

Dear Readers,

This issue of Problemy Kolejnictwa [Railway Reports] has a special character. This is the 200th issue of our quarterly, and for this reason, its content and substance are particularly rich.

The first issue of Problemy Kolejnictwa [Railway Reports] was published in June 1956. It was a time of major social and economic change. The Stalinist period was coming to an end, followed by a “thaw”, symbolised by the events of October 1956. A practical manifestation of these changes was the possibility of featuring in the technical press not only the achievements of the Soviet Union and Eastern Bloc countries but also those of the rest of the world, including Western Europe and the United States. This also applied to the railways, so the then Railway Scientific and Research Institute took the initiative to publish a periodical called “Problemy Kolejnictwa” with the subtitle “Osiągnięcia kolejnictwa światowego” [World Railways Achievements]. The periodical’s creators expected that Problemy Kolejnictwa [Railway Reports] would fill the acute gap in the field of technical information, help develop national engineering thought and contribute to railway technical progress.

Today, more than 67 years after the initial release of Problemy Kolejnictwa [Railway Reports], you are receiving the 200th issue. It describes the current areas of research at the Railway Research Institute.

The areas of activity of the Railway Research Institute are presented in an article by Marek Pawlik. An article by A. Massel, devoted to the most important issues of railway roads in the publications of Professor Henryk Bałuch, the Institute’s long-time director and editor-in-chief of Problemy Kolejnictwa [Railway Reports], is a reference to the tradition of the Institute and the quarterly itself. Further, the issue contains articles on the environmental impact of railways, including noise and aerodynamic phenomena.

The 200th issue also presents the subject of power supply (the possibility of changing the power supply system of Polish railways; switchgear electrical strength; contact line longitudinal sectioning; and railway traffic control (the impact of rolling stock on CCS devices).

I sincerely hope that, despite the passage of years, reading Problemy Kolejnictwa [Railway Reports] will be a valuable inspiration for the next generations of Polish railway engineers, as well as an aid in the development of railway transport in Poland.

On behalf of the editorial team

Ph.D. Eng. Andrzej MASSEL
Editor-in-Chief