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INFORMATION REPORT

CD NO. 25X1A

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COUNTRY Poland

DATE DISTR. 28 OCT 49

SUBJECT The Polish Railway System

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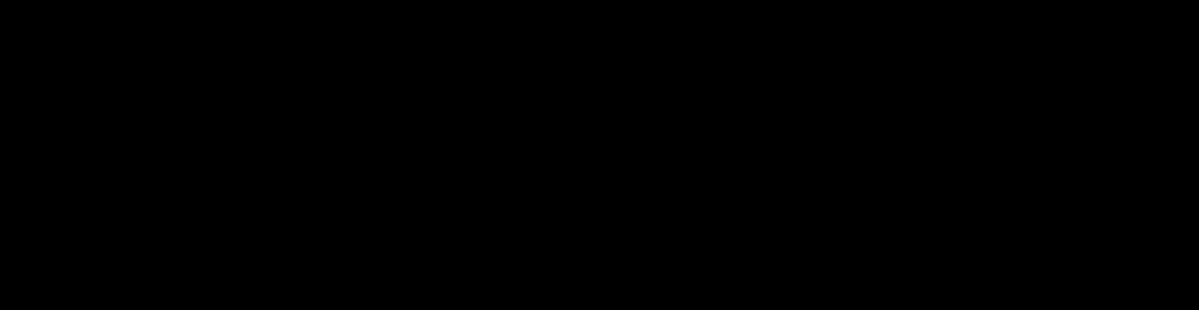
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SUPPLEMENT TO  
REPORT NO. 25X1X



1. Recent events have indicated that the Soviet Union has been extending its influence and control over the Polish Railway System. This trend has not only been specifically noted in the strategic planning going on concerning lines handling East-West traffic in Poland, but also in the fact that the greater percentage of all heavy industrial output of railroad equipment in Poland and other eastern European countries is being manipulated, controlled, and utilized to the best advantage of the Soviet Union. As regards new strategic railroad lines in Poland it is reported that emphasis is being placed on a new line to run parallel to, but to the north of, the present Frankfurt-Poznan-Warsaw line; stress is also being placed on lines running from Warsaw eastward to and extending through the Baltic area.
2. At the present time Warsaw is the focal point for the northern railroad traffic between the East and the West via Poland and as such is of great importance to the Russians. In the future, for military reasons, it is expected that the city of Modlin, north of Warsaw, will become equally important and will handle the principal share of all northern traffic. The routing of traffic through Modlin has already begun, and it now handles all railroad transport previously cleared through Warsaw from the northern areas of Poland. Modlin's traffic will be expanded as quickly as facilities and construction permit.
3. The following railroad lines are under construction either as new lines or undergoing improvement:
  - a. Gdansk-Malbork (Marienburg) -Dzialdowo Line
  - b. Olsztyn (Allenstein)-Ostroda-Ilawa (Deutsch Eylau)-Torun Line
  - c. Olsztyn (Allenstein)-Dzialdowo-Warsaw Line
  - d. Olsztyn-Ostroleka-Bialystok-Grodno Line
  - e. Bialystok to Brest (Brzesc) on the Bug River

The above lines are being constructed or improved to rails of two gauges (broad and standard) and all bridges are being rebuilt of concrete or steel construction. This work is scheduled for completion at the end of 1950.

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4. To complement the railroad construction a new super-highway is planned from Warsaw, via Modlin-Dzialdowo-Halbork to Gdansk. At Modlin this project is already under construction.
5. The following information is reported concerning specific railroad industries in Poland:
  - a. **Fanstwowa Fabryka Wagonow (Pafawag)** located at Wroclaw (Breslau); Ulica Robotnicza 12 (formerly Linka-Hoffman).
    - 1) Pafawag is now the greatest producer of railway cars in Poland. Approximately 12,000 workers are employed here.
    - 2) The types of production at Pafawag are described as follows:
      - a) Railroad passenger cars
      - b) Railroad freight cars. Specifically, freight cars for coal transport are the principal type.
      - c) Approximately two-thirds of all factory production is sent to the Soviet Union or other satellite countries at the direction of the Soviet Union.
      - d) Special tank cars for liquid fuels are also manufactured in small numbers.
  - b. **Fabryka Parowozow, H. Cegielski S.A. Poznan;** ulica Daszyńskiego 136.
    - 1) This was formerly a well-known privately owned locomotive factory. It was recently nationalized and is continuing to operate under the same name. The factory area is located in Poznan proper, with the principal area in the Wilda suburb.
    - 2) Approximately 10,000 persons are employed here.
    - 3) Production is described as follows:
      - a) Railroad locomotives described as "very large and heavy." These locomotives are of Russian design and are built particularly for heavy and long distance hauls. Only three such engines have been delivered to the Polish Railway System. The entire output is immediately delivered to the Soviet Union.
      - b) Special tank cars claimed to be designed for the transport of oxygen are manufactured for the Soviet Union. The production of such cars is now 20 per year.
      - c) Machine guns are manufactured at one department of the Wilda suburb plant. Only about 500 are manufactured per year, and these are shipped to Albania.
  - c. **Pierwsza Fabryka Lokomotyw w. Polsce S. A. Chrzanow** (west of Krakow).
    - 1) This is a locomotive factory only, employing about 7,000 persons.
    - 2) Production as follows:
      - a) All types of locomotives for standard-gauge and broad-gauge railroads. About 50 percent of all production is sent to Russia.
      - b) A locomotive for narrow-gauge railroads is also reported in production here. Of this type the entire production is sent to Russia.
      - c) Spare and replacement parts for all locomotives.
  - d. **Wytownia Parowozow, Zaklady Ostrowieckie, Warsaw, ulica Kolejowa 57.**

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- 1) This is a locomotive factory presently employing about 3,500 workers. Under the new Six-Year Plan the facilities of this factory are to be enlarged to employ 8,000 persons.
  - 2) Production:
    - a) Locomotives for standard-gauge tracks, to be used in Poland and a number to be exported to the West. (Such sales have been attempted to Spain and Argentina in exchange for white metals, this being the one condition of the transaction.)
    - b) Steam boilers for railroad locomotives. Total production is immediately shipped to the Soviet Union.
- e. Polskie Zakłady Babcock-Zieleniewski, A.A.; Sosnowiec, ulica Feliksa Perla 4.
- 1) Formerly Polish-Belgian company, now nationalized. Employs about 3,000 persons.
  - 2) Production:
    - a) Steam boilers for locomotives, for Polish consumption.
    - b) Special "flank points" used by the Polish railroads.
- f. Wytwornia Sygnaliow i Urzadzen Kolejowych; Krakow, ulica Cystersow 16.
- 1) This is the only such factory in Poland at this time. (Another is planned for construction in Warsaw under the Six-Year Plan.) About 3,000 workers are now employed.
  - 2) Production: All types of railroad signal and lighting installations and equipment. About 80% of the production is for Polish use.
- g. Stocznia Polnocnaw Gdansk.
- 1) The north shipyard, Gdansk; formerly Danziger Waggon-Fabrik. Factory now employs about 2,000 workers.
  - 2) Production: In addition to shipbuilding, some locomotives and street-cars are built here.
5. Miscellaneous
- a. Under the Six-Year Plan the plans for two large railroad factories have been approved. These factories are to be built in the area between Warsaw and Krakow, east of the Vistula River.
  - b. The facilities for the repair of railroad locomotives are available at factories a, c, d, e, and g above, with the greatest amount being done at factory g. A small amount of local locomotive repair work is done at Elblag.

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