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COUNTRY Poland

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25X1 SUBJECT 1. Warsaw Marshalling Yard
2. Soviet Railroad Traffic

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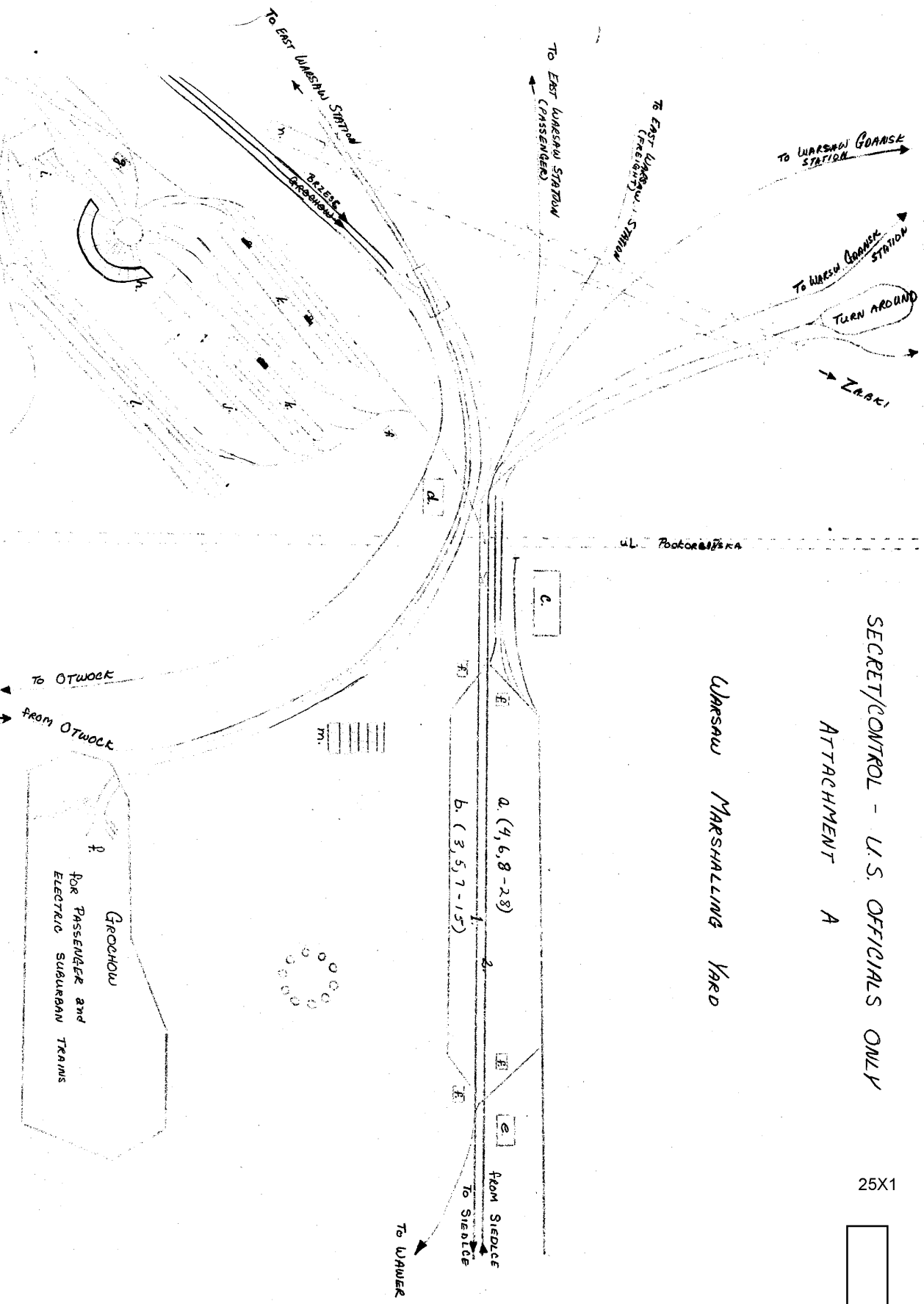
THIS IS UNEVALUATED INFORMATION

1. Soviet transports from East Germany pass through the Warsaw marshalling yard in the direction of Brest Litovsk [] in the direction of Siedlce-Czeremcha-Hajnowka-Narewka-Niezgodzicze [] and toward Malkinia and Bialystok. These Soviet transports are received on tracks 3, 5, 7 and 9. 25X1
2. Approximately 70 percent of the transports (about 20 trains per day) come from Frankfurt/Oder and the rest probably come from Gubin (Guben).
3. Trains from the DDR carry bridge structures, machinery, trucks for narrow-gauge railroads, trucks and briquettes. One train, consisting of approximately 40 refrigerator cars, passes through the yard daily.
4. Since 1950, Soviet transports have increased considerably. The USSR transports iron ore; cast iron molds; steel plates, approximately 16 to 20 mm. thick, and approximately 1 1/2 x 3 meters in size, which are probably used for ship-building; and anthracite coal. These shipments are destined for East Germany and Poland. One train, carrying what is called a dangerous load, passes through the Warsaw marshalling yard daily. The traffic service manager is informed only half an hour before the train is due to pass. Trains running in the opposite direction receive a special order, [] to close the furnace flue to avoid flying sparks. Each train always consists of closed and sealed cars. 25X1
5. [] 25X1

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ATTACHMENT A

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Legend for Attachment A

Warsaw Marshalling Yard

- a. Seven secondary tracks, numbered 3, 5, 7, 9, 11, 13 and 15, run parallel to the main line No. 1, which passes through the Warsaw marshalling yard in the direction of Siedlce. These secondary tracks are approximately 600 meters long. A water crane is located between tracks 3 and 5, and 7 and 9.
- b. Thirteen secondary tracks, numbered 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, and 28, run parallel to the main line No. 2, which passes through the Warsaw marshalling yard from Siedlce. A water crane is located between tracks 4 and 6 and between 8 and 10.
- c. Control interlocking machine (Befehlsstellwerk), operating 28 mechanical points.
- d. Interlocking machine, operating 32 mechanical points.
- e. Interlocking machine, type Antoninow, operating 15 mechanical points; mechanically operated block system.
- f. Points cabin; points operated by hand.
- g. Administration building of the Operational Works. The latter is under the administrative control of the East Warsaw Railroad Station.
- h. Engine sheds, with turntable (operated both electrically and by hand) for 14 locomotives. Minor repairs up to grade L-2 are undertaken in these sheds. The O.K.L.-2 is the locomotive used exclusively for shunting.
- i. Engine sheds and workshops, where repairs of grade L-1 are carried out.
- j. Warehouses (lubricating oil, spare parts, etc.) belonging to the Operational Works.
- k. Stacks of coal with three electrically operated loading cranes.
- l. Paved loading ramp, approximately 700 meters long; this ramp was partly damaged and as of November 1951, was not repaired.
- m. Main power distributing station for suburban electric trains of the Warsaw junction. Power is distributed here for the substations in Pruszkow and Minsk Mazowiecki.
- n. Mlawski tunnel, connecting east Warsaw and Zabki, Pluszcz, and Malkinia; in 1951 construction was in the early stages. The railroad line was to be constructed under the railroad lines as marked on Attachment A. It will serve suburban electric trains as well as long distance traffic. At present, this line runs from Warsaw Wilenska (sic); this station will be closed some time in the future.

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