Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

SEE BOTTOM OF PAGE FOR ADDITIONAL SPECIAL CONTROLS, IF ANY

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

INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

COUNTRY: Poland/USSR

REPORT NO.: [redacted] 50X1

SUBJECT: Road Data: Lubaczow, Jaroslaw, Rawa Ruska, Niemirow & Vicinity

DATE DISTRIBUTED:

NO. OF PAGES: 2

NO. OF ENCLS.:

SUPPLEMENT TO REPORT NO.:

PLACE ACQUIRED (By source): [redacted]

RESPONSIVE TO: [redacted] 50X1

50X1

SOURCE: [redacted]

50X1

1. A loose surfaced, all-weather, graded road (No 903 on legend) ran from Lubaczow north northeast to Tomaszow via Belzec. Tomaszow is located approximately 40 kilometers north northeast of Lubaczow. This same type of a loose surfaced, all-weather, graded road (No 903 on legend) ran from Tomaszow south southeast to Rawa Ruska. Another loose surfaced, all weather, graded road (No 903 on legend) ran from Olszyce southeast to Niemirow via Lubaczow and Krusnow then it went southward. Olszyce is located approximately six kilometers west of Lubaczow.

2. The above roads were over eight meters wide and were designed and constructed for heavy usage during the Czar's regime. The sub-base of the roads which ran in the north and northeast section of Lubaczow was of black dirt. The sub-base of the roads which ran southwest, south and southeast of Lubaczow consisted of sand-loam. All of the roads had a base of crushed rock. The top layer consisted of crushed rock surfaced with sand. During World War II both German and Soviet tanks up to approximately 30 tons traveled these roads in addition to various other military vehicles. The roads were periodically inspected and maintained by assigned laborers (sharvaryks). The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road.

3. A loose surfaced, all-weather road (No 909 on legend) ran from Olszyce southwest to Jaroslaw via Zapalow and also north northwest to Cewkow. This same type of loose surfaced, all-weather road (No 909 on legend) ran from Niemirow north northeast to Rawa Ruska. Niemirow is located approximately 23 kilometers east southeast of Lubaczow.

4. The roads were approximately four to six meters wide and were designed and constructed for heavy usage during the Austrian regime. The road foundation was of crushed rock. The top layer consisted of crushed rock surfaced with sand. The roads were crowned for easy drainage. Both German and Soviet tanks traveled on these roads during World War II. The terrain through which these roads ran had small rolling hills. Periodically the loose surfaced, all-weather roads were maintained by assigned work crew (sharvaryks).

5. A number of loose surfaced, dry weather, dirt roads (No 935 on legend) ran in the vicinity of Lukawiec, Wielke Oczy, Bruszow and Niemirow.

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

DISTRIBUTION

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

BEST COPY

Available

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

Page Denied

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1

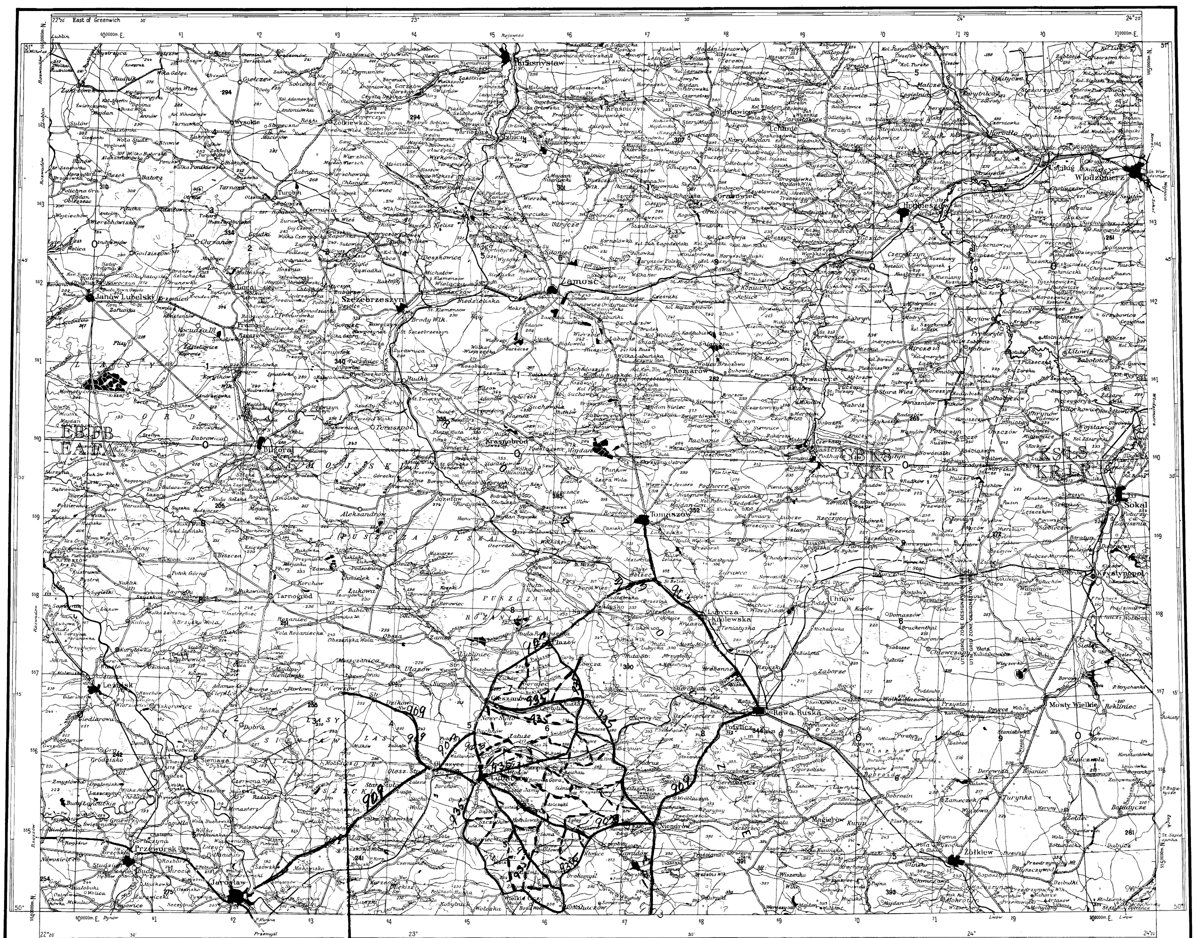
CENTRAL EUROPE 1:250,000

ZAMOŚĆ

EDITION 2–AMS

SHEET S.51

AMS SERIES M508



AMS M508 (GSGS 4346)
Edition 2-AMS

Prepared by the Army Map Service (AM), Corps of Engineers, U. S. Army, Washington, D. C. Copied in 1953 from Central Europe, 1:250,000, GSGS, Sheet S51, 1944. Main communications revised from intelligence data, 1953. Universal Transverse Mercator Grid added and bilingual margin added by AMS.

NOTE: THE EASTING GRID LINES FOR THE RUSSIAN BELT IV GRID AND THE UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 34, ARE COINCIDENTAL

NOTE: L'ABSCISSE DU QUADRILLAGE DE LA BANDE RUSSE IV COÏNCIDE AVEC LE QUADRILLAGE TRANSVERSE UNIVERSEL DE MERCATOR, FUSEAU 34

AUTHORITIES

Poland 1:300,000, "Mapa Operacyjna" Sheet 76,1932 — BASIC MAP & CONTOURS
Poland 1:1,000,000 "Mapa Samochodowa i Stanu Dróg w Polsce Na Rok. Polski Touring Klub 1939-40
Poland 1:1,000,000 Stanu Dróg Bitych w Polsche, Automobilklub Polski" 1939-40 — ROAD CLASSIFICATION
Intelligence Reports, up to 1943
Poland Official Railway Map 1:1,500,000 1938, with amendments. — RAILWAYS

INDEX TO ADJOINING SHEETS

R 52 (Radom)	S 52 (Lublin)
R 51 (Kielce)	S 51 (Zamość)
R 50 (Nowy Sącz)	S 50 (Lwów)

Boundaries shown in purple on the face of the map and in the diagram indicate POST WAR BOUNDARIES OR LIMITS OF ADMINISTRATION, are for reference only, and are not necessarily official or definite.

Scale: 1:250,000

5 0 5 10 15 20 Statute Miles
5 0 5 10 15 20 25 30 Kilometers
5 0 5 10 Nautical Miles

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONES 34 AND 35, INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE QUADRILLAGE MYRIAMÉTRIQUE DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAU 34 ET 35, ELLIPSOÏDE INTERNATIONAL

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED
LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

1953 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 1°30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 2°00' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°06' EASTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR 1953 POUR CETTE FEUILLE VARIE DE 1°30' VERS L'EST POUR LE CENTRE DU BORD OUEST EN 2°00' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE EST 0°06' L'EST.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

LEGEND

- Hard surface, all weather road, two lanes wide, 6-8 meters
- Hard surface, all weather road, one land wide, 3-5
- Loose surface, allweather road, two lanes wide, 5-8 meters 902
- Loose surfaced, all weather road, one land wide, 3-5 meters 901
- Loose-surfaced, dry weather or dirt road — principal 935 — other

Cart tracks (more than 1.5 and less than 2.5 meters)

Trails (less than 1.5 meters)

Dual highways (Superhighways)

- Note: Label those roads exactly 8 meters or wider.

VICE, CORPS OF ENGINEERS, 9-53, 102319

THE DELINEATION OF INTERNATIONAL BOUNDARIES ON THIS MAP MUST NOT BE CONSIDERED AUTHORITATIVE

British Crown Copyright Reserved
Reproduced with the permission of Her Britannic Majesty's Stationery Office.

HORIZONTAL DATUM IS BASED ON APPROXIMATE EUROPEAN DATUM

POUR DONNER POUR CETTE FEUILLE UNE RÉFÉRENCE NORMALE À 1,000 MÈTRES PRÈS
POINT EXEMPLAIRE: MAZIARZE
RÉFÉRENCE EXEMPLAIRE FA4486
34UFA4486

LEGEND

In areas of USSR Administration, normal gauge railroads are 5 feet wide.
Les chemins de fer à voies normales aux régions de l'administration soviétique ont 5 pieds de largeur.

Note: Reliability of road classification is uncertain
Note: La précision de la catégorie de routes est douteuse

RAILROADS
CHEMINS DE FER

Normal gauge, 2 or more tracks — *Voie normale, à deux ou plusieurs voies*
Normal gauge, single track — *Voie normale, unique*
Normal gauge, minor branch line — *Voie normale, ligne d'intérêt local*
Narrow gauge — *Voie étroite*
Station; Halt; Siding; Tunnel — *Gare; Arrêt; Voie de garage; Tunnel* (Bhf Hp)
Tramway — *Tramway*
Funicular or cable — *Funiculaire ou câble*

ROADS
ROUTES

Motor, dual, each metalled and over 6 meters wide — *Autoroute, à double passage, chacun empierré et plus de 6m. de largeur*
Connecting point with road system where known — *Point d'intersection avec le réseau routière quand connu*
Under construction — *En construction*
Main roads with route numbers, metalled, 6 to 8 meters wide — *Routes principaux avec numéros de routes, empierrées, de 6 à 8m. de largeur*
Other main roads, metalled, generally 3 to 6 meters wide — *Autres routes principaux, empierrées, généralement de 3 à 6m. de largeur*
Secondary roads, metalled, generally 4 meters wide — *Routes secondaires, empierrées, généralement de 4m. de largeur*
Other roads and cart tracks — *Autres chemins et pistes carrossable*

International boundary — *Limite d'État*
Limits of Administration — *Limite d'Administration*

Church; Monastery; Chapel — *Église; Monastère; Chapelle*
Mosque; Synagogue — *Mosquée; Synagogue*
Lighthouse — *Phare*
Dam, embankment or dike — *Barrage, remblai ou digue*
River; Navigable, Unnavigable — *Rivière: Navigable, Non navigable*
Canal with lock and sluice — *Canal avec écluse et décharge*
Bridges; Ferry — *Ponts; Bac*
Aqueduct — *Aqueduc*
Marsh — *Marais*
Vineyard — *Vigne*
Contours — *Courbes de niveau*
Heights in meters — *Altitudes en mètres* .140 .714

HIGHWAYS (Polish)
ROUTES (Polonaises)

All weather roads, metalled — *Routes à toutes saisons, empierrées*
Main; 6 meters wide or over — *Principales; de 6 mètres de largeur ou plus*
Modern dust-free surface — *Surface moderne sans poussière*
Macadam surface — *Surface macadamisée*
Secondary; less than 6 meters wide — *Secondaires; moins de 6 mètres de largeur*
Modern dust-free surface — *Surface moderne sans poussière*
Macadam surface — *Surface macadamisée*
Dry weather roads; metalled, of varying widths — *Routes à saison sèche; empierrées, de diverses largeurs*
Other roads, unmetalled — *Autres routes, non-empierrées*
Cart tracks — *Pistes carrossable*

GLOSSARY

Bagno (Bg.)	marais	marsh
Białe	blanc	white
Błota	fondrière	bog
Bór	fôret	forest
Bród	gué	ford
Czesk-i, -a, -ie	tchèque	Czech
Dolina	vallée	valley
Doln-y, -a, -e	inférieur	lower
Droga	route	way, road
Duż-y, -a, -e	grand	large, great
Futor, -y	petit ferme	croft, small farm
Gajówka (G.)	maison du garde forestiere	forest guardhouse
Góra, Góry	montagne	mountain
Górn-y, -a, -e (Grn.)	supérieur	upper
Grobla	digue	dyke
Jezioro (J., Jez)	lac	lake
Kładka	passerelle	footbridge
Koliba	cabane du berger	shepherd's hut
Kolonia	colonie, groupe de fermes	colony, group of farms
Kopalnia (Kop.)	mine	mine
Królewsk-i, -a, -ie	royal	royal
Las, Lasy	bois, fôret	wood, forest
Leśnictwo (Lesn.)	region forestiere	forest district
Mał-y, -a, -e	petit	small, little
Miast-o, -a	ville	town
Morze	mer	sea
Nadleśnictwo	region forestiere	forest district
(Nadl., Ndl.)	maison forestiere	forest keeper's hut
Niżny	inférieur	lower
Now-y, -a, -e	nouveau	new
Parów	ravin, gorge	ravine, gorge
Pastwisko	pâturage	pasture
Polsk-i, -a, -ie (Pol.)	polonais	Polish
Północ	nord	north
Południe, Połundiowy	sud, du sud	south, southern
Potok	cours d'eau	stream
Prom (Pr.)	bac à voitures	ferry for vehicles
Przełęcz (Przl.)	passage	pass
Przystanek (P.)	arrêt, petit gare	railway halt, small railway station
Rus, Rusk-i, -a, -ie	la ruthénie, ruthéne	Ruthenia, Ruthenian
Rzeka	rivière	river
Śluza	écluse	lock
Stacja Kolejowa (St.)	station	railway station
Star-y, -a, -e (Str.)	ancien	old
Strażnica	poste de la frontière	frontier guard post
Wąwóz	ravin, défilé	ravine, defile
Wielk-i, -a, -e (Wlk.)	grand	large, great
Wieś	village	village
Wioska	hameau	hamlet
Wschodn-i, -a, -e	oriental	eastern
Wysepka	îlot	islet
Wyspa	île	island
Wyzny (Wż. Wyż.)	supérieur	upper
Zachod	ouest	west
Zachodni	occidentale	westerly
Zagroda	ferme, enclos	farm, enclosure
Zatoka	baie, golfe	bay, gulf

KEY TO PRONUNCIATION

ą	as French on (nasal)	ł	as w in wolf
c	" ts in hats	ń	" ny in canyo
ć	" ts in hats; ch in lurch when final	ó	" u in pull
ch	" ch in loch (Scots.)	rz	" s in pleasure
cz	" ch in church	ś	" s in sugar
dz	" ts in hats; ds in lids when final	sz	" sh in fish
dż, dź	" j in joy	w	" v in vent; when final, as f in loaf
ę	" in in French vin (nasal)	y	" y in city
i	" ee in feet; before a vowel, as y in canyon	ż, ź	" s in pleasure
j	" y in yet; after a vowel, as ee in feet	z	" z in zero; before i, as s in pleasure

NOTE: When final b, d, g, z, and w become p, t, k, sh, and f respectively

ZAMOŚĆ, POLAND; RUSSIA

RETURN TO CIA MAP LIBRARY
LOAN ONLY
VERTICAL FILE
ENCL. 1
STATINTL

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr2013/05/20 : CIA-RDP82-00047R000600020001-1