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SOURCE Newspapers as indicated.

SAYS POLES SABOTAGING SOVIET RAIL SHIPMENTS;  
TEST NEW CONCRETE RAILROAD SLEEPERS

EAST GERMAN-USSR TRAFFIC REDUCED 80 PERCENT -- Svenska Dagbladet, No 114, 29 Apr 50

It is reported by a DPA (German news service) reporter with the Eastern German Railroad Commission that increased activity of Polish partisans along the Polish railroad lines has forced the Soviet Control Commission's transportation section to reduce transit traffic from Eastern Germany to the USSR by 80 percent.

Compared to the previous 25 trains per day, only six now run over the most important transit line through Poland, namely from Frankfurt an der Oder to Brest-Litovsk via Poznan. The trains are guarded by Soviet soldiers.

Most of the USSR-bound freight trains are now directed to the Baltic ports of Rostok and Wismar, from which the freight is shipped to the Baltic states.

Dagens Nyheter, No 114, 29 Apr 50

Soviet railroad transit traffic from Eastern Germany through Poland has become so uncertain because of sabotage by Polish guerrillas that, as of 1 April, the Soviets will do most of their transporting by sea from Wismar.

Soviet railroad traffic used to amount to about 20 trains per day, but it now has been cut to four. According to sources close to the Eastern German Railroad Directorate, 126 trains were lost during the period up to 1 April 1950 in consequence of sabotage by Polish guerrillas. The rerouting of the Soviet traffic has caused enormous difficulties for the Eastern German Railroad Directorate. All trains must now be routed via Berlin to Wismar, which has thrown the entire domestic German railroad system out of gear.

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NEW SLEEPERS WILL CONSERVE TIMBER -- Ilustrowany Kurier Polski, No 70, 11 Mar 50

A load test of the first wire-compressed concrete railroad sleeper constructed in Poland was made recently at the testing station of the General Building Institute of the Engineering School in Poznan. Representatives of the Ministry of Transportation, the General Management of Railroads, and the Ministry of Construction from Warsaw, and representatives of the Regional Administration of State Railroads from Poznan and representatives of various state building enterprises were present.

The railroad sleeper was constructed by Engineer Kozak, a professor at the Engineering School in Poznan. Kozak has made a study of the wire-compressed concrete and previously built wire-compressed concrete cranes, which have proved successful. Before proceeding with the test, Kozak discussed the importance of the concrete sleepers to the Polish economy, especially in the conservation of timber.

During the load test, the first crack in the sleeper appeared at a pressure of 19 tons, 592 kilograms. When the pressure was released, the opening closed immediately. Complete fracture took place at a pressure of 26 tons, 719 kilograms. Tests on the other end of the sleeper showed somewhat different results. The first crack appeared at a pressure of 17 tons, 817 kilograms and a complete fracture at a pressure of 28 tons, 154 kilograms. This difference will not affect the durability of the sleeper.

Great interest was shown in the test. The representative of the Ministry of Construction is considering the possibility of immediate production of cranes and sleepers by the Prefabrication Branch of the Poznan Association of State Building Contractors.

RAILROAD FERRY MAKES TRIAL RUN -- Express Wieczorny, No 63, 4 Mar 50

The first Polish railroad ferry, the Kopernik, left Gdynia on a trial run to test its engine performance.

It is expected that the ferry will be ready for service in about 2 months with the completion of the passenger cabins. The Kopernik will be able to compete with any Swedish ferry on the Odra-Trelleborg route. The ferry will accommodate six pullman cars or 12 freight cars.

Before the war, Poland had no direct railroad connection with Sweden, nor did she have any sea-going ferries. Now that connection between the Odra and Trelleborg has been established, it will be the shortest railroad route between the central European countries and the Scandinavian countries.

OCEAN FERRY TRAFFIC REVIVES SWINOUJSCIE -- Rzeczpospolita, No 66, 7 Mar 50

For 2 years, three Swedish ferries have been transporting railroad cars and passengers between Swinoujscie and Trelleborg.

Assembling the ferries in Swinoujscie has helped greatly in rehabilitating the city, placing it on one of the most important railroad lines traversed by the Baltic Orient Express.

227 RAILROAD ACCIDENTS IN 1949 -- Rzeczpospolita, No 71, 12 Mar 50

Of the total number of railroad accidents registered in 1949, 33 accidents may be attributed to the railroad personnel, and 194 to individual lack of precaution. Of the total number of 227 accidents, 153 occurred at unguarded railroad crossings. The accidents caused death or serious injury to several hundred persons.

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TO GET AUTOMOTIVE EQUIPMENT FROM CZECHOSLOVAKIA -- Rzeczpospolita, No 68,  
9 Mar 50

By June 1950, Poland will receive automotive equipment such as high-tonnage autobuses, medium-weight trucks, Diesel van trucks, passenger cars, and motorcycles from Czechoslovakia in accordance with the import plan for automotive vehicles. This is only a part of the planned automotive imports. Within the framework of investment goods from USSR, Hungary, and capitalist countries, a large number of automotive equipment is to be received in the near future.

MORE BUSES FOR WARSAW -- Rzeczpospolita, No 78, 19 Mar 50

At present, Warsaw has 32 Mavag busses, and in the near future eight new busses will be sent to Warsaw. Meanwhile, Hungarian factories have finished seven new busses. By the end of 1950, the Municipal Communications Administration will receive ten more, which will bring the total number of Mavag busses in Warsaw to 57.

TO RENAME N-S HIGHWAY IN WARSAW -- Trybuna Ludu, No 83, 24 Mar 50

The Peoples' Municipal Council resolved to name Warsaw's N-S highway which is at present under construction, after the Polish patriot and internationalist, Julian Marchlewski.

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