Due to the alliance ties and relative ease of credit access, the simplest way was to look at the French and watch how they upgraded their armoured forces.

One of the French solutions was the service introduction of the M-26/27 tank (also known as NC2), broadly similar to the FT-17, though fitted with new running gear featuring Kegresse rubber tracks. Five such tanks imported from France were not outstanding and no further purchases followed.

Another French attempt to upgrade took the form of the NC1 (designated NC-27 in service). Generally it was a new design with all-new suspension featuring prominent coil springs, better armour and a new engine. But even this tank only marginally outclassed its predecessor and couldn’t be considered a reasonable solution. FT-17 armament was retained, top speed was supposed to exceed 11 mph (18 km/h), but water in the radiator was boiling already at a mere 9 mph (14 km/h)...

In 1931 a single FT-17 derivative, the FIAT 3000, was imported from Italy. This tank also was a disappointment.

A competition held for a Polish medium tank design was a total failure, too. It aroused almost no interest and two prototypes of the winning design – the WB-10 tank – exhibited serious mobility problems.

An attempt to acquire the widely-publicised Christie tank became another fiasco. In 1930 a contract was signed for delivery of single Christie M1930 tank and optional
A column of Vickers tanks at Pole Mokotowskie – one on the right is subject of our colour profile.

Close-up of the Vickers tank profiled below.

Twin-turreted Vickers tank at Pole Mokotowskie 1934 review.


[46]: Single-turreted tank pictures from the 1934 parade.

[47]: Single-turreted tanks during the 1934 Independence Day parade at Pole Mokotowskie on November 11th. Original photo was published in ‘ Światowid’ magazine No.47 on November 18th. (Muzeum Okręgowe Rzeszów coll.)
[76]: Vickers tanks during the May 1938 parade at Pole Mokotowskie.

[77]: The 11th November 1938 parade at Aleje Ujazdowskie in Warsaw.

[78]: The June 1937 parade in front of Carol II, King of Romania.

[129-135]: Pictures of this tank taken at Trzciana by German soldiers. Ppor. (2nd Lt.) Michał Łukaszewicz, commanding 2nd platoon of the 121st light tank company, lost his life there and two other crewmen were wounded. In a short time the tank was dismantled by local people and several small parts can be found even today, kept as a token.
[150]: Tractor prototype #8393 during the trials with rail chassis for the combat engineering corps – more details on pages 84-86.

[151-152]: C7P/I tractor; military s/n 8393.
Two tractors from the light tank company of Dowództwo Obrony Warszawy (Warsaw Defence Command) – already in German hands – running on Tamka street to the captured materiel collection point.
C7P Combat engineering tractor

Combat engineering corps was the third recipient of the C7P tractor production programme. However – due to the real capability of P.Z.Inż. and the army hierarchy of needs – only two tractors were delivered to the corps in 1937-38 and Biuro Badań Technicznych Saperów (Sapper’s Technical Research Bureau) used them only experimentally.

As their destined usage included special engineering duties, the tractors were to be fitted with ploughs, dozer blades, footbridges, and the like. The target for 1940 called for delivery of 52 tractors for the engineering units – mainly for the 1st and 2nd Railway Bridge Battalions. Their duties should include shunting and hauling wagons with bridge accessories as well as roadway maintenance. In 1936 the Cegielski works in Poznań constructed a special rail chassis prototype, to some extent following the lines of the so-called Drasine R – the rail chassis for the Renault light tank, used as the reconnaissance element within Polish armoured trains.