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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

DATE: 25X1X6

SUBJECT Polish State Railroads

Document No. _____
NO CHANGE in Class INFO. _____
 DECLASSIFIED
Class. CHANGE TO: TS
DDA Memo, 4 Apr 77
Auth: DDA REG. 77/1763
Date: 4 APR 1976 By: *[Signature]*

ST. 23 January 1947

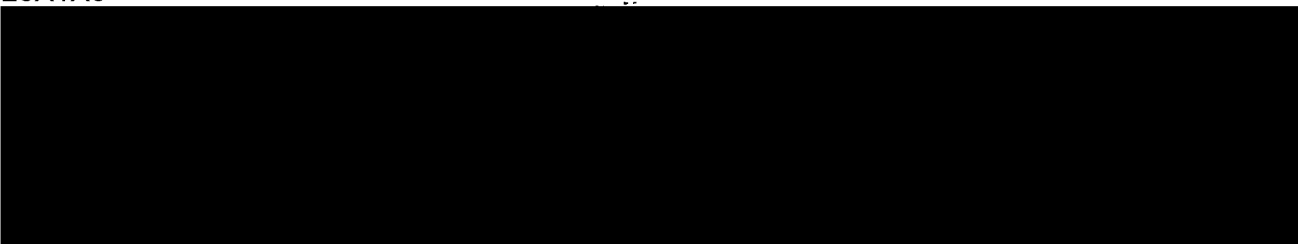
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SUPPLEMENT

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1. Reconstruction

a. Permanent Way

(1) General remarks. The permanent way of the State Railways is in a poor condition, mainly because rails for replacement are scarce, and only a small percentage of those on orders are being delivered. Ties are also badly needed, but out of 4,000,000 ordered from the State Forestry Department for the year 1945, only about 100,000 were supplied.

According to data supplied by the Ministry of Communications, the Soviet Army has removed the rails from 4,500 - 5,000 km of line and, in spite of the extensive reconstruction work which is going on, it will take at least five years before all damage is repaired.

(2) Warsaw. The marshalling yard was heavily damaged, including the sidings and the second track of the Warsaw-Nasielsk line. The Warsaw-Wilno and Warsaw-Danzig stations have been put again into commission. Reconstruction of the second track of the Warsaw-Nasielsk line was started on 15 November 1945. Sidings at Warsaw-Eastern Station have been rebuilt and several sidings for passenger trains laid at Warsaw Towarowa. The electric suburban line Warsaw-Lesna Podkowa-Grodziak has been put into commission, and electric trains will be running this year on the Warsaw-Otwock line as soon as the second track has been laid.

(3) Lublin District. With the exception of the Lukow-Lublin section, all dismantled or damaged track, both at and between stations, has been reconstructed. All broad gauge track had been converted to normal gauge track throughout the district by the end of March, 1946.

(4) Olsztyn District. Second tracks have been dismantled all over East Prussia by the Russians for repairing railways completely destroyed by the Germans. Except for the Tozew-Elblag-Kaliningrad and the Torun (Thorn)-Olsztyn-Wystruc lines, most lines are wholly or partially dismantled and out of commission. The sidings at Bialystok Junction, which the Germans almost completely destroyed during their withdrawal, have been rebuilt and the station was being reconstructed in March, 1946. Reconstruction work was also afoot at that time on the Sniadowo-Lomza and Bialystok-Elk branch lines. Efforts to get the west-east through routes into commission were also in hand, but because of the destruction of the bridge near Tozew it was necessary to divert traffic by a circular route over the temporary bridge at Opolenie.

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Approved For Release 1999/09/08 : CIA-RDP82-00457R000300090005-8

(5) Cracow District. Damage to permanent way at the Cracow and Rzeszow junctions was comparatively slight, and has by now been made good. The work of reconstructing the Tokow-Stroze and the Debica-Tarnobrzeg lines, which had been completely dismantled, was far advanced by March, 1946.

(6) Lodz District. Of all the District Directorates of the Polish State Railways this district suffered least, the slight damage at the stations at Karzenice and Zdunska Wola being soon repaired.

(7) Katowice District. The most extensive damage occurred on the branch lines in the Carpathians, especially on the Bielsko-Zywiec-Zwardow line. Repairs were being carried out in the spring of 1946, and these lines are probably in full operation by now.

b. Bridges.

(1) The "first-aid" bridge repair units (Pogotowie Mostowe) under engineer Moczulski have carried out repairs of a semi-permanent character to some 30 bridges.

(2) In addition to a number of girders up to 20-25 meters span and box girders up to 30 meters span, the Ministry of Industry has undertaken to supply bridge spans in 1946 to the following (approximate) quantities:

<u>Quantity (tons)</u>	<u>Locality</u>
2,500	Sandomierz
1,000	Deblin
1,200	Rozwadow
2,500	Warsaw (Cytadela)
1,000	Nowy Dwor
1,200	Torun
1,200	Bug (Siedlice-Wolkowak line)
1,000	Lapy (Narew)
1,200	Pilica (Warsaw-Radom line)

c. Tunnels

(1) Kielce-Radom line. One side of the tunnel (near Kielce) has been temporarily rebuilt, while the other side was under permanent reconstruction at the beginning of this year. The work was to be completed by the spring, and was in fact so far advanced that this date is likely to have been kept.

(2) Jaslo-Nowy Sacz line. The tunnel (at Kamionka, 8 km east of Nowy Sacz), which the Germans completely demolished and which has been by-passed by a temporary circular route with very sharp bends and a very make-shift and unsafe wooden bridge over a tributary of the Dunajec, is being reconstructed. The work, which is being carried out by two shifts, is scheduled for completion by November 1946.

(3) Zegiestow-Muszyna line. The tunnel (at Polska Lopota, immediately after leaving Zegiestow) was severely damaged. At the request of the Ministry of National Defense the Ministry of Communications went into the question of constructing a temporary diversion as an alternative to rebuilding the tunnel, but rejected this idea because of the great difficulties involved.

d. Station buildings, locomotive sheds.

(1) The extensive damage done to such railway installations as workshops, water towers, etc., presents a difficult problem in view of the impossibility of replacing same by temporary structures. Large-scale construction of workshops, locomotive sheds and water towers has been started, chiefly at such junctions as Danzig, Poznan, Cracow, Skarzysko, Kamienna, Pruszkow, etc., and is scheduled for completion by the end of 1946. Permanent reconstruction work is now nearing completion at the following stations: Gdynia, Danzig, Poznan, Bialystok and Wroclaw. At the time of this report reconstruction of the offices of the District Directorates at Olsztyn, Danzig, and Poznan was proceeding apace and nearing completion.

(2) In regard to the smaller type of station, plans have been drawn up for the mass production of pre-fabricated buildings for small and medium-sized railway stations.

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though the reconstruction of all such stations with these pre-fabricated sectional offices and living quarters will be completed gradually. These temporary pre-fabricated buildings, which are made of wood and ferro-concrete, are scheduled to last from 10 - 20 years.

(3) Plans have also been made for the construction of standard types of water tower with capacities of 100, 150, 200 and 300 cubic meters. They are to be erected in the different districts according to priority, the most urgent being scheduled for completion by the end of 1946 while the others, comprising all structures necessary for the maintenance of normal traffic, will not be finished before the end of 1947.

2. New Constructions

a. Bydgoszcz railway junction. The reorganization of Bydgoszcz (Bromberg) railway junction by the Germans included the laying-out of large railway yards at the Bydgoszcz Polocna station which was taken over undamaged by the Polish State Railways.

b. Prokocim-Plaszow-Bonarka-Cracow loop line. This line was built by the Germans to lighten the traffic through Cracow junction by diverting shipments arriving from the Mischow-Kalwarja direction and so avoiding the Cracow Główna station. The damage done to this line during the German retreat is being repaired.

c. Tomaszow Mazowiecki - Radom line. This line was started by the Germans to lighten the traffic at Warsaw junction, but was never completed by them except for most of the embankments and some of the permanent way. Under pressure of the Soviet authorities work has now been resumed on the completion of this line which is to be finished by 1 December 1946, though the signalling system will only be of a temporary nature.

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