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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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~~C-O-N-F-I-D-E-N-T-I-A-L~~

COUNTRY	Poland	REPORT	
SUBJECT	Descriptive Data on the Stalinogrod Area	DATE DISTR.	22 July 1955
DATE OF INFO.		NO. OF PAGES	12
PLACE ACQUIRED		REQUIREMENT NO.	RD 50X1
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[Redacted]

[Large Redacted Area]

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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	REPORT NO. []	50X1
COUNTRY	Poland	DATE DISTR. 23 June 1955
SUBJECT	Descriptive Data on the Stalinogrod (Katowice) Area	NO. OF PAGES 11
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THIS IS UNEVALUATED INFORMATION

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The following is a legend to the attached enclosure, an overlay of US Target Complex Mosaic Series 25, 0232, 9965-3-25M Gliwice-Sosnowiec area.

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1. Zgoda Iron and Steel Works in Swietochlowice - Formerly called the Silesian Iron and Steel Works. No steel was produced in this plant. It was supplied with steel by other steel plants. In 1953-1954 [] in a Polish newspaper that this plant was going to produce some metallic household goods. Approximately 1500-2000 workers were employed in the plant in three eight-hour shifts. There was no expansion construction going on in the plant from 1948 to the end of 1953. 50X1
2. Slag Dump - Very high; good visible landmark.
3. Double Track Railroad - Built on a high earth bed; ran in the direction of Gliwice. Heavy passenger and freight traffic; a train every 10 to 15 minutes. This was the main railroad connecting Stalinogrod (Katowice) with the West.
4. Polska Coal Mine - The employees worked three eight-hour shifts.

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[redacted] there was no expansion construction since 1934.

- 4a. Florian Iron and Steel Works - The employees worked three eight-hour shifts. No expansion construction since 1935. This plant produced steel and pig iron.
5. Viaduct - Approximately 85 m x 12 m x 4.5 m, arched, lined with white tile.
6. Single Track Railroad Bridge - Steel construction. Simply supported quadrangular through-truss. The bridge was approximately 12 m long and 4 m wide. Little traffic.
7. Main Highway to Gliwice and Bytom - Cobblestone, five to six meters wide. Heavy traffic.
8. Marketing Hall - Brick construction, rounded roof.
9. Street Bridge over Railroad Track - Concrete construction, 18 m x 9 m. This bridge was the only connection between the two parts of Chorzow which were divided by railroad tracks. It was the best approach to the highway which went in the direction of Tarnowskie Gory and Lubliniec. Heavy traffic.
10. Square - Used for circus and other open air entertainment activities. Popularly named, "Market Square".
11. Department Store (Powszechny Dom Towarowy) - Five-story brick construction.
12. Railroad Bridge - Two separate, arched, truss, steel constructions, 17 m x 4 m, each had a single railroad track. This was the main bridge connecting Stalinogrod with Bytom. Heavy passenger and freight traffic.
13. Soccer Stadium. 50X1
14. Industrial Installation - [redacted] in 1948 this plant was known under the name, "Hajduki Coke Chemical Plant" (Hajduckie Zaklady Kokso Chemiczne). No further information.
15. Industrial Installation - Believed to be the Batory iron and steel works. No further information.
16. Railroad Station in Chorzow-Batory - Formerly called Hajduki. Four-story, brick construction, approximately 14 m x 9 m, gable roof covered with red tile. There were about nine sets of tracks running in front of the station. The tracks began to branch off about 900 m east of the railroad station; Some of the tracks by-passed the station and joined the main line again, narrowing down to a double track about 1500 m west of the station. The tracks west of the station ran at two levels: on built up earth bed and at ground level. [redacted] the lower tracks to be side tracks to point #14 above. 50X1
17. Viaduct - Concrete construction, rectangularly shaped. 70 m x 8 m x 4.5 m. There was a row of steel pillars on each side approximately 1.5 m from the concrete wall spaced at about 6 m intervals.
18. Soccer Stadium - One of the largest in Poland. Property of the Ruch sport club.
19. Cobblestone Road - Partly four lane avenue. Connects the Stalinogrod-Gliwice highway (point 27) with the highway to Bytom (point 7).

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20. Freedom Square (Plac Wolnosci) in Chorzow.
21. Chorzow Coal Mines Production Control Office - Belonged to the Chorzow Coal Industry Association (Chorzowskie Zjednoczenie Przemyslu Weglowego). Three-story brick construction, 45 m long. Gable roof covered with tile.
22. Finance Building of the Kosciuszko Steel and Iron Works - Two or three-story brick construction, 40 m long. Gable roof covered with red tile. Bookkeeping and finance offices were located in this building.
23. Kosciuszko Steel and Iron Works - [redacted] located on both sides of the highway, point 42. Poor quality steel and pig iron were produced in this plant. The plant employed 9,000 - 10,000 persons. 50X1
24. Double Track Railroad to Bytom - Heavy traffic. During the day a passenger train passes every 1½ hours.
25. Liberation Mountain (Gora Wyzwolenia) - Formerly park and mountain of St. Anna (park i gora Swietej Anny). Park with one large and one small soccer stadium, and one swimming pool.
26. Living Quarters for Coal Miners - Constructed 1950 - 1951. Prefabricated house (domki finskie) settlement.
27. Main Highway from Stalinogrod West - Partly cobblestone, partly asphalt, 13 m wide. Heavy passenger and commercial traffic.
28. Kleofas Coal Mine - This was the smallest coal mine in Stalinogrod. The coal was of the poorest quality and was difficult to mine.
29. Quarry - Out of operation; filled with water.
30. Coal Mine Ventilation Shaft - Out of operation. Two-story, brick construction, 7 m x 7 m, located on top of a hill.
31. Gardens with Several Villas.
32. Lake.
33. Soccer Stadium - Supposed to be finished in 1956. This stadium was to be the largest in Silesia, and one of the largest in Poland. Stadium capacity, 80,000 - 90,000 persons.
34. Amphitheatre.
35. Restaurant.
36. Fair Grounds.
37. Firing Range - Could be utilized for international competition.
38. Kleofas Coal Mine Administration, Club Building, and Recreation Area - Had a small park and swimming pool.
39. Chorzow Highway - Cobblestone, 8 m wide. Heavy traffic.
40. Park of Culture and Rest (Park Kultury i Wypoczynki) - Was under construction. Popularly known as the "Swiss Valley" (Dolina Szwajcarska).
41. Astronomical Observatory and Planetarium - Under construction. Was supposed to be finished in 1956. Was to be accessible to general public.

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42. Local Highway, Siemianowice-Chorzow - Cobblestone, eight meters wide. Light traffic.
43. Local Highway - The first 1½ - 2 km section north of highway, point 39, was named Debowa Street; cobblestone, 12 m wide.
44. Catholic Church and Cemetery - Red brick construction, one tower.
45. Housing Settlement - Prefabricated houses constructed in 1949 - 1951; quarters for coal miners.
46. Swimming Pool and Bugla Beach.
47. Gardens.
48. Curved, Single Track Railroad - Steel construction, 15 m x 4 m, simple support, quadrangular through-truss. Only freight traffic. This track made it possible for freight trains going from west to south, and from south to west to avoid the Stalinogrod Railroad Station.
49. Catholic Church.
50. Small Park and House of Culture (Dom Kultury) - Belonged to the Baildon Steel Plant.
51. Soccer Stadium of the Baildon Steel Plant.
52. Baildon Steel Plant - [REDACTED] 50X1
53. Gottwald Coal Mine - Formerly Eminencja coal mine. This coal mine was the largest in Stalinogrod. It had the largest production, the best quality of coal, and employed the greatest number of workers. It was supposed to be one of the best mines in Poland.
54. Central Bakery - Constructed in 1950-1951. Brick construction, 35 m x 25 m, height of a five-story building, flat roof. This bakery supplied all the state controlled bakeries in Stalinogrod.
55. Elementary School - Construction finished in 1953. "E" shaped brick construction. Four to five-story high, 85 m long. Gable roof covered with red tile. All children from the Koszutka settlement, point 74, were supposed to go to this school.
56. Infantry Caserne - [REDACTED] 50X1
57. Double Track Railroad - Side tracks to the Welnowiec Zinc Plant (Welnowieckie Zaklady Hutniczo-Cynkowe), and to the Precision Optics Industry Plant (Zaklady Przemyslu Precyzyjno Optycznego), Heavy freight traffic, a train every 15 minutes.
58. Storehouse - New open wall construction, 25 m x 20 m x 7 m. Low gable roof covered with tile, supported by pillars. This storehouse was used for the storage of concrete plates. There was a single track railroad going to the storehouse.
59. Single Track Railroad Bridge - Masonry blocks bridge, 7 m x 4 m. Heavy freight traffic.
60. Unidentified AAA Troop Caserne - [REDACTED] 50X1
61. Cobblestone Road - Driveway six meters wide. Light traffic. This road was used for travel from Stalinogrod.

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62. Park in Welnowiec.
63. Highway, Stalinogrod-Siemianowice - Partly asphalt, partly cobblestone. Driveway 9 m wide. Heavy traffic. This was the shortest route for traveling north from Stalinogrod. The first 1.5 km section from point 39 north was called Armii Czerwonej St., the rest of the highway was named Siemianowice highway (Szosa Siemianowicka).
64. Housing Settlement - Completed in 1953. City property. Living quarters for workers and officials. About 35 buildings; four-story brick constructions, 35 m x 12 m. Gable roofs covered with tile.
65. Market Square in Siemianowice.
66. Railroad Station in Siemianowice - Two-story brick construction, 25 m x 10 m. Low gable roof covered with tarpaper.
67. Jednosc Steel and Iron Plant - Formerly Laura Steel and Iron Plant. High quality steel was produced there. This plant specialized in pipe production. The pipes produced there were supposed to be the best in Poland. The plant did a certain amount of military production. There were approximately 8,500 workers employed in this plant. There was no expansion construction after WW II.
68. Welnowiec Zinc Plant (Welnowieckie Zaklady Hutniczo-Cynkowe) - Formerly the Kunegunda Zinc Plant. 4,000 persons were believed to be employed there. There was no expansion construction after WW II.
69. Double Track Railroad, Stalinogrod-Siemianowice-Bytom - Strictly local line. Very light passenger and freight traffic. The frequency of passenger traffic was five to six trains daily in each direction.
70. Chapel.
71. Small Park and a Building Belonging to the Stalinogrod Coal Industry Association (Stalinogrodskie Zjednoczenie Przemyslu Weglowego) - Three-story brick construction, 45 m x 13 m.
72. Precision Optics Industry Plant (Zaklady Przemyslu Precyzyjno-Optycznego) - Formerly the Iwoka Optics Plant (Optyczne Zaklady Iwoka). Several buildings, number unknown. The main production hall burned down in 1948-1949, and was rebuilt in spring, 1952. It was a five-story construction 50 m x 25 m. The first two stories were of brick construction, and the last three stories of glass, steel construction. Flat roof, partly glass. Before WW II this plant produced binoculars, magnifying glasses, microscope parts, and other special-purpose glasses and parts. In 1952, with the completion of the new production hall, some production changes were made. [redacted] precision aiming mechanisms or parts were produced there.
73. Garden and Oblate Fathers Monastery (Klasztor Ojcow Oblatow)
74. Marchlewski Housing Settlement (Osiedle Imienia Marchlewskiego) - Newly constructed, popularly known as Koszutka. Living quarters for workers and officials. Three to five-story brick constructions, different types and dimensions. This settlement had 30,000 inhabitants.
75. Three Buildings - Four-story brick constructions, 25 m x 12 m. Gable roof covered with tile. These buildings were occupied by Polish Army Officers and dependents.

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76. Main Mining Institute (Główny Instytut Gorniczy-GIG). The building was constructed in 1948-1949; brick construction, 70 m x 25 m. The height ranged from two to six stories. Flat roof.
77. Stalinogrodzka Street - Formerly Katowicka Street. Cobblestone, eight meters wide.
78. Bogucice Cemetary.
79. Catholic Church.
80. Apartment Building - Constructed in 1950-1951. Nine-story brick construction, 65 m x 13 m. Flat roof. This building was utilized as living quarters for officials of the Central Administration of Steel and Iron Production and some other officials.
81. Four Barracks - Occupied by a construction company, (Przedsiębiorstwo Budowlano-Montazowe); wooden construction, 20 m x 9 m x 3.5. Low gable roof covered with tarpaper.
82. Five to Six Barracks - Utilized for living quarters. Wooden construction 20 m x 9 m x 3.5m. Low gable roof covered with tarpaper. Each barracks was located in a small garden.
83. Four Storehouses - Belonged to the City Sanitation Department (Zakład^{50X1} Oczyszczenia Miasta ZOM). The main storehouse was of brick construction, 45 m long, six m high. Low gable roof covered with tarpaper.
84. Mining and Rescue Equipment Factory - Brick construction, 35 m x 12 m x 8 m. Low gable roof covered with tarpaper. The factory was in operation 24 hours daily and employed about 250 workers in three eight hour shifts. [redacted] this factory was to be closed in 1955 and transferred to Tarnowskie Gory where it was to occupy larger facilities and increase its production. 50X1
85. Ventilating Shaft of the Stalinogrod Coal Mine.
86. Office Building - Construction completed in 1954. Seven-story steel, glass construction, 110 m x 14 m, flat roof. Seven different construction offices (Przedsiębiorstwa Budowlano-Montazowe) and almost all construction planning and project offices in Stalinogrod were located in this building. This building was one of the best and most modern constructions in Stalinogrod. On certain occasions it was kept illuminated at night for propaganda purposes.
87. Sawmill.
88. Main Gas Station - One of the few in Stalinogrod.
89. Stalinogrod Coal Mine - Formerly the Katowice Coal Mine and prior to that the Ferdinand. Coal quality, average. The mine chambers extended under the town all the way to the airfield, point 115. They also join the chambers of the Gottwald Coal Mine.
90. Bogucicka Street - Cobblestone, driveway average, eight meters wide.
91. 1 Maja Street - Formerly Krakowska Street. This was the main highway to Sosnowiec, Czestochowa, and Warsaw, with a fork to Krakow. Cobblestone, 14 m wide. Very heavy traffic.

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92. Wooden Bridge over the Rawa River - 8 m x 5 m. This bridge was not used by trucks.
93. Rawa River.
94. Northeastern Part of Stalinogrod City - Densely populated area. For pinpoint location of office buildings, industrial establishments and street layout, [redacted] 50X1
95. Scrap Metal Collecting Place - Had one overhead traveling crane. Popularly known as Huta Marta.
96. Barracks Area - Several construction companies were located in these barracks.
97. Northwestern Part of Stalinogrod City - Densely populated area. For pinpoint location of office buildings, industrial establishments and street layout [redacted] 50X1
98. Railroad Viaduct over Miklowski Street - Two arches, concrete construction. One arch for vehicular traffic 60 m x 5 m x 4 m, and one arch for pedestrians 60 m x 3 m x 2.5 m. The inside of the viaduct, walls and ceiling, was of white tile.
99. Railroad Viaduct over Kosciuszko Street - Rectangular steel construction, supported by two rows of "H" shaped steel pillars spaced three m apart. The pedestrian arches on both sides between walls and pillars were 40 m x 2 m x 5 m, and the vehicle arch was 40 m x 13 m x 5 m. The walls were of white tile.
100. Railroad Viaduct over Francuska Street - This viaduct was reconstructed in 1948. Rectangular concrete construction supported by concrete pillars spaced four m apart. The pedestrian arches between the walls and the pillars were 40 m x 1.5 m x 5 m, and the vehicle arch was 40 m x 9 m x 5 m.
101. Railroad Viaduct over Damrota Street - Rectangular concrete construction 40 m x 11 m x 4 m, pedestrian and vehicle arches combined.
102. Railroad Viaduct over Rasinski Street - Rectangular concrete construction 40 m x 8 m x 4 m. The walls were of white tile. Average vehicular traffic.
103. Railroad Viaduct - Rectangular brick construction, 30 m x 8 m x 4 m. Heavy vehicular traffic.
104. Industrial Installation - [redacted] be either Huta Ferum or Porcelain factory "Gisza". No further information. 50X1
105. Three or four Railroad Tracks - Main railroad line from Stalinogrod to the east and northeast (Krakow, Warsaw). Very heavy passenger and freight traffic. A train passed every three or four minutes.
106. Foreign Broadcast Jamming Station - About twenty 20-25 m high antenna poles. They were erected in 1948-1949.
107. Stalinogrod Radio Station - Two 40 m high antenna poles; only medium wave broadcasts.
108. Paderewskiego Street - Partly cobblestone, partly gravel; five m wide; light traffic.

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109. Southern Part of Stalinogrod City - Densely populated area. For pin-point location of office buildings, industrial establishments and street layout [redacted] 50X1
110. Public Hall (Hala Ludowa) - Construction completed in 1953. Brick construction, 75 m x 30 m x 14 m. Low gable roof covered with sheet iron. This building was utilized for musical and sport performances. It had about 5,000 seats.
111. Trolley Depot - Building, brick construction, 25 meters wide, 16 meters high. Length unknown. It was a very old construction. Plans were made to build a new trolley depot.
112. Fairground.
113. Soccer Stadium.
114. Triangulation Point (Wieza Triangulacyjna). Wooden tower built at the highest point in southern Stalinogrod.
115. Civilian Airfield - This airfield was utilized by single engine sport aircraft, and two engine commercial aircraft of the Polish Airline (Polska Linja Lotnicza - LOT). [redacted] seen single engine conventional fighter aircraft flying over the airfield. [redacted] they landed on the airfield. 50X1
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116. Air Terminal - Brick construction, 30 m x 15 m x 14 m. Flat roof. Two hangars. Corrugated sheet iron construction; rounded roof. No further information.
117. Runway - Constructed in 1948-1949; concrete, 600 m x 14 m. Good condition.
118. Giszowiecka Highway (Szosa Giszowiecka) to Tychy-Bielsko - This was the main highway to the south. It was partly cobblestone, partly asphalt; seven meters wide; heavy traffic.
119. Double Track Railroad - Built on a raised earth bed; ran to Janow-Myslowice. It was a single track railroad until 1954, when the second track was constructed. This line was strictly a freight line with light traffic.
- 119a. Probable Railroad Bridge - No further information.
120. Stadium for Motorcycle Racing.
121. Double Track Standard Gauge Railroad and Single Track Narrow Gauge Railroad - Constructed 1952-1954. Laid on a raised earth bed. The narrow gauge railroad was called the "Sand Rail Line" (Magistrala Piaskowa). When completed, the standard gauge railroad will make it possible for freight trains going from east to west or west to east to avoid Stalinogrod railroad station.
122. Industrial Installation - Still under construction. Construction began in 1953. Source had seen several large production halls, low brick construction with glass roofs. There were also several overhead traveling cranes. No further information.
123. Railroad Bridge - Steel construction with concrete supports. Old construction, 1938-1939; light traffic.
124. Highway - Side road to connect Piotrowice with the main highway, point 138; asphalt, six meters wide.

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125. Single Track Railroad - Local line connecting Stalinogrod with Murcki, Kostuchna, and Tychy. Light traffic; mostly passenger. Freight traffic to only the coal mines in Murcki (Boze Dary), and Kostuchna.
126. Highway Bridge - Constructed before WW II. Concrete construction, 15 m x 7 m, over a double track railroad; average traffic.
127. Double Track Railroad - Main line from Stalinogrod south (Prague). Heavy passenger and freight traffic. Passenger trains every six minutes; freight trains every 15 minutes.
128. Barracks Area - Six to eight barracks, brick construction, 20 m x 6 m x 3.5 m. Low gable roof covered with tarpaper. These barracks were utilized as living quarters for women workers.
129. Single Track Railroad - Main line from Stalinogrod to Rybnik. Single track, from Stalinogrod to Orzesze (30 km); double track, from Orzesze to Rybnik; local passenger and freight traffic. A train every hour during the day.
130. Piotrowice Locomotive and Car Repair Plant (Piotrowickie Warsztaty Kolejowe). Passenger, freight car and major locomotive repairs were done here. No further information.
131. Construction Company (Spoleczne Przedsiębiorstwo Budowlane) - Included one barrack for offices, and an area for storing construction materials.
132. Piotrowice Machine Plant (Piotrowicka Fabryka Maszyn) - Was under expansion construction in 1949-1951 and 1953-1954. For further information see page 11, this report.
133. Industrial Installation - Under construction. Construction began 1952. Several overhead traveling cranes. Could be part of the industrial installation point 122, this report. No further information.
134. Tent Camp Area of the Service to Poland Organization (Sluzba Polsce).
135. Cemetery.
136. Garden and Monastery of the Franciscan Monks - This was the largest monastery in Silesia.
137. Six Prefabricated Barracks - 25 m x 7 m x 3.5 m, occupied by Service to Poland troops. Low gable roof covered with tarpaper.
138. Mikolowska Highway (Szosa Mikolowska) - Main highway from Stalinogrod to Mikolow and Rybnik. Asphalt, nine m wide; average traffic.
139. Railroad Station in Ligota - Brick construction, 20 m x 15 m x 11 m. Gable roof covered with tile.
140. Electrical Substation - Brick construction, 6 m x 6 m x 7 m.
141. Two Storehouses - Wooden construction, 25 m x 15 m x 6 m. Gable roof covered with tarpaper. Some kind of slabs were stored there.
142. Oil Refinery - Reconstructed in 1946-1947. Two to three tanks eight m high and six m in diameter were seen there. No further information. 50X1
143. Highway Bridge - Built over a double track railroad. Steel construction with concrete supports, 25 m x 6 m. There were railroad signals on the bridge.

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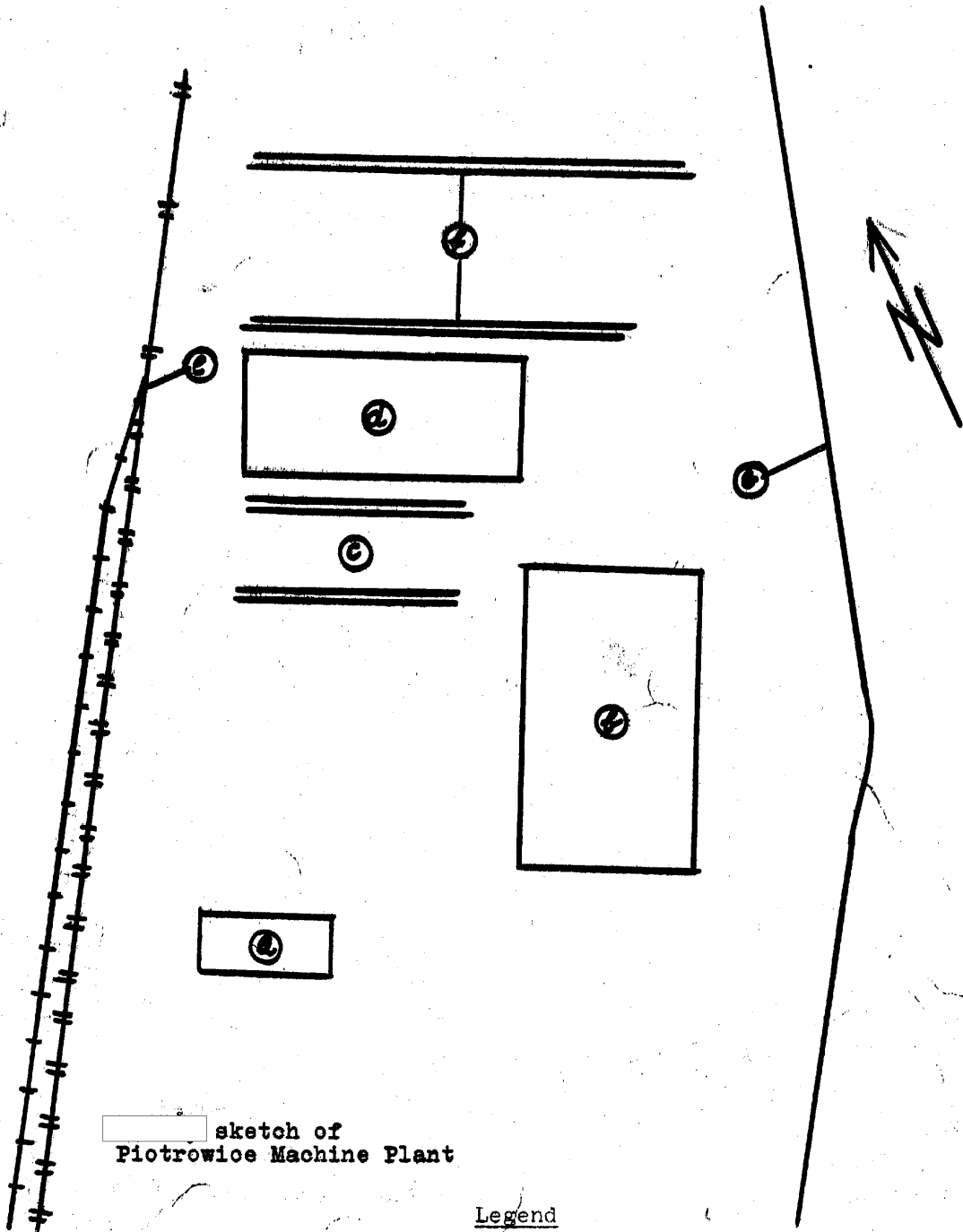
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144. Chemical Plant - No further information.
145. Highway Bridge - Was under construction in 1954.
146. Railroad Bridge - Double track railroad, completed in September, 1954. Steel construction 13 m long. Two standard gauge tracks and one narrow gauge track ran across the bridge. Each track had a separate bridge.
147. Brynowska Highway (Szosa Brynowska) - Partly asphalt, partly cobblestone.
148. Housing Settlement - One-family houses. Was under construction in 1954.
149. Small Chemical Plant - Before WW II it produced tooth-paste or shoe cream. No further information.
150. Kosciuszko Park.
151. Parachute Tower - About 40 m high, utilized for public entertainment.
152. Wujer Coal Mine - No further information.
153. Highway Bridge - Built over a double track railroad. Concrete construction, 13 m x 8 m; light traffic.
154. Narrow Gauge Railroad Bridge - Built over a double track railroad, constructed in 1947. Concrete arch, closed spandrel construction.
155. Local Highway - Asphalt, eight m wide. Almost no traffic.
156. Double Track Railroad - Ran from Stalinogrod to Ligota and Gliwice. Light traffic.

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sketch of Piotrowice Machine Plant

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Legend

- a. Administration Building - Constructed 1946. Four-story brick construction, 25 m x 12 m. Gable roof covered with tile.
- b. Production Hall - Constructed 1949-1951. Brick construction, 80 m long, 18 m high. Monitor roof.
- c. Overhead Traveling Crane.
- d. Production Hall - Brick construction, 75 m x 45 m x 15 m. Curved roof covered with tarpaper.
- e. Railroad - See point 129, on the enclosure to this report.
- f. Overhead Traveling Crane - Was under construction in 1953 - 1954.
- g. Highway - See point 138, on the enclosure to this report.

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