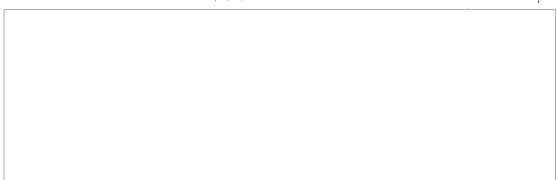


STAT

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~~Transportation in the First Half of 1948~~ *Polish During*  
*(PKP) #2*

5# The data on the Polish State Railways for the first half of 1948 are partly final and partly provisional. In the first ~~6~~ <sup>6</sup> months, 164 million persons were carried; ~~this~~ <sup>this</sup> is 4 percent in excess of the planned 158 million, and 47.7 percent of the total plan for the year. Since passenger traffic is always lighter in the first half than in the second half of the year, it is apparent that the ~~yearly~~ <sup>annual</sup> plan for passenger traffic will not only ~~be~~ <sup>be</sup> completed, but will be slightly exceeded. The passenger traffic in the first half of 1948 was 105 percent of the passenger traffic for the same period of 1947 or slightly less than the planned 106 percent.

The number of passenger-kilometers completed was 8,816 million or 48.3 percent of the plan for the year and 97 percent of passenger-kilometers completed for the same period in 1947, which is slightly more than the planned 96 percent.

The increased car loadings in freight traffic are worthy of mention. Given below are figures showing number of cars loaded in the first ~~6~~ <sup>6</sup> consecutive months of 1948 and 1947 and the percentage of increase. (Loadings are given in thousands of cars):

| Month | JAN<br><u>1</u> | FEB<br><u>2</u> | MAR<br><u>3</u> | APR<br><u>4</u> | MAY<br><u>5</u> | JUN<br><u>6</u> | JAN-JUN<br><u>1-6</u> |
|-------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|
| 1948  | 470             | 439             | 504             | 524             | 463             | 522             | 2,922                 |
| 1947  | 324             | 260             | 345             | 379             | 406             | 410             | 2,124                 |

| Percentage of Increase                       | 45 | 69 | 45 | 38 | 14 | 27 | 38 |
|--|----|----|----|----|----|----|----|
| Percentage of Increase over Same Period 1947 |    |    |    |    |    |    |    |

Freight carried in the first half of 1948 was 51,363 thousand tons or 55 percent of the ~~yearly~~ <sup>annual</sup> plan, which is a good indication that the ~~yearly~~ <sup>annual</sup> plan might be considerably exceeded. As compared to freight carried during the same period in 1947, it is an increase of 31 percent or slightly smaller than the increase in car loadings for the same

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period. This is easily explained since the freight carried included less coal, which has a greater weight per car load.

As compared with the estimated index of freight carried (1947=100), a considerable increase was secured <sup>at</sup> 104.

The number of ton-kilometers ~~is~~ <sup>annual</sup> is 13,891 million, or 49 percent of the ~~yearly~~ plan and an increase of 40 percent over the same period in 1947. It is expected that the total plan for the year will be completed.

An increase of 21 percent in freight carried was foreseen according to the financial and economic plan for 1948. Already in the first half of the year the increase is 40 percent or much greater than estimated.

Hence, if ~~we~~ <sup>ing</sup> judge by the results of the first half of 1948, we find that passenger traffic was accurately estimated in the final draft of the financial and economic plan as ratified by the Sejm, but freight traffic was slightly under~~estimated~~. Of course, the total figures for the year may change the present picture, but if we take passenger traffic and freight traffic as a whole, we can expect <sup>a</sup> favorable completion of the plan for transportation.

November showed peak loadings for 1947 <sup>of</sup> 530 thousand cars; this figure was almost reached in June <sup>with</sup> 524 thousand cars. A much higher level can be expected in the fall months when root crops are being transported. As the number of cars and locomotives has not noticeably increased, great difficulties would be encountered in this field, <sup>if</sup> it were not for the increased efficiency of PKP.

In June 1948, freight car turnover was reduced to 6 days <sup>and</sup> 2 hours; in June 1947, it was 9 days <sup>and</sup> 3 hours. <sup>The</sup> average run increased to 66.6 kilometers; in June 1947, it was 59.7 kilometers. The average net weight carried by a freight car increased from 458 ~~tons~~ <sup>to</sup> 483 tons. Average commercial speed of a freight train increased from 14.2 kilometers to 17 kilometers per hour; average speed of a passenger train increased from 28.5 kilometers to 31.1 kilometers per hour. More economy is practiced in the use of coal and there is increased ~~productivity~~ <sup>efficiency</sup> of labor in the repairs of rolling stock.

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# The overall picture is one of uninterrupted progress not only in organization of railway traffic, but also in a more economic consumption of fuel and the maintenance and repair of rolling stock. It is true that <sup>seasonal</sup> increase ~~costs~~ in the cost of labor was noted in ~~several instances but only when repair work, also increased seasonal~~ ~~instances~~. The summer months were favorable and the winter months proved more difficult.

One of the special occasions worthy of note was the opening of the rebuilt tunnel on the Tarnow-Nowy Sacz - Krynica line which not only improved communication with this health resort, but also improved freight traffic with Rumania. Thanks to the reconstruction of bridges, communication was opened between ~~Warsaw~~ <sup>Warsaw</sup> and Gdansk through Dzialdowa - Malbork, shortening the distance and travel time between the capital and the Gdansk region. A direct route from Poland to Sweden was opened through the port on the Oder (Szczecin) at which point the distance by sea is shorter. The summer schedule brought not only accelerated traffic, but a marked increase in the number of passenger train cars for the period of the increased summer runs. The increase in passenger runs was about 23 percent and traffic increased proportionately.

The employment status of the PKP did not change noticeably except for work crews employed seasonally in the reconstruction and maintenance of tracks, bridges, buildings, etc. In June, the number employed was 364, ~~thousand~~ <sup>thousand</sup>, including about 2500 workers of private railroads which have recently been nationalized. The number of runs and amount of work per worker are also steadily increasing.

The financial condition of PKP in the first half of 1948 appears favorable. ~~Operations~~ in the first ~~five~~ <sup>5</sup> months showed a credit balance of 8.6 billion zlotys. The revenue amounted to 32.7 billion zlotys and expenditures 24.1 billion zlotys which gives a coefficient ~~of~~ of operation of ~~0.74~~ 0.74. These are, however, only provisional figures; final data will be secured at the end of the year when the ~~books~~ <sup>books</sup> are ~~closed~~ <sup>closed</sup>.

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It should be mentioned, however, that the surplus is to a great extent absorbed by the reserve stock of materials. This increase is <sup>an increase in the value of</sup> mainly <sup>the result of</sup> the increased turnover during the building season, <sup>independent of</sup> the development of investment <sup>projects</sup> and other factors <sup>in</sup> a railway administration.

In the division of vehicular roads, the progress in the rebuilding and maintenance of roads should receive mention. The following enumeration of work completed in 1948 gives a characteristic picture of this progress.

In the first half of 1948, 460 meters of steel bridges, 500 meters of <sup>reinforced</sup> concrete bridge, 1080 meters of semi-<sup>stationary</sup> bridges and 330 meters of wooden bridges were completed. Almost 25 million square meters of road <sup>were</sup> resurfaced; 3 million square meters of road surface <sup>were</sup> patched. Almost 650, <sup>thousand</sup> square meters of hard-surface roads <sup>were</sup> constructed or reconstructed.

Mention should also be made of the marked increase in the registered motor cars during the period from December 1947 to June 1948.

During the period reported a basis of cooperation was established between railway freight carriers and motor truck carriers in general, but in particular between PKP and PKS. <sup>(State Motor Transport)</sup> As a result, summer schedules of both carriers were coordinated and it was planned to substitute bus lines in localities where traffic is so small as to make operation of PKP railway lines highly unprofitable.

At the end of the <sup>slack</sup> ~~dead~~ season on the waterways, during which ~~the~~ <sup>construction</sup> materials and equipment were being prepared for the ~~building~~ season, actual work was begun. ~~The cost of this work for the first half of 1948 is~~

| Cost of Construction Work for First Half of 1948<br>(In million zlotys) |     |
|---|-----|
| <sup>#2</sup> Regulation of navigable rivers                            | 457 |
| " <sup>#1</sup> <del>(navigation)</del> " for barge traffic             | 45  |
| " streams   | 4   |

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| <u>construction and reconstruction of</u>                                     |                    |
| <u>2H</u> artificial waterways  | 253                |
| <u>maintenance of streams</u>   | 18                 |
| <u>construction and reconstruction of ports</u>                               | 39                 |
| <u>construction of reservoirs</u><br><i>(including regulation of streams)</i> | 84                 |
| <u>exploitation of willow plantations</u>                                     | 25                 |
| <u>wells and surveys</u>  | 11                 |
| <u>building and rebuilding of vessels</u>                                     |                    |
| <u>1H</u> and ship yards  | 423                |
| <u>erection and maintenance of</u>  |                    |
| <u>2H</u> buildings   | 16                 |
| <b>TOTAL</b>  | <b>1,378 [sic]</b> |

In the second quarter, floods interrupted the work ~~in June~~ for a time and some damage was done. Already in March, both ~~of the~~ state navigation enterprises began operations and in the second quarter showed the following results (approximate figures):

|  | <u>enterprises</u> |             |
|--|--------------------|-------------|
|  | <u>Wisla</u>       | <u>Odra</u> |
| <u>passengers carried</u>  | 164,000            | 6,000       |
| <u>passenger-kilometers</u>  | 8,875,000          | 131,000     |
| <u>express shipments</u><br><del>special deliveries</del> (in ton) | 1,551              | 127         |
| <u>barges:</u>   |                    |             |
| <u>freight carried</u> (ton)                                       | 38                 | 118         |
| <u>ton-kilometers</u>  | 2,591,000          | 67,330,000  |

Revenue from the Wisla enterprise in the second quarter was 68 million zlotys and from the Odra, 79 million zlotys.

1) ~~including regulations of streams~~

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