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

INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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50X1

COUNTRY: Poland

SUBJECT: Road Data: Olesnyce, Tarnogrod, Cewkow & Vicinity

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1. A loose surfaced, all-weather road (No 903 on legend) ran from Olesnyce southwest to Jaroslaw and from Jaroslaw northward to Tarnogrod via Sieniawa, from Tarnogrod eastward to Ciszerzow then southward to Lubaczow. The roads were over eight meters wide and were designed and constructed for heavy usage during the Austrian and Czar's regimes.

2. The sub-base of the roads consisted of sand-loam. The road base was of crushed rocks and cinders. The top layer consisted of crushed rock surfaced with sand. During the Soviet and German occupation tanks which weighed approximately 30 tons, in addition to various other military vehicles, traveled these roads. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road. The roads were periodically inspected and maintained by work crews.

3. A loose surfaced, all-weather road (No 904 on legend) ran from Olesnyce northwest to Cewkow. This road was approximately four to six meters wide. The sub-base of this road consisted of sand-loam. The road foundation was of crushed rocks and cinders. The top layer consisted of crushed rocks surfaced with sand. The road was crowned for easy drainage. This road was also constructed for heavy usage.

4. A number of loose surfaced, dry weather roads (No 935 on legend) ran in the vicinity of Olesnyce, Radawa, Sieniawa, Cewkow, and Ulazow. All of these towns and villages are located southwest, west, northwest and north of Olesnyce.

5. The roads were approximately five meters wide and were considered to be principal dirt roads. The roads had a sand-loam foundation. Periodically the villagers and farmers repaired and resurfaced these roads using old fashioned equipment. The roads were not crowned nor did they have any drainage ditches running alongside. In winter when the ground was frozen and during the dry season these dirt roads could bear heavy traffic. However, during the spring thaw and rains these roads became potholed, rutted and uneven. It was easier to get off the dirt road and drive on the farm fields.

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6. A number of loose surfaced, dry-weather roads (No 935 on legend) ran in the same vicinity as the principal dirt roads. However, these were considered to be secondary roads. They were approximately five meters wide. They were not crowned nor did they have any drainage ditches running alongside. The secondary roads also had a sand loam foundation and were unmaintained.

7. A number of cart tracks (No 944 on legend) ran in the same vicinity as the principal and secondary dirt roads. These were approximately two to three meters wide. [illegible] used for short cuts and for inter-village or farm communications. The cart tracks also ran through a dense forest which was located west of Olesayce. Until the Soviet occupation this was a privately owned hunting preserve. The cart tracks had a sand-loam foundation. During World War II both German and Soviet tanks and various military vehicles used these cart tracks for short cuts.

8. On file in CIA Map Library is a Central Europe Map, scale 1:[illegible], AMS Series M 508, Sheet S.51 of Zamosc, Poland, [illegible] indicating the various roads and cart tracks with legend [illegible]

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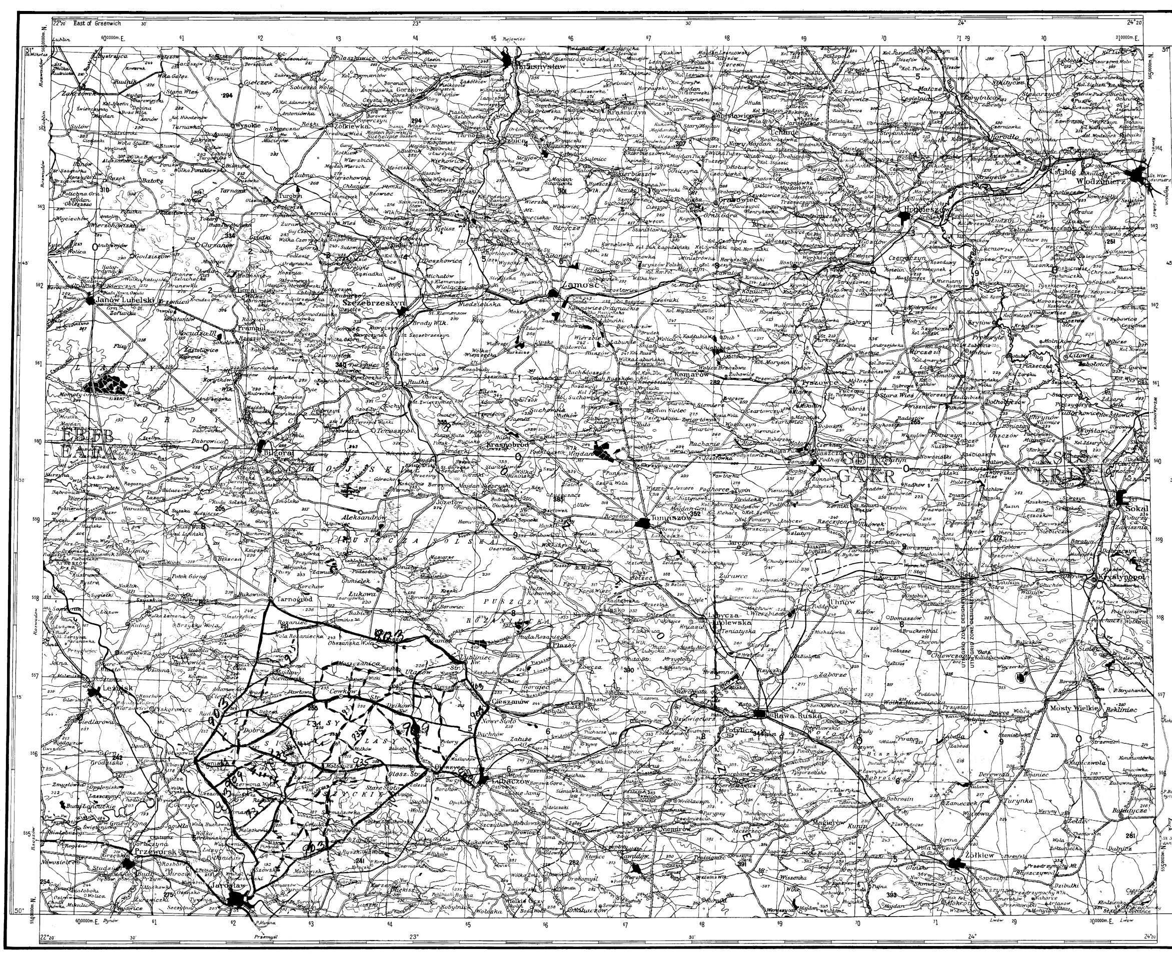
CENTRAL EUROPE 1:250,000

ZAMOŚĆ

EDITION 2–AMS

SHEET S.51

AMS SERIES M508



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 (100, 50)
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

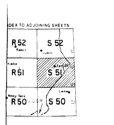
Bagno (Bg.)	marais	marsh
Biale	blanc	white
Błota	fondrière	bog
Bór	fôret	forest
Bród	gué	ford
Czesk-i, -a, -ie	tchèque	Czech
Dolina	vallée	valley
Doln-y, -a, -e	inférieur	lower
Droga	route	way, road
Duż-y, -a, -e	grand	large, great
Futor, -y	petit ferme	croft, small farm
Gajówka (G.)	maison du garde 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
Mały, -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
Przełecz (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

* LEGEND *

* Hard surface, all-weather road, two lanes wide, 6 - 8 meters ____
Hard surface, all-weather road, one lane wide, 3 - 5 meters 921
* Loose surface, all-weather road, two lanes wide, 5 - 8 meters 908
Loose surface, all-weather road, one lane wide, 3 - 5 meters 909
Loose surface, dry-weather or dirt roads principal 935
other — — — —

Cart tracks (more than 1.5 and less than 2.5 meters) 921
Trails (less than 1.5 meters)
Dual highways (Superhighways)
* Note: Label those roads exactly 8 meters or wider

INDEX TO ADJOINING SHEETS



...purple on the face of the map and in the diagram ... BOUNDARIES OR LIMITS OF ADMINISTRATION, ... 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.

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

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HORIZONTAL DATUM IS BASED ON APPROXIMATE EUROPEAN DATUM

GRID ZONE DESIGNATION: SHOWN IN BLUE
100,000 M. SQUARE IDENTIFICATION SHOWN IN BLACK

EB FB GB KS LS 34U 35U 560 EA FA GA KR LR 60 70 24°30

IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number; example: 5540000

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS

SAMPLE POINT: MAZIARZE

1. Read letters identifying 100,000 meter square in which the point lies: FA
2. Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either in the top or bottom margin, or on the line itself: 4
Estimate tenths from grid line to point: 4
3. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or on the line itself: 8
Estimate tenths from grid line to point: 6

SAMPLE REFERENCE: FA4486

If reporting beyond 18° in any direction, prefix Grid Zone Designation, as: 34UFA4486

DÉSIGNATION DU FUSEAU DU QUADRILLAGE REPRESENTEE EN BLEU
IDENTIFICATION DU CARRÉ DE 100,000 M REPRESENTEE EN NOIR

POUR DONNER POUR CETTE FEUILLE UNE RÉFÉRENCE NORMALE À 1,000 MÈTRES PRÈS

POINT EXEMPLAIRE: MAZIARZE

RÉFÉRENCE EXEMPLAIRE: FA4486

34UFA4486

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 pity
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

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ZAMOŚĆ, POLAND; RUSSIA

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