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25X1 1. The most recent observations of the double-track Frankfurt/Oder - Brest Litovsk line, made in July 1950, disclosed the following:

Frankfurt/Oder: The truss span across the Oder River has one track in operation; the second is still destroyed. The bridge is 200 meters long. (1) The line again becomes double-track about 200 meters from the bridge.

Kunersdorf (Kunowice): Border control is exercised by Polish militia who wear khaki uniforms, a four-cornered cap with a green ribbon, and who are armed with pistols. Only German identification papers are checked. The train is searched for stowaways, but freight carried is not inspected. The inspection lasts from 20 to 45 minutes.

Reppen (Rzepin) (O 53/V 84): Customs station. Soviet passenger trains are controlled at this point. The German railroadmen are checked for smuggled goods and the cars are also inspected. Every train is inspected by a crew of three or four Polish customs officials. They wear green uniforms and round green caps and are unarmed. The inspection takes from 20 to 45 minutes. The railroad station is equipped with a minor maintenance and repair shop; a water tower and coaling facilities are reserved for Polish locomotives. The small turntable is adequate only for locomotives without fixed tenders. The Reppen-Kuestrin (Kostrzyn) (O 53/V 66) branch line is single-track.

Schwiebus (Siebodzin) (O 53/W 33): There is a double-track railroad overpass just west of the railroad station, which is equipped with a water tower.

Neu Dentschen (Zbaszynek) (O 53/W 53): Attached to the station are a large railroad repair shop, car repair shop, long loading platforms, a large turntable, and an engine house.

Alt Dentschen (Zbaszyn) (O 53/W 53): A water tower is available. The line to Lissa (Lesnica) branches off east of the station.

Opalenica: A water tower is available.

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Posen-West (Poznan-Franowo): Large freight station with a water tower, coaling facilities, turntable, engine sheds, railroad repair shop and minor repair shop. The passenger station is also equipped with a minor repair shop, a car repair shop, several turntables, water tower and coaling facilities. The Posen-Thorn (Torun) and the Posen-Kreuz (Krzyz) lines are double-track. (2) The Posen-Lissa-Breslau (Wroclaw) line is double-track.

Wreschen (Wrzesnia) (P53/X 65): A minor railroad repair shop and a water tower are available.

Stralkowo (Strzalkowo) (P 53/X 85): A water tower is available.

Konin (P 53/O 18): The small railroad repair shop is not fully utilized. Water tower and coaling facilities are available. No turntable was seen.

Kutno (Q 53/O 89): A large railroad repair shop, a car repair shop, a water tower, coaling facilities and a turntable are available. The Kutno-Lodz (Q 53/O 93) branch line is in operation. The number of tracks is unknown. (3) The Kutno-Thorn branch line is in operation. The number of tracks is unknown. (4) The concrete bridges rebuilt east of Kutno carry two tracks. (5)

Zichlin (Zielkowice): A water tower is available.

Lowicz: A small railroad repair shop and a water tower are in operation.

Sochaczew: A railroad repair shop, a water tower, coaling facilities and a turntable are available.

Warsaw-West (Warszawa-Kaliszka) (R 53/L 09): A large new railroad repair shop, coaling facilities, a water tower and a turntable are in operation. A new freight station is being built. (6)

Warsaw-Danzig railroad station (Warszawa-Gdansk): Passenger station. A water tower is available. The truss span across the Vistula River carries one track and is 400 meters long. (7)

Warsaw-East: A water tower, coaling facilities, a turntable and a large railroad repair shop are in operation. The Warsaw-Bialystock branch line, which was last observed in May 1950, is double-track. (8)

Minsk Mazowiecki (R 53/L 38): A water tower is available. A newly built arch bridge with two tracks is east of the railroad station. (9)

Siedlce (R 53/L 88): A large railroad repair shop, a water tower, coaling facilities, two turntables and a loading ramp 300 meters long are available. The Siedlce-Malkinia (R 53/F 64) and the Siedlce-Czeremcha (S 53/G 52) branch lines are single-track. (10)

Lukow (S 52/L 95): A large railroad repair shop, a water tower, coaling facilities, a turning loop and a loading ramp about 300 meters long are available. The Lukow-Lublin (S 52/R 18) branch line is in operation. (11)

Biala-Podlaska (S 53/M 46): A water tower and a loading ramp are available.

Malaszewicze (S 53/M 77) (8 km west of Terespol): A railroad repair shop and a turning loop are available. There is a customs station, but the control is not as strict as in Reppen. A new transloading point to replace Brest Litovsk is said to be under construction there. Pertinent construction work was observed in July 1950. (12)

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Terespol (S 53/M 77): Border control by the militia is not handled as strictly as in Kumersdorf. All the Poles speak good German. The reconstructed truss span across the Bug River carries one track.

2. Observations on the Warsaw-Bialystock (S 54/G 49) double-track line, where source last operated in May 1950: (8)

Pluszcz (R 53/F 31): A railroad repair shop, a water tower, coaling facilities, a turntable and a loading ramp are being used.

Malkinia (R 53/F 64): The reconstructed truss span across the Bug River, near the railroad station, carries one track. The station is equipped with a minor repair shop, a water tower and coaling facilities.

Czyzew (S 53/F 95): A water tower is available.

Lapy (S 53/G 27): A water tower is available.

Bialystock: A large railroad repair shop, a water tower, coaling facilities, a turntable and a loading ramp are being used. The branch line to Grodno (S 54/B 85) is single-track. [REDACTED] (13)

3. The following observations were made on the single-track Siedlce-Czeremcha-Brest Litovsk line: (14)

Platerow (S 53/M 29): A water tower and loading ramp are available. The reconstructed truss span across the Bug River carries one track.

Nurzec (S 53/G 41): A water tower and a loading ramp are available.

Czeremcha: The railroad repair shop, which was destroyed, is being reconstructed. A water tower and coaling facilities are available. The turntable is not serviceable. The branch line to Bialystock is single-track. [REDACTED]

[REDACTED] (15)

Branch line to Hajnowka (S 53/G 74): [REDACTED] observed motor rail coaches. The number of tracks is unknown. (16) The branch line to Brest Litovsk-North is single-track.

4. The Kuestrin-Deutsch Eylau (Ilawa) (Q 54/E 04) - Korschen (Korsze) (R 55/V 00) line is double-track as far as Deutsche Eylau. [REDACTED]

Kuestrin-Kietz: A water tower and coaling facilities are available. The Oder River bridge, which is being repaired, carries one track. The speed on the bridge is limited to 10 km/h. The arch bridge across the Warthe River, now being reconstructed, carries one track. The speed limit on the bridge is 10 km/h. (17)

Kuestrin-Neustadt: A minor railroad repair shop, a water tower, and a turntable are available. This is a militia and customs control point.

Landsberg (Gorzow): A railroad repair and a car repair shop, a water tower and coaling facilities are available. The bridge across the Kladow Flieiss carries one track.

Kreuz (Krzyz): A minor railroad repair shop, a car repair shop, a water tower, coaling facilities and a turntable are available. The Kreuz-Stettin (Szczecin) branch line is in operation. The number of tracks is not known. (18)

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Schneidemuehl (Pila): A water tower, coaling facilities and a turntable are available. The branch line to Dirschau (Tczew) (Q 55/D 59) is in operation. The number of tracks is not known. (19) The branch line to Neustettin (Szczecinek) is single-track, and is under repair. The Kuedow cantilever bridge is single-track, and is being repaired. (20)

Nakel (Naklo) (P 54/S 54): A small railroad repair shop, a water tower and coaling facilities are available. No turntable was seen. The branch line to Gnesen (Gniezno) is in operation. The number of tracks is not known. (21)

Bromberg (Bydgoszcz) (P 54/J 09): A railroad repair shop and other minor repair facilities are available. The station also has coaling facilities, a water tower, a turntable and engine houses. The branch line to Dirschau is in operation. The number of tracks is unknown. (22)

Thorn (Torun) (Q 54/J 39): Railroad repair facilities, a water tower, coaling facilities and a turntable are available. The truss span across the Vistula River between the Thorn main railroad station and Thorn-Mocker (Mokre) carries one track. A large concrete viaduct with three arches has been reconstructed with one track. (23)

Jablonowo (Q 54/K 39): A water tower is available.

Deutsch Eylau Extensive railroad repair facilities, a railroad car repair shop, a water tower, coaling facilities and a turntable are available. The branch line to Warsaw is in operation. The number of tracks unknown. (24) The branch line to Marienburg (Malbork) (Q 55/D 79) is in operation. The number of tracks is unknown. (24) The line is single-track beyond Deutsch Eylau. (25)

Osterode (Ostroda) (Q 54/E 25): Extensive railroad repair facilities, a water tower, coaling facilities and a turntable are available. The branch line to Koenigsberg (Kaliningrad) is in operation. The number of tracks is unknown. The branch line to Neidenburg (Nidzica) (R 54/E 61) is in operation. The number of tracks is unknown. (26)

Rothfliess (Czerwonka - R 54/E 97): A water tower is available.

Korschon (Korsze): Extensive railroad repair facilities, a water tower, coaling facilities and a turntable are available. The branch lines to Insterburg (Wysruc), Koenigsberg, and Lyck (Elk) are single-track. (27)

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Comments:

- (1) The bridge is 441.5 meters long.
- (2) The construction of the second track on the Rokietnica-Kreuz section of this line now seems to be completed.
- (3) The line is believed to be single-track.
- (4) The line is believed to be double-track.
- (5) Three bridges just east of Kutno seem to be concerned; one of them spans the Ochnia River, the other two are across a tributary east of this river.
- (6) The construction of this new freight station was previously reported.
- (7) The northern railroad bridge is probably concerned. It is 500 meters long and seems to have only one track.
- (8) The second track on the Warsaw-Bialystock line had been dismantled. The reconstruction of the second track is believed possible but is still unconfirmed.

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- (9) Whether the bridge which spans a tributary of the Mienia River just east of Minsk or the bridge across the Mienia River itself (7 km east of Minsk Mazowiecki) is concerned is not clear.
- (10) The second track on the line to Czeremcha was demolished and removed during the war. It does not seem to have been reconstructed.
- (11) The direct Lukow-Lublin line has always been single-track.
- (12) Indications of the construction of a new transloading point from Soviet broad gauge to standard gauge on the Polish side of the border were previously reported.
- (13) The line to Grodno was double-track during the war. One track was demolished or dismantled.
- (14) This line was previously double-track. One track was demolished during the war or dismantled after the war.
- (15) The Czeremcha-Bialystock line was formerly double-track. One track was demolished or dismantled.
- (16) The Czeremcha-Hajnowka line was formerly double-track. Its present status is unknown.
- (17) The bridge across the Warthe River is about 100 meters long, and consists of three spans 76, 50 and 50 meters long respectively.
- (18) The line is believed to be single-track.
- (19) The Schneidemuehl-Dirschau line is double-track.
- (20) The bridge mentioned is just east of the passenger station.
- (21) The line to Gnesen is believed to be single-track.
- (22) The lines to Dirschau and Posen are double-track.
- (23) An exact identification of the viaduct is not possible. It may be the structure across the valley of the Grosse Bache, 10 km northeast of Thorn.
- (24) The lines to Warsaw and to Marienburg are double-track.
- (25) The second track was demolished during the war or dismantled shortly after the war.
- (26) Since the exact course of the line to Koenigsberg cannot be determined, no comment is possible. The line to Neidenburg is single-track.
- (27) The second track on the line to Insterburg was destroyed during the war. It does not seem to have been reconstructed. The same applies to the line to Lyck. The line to Koenigsberg was single-track and is believed still to be so.

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