

INFORMATION REPORT

CD NO. 25X1A

COUNTRY Poland

DATE DISTR 1 August 1952

SUBJECT Railroad Bridges in Poland

NO OF PAGES 4

25X1C

NO OF ENCLS.
(LISTED BELOW)

DO NOT CIRCULATE

SUPPLEMENT TO
REPORT NO. 25X1X

I. Oder-Weisse Bridges:

1. Bridges in Szczecin (Stettin).

The data on these bridges refers to their status in early 1945 when these bridges were still intact. According to several sources, the bridges were reconstructed or repaired in a makeshift way, some of them with the help of military bridge equipment. It is believed that the temporary structures have in the meantime been replaced by permanent bridges essentially of the same type as the original ones, as some of them suffered only minor damages.

- A. Double-track steel bridge with three spans of 60, 84 and 60 meters respectively.
- B. Double-track steel bridge with three spans and a turning span. Length of each span: 72 meters; total length: 260 meters.
- C. Double-track steel bridge with three spans of 62.5, 100, and 62.5 meters respectively. Total length: 227 meters.
- D. Double-track steel bridge with eight spans and one turning span. Length of main center span: 76 meters; total length: 215 meters.
- E. Double-track steel bridge with four spans. Length of main span: 92 meters; total length: 114 meters.
- F. Double-track steel bridge with two spans of 37.6 meters each and a turning span, 35 meters long. Total length: 112.6 meters.
- G. Double-track steel bridge with two spans of 53.5 and 39.6 meters and a turning span 41.75 meters long. Total length: 137 meters.

25X1A

CLASSIFICATION SECRET

2. Bridge at Hohenwutzen

This single-track combined railroad and road bridge, which is generally referred to as Hohenwutzen Bridge, was destroyed in 1945. The Bad Freienwalde-Hohenwutzen railroad line which leads to the bridge in Soviet Zone territory is in operation. It is unknown whether the continuation of this line east of the Oder River in Polish occupied territory is in use. The reconstruction of this bridge appears improbable since it is on a single-track branch line, which has lost its importance after the establishment of the Oder-Neisse line. (1)

3. Bridge at Stara Rudnica (Alt-Ruednitz)

Also referred to as the Oder Bridge near Siekierki. The bridge, which had nine spans and was 335 meters long, was destroyed in 1945. It is on a single-track secondary line, which was dismantled, between Wriezen and the western bank of the Oder River. No details are available on the status of the line east of the Oder River in the Polish occupied territory. A reconstruction of the bridge appears improbable with the establishment of the new border. (2)

4. Bridge at Kustrzyn (Kugstrin)

There are actually two bridges at Kustrzyn. One bridge crosses the flood area of the Oder, and consists of 11 spans with a total length of 1,730 meters with separate spans for a single track and for a double track. The other is a steel bridge over the Oder River with three spans of 53.4 meters each and one of 80 meters, or a total length of 243.5 meters. At present only one track of this second bridge is in operation, but work on the reconstruction of the second track has been under way since early 1952, and is scheduled to be completed in late 1952. (3)

5. Bridge over the Neisse River at Zgorzelec (Gorlitz)

The structure is a double-track viaduct, three spans of which were demolished in 1945. The reconstruction of the bridge was scheduled for 1951, but the project was not executed. The Polish State Railroads reportedly plans to reconstruct the viaduct in 1952. Prior to 1 April 1952, there were no indications that construction work had actually been started. (4)

II. Bridges of the Vistula River. (5)1. Bridge at Tczew (Dirschau)

This double-track steel bridge with 3 spans of 82 meters, 2 of 65 meters, and 5 of 131 meters, or a total length of 1,050 meters, was destroyed in 1944. Its reconstruction was completed in 1948. Details on the present status of the bridge are not available.

2. Bridge at Kwidzyn (Marienwerder)

This single-track bridge was built as a temporary structure by German railway engineer troops in 1944. It is located near Opalenie (O 54/ D 55) on the Schmentau-Kwidzyn (sic) railroad line and had 42 spans with a total length of 1,001 meters. The bridge was destroyed in early 1945. No information on the reconstruction of the bridge has been received.

3. Bridge at Grudziadz (Graudenz)

The double-track steel structure with 11 spans of 97 meters each and a total length of 1,100 meters was destroyed in February 1945. It has been reconstructed. No details are available on the new bridge.

SECRET

SECRET

25X1A

4. Bridge at Fordon (P 54/ J 19).

The single-track steel structure with 13 spans of 65 and 5 of 100 meters each, or a total length of 1,300 meters, was destroyed in 1945 but has been reconstructed. Details on the reconstructed bridge are not available.

5. Bridge at Torun (Thorn).

The double-track bridge was reconstructed as a steel structure on concrete piers in 1948. The present bridge has seven spans and a total length of 330 meters.

6. Bridge at Plock.

This structure was a combined railroad and road steel bridge with 2 spans of 110 meters each, 2 of 84 meters each, 2 of 92 meters each, 1 of 76 meters, and 2 of 21 meters each and a total length of 690 meters. The bridge was destroyed in 1945 but has been reconstructed in the meantime. No information is available on its present status.

7. Bridge at Doblin.

The bridge, a single-track steel structure with five spans, was destroyed in 1945 but has been reconstructed in the meantime. No details are available on its present status.

8. Bridge at Gandomierz.

The bridge, a single-track steel structure with six spans, was destroyed in 1945, but has been reconstructed in the meantime. No information is available on its present status.

III. Bridges over the Narew River.

The bridge over the Narew river at Ostrolenka is in operation. No details on its present status are available.

IV. Bridges over the Bug River.1. Bridge at Nowy Dwor.

The structure has two tracks and is about 150 meters long. No further details are available.

2. Bridge at Malkinia (R 53/ F 64).

The bridge is single-track. Further details are not available.

3. Bridge at Brest Litovsk.

The structure, which has one Soviet-gauge track, is about 120 meters long. Military bridge equipment was utilized for its first reconstruction. No information has been received that the bridge has been reconstructed in a permanent form. (6)

4. Bridge at Lomahansk (S 52/ R 97).

The structure has two tracks. No details on its present status are available.

SECRET

- V. The bridge over the San river at Przemysl has a standard-gauge track and a Soviet-gauge track. No details available.
- VI. The bridge over the Wieprz river at Lublin is single-track. No further details are available.
- VII. Except for a tunnel in the city of Warsaw, railway tunnels are available only in the mountainous regions of southern Poland and Silesia on lines to Czechoslovakia. No data on these tunnels are available.
- VIII. No information is available on the amount or types of mechanized construction, repair or wrecking equipment available.
- IX. Large bridges on the Elblag-Braniewo (Braunsborg) railroad line exist only west of Braniewo over the Pasleka river, and near Sarkau over the Baude river. However, no data on these bridges are available.

25X1