

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland
 SUBJECT Railroad Lines, Bridges and Roads

REPORT NO. []
 DATE DISTR. 3 July 1953

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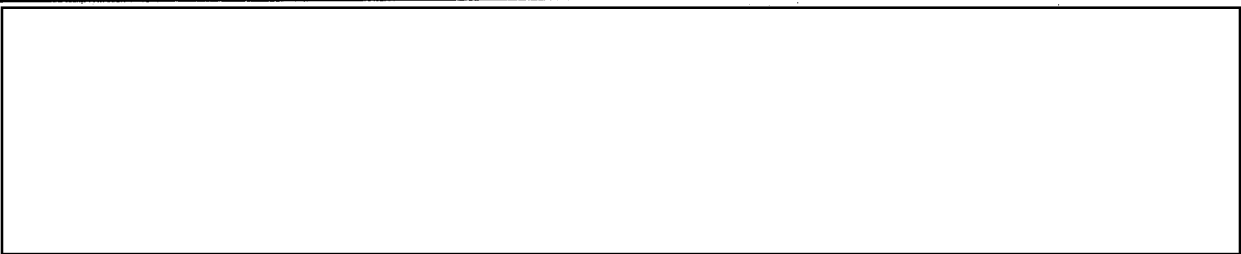
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NO. OF PAGES 2
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 REFERENCES

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 (FOR KEY SEE REVERSE)

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1. The rolling stock [] in Poland was generally in good condition and was well maintained. Traffic was heavy, especially to the ports of Gdansk and Gdynia from the interior of the country. Traffic was also heavy in the industrial regions of Upper and Lower Silesia.

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2. All Polish railroad tracks are of the standard (4' 8 1/2") gauge. [] rumors that a broad gauge (5') line would be constructed to connect the industrial Silesian region with the Soviet border station of Rudna Wola [5012N-2258E].

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[] the Soviets had constructed a broad gauge track leading eastward from Brest, and another one from Rawa Ruskaya to Lvov.

3. I know of the following railroad lines []

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- a. Belzec [5023N-2326E] - Zawada [5034N-2307E] - Zamosc [5043N-2315E] - Hrubieszow [5048N-2355E]. This was a single track line about 90 km. long.
- b. Zawada - Krasnystaw [5059N-2311E] - Rejowiec [5107N-2314E]. This was a single track railroad line about 48 km. long.
- c. Chelm [5108N-2330E] - Rejowiec - Lublin [5115N-2334E] - Deblin [5134N-2150E] - East Warsaw station. This was a double track line covering a distance of about 270 km.
- d. Naleczow [5117N-2213E] - Opole [5109N-2158E]. This was a short, single track spur.

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- e. Lublin - Rozwadow 5035N-2203E. This was a three track spur.
- f. Deblin - Radom 5125N-2109E. This was a double track spur.
- g. East Warsaw - Nasielsk 5235N-2048E - Dzialdowo 5314N-2011E - Malbork 5402N-1903E - Tczew 5406N-1848E. This was a double track line.
- h. East Warsaw - Zyrardow 5204N-2026E; East Warsaw - Otwock 5208N-2119E; Warsaw - Grodzisk 5214N-1622E; and Warsaw - Wlochy 5212N-2055E. These were electric lines.

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roads:

- a. Lublin - Zamosc, 110 km. long, six meters wide; brick; good.
- b. Zamosc - Zawada, 11 km. long, six meters wide; brick; good; built in 1950.
- c. Zawada - Szczebrzeszyn 5042N-2258E - Brody Malo, 10 km. long, six meters wide; brick; not very good.
- d. Brody Malo - Zwierzyniec 5036N-2258E, a short road, under reconstruction, six meters wide. In the summer of 1952 it was being paved.
- e. Zwierzyniec - Bilgoraj 5033N-2242E, 23 km. long, six meters wide; crushed rock.
- f. Rozlupi - Torubin, in the same region, a paved road under construction.
- g. Blonie - Kaweczyn 5044N-2227E - Szczebrzeszyn - Zwierzyniec, 10 km. long, six meters wide; paved.

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bridges:

- a. On the railroad line Zawada - Krasnystaw - Rejowiec there were three bridges. Two of them were steel railroad bridges across the River Wieprz, and one was a concrete bridge over the highway at Krasnystaw.
- b. On the railroad line Chelm - Rejowiec - Lublin, about 15 km. west of the Rejowiec RR station, there was a steel railroad bridge across the River Wieprz. The bridge was about 800 m. long, six to eight meters wide, and about five meters high.
- c. In Warsaw there were four bridges across the Wisla River. Two bridges of reinforced concrete were for vehicles and pedestrians, and two were steel railroad bridges. All four bridges were about 800-1,000 m. long. The pedestrian bridges were 12-14 m. wide, and the railroad bridges were six to eight meters wide.
- d. Between Malbork and Tczew there were two bridges, each about 1,500 m. long. One was a railroad steel bridge and the other was a pedestrian bridge of steel and wooden construction.
- e. At Deblin over the Wisla River there was a steel railroad bridge 500-600 m. long, six to eight meters wide.

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