

**INFORMATION REPORT**

REPORT

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COUNTRY Poland

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SUBJECT Major Polish East-West Rail Routes

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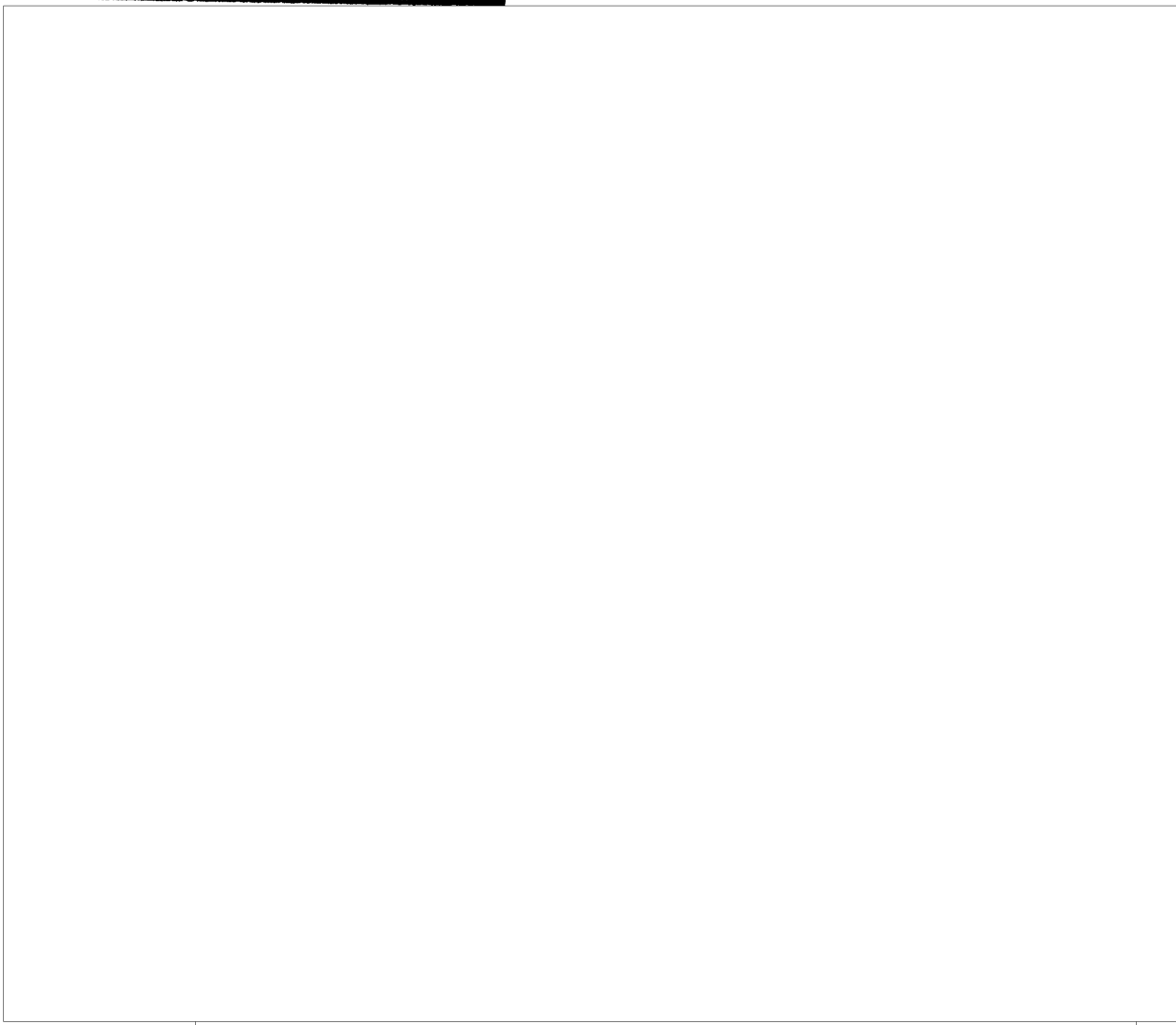
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SUPPLEMENT TO REPORT NO.

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the Poles consider the reconstruction of dismantled second tracks more important than the

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execution of new railroad construction projects. [redacted] 50X1-HUM  
 [redacted] in the Polish press, the reconstruction 50X1-HUM  
 of second tracks is reported as a completion of new railroad construction  
 projects. The railroad lines involved are not mentioned and only the  
 number of kilometers is stated for the tracks rebuilt. For this reason  
 it is possible only in exceptional cases to bring the map material on 50X1-HUM  
 the Polish rail net up to the latest status. [redacted]

[redacted] When there were any doubts about the number of tracks, it  
 was assumed that the line section involved is single-track and its  
 carrying capacity was stated accordingly. The total carrying capacity  
 of the individual east-west rail routes selected was determined by the  
 line section with the lowest carrying capacity unless it is possible  
 to utilize alternate rail routes and thus to increase the carrying  
 capacity.

3. It can generally be stated that the efficiency of the Polish railroad  
 system is speedily increasing and that in 1955 it has reached the  
 status of 1941 when the efficiency of the Polish railroad system was  
 at its highest. It is possible that the 1941 status has even been  
 surpassed in some regions of the country. The number of trains daily  
 handled by the border stations along the Oder-Neisse line has been  
 stated. The same applies to rail traffic on the Soviet-Polish border.  
 Detailed information on the volume of transloading conducted at the  
 Soviet - Polish rail change-over points is contained in Section III  
 of this study.

## II. Detailed information on the six major East-West routes.

### 1. Blue Route.

Except for its middle section, this route had been double-track until  
 1945 and prior to that time had a carrying capacity of 72 trains. It  
 appears that on account of dismantling work the route is now single-  
 track on the following sections:

- a. Braunsberg (Braniewo) - Marienburg (Malbork);
- b. Dirschau (Tczew) - Konitz (Chojnice) - Ruhnow (Runowo) - Stargard

It is therefore assumed that the carrying capacity of this line is at  
 present 36 trains. [redacted] 50X1-HUM

[redacted] In order to make possible the  
 turn-over of 48 trains per day at the Stettin (Szczecin) border station,  
 as required, it is necessary to split up the Blue East-West Route. This  
 appears advisable since a maximum exploitation of the middle section of  
 this route throughout its entire length is not possible over a  
 prolonged period of time because this line has to handle additional  
 traffic in connection with the shipping of coal, supply goods and  
 commuter traffic. The balance between the number of trains carried on  
 the middle section of the blue route and the 48 trains required must be  
 rerouted to the much more efficient Green Route which extends between  
 Allenstein (Olsztyn) and Kreus (Krzyz).

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## 2. Green Route.

This east-west route has again been made double-track throughout its entire length. It may therefore be assumed that the figures on the carrying capacity of this line, as determined by German military and civilian agencies for 1944, are still valid. The weakest link of this route is in the section between Thorn (Torun) and Bromberg (Bydgoszcz). By eliminating Thorn railroad station through rerouting trains via Hohensalza (Inowroclaw), the total carrying capacity of the Green Route may be increased without difficulty to 60 trains per day. Since only 48 trains can be transferred at Kuestrin, the Green Rail Route can handle 12 trains for the Blue Route.

## 3. Red Route.

This double-track railroad line is the most important East-West rail route through Poland. The route can temporarily handle 72 trains per day. Since Warsaw, an important rail junction with a very high volume of traffic, constitutes a bottleneck on this line, it appears advisable to let this line handle only 60 trains per day for sustained railroad operations. It also appears advisable to utilize the railroad route in the Warsaw area for a number of trains which cannot be handled by the Violet Route.

## 4. Violet Route.

This route has two weak links, namely:

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a. The newly constructed Lukow - Pilawa - Skierniewice railroad line, a railroad bypass south of Warsaw, which can handle 48 trains per day. It is planned to double-track this line section and it is possible that work on the double-tracking of the line has already been started.

If the need should arise, some rail traffic assigned to this route must be rerouted to the Red Route by utilizing the Lukow - Skierniewice railroad line via Siedlice and Warsaw.

b. The partly dismantled railroad lines in Silesia West and north-east of Glogau. On account of dismantlings, the former carrying capacity of this line decreased from 72 to 30 trains. By utilizing alternate routes in this area it will be possible without difficulty to reach a carrying capacity of 48 trains on this line section.

## 5. Brown Route.

This route is mostly double-track. Its weakest link is in the Kielce - Czestochowa and Czestochowa - Oppeln sections the carrying capacity of which is 24 and 36 trains respectively. By utilizing alternate rail routes in this area it is quite possible to reach a carrying capacity of 48 trains as required.

## 6. Yellow Route.

As was the case during World War II, this route has a carrying capacity of 72 trains. Between Kamenz (Kamieniec Zabkowicki) and Glatz (Klodzko), the carrying capacity of this line decreases to 60 trains per day and between Glatz and Waldenburg (Walbrzych) to 48 trains.

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This loss could, however, be compensated by utilizing a northern alternate route via Kroischwitz (Krasnowice) and Koenigszelt (Joworzyna Sl.) It will not be possible, however, to allow the Yellow Route to handle 72 trains per day because the Coerlitz border station is only capable of accepting 48 trains per day as long as the Coerlitz - Dresden railroad line is still single-track.

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### III. Rail change-over points on the Polish - Soviet border.

In Section II it was shown that the number of trains which can be handled by railroad stations on the Polish-GDR border can also be handled by the east-west rail routes leading through Poland.

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The real bottleneck for east-west or west-east rail operations is not the status of the Polish railroad system but conditions prevailing on Poland's eastern border where the standard-gauge rail system terminates and the Soviet broad-gauge system begins. Time-consuming transloading operations are required at these rail change-over points. The carrying capacity of east-west rail routes therefore depends on the number of trains which can daily be handled by these rail change-over points. Since the number of trains which can be handled at railroad stations on the Polish-Soviet border is considerably lower than the carrying capacity of the east-west rail routes described in Section II, the rail change-over points constitute the rail bottleneck for all east-west or west-east rail operations.

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the daily turnover possible at the rail change-over points is as follows:

Area	Route Involved	Rail Change-over Point Number	Point Name	Number of Trains Handled Daily	
Koenigsberg (Kalinin-grad) - Braunsberg (Braniewo)	blue		no information available		
Insterburg (Chernyakhovsk) - Gerdauen (Zheleznodorozhny) - Skandau (Skandawa)	green	2	Insterburg Birkenfeld (5 km southwest of Insterburg)	6 4	
			Total	10	
Bialystok - Volkovysk	red	4 ?	Grodno Lososna Volkovysk Czeremcha	6 3 6 3	
			Total	18	
Brest (Brest Litovsk)	violet	7	Brest eastern station Brest western station Brest central station Poleski Mokhovetz Plakhatka Malaszewicze	5 8 9 8 8 15 8 - 5 (coal)	only coal

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Kovel	brown	2	Kovel	12
			Koszary ?	?
			Total	12
Przemysl - Lvov (Lwow)	yellow	2	Sambory	12
			Zurawica	9
			Total	21
Grand Total				118 trains

Whereas the east-west rail routes mentioned in Section II have a total capacity of 300 trains per day, only 118 trains can be handled daily on the Polish eastern border. Except for the Malaszewicze railroad station near Brest Litovsk no information is available to indicate that the efficiency of rail change-over points on the Polish - Soviet border was increased after 1950. [redacted] 50X1-HUM

It may be assumed, however, that efforts have been made to increase the capacity of these rail change-over points, as their importance is well-known to the Soviets. The carrying capacity of these change-over points cannot be improved indefinitely for technical reasons. It is therefore believed that these change-over points will never be in a position to handle the same number of trains which can be operated on the east-west rail routes through Poland.

There are the following possibilities to eliminate the bottlenecks at these Polish - Soviet rail change-over points:

1. Troop Shipments:

- a. Troops can be detrained at railroad stations of the Soviet broad-gauge net and marched to the nearest railroad station in Poland. Such an operation would require, however, the construction of detraining and entraining facilities on both sides of the Soviet Polish border. [redacted] 50X1-HUM

- b. It may be possible to entrain troops at Polish railroad stations nearest to the Soviet - Polish border. This means that the assembly area for a strategic concentration of Soviet troops would be located in the western region of the USSR or the eastern region of Poland.

2. Supply Shipments:

- a. Construction of oil pipe lines in order to eliminate a transloading of fuel at rail change-over points. Since fuel shipments represent approximately 70 percent of all military supply traffic, such a measure would considerably ease the strain on the rail change-over points. No information has so far been received on the construction of an oil pipe line in this area.
- b. Timely establishment of a Soviet supply base in eastern Poland, i.e. in the area of the standard-gauge system.

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[Redacted]

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c. The existence of such a supply base would eliminate to a considerable extent the bottleneck of the rail change-over points. There are some vague indications that the Soviets are building up such a supply base in eastern Poland.

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[Redacted]

3. All types of shipments.

Construction of railroad cars automatically convertible from Soviet to standard gauge by an adjustment of axles on special rail installations available at rail change-over points. Experiments with such cars are already under way. Conditions for a quantity production of such cars have not yet been fulfilled, however.

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[Redacted]

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[Redacted]

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