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SUBJECT Mowa Huta

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REPORT:

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COUNTRY: Poland

SUBJECT: The Nowa Huta Foundry

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1. According to original Polish proposals, a very large foundry, the Nowa Huta, was to be erected at Gleiwitz, Silesia. This location was chosen because Poland intended to bring iron/ore [Redacted] by the Oder river. This plan was cancelled by the first Soviet delegation, which arrived in Poland in 1949. The Soviets decided that iron ore was not to be supplied [Redacted] but brought from Kriwoj-Rog in the Ukraine, the richest iron mining area in the USSR, via Przemysl. In addition it was decided that since the Gleiwitz district already had a well developed industry, there might be a shortage of labor for the foundry. The Soviets were of the opinion that the Przemysl area was the most suitable place for the erection of the Nowa Huta works and of a town by the same name in its neighborhood, claiming that the Przemysl district at the foot of the Carpathian mountains was mainly agricultural, with no developed industry, so that there was a likelihood of small farmers being willing to work in industry instead.

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The position of the Soviets as regards the Nowa Huta works was as follows: There was a special paragraph in the treaty signed by the two countries in 1948 regarding the erection of the enterprise according to which the Soviets were to give all the assistance necessary. After the visit of the Soviet experts, the original Polish plan was dropped and Poland was requested to produce new proposals. The Planning Institutions for the Construction of Foundries (Biprohut-Biuro Projektowania Hut) in turn proposed 12 new locations, of which 11 were rejected by the Soviets. They finally agreed that the works and town of Nowa Huta should be erected in the vicinity of Cracow. This was chosen as it is near Przemyśl and offers technical facilities including the University, the Academy of Mining and Foundries, a Polytechnic Institute, and various laboratories. There were no political reasons for the choice.

2. The point selected for the preliminary works is near a village called Pleszow, bordered on one side by the village of Mogila and by Igołomia on the other, 8 kms. northeast of Cracow, near the historic Kopiec Wandy hill. It is a large area, almost uninhabited. To the north at a distance of 5kms. it borders on the Wisla river, on which raw materials and finished products were to be transported. At the beginning of 1949 the future management of Nowa Huta was set up within Biprohut, which was directly under the Central Foundries Organization and indirectly under the Ministry of Heavy Industry. In 1949 preparatory work was started by Polish

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experts. The location was studied geologically, the local supply of building materials was examined, and neighboring enterprises which might have an influence on the construction of the Nowa Huta were checked. Samples of earth were sent by plane to Moscow for examination. The result was not favorable as the earth contained a large percentage of loess. In the summer of 1949, Aniola, the general manager of Nowa Huta, and his two most capable technical assistants, Mazanek and Jaglarz, took the whole of the material to Moscow to the institution corresponding to the Polish Biprohut. There the composition of the soil and of the Wisla waters, the possibilities of central water-pumps at Bielany, Cracow, and statistics on the flooding of the Wisla were all studied. The execution of the plan was given to Soviet experts. This was to be a preliminary plan covering all aspects of the works but without technical drawings. The Poles had brought with them certain general requirements on behalf of the Polish government and these were included in the plan. During its stay in the USSR the Polish delegation visited the Zaporozstal foundry at Zaporozze, near Dniepropetrowsk in Southern Russia, which was to serve as a model to the Nowa Huta works, apart from certain technical innovations and the specific Polish requirements. Prior to the arrival of the Polish delegation in Moscow, a representative of the Polish foundries, Lurje, had been stationed there permanently in order to cooperate with the Soviet experts working on the plan.

3. In the meantime an important administrative change took place in Poland. The Nowa Huta management was separated from Biprohut and became independent. It was renamed Przedsiębiorstwo Państwowe

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Wyodrebnione "Nowa Huta" w Krakowie - The Independent Nowa Huta State Enterprise, Cracow. It was transferred from Gleiwitz to Cracow and was allocated the following three buildings:

- a. Oleandrow at 3-go Maja Boulevard, location of the Construction Management - Dyrekcja Budowy;
  - b. C.Z.P.N. (the building of the Central Petroleum Industry Organization) at 4 Ulica Oleandry, location of the Head Office and Technical Managements; and
  - c. A building at Ulica Skarbowa, General Administration.
4. The administration of the works is headed by a General Manager who is responsible for the following departments:
- a. General Secretariat.
  - b. Technical-General Department. This department handles highly confidential documents and forms the link between the management and the USSR.
  - c. Planning.
  - d. Personnel.
  - e. Protection of Industry (Security) -- Dzial Strazy Przemyslowej).
  - f. Technical Management, which is divided into the following sections: Large furnaces, coke, steel rolling (Dzial Walcowniczy), technical, chemical, Marfin furnaces, and translations (translations of technical documents into Russian). There are approximately 20 well-known foundry experts from all over the country in the technical department.

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5. There is also a section for the Protection of Industry (Dzial Ochrony Przemyslu) parallel to the above departments. This department, which is responsible to the Security organization (U.B.) and not to the works' management, deals with security matters and is located in the building of the Main Office.

6. In 1949 the department of Construction Management was among the most important. It carried out all geological work, surveying, levelling of the ground, and hydrological examinations. The results of its work were sent by the Technical-General Department to Gren, the government's representative for international contracts, at the State Planning Commission (P.K.P.G.), who forwarded them to the Główny Instytut Postawczy in Moscow. A special messenger took the documents once a week from the P.K.P.G. to Moscow. The degree of secrecy maintained was such that only the General Manager of the Nowa Huta works, accompanied by a trustworthy clerk, was permitted to transfer the mail from Cracow to Warsaw.

7. The preparation of plans for the building of the town of Nowa Huta were entrusted to a Polish Institution called Z.O.R. - Zakład Osiedli Robotniczych (Enterprise for the Erection of Workers' Settlements). It was planned that the town should have a population of 80,000, a cinema, a theater, public gardens, and sports grounds. A wide road was to lead straight through the whole town, at one end of which was the main entrance to the Nowa Huta works.

8. The plans for the works, which were ready in December 1949, arrived from the USSR in 53 volumes, each containing 120 to 150 pages.

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They did not contain any technical drawings but only general plans. The Nowa Huta administration then studied the plan to determine whether it accorded with the Polish requirements presented at the time to the Soviet experts. The original plan was sent to Nowa Huta and copies to the C.Z.P.H. - Central Foundry Organization; the P.K.P.G.; and the Ministry of Heavy Industries.

9. For the purpose of study, the following committees, called "Study Committees for the Preliminary Plan of the Nowa Huta Works", were set up:

a. General (coordination committee) consisting of the General Manager of the works, the General Manager of C.Z.P.H., the Minister of Heavy Industries, the Minister of Constructions, and the Representative of the Central Coal Industry Organization.

- b. Large furnaces.
- c. Coke.
- d. Steel rolling.
- e. Railroads.
- f. Construction.
- g. Repair workshops.
- h. Steel (Martin furnaces).
- i. Electric power.
- j. Water.

Well known experts from all over the country sat on these committees, in each of which there was a representative of the Nowa Huta works. The meetings took place at the C.Z.P.H. building in Kattowitz, and only rarely at Cracow.

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10. The Soviet plan was accepted by all the committees except that on railroads, which disagreed with some points concerning the Central Railway Station, but as it did not succeed in presenting a counterproposal, the Soviet plan was accepted practically in its entirety. The plan was studied during December 1949, and in January 1950 a delegation consisting of five men and one woman, a coke expert, arrived to expound and plan. The delegation was headed by Zybin Christofor, an expert on large furnaces. Aniola, the general manager of Nowa Huta, Mazanek and Jaglarz, the Chief Engineers, and Wolinski, another engineer known for the construction of the W - Z Line in Warsaw (Traza W - Z, an arterial road crossing Warsaw from east to west), took part on behalf of Poland. The first talks, which were of a general nature only, took place in the offices of P.K.P.G. under the chairmanship of Gren. A few days later, when the remaining members of the Soviet delegation arrived, all the specialist committees were called for a general meeting in Warsaw, to give them an opportunity to voice their opinion of the plan. The meeting took place at the Ministry of Heavy Industries, with the Minister as Chairman. Other important personalities participating in the meeting were:

- a. Gren, representative of P.K.P.G.
- b. Pietrusiewicz, Minister of Construction.
- c. Col. Tomaszewski (?), Head of the Coal Industry.
- d. Borejdo, Manager of C.Z.P.H.

At the meeting the heads of each expert committee gave their opinion of the plan, some asking that certain changes be made to existing

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proposals or making new proposals. At the end of the meeting 90 percent of the Soviet plan was accepted. The Soviets agreed to introduce certain changes concerning the remaining 10 percent in the further development of the plans.

11. According to the plan a foundry with a yearly production of a half million tons is to be erected. The following is a general outline of the Plan:

a. Five large casting furnaces, each 150 meters high and with a capacity of 10,000 tons.

b. Five Martin furnaces. It is planned to bring the fire brick for the furnaces from Czechoslovakia as it is not available in Poland.

c. Two rolling mills, one for cold rolling and the other for hot rolling. In the second mill, electric furnaces are to be installed to heat the steel coming from the Martin furnaces.

d. The largest iron foundry in Poland.

e. A coke works.

f. A chemical works based on coal as raw material.

g. A power station, to use gas from the furnaces as fuel.

The surplus is to be used for Warsaw.

h. The largest repair workshops in Poland. Half the workshops are to be as large as the whole Star automobile factory at Zyran near Warsaw, which was built by the USSR.

i. A deep water port, to be constructed on the Wisla river with the aid of a special dam. The Wisla is also to supply water for the works. Water for drinking is to come from Bielany, a suburb of Cracow.

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- j. A railway station with all special installations needed for the works.
- k. The railway at Cracow to be completely reconstructed. East of Cracow, freight train stations are to be built, the largest at Binczyce. The present passenger station in Cracow is to be transferred to Ulica Mogilska.
- l. Administrative offices to be built at the entrance to the works.
- m. An automatic telephone exchange.
- n. A laboratory.
- o. Large garages.
- p. Wide roads to connect all sections in the works.
- q. A main road crossing the Mogilska road to connect the works with Cracow.
- r. A large area behind the works in the direction of Igolomna, to be used for the dumping of waste materials, and having a special railroad line.
- s. A concrete wall,  $2\frac{1}{2}$  meters high, to surround the works.
- t. The whole works area to be planted with trees and grass.
- u. Three entrances to the works, the main entrance from the south and two from the north.
- v. An electric train and buses to link the works with Cracow.
- w. Several radio transmitting stations to be installed within the works.
- x. The works to employ about 30,000 workers. It is noted in the plan that the need for a larger number of workers is

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eliminated by the fact that all machinery is automatic and of the most modern type.

y. For the construction of the works itself, factories to be erected to supply cement, bricks, and semimanufactured materials including cement blocks; and a carpentry shop which is to be the largest in Poland.

12. According to the Polish-Soviet agreement of 1948, most of the equipment and machinery for the works are to be supplied by the USSR. These include cranes, installations for the transportation of loads, foundry machinery and most of the machinery for the working of steel and iron, none of which is manufactured in Poland.

Only tipping installations for freight cars are to come from the U.S.

13. The USSR is to supply all ore needed by the foundries from Kriwoj Rog. Coal and coke are to come from local sources.

14. According to plans, the works and town of Nowa Huta are to be completed by 1956 and the first steel is to be made by 1955. To March 1950 no actual work had been done. The information received lately shows that work has since started. The building of the town was begun at the end of 1949. Workers' houses were built on both sides of the main road leading from Cracow to Nowa Huta, southwest of the future works. Nowa Huta will be linked with Cracow via the village Mogila.

# 15. The Czestochowa foundry experimented with Polish coke to test its suitability for the new foundry. The tests showed that

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the coke was not suitable as the coke layers tended to crumble as they moved down the casting tower.

16. The following is a partial list of the officers of

Nowa Huta:

a. Jan Aniola, General Manager of the Nowa Huta works.

[Redacted]

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b. Jaglarz, Head of the Rolling Mills.

[Redacted]

c. <sup>u</sup> Eigeniusz Mazanek, Technical Manager.

[Redacted]

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d. Wolinski, Construction Manager.

[Redacted]

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e. Edward Bartczak, Personnel Manager.

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f. Bronislaw Wojcik, Technical General Manager.

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g. Sliwinski, Head of U.B.

h. Jan Borejdo, General Manager of the C.Z.P.H. He is short.

[Redacted]

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i. Irena Karas, Secretary to the General Manager.

j. Pluszczewski, Manager of Translation Department.

[Redacted]

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k. Gebertowicz, Head of Soil Examinations.

[Redacted]

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l. Skowronek, Manager of the department for the protection of industry.

[Redacted]

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m. Wajnberg, Administrative Manager.

[Redacted]

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n. Homme, Manager of the Coke Department.

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o. Manitius, Manager of the Power Department.

[Redacted]

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p. Brand, Representative of the Polish foundries in Moscow.

[Redacted]

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q. Lurje, one of the employees who has no definite task.

[Redacted]

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r. Zemajtis Kejstut, Minister of Heavy Industries.

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KEY TO DIAGRAM

1. Entrance and administrative center.
2. Garages.
3. Repair workshops.
4. Steel rolling mills.
5. Large Cowpers furnaces.
6. Coke works and chemical factory.
7. Siemens-Martin furnaces.
8. Railway station.
9. Railway station of waste material dumping area.
10. Terminal point of the railway tracks.
11. Road connecting the works with the town of Nowa Huta.
12. Present road.
13. Wisla river.
14. Kujawy jetty.
15. Dam and bridge.
16. Canal.
- 17.)
- 18.) Sections of Nowa Huta town.
- 19.)
20. to Mogila.
21. to Igolomia
37. Vertical grid line - sheet T-14 Poland 1:100,000 Krakow.
50. Horizontal grid line - as above.

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