to Bielsk; (2) 7 kilometers on the Bielsk Podlaski - Hajnowka road (from Bielsk in the direction of Hajnowka); and (3) 17 kilometers on the Bielsk - Siemiatycze road (from Bielsk up to Bocki).

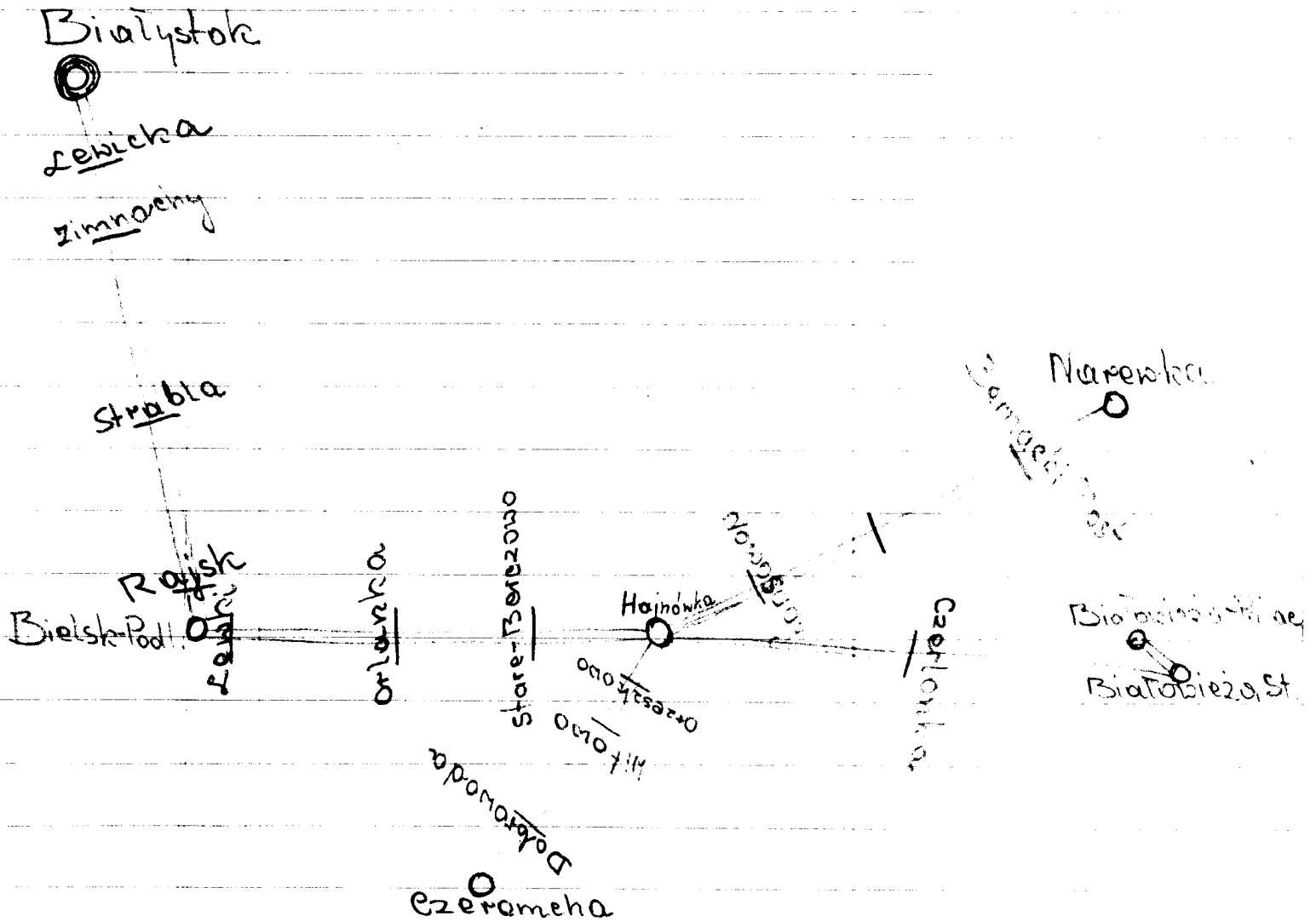
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RR Stations in vic. of HAJNOWKA



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