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summary report for July 1963 on transportation in East Germany, the USSR, Poland, and Czechoslovakia. 50X1-HUM

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Transportation Summary for July 1963

I. International Transport Relations

First charter flight of Austrian Aerotransport airline from Vienna to Berlin=Schönefeld.

Individual licences for optional flights of the Soviet Zone Interflug airline from Berlin to Vienna.

International air routes of Deutsche Lufthansa (Soviet Zone) and Interflug within the Soviet Bloc area.

For status of pipeline construction between USSR and western satellites, see Annex 1 and sketch.

Ratification of Polish/Soviet agreement on Polish standard-gauge transit traffic between Przemysl and Kroszienko via Khyrov (USSR); as a result expected increase of military transloading capacity on this section of gauge-changing zone.

II. USSR

Increase of tonnage norm of freight trains on more than 30,000 line kilometers.

Average freight train tonnage 2,200 tons.

Long-distance fast freight trains on several lines, for the first time.

Share of electric power consumption in total power output, and of diesel fuel consumption in total diesel fuel output of USSR.

Permanent "slow-down" points on Moscow-Leningrad line and on Kurgan-Novosibirsk stretch of Transsiberian Magistrale.

Employment of diesel-electric railroad ferries on Amur River.

Long-term electrification plans and their military significance (see sketch).

Complete conversion of operating service on railroad lines to diesel or electric traction, by about 1967.

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Average running and transport performance of an electric and a diesel locomotive during the first quarter of 1963.

Share of steam traction in freight traffic about 30 per cent; pool of steam locomotives about 12,000 units.

Own 40 kilometers test line at "Allunion" Diesel Locomotive Plant in Kolomna.

Average loading capacity of a freight car from 1937 to 1965.

Establishment of technical aid service on Moscow - Leningrad highway.

III. Soviet Zone of Occupation of Germany

As of 29 Sept 1963, rerouting of interzonal passenger traffic between Bebra and Eisenach via Gerstungen - Förtha. Simultaneous transfer of road control point to Gerstungen possible.

Changes in employment of locomotive personnel in interzonal passenger traffic between Berlin and West Germany.

Readmittance of transit traffic of West German inland ships through Soviet Zone.

Satisfactory operational situation in July 1963. Heavy special passenger traffic, with children traveling on holidays and visitors to athletic games at Leipzig.

Improvement of Waren (Müritz) - Lalendorf and Güstrow - Schwaan stretches of Line 177.

Double-tracking of Löwenberg (Mark) - Neustrelitz stretch of Line 121.

Enlargement of Wilhelm-Pieck-Stadt Guben freight station; transfer of Guben roadbed equipment depot.

Presumptive closing of narrow-gauge lines to traffic within RR-Division Dresden.

In 1964, supply of 200 new railcars.

For Reichsbahn railcar program, see Annex 3.

Reichsbahn repair plan for 1964.

In June 1963, closing of 370 kilometers of classified roads in Soviet Zone.

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Partial rerouting of Highway F-245.

Road and bridge construction in Kreise of Magdeburg District along Demarcation line (See also Annex 4).

Enlargement of Peene River port at Anklam.

Hindrance of inland shipping through low water of Elbe River.

Temporary closing of shipping on Elbe and Untere Havel rivers for military reasons.

Putting in service of a central repair shop of Lufthansa (East) Commercial Flights Department in Leipzig-Mockau.

IV. Czechoslovakia

Establishment of two still lacking operational departments within framework of reorganization of Czech State Railroads.

Putting in operation of last stretch of electrified Prague - Petrovice (Polish border) line.

Track construction and traffic in area south-east of Ostrau (Ostrava).

Sixty barges for coal transportation between Aussig (Usti n.L.) and Kolin; barges not used to capacitiy and/or delayed through poor organization.

V. Poland

Transport arrears of railroads about 8.5 million tons in first half of 1963.

Electrification phases of Silesia - Gdingen (Gdynia) Coal Magistrale.

Electrification of Warsaw - Prague line by 1964.

Ratio of damaged diesel traction in 1962 between 29 and 37 per cent.

In May 1963, about 14,000 damaged freight cars, i.e., 5.7 per cent of total stock.

Annual repair rhythm planned on most heavily used RR lines.

On 29 June 1963, opening to traffic of Weichsel (Wisla) River bridge at Chelmno.

Zeran - Zegrze Canal near Warsaw in operation.

First overseas air route of LOT airline to Cairo.

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I. International Transport Relations

1. Air Transport between Soviet Zone and Austria

a) The Austrian Airline Aerotransport has recently accomplished its first charter flight on the direct Vienna Schwechat - Central Airport Berlin=Schönefeld air route. The legal prerequisite for this flight was reportedly the authorization of landing agreed upon the principle of reciprocity between the Soviet Zone and Austria.

b) The Austrian Chief Aviation Authority has not prolonged the general permission given to the Soviet Zone Interflug airline for optional flights between Berlin and Vienna in May, June and July 1963. The flights had taken on the character of regular timetable flights. From 1 August 1963, Interflug has to apply for authorization of each planned optional flight. (See Tpt Summary for May 1963, para III, 4.b))

2. Transport Associations, Agreements

According to the summer 1963 timetable , the Deutsche Lufthansa (Soviet Zone) and its subsidiary Interflug are serving the following international lines within the Soviet Bloc (See Tpt Summary for May 1963, para III, 4.a)):

From Central Airport Berlin= Schönefeld and back	Number of Weekly Flights
Moscow	3
Warsaw	3
Prague - Budapest	2
Prague - Budapest - Bucharest	1
Bucharest - Sofia	1
Sofia	2
Budapest - Belgrade (-Tirana)*)	1
Budapest - Belgrade (Interflug)	1

The scheduled take-offs and landings of Deutsche Lufthansa (Soviet Zone) and Interflug from Central Airport Berlin=Schönefeld to the Socialist countries total 28 per week.

*) The Belgrade - Tirana stretch of this route is only served twice per month, at present.

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3. For status of pipeline construction between the USSR and the western satellites, see Annex 1 with sketch.

4. Gauge-Changing Zone (Transit Traffic between Poland and USSR)

In early July 1963, the Polish State Council ratified the agreement, signed by Poland and the USSR in April 1963, on transit traffic of Polish trains between (Przemysl-) Malhowice and Kroscienko via Khyrov (USSR). The connection between these locations is thus shortened by about 130 kilometers. There is no border and customs control for passengers, freight and mail on this line; however, passengers are not permitted to leave the trains on Soviet territory.
The potential and militarily significant transloading capacity of this section of the gauge-changing zone in South-East Poland has considerably been increased through the reopening of the above narrow-gauge line and the broad-gauge line running parallel to it.

II. USSR

1. Railroad Transport

a) Operations

(1) Effective with the summer timetable (26 May 1963), the standard weight of freight trains has been increased by an average 300 to 500 tons on over 30,000 line kilometers, and by up to 1,000 tons on individual lines. Among others, the following lines are concerned:

	Increase of Standard Weight of a Train
- Orenburg - Arys'	by 400 tons
- Orenburg - Saratov	" 300 "
- Krasnovodsk - Kagan	" 600 "
- Moscow - Ljangasovo (west of Kirov)	" 1,100 "
- Volkhovstroj - Vologda	" 800 " (previously 4,000 tons)

The present average tonnage of a Soviet freight train is 2,200 tons.

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(2) As of 26 May 1965, long-distance fast freight trains with a daily run of up to 900 kilometers are employed for the first time at the Soviet State Railroads for the transportation of perishable goods. The trains are employed on the following lines:

- Moscow / Perovo - Saratov - Astrakhan (Line 320)
- Moscow - Arys' (Line 360)
- Moscow - Kochetovka - Samtredia (Caucasus - Line 342, 250)
- Moscow - Kishinew (Line 130)
- Murmansk - Volkhovstroj -Khovrino / Leningrad (Line 4).

(3) The Soviet State Railroads consume about five per cent of the total electric power output and about 12 per cent of the total diesel fuel output of the USSR.

b) Railroad Lines

(1) There are 29 permanent slow-down points on the Moscow - Leningrad line (650 km) which is used by electric passenger trains with maximum speeds of up to 160 kilometers.

(2) Twenty four permanent slow-down points had to be established on the Kurgan - Novosibirsk stretch (1,167 km) of the Transsiberian Magistrale because of the partly poor roadbed and/or because of the poor state of repair of the RR bridges. The maximum speed for trains passing through RR stations of the two above lines has been limited to 80 km/h.

(3) Passenger and freight trains running on the Deshnevka - Sovetskaja Gavan (nothern bifurcation west of Khabarovsk to Pacific Ocean) line do not cross the Amur River between Komsomol'sk and K.Pristan' on a railroad bridge, but are carried by the two diesel-electric ferry boats AMUR and KOMSOMOL'SK across the river.

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c) Electrification / Dieselization

(1) For long-term electrification projects of the Soviet State Railroads and their military significance, see Annex 2 and sketch.

(2) All RR lines of the Soviet State Railroads (SZD) are to be converted to diesel or electric traction by about late 1967 (originally planned for 1970). Lines to be electrified after 1967 are to be operated by diesel locomotives prior to the completion of electrification.

d) Rolling Stock

(1) During the first quarter of 1963, the daily run of an electric locomotive averaged 576.8 kilometers (579 kilometers in 1962) and of a diesel locomotive 500.0 kilometers (491.1 kilometers in 1962). At the same period, the daily transport performance of an electric locomotive averaged 1,187,000 t/km (1,169,000 t/km in 1962) and of a diesel locomotive 1,094,000 t/km (1,056,000 t/km in 1962).

(2) About 30 per cent of the total freight transport is still carried out by steam traction. The production of steam locomotives, of which about 10,000 units are still employed in line service, was discontinued in 1956.

(3) The "Allunion" Plant for the Designing and Construction of Diesel Test Locomotives, located near the locomotive factory at Kolomna, has its own 40 kilometer test line. Apart from diesel locomotives also new electric locomotives are tested on this line.

(4) The average loading capacity of a freight car, having been 49.5 tons in 1961, is to be increased to 55.5 tons by 1965. (25.0 tons in 1937; 26.2 tons in 1940, 32.5 tons in 1950; 45.3 tons in 1958).

2. Road Transport

In June 1962, technical aid service was established on the Moscow - Leningrad highway, with main centers in Kalinin, Novgorod and Leningrad. In addition, six branch stations of the road construction department, and six motor vehicle servicing stations (highway stations with motor vehicle repair shops) are taking care of the repair or towing of cars and of the information service.

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III. Soviet Zone of Occupation of Germany

1. Interzonal Transport and Berlin Traffic Situation

a) Interzonal Transport

(1) Beginning with the winter 1963/64 timetable (29 sept. 1963), the Reichsbahn envisages to no longer route interzonal trains via the Herleshausen - Wartha line, but via the Gerstungen - Förtha line, constructed in 1961/62.
Up to now, only local passenger trains, in particular light combustion engined railcars, have been running on this line (Line 192-h). The line's state of repair is reportedly still poor; however, the axle loads of fast trains are less heavy than those of average freight trains. Provided that speed limitations will be introduced, the routing of interzonal passenger trains on this line will be technically feasible without difficulty.
Should the rerouting plans materialize, the Soviet Zone control point is expected to be transferred from Wartha to Gerstungen. It is also possible that the road control point for interzonal traffic using the Eisenach - Hermsdorfer Kreuz Autobahn will be transferred to Gerstungen.
Through the planned rerouting, interzonal trains will only be running on Soviet Zone territory between Gerstungen and Eisenach, while they still traverse West German territory at Vommen and Herleshausen on the existing Gerstungen - Wartha - Eisenach route.
The new regulation will be of no practical value for the Reichsbahn, it is a matter of political prestige.
Interzonal travelers will presumably not be put at a disadvantage through these measures.

(2) The following changes have been observed in the employment of locomotive personnel in interzonal passenger traffic between Berlin and West Germany:
- On the Berlin - Hamburg and Berlin - Bebra routes, Railroads Maintenace Shop Berlin Ostbahnhof provides locomotive personnel to and from Griebnitzsee only;
between Griebnitzsee and West Germany, personnel is being provided by RR Maintenance Shops Wittenberge (to and from Hamburg) and Erfurt (to and from Bebra).

- Personnel for the Berlin - Helmstedt route is reportedly still provided by RR Maintenance Shop Berlin Ostbahnhof into West Germany; however, locomotive engineers of this maintenance shop allegedly operate between Berlin=Rummelsburg

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(storage sidings of interzonal trains) and Griebnitzsee and between Biederitz (east of Magdeburg) and Helmstedt only.
On the intermediate Griebnitzsee - Biederitz stretch, locomotive engineers of Magdeburg maintenance shop allegedly operate on the round trip, while locomotive engineers of Berlin Ostbahnhof maintenance shop travel as "passengers" on the train.

The changes are allegedly due to the continuously decreasing number of locomotive personnel of Berlin Ostbahnhof maintenance shop who reside in West Berlin and who alone may be employed in interzonal passenger trains.

No changes have so far been observed in the employment of train crews in interzonal trains between Berlin and West Germany.

b) Berlin Traffic Situation

As of mid-May 1963, West German inland vessels are permitted to travel through East Berlin at fixed hours of the day. This type of transit traffic was closed by the Soviet Zone in August 1961.

2. Railroad Transport

a) Operations and Traffic

(1) In July 1963, the operational situation was still satisfactory.
Except for some minor incidents, the flow of special holiday traffic was undisturbed, though for instance 138 special passenger trains, mainly for children on holiday, were running on 10 July.
A total of 2.5 million children were to be transported to the resort places and back home in July and August, half of them in scheduled trains and half in special trains. A total of 2,100 special trains, including empty trains, were scheduled for this scheme.
In addition, a total of 134 special passenger trains went to the so-called German Athletic Games in Leipzig, on 20/21 July. The Reichsbahn maintained some of the restrictions in passenger train traffic, introduced in the winter of 1962/63, in the summer 1963 timetable under the pretext that a number of passenger trains had not been used to capacity.

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(2) The coal situation of the Reichsbahn continued to improve. The volume of stocks available reportedly corresponds to that available prior to the exceptional requirements of the Reichsbahn in the fall of 1961.

(3) Compared with the preceding month, Soviet military requirements of the Reichsbahn increased in July and continued to be intense as customary for the season. Units were transported to troop training grounds and water training sites for firing practice and formation training, and for joint engineer and tank training.
On 15 June 1963, assembling of converted boxcars was noted in RR Division Berlin. Up to mid-July, several trains of converted boxcars were running within the framework of the annual Soviet Zone rotation program.

b) Railroad Improvement and Planned Closings

(1) (a) The Waren (Müritz) - Lalendorf stretch of Line 117 (Neustrelitz - Lalendorf), put in operation on 18 May 1961, was closed for repair work from 23 June to 4 July 1963. Through the improvement of the roadbed and the installation of automatic train stops it has been made possible to raise the permissible speed to 120 km/h on this stretch. Simultaneously, the clearance capacity of the line has been increased.

(b) Similar improvement is planned for the Güstrow - Schwaan stretch of the same line, in September 1963.

(c) The Löwenberg (Mark) - Neustrelitz stretch of Line 121 (also belonging to Berlin - Rostock Magistrale), joining Line 117 in the south, is being double-tracked . (See Tpt Summary for June 1963).

(2) "Wilhelm-Pieck-Stadt" Guben freight station is to be enlarged by incorporating the present area of the passenger station. A new passenger station is to be constructed on the site of the present Guben Depot for Roadbed Equipment, which is to be transferred approximately 1.5 kilometers to the south.
Laying of tracks at RR Station Guben was already reported in 1962. The new trackage was to improve especially the capacity of the western part of the station (set of tracks for the line to Eisenhüttenstadt). Simultaneously, the clearance capacity of the station for border crossing traffic from and to Poland was to be increased.

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However, up to now, only the northern of the two technically intact railroad bridges leading across the Neisse River has been opened to traffic. Therefore, only import and ex ort trains, using the Rothenburg (Czerwiensk) - Crossen (Krosno Odrz) - Guben=Ost (Gubin East) line, stop at Wilhelm- Pieck-Stadt Guben, but no trains running via Sagan (Żagan) - Sommerfeld (Lubski) - Gubinek.

(3) Railroad Division Dresden is presently investigating the profitableness of the about 20 narrow-gauge lines of the district and contemplates shifting all or part of these lines' traffic to the road in order to reduce operational expenses and to save personnel. Narrow-gauge Line 171-p from Klingenthal to Sachsenberg=Georgenthal is to be closed down first.

c) Rolling Stock

(1) Locomotives and Rail Cars

1964 plans provide for the supply of 200 new rail cars of the following construction series:

E-11 and E-42 (electric locomotives)

V-60 and V-180 (diesel locomotives)

LVT (Leicht- Verbrennungs-Triebwagen=Schienenbus)
(light combustion engined railcars)

(2) For diesel railcar program of the Reichsbahn, see Annex 3.

(3) Repair Sector

1964 plans provide for the following changes to be effected within the repair sector:

(a) Change of home railroad maintenance shops (RAWs) for the following types of steam locomotives:

Construction Series	From RAW	To RAW
41	K.=M.=Stadt (Chemnitz)	Meiningen
43	"7. Oktober" Zwickau	Cottbus
64	K.=M.=Stadt (Chemnitz)	Halle
98	K.=M.=Stadt (Chemnitz)	Cottbus

(b) Transfer of home RAW for railcars of Construction Series 135 from Dessau to Wittenberge;

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(c) Increased production of roller bearing sets by RW "7. Oktober" Zwickau and installation of roller bearing sets in cars to be incorporated in common freight car pool of COMECON.

(d) Priority repair of following types of cars:

O cars (gondola) of all types

Z cars (tank cars for fluids and pressure gas cars)

Zko cars (coal dust container cars).

(e) Formation of a freight car reserve of more than 8,000 double axles, by August 1964;

(f) Reconstruction, and/or, general overhaul of 20 steam locomotives of Construction Series 01, and of 25 steam locomotives of Construction Series 99;

(g) Equipment of some of the steam locomotives of Construction Series 03 with "Indusi" (inductive train stop) and of Construction Series 52 with new boilers.

3. Road Transport

a) Road Construction

(1) Of the about 44,000 kilometers of the classified road system (excluding Autobahnen), approximately 370 kilometers were closed to traffic, in June 1963, of which about 240 kilometers will be reopened still in 1963. The remaining 130 kilometers will be closed throughout the year because of the difficult and expensive construction measures involved and because of continuous closing connected with military installations. Apart from the above complete closing of roads, traffic has been locally restricted on other roads because of improvement work.

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(2) Highway F-245 was partly rerouted during the past years. The road leads from Halberstadt to Barneberg (PC 4276) on the old route, branches off at Barneberg to the east, and, by using Kreis and district roads, leads to Haldensleben (PC 6496) via Völke (PC 4479) - Ummendorf (PC 4981) - Bilsleben (PC 5480) and Nordgermersleben (PC 6037). The road is connected with Highway F-71 extending from Halle (Saale) to Salzwedel (PD 4558). (Former Highway F-245 ended at Hohnsleben (PC 4081) on the Demarcation line).

(3) Road and bridge construction observed along the Demarcation line in the Kreise of Bezirk Magdeburg since 1961, are listed in Annex 4 (See also Tpt Summaries for February 1963, April 1963, Annex 7, and June 1963, Annex 5).
Corresponding lists of the remaining Soviet Zone districts along the Demarcation line will be forwarded with the next transportation summaries.

4. Inland Shipping

a) Beginning in 1963, the Peene River Port at Anklam is to be enlarged and modernized at a cost of approximately 2.5 million DM within the next years. Anklam Port is the transshipment point for Soviet Zone inland shipping to the Baltic Sea via the Oder River. Soviet Zone inland ships are permitted to use the lower course of the Oder River from Hohensaaten.

b) In July 1963, the water level of the Elbe River continued to drop and impeded inland shipping and interzonal traffic even more than in June. (See Tpt Summary for June 1963). Ships employed in interzonal traffic were permitted to use only 70 per cent of their loading capacity.
Rühen Control Point on the Mittellandkanal is passed by approximately 70 ships in both way traffic.

c) In July 1963, the following inland waterways were closed to traffic because of Soviet Army and East German Army engineer training and exercises:

Elbe River: From 10 to 13 July, and from 15 to 20 July, between Niegripp and Bittkau; Beginning 23 July, from the Czechoslovak border to Magdeburg-Rothensee.

Lower Havel River: Temporarily from 25 to 30 July.

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5. Civilian Air Traffic

The Commercial Flights Department of the Deutsche Luft-Hansa (Soviet Zone), controlling 11 aircraft, opened a central repair shop on the Leipzig=Mockau airport, in July 1963. The shop is to carry out repairs for the bases in Anklam, the Berlin area, Kyritz, Leipzig and Magdeburg.

IV. Czechoslovakia

1) Railroad Transportation

a) Organization

The two operations departments (provozni oddil) which were still missing at the reorganization of the Czech State Railroads (CSD) have meanwhile been established in Böhmisch Budweis (Ceske Budejovice) and Alt Sohl (Zvolen). (See Monthly Tpt Summary for May 1963, para IV. 1. a)).

b) Electrification

With the beginning of the 1963/64 timetable on 25 May 1963, the Hranice na Morave - Petrovice (border station) stretch, having been under test operation since May 1963, was put in regular electric service. An electric thru connection has thus been established between Prague and Petrovice on the Polish border. (See Monthly Tpt Summaries for April 1963, para IV. 3. a) and March 1963, para IV. 1. c)).

c) Line Construction

Since 25 May 1963, traffic between Neu Oderberg (Novy Bohumin) and Sillein (Zilina) is no longer routed via Orlova - Doubrava - Louky nad Olsi, but via the new Dol.Lutyne - Detmarovice - Louky n.Olsi line. (See Monthly Tpt Summary for April 1963, para IV. 4. b)).

2. Inland Shipping

There are 60 barges available to the Elbe-Oder Shipping Company (CSPLO) for coal transportation. Since July 1963, coal transshipped at Aussig=Wannov (Usti=Vanov) Harbor is not only being shipped to Prague=Holesovice and Velke Zbozi, but also to Kolin Harbor. However, due to insufficient coal transports by rail and poor organization, loading of the barges falls short by 450 tons daily, and trains of barges are delayed by up to 12 hours.

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V. Poland

1. Railroad Transportation

a) Operations (Transport Performances)

Despite all efforts to make up for the arrears which occurred in the winter months, the transportation plan of the Polish State Railroads (PKP) was underfullfilled by about 8.5 million tons in the first six months of 1963. (1963 Plan - 308 million tons). In order to iron out the arrears, the average turnaround time of a freight car is to be reduced to 4.5 days in the second half of 1963 (1963 Plan - 4.6 days), and the distance to be covered by locomotives daily is to be prolonged.

b) Electrification

(1) Coal Magistrale Silesia - Gdynia

The electrification of this line will be carried out in the following stages:

RR Stretch	Date of Completion
Tarnowskie Gory - Karsznice	30 Nov 1965
Karsznice - Hohensalza (Inowroclaw)	1966
Hohensalza - Bromberg (Bydgoszcz)	1967
Bromberg - Dirschau (Tczew)	1969
Dirschau - Gdingen	1970

In 1970 approximately 4,000 track kilometers, i.e., about 17 per cent of the total RR net are to be electrified.

(2) Warsaw - Prague Line

Plans still provide for the completion of the Czechowice - Zerbrzydowice (Czech border) stretch of this line by 1964. Since the Czech stretch of this line has already been completed, electric traffic throughout the Warsaw - Prague line will probably be opened in the course of 1964.

c) Rolling Stock

Repairs

(1) Due to the shortage of replacement parts, the average rate of damaged diesel locomotives and/or railcars was as follows in 1962:

Diesel locomotives 150 PS	37.8 per cent
Diesel locomotives 300 PS	29.0 per cent
Diesel railcars	33.7 per cent

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The situation is not expected to change fundamentally in the near future. During the first six months of 1963, only 92 diesel locomotives were repaired instead of the planned 146.

(2) In May 1963, the rate of damaged freight cars amounted to about 14,000 units, i.e., 5.7 per cent of the estimated stock of 245,000 freight cars.

(3) The procedure to carry out track repairs every two, three, or four years, with intermediate partial repairs, depending on the density of traffic, has proved unsatisfactory. It is planned to introduce an annual repair rhythm on the most heavily used lines, particularly in Silesia, in order to prevent a decrease in the line capacity. However, the critical personnel and material situation is rather unfavorable to this project.

2. Road Transportation

Bridge Construction

On 29 June 1963, the Weichsel (Wisla) bridge at Chelmno, having been under construction since 1958, was opened to traffic. It is the most modern and longest (over 1,300 meters) road bridge in Poland.

3. Inland Shipping

The 18 kilometer long Zeran-Zegrze Canal (connection between Weichsel and Bug rivers) was opened to traffic on 28 April 1963. (See Tpt Summary for December 1961). The installations belonging to the canal system, i.e., damming stage at Debe, reservoir at Zegrze, and Zeran Harbor, were to be put into operation on 20 July 1963. The canal is of special importance to the building industry in Warsaw. Approximately 340,000 tons of grit are to be brought up via the Narew and Bug rivers already in 1963, and 450,000 tons in 1964. The sharp bends of the canal impede shipping already and will require considerable ameliorations.

4. Civilian Air Transport

Since mid-June 1963, Polish LOT airline has reportedly started regular air traffic with IL 18 aircraft between Warsaw and Cairo via Vienna and Athens. This would be the fourteenth foreign and the first overseas air route served by Poland. Plans envisage the extension of the Warsaw - Cairo route to New Delhi via Baghdad.

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Pipelines from the USSR to the Western Satellites

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The following additional information was obtained on the construction of the above pipeline system:

1. USSR

a) From Kuibyshev area to Mozyr via Syzran' - Michurinsk - Unecha

The COMECON pipeline, in conjunction with a spur line from the Almet'evsk - Romashkino crude oil area, leading from the Kuibyshev district to the western satellites (Poland - Soviet Zone of Occupation of Germany, and Czechoslovakia - Hungary) has meanwhile been completed as far as Syzran' (398 km). For the operation of this pipeline one pumping station each was established at Almet'evsk and Romashkino and a main pumping station at Kuibyshev. The line underpasses the Volga River at Syzran' by four culvert siphons, two of the culvert siphons have been completed. The laying of pipes on the Syzran' - Penza section has also been completed. At present, pressure tests are being carried out.
Preliminary work is under way on the Penza - Michurinsk - Bryansk - Unecha (appr. 1,000 km) stretches which are also to be equipped with large diameter pipes (1,020 millimeter), however, the laying of the pipes has apparently come to a standstill, probably because of the East German pipeline embargo. In spite of the priority status of the COMECON pipeline, recently announced to be completed and put in service also on Soviet territory in early 1964, the Soviets give preference to the construction of the gas pipeline from Central Asia to the Ural Mts for economic reasons. This line is also being equipped with one-meter pipes. The Soviets, therefore, use the home production pipes, primarily destined for the COMECON line, for this gas line which is planned to be completed by late 1963 (still appr. 1,000 kilometers of pipes to be laid). Thus, pipe laying on the Penza - Unecha section will possibly be delayed considerably and the section will probably not be put into operation before the late fall of 1964.

b) Unecha - Polock - Memel (Klaipeda), and/or, Windau (Ventspils) Branch Line

The construction of this appr. 1,000 kilometer long branch line has recently begun at Unecha. Crude oil for the Polock refinery and for the Memel and Windau seaports is still being shipped in railroad tank cars.

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c) Unecha - Mozyr Section

The laying of pipes on this section is nearing completion, including the laying of culvert siphons traversing the Dnepr River. The section will probably be completed by mid-August 1963.

2. Northern Mozyr (USSR) - Plock(Poland) - Schwedt (Soviet Zone) Pipeline Branch

a) The Mozyr (refinery under construction; one distributor pumping station each for northern and southern pipeline) - Brest Litovsk section is also expected to be completed by mid-August 1963. Pipes have been laid on Polish territory from Plock in both directions as far as 40 kilometers before the respective borders. Pressure tests were already made on some sections. The total Polish section with the necessary pumping stations, and the 25 kilometer pipeline from the Oder River to Schwedt in the Soviet Zone, of which about 15 kilometers have already been completed, are to be ready for operation by early November 1963. The pipeline over the Weichsel (Visla) River west of Plock has been laid on a suspension bridge specially constructed for this purpose, while the Oder and other major rivers are exclusively underpassed by culvert siphons.
Construction work on the Plock and Schwedt refineries has been speed up, part of the installations are to be put in service in the first six month of 1964.

b) Probably from Debe, where a pumping station has been established, another pipeline is to bifurcate from the Polish line to the refinery in Czechowice (south of Kattowitz (Katowice)), which has been in operation since October 1962. Furthermore, there are indications that an oil product line will be constructed from the Plock refinery to Danzig (Gdansk) and/or Gdingen (Gdynia) on the Baltic Sea.

3. Southern Mozyr - Brody - Uzhgorod (USSR) - Sahy - Pressburg (Bratislava) (Czechoslovakia), and/or, Sahy (Czechoslovakia) - Szazhalombatta (Hungary) Pipeline

a) The Mozyr - Brody section has been completed, at present, pressure tests are being carried out. The Brody (USSR) - Sahy - Pressburg (Bratislava) (Czechoslovakia) line has been in operation since February 1962. Crude oil is being shipped in RR tank cars to the tank field in Brody, and from there it is pumped at 70 - 75 atmospheres excess pressure into the allegedly satisfactorily working pipeline.

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b) Between the Bohemian-Moravian Hills in the Hvl. Brod and Zaluzi near Brüx (Most), work is under way on sections of a pipeline connection from Sahy to Brüx via Kolin. There are refineries available at Brüx with an annual capacity of about 550,000 tons, and at Kolin with an annual capacity of about 90,000 tons. The total about 460 kilometer pipeline, with pipes 400 mm in diameter, is scheduled to be completed and put into operation by 1965/66.

c) The pipeline leading from Sahy (Czechoslovakia) to Hungary and underpassing the Danube River at Kilometer Marker 1,671.7 by culvert siphons, was put into operation on 17 September 1962. The pipeline is to carry oil to the refinery at Szazhalombatta, prior to the partial opening of this refinery in the spring of 1964, the oil of the pipeline will be supplied to the refinery in Szony on the Danube. For this purpose, a new 18 kilometer long line connects Szazhalombatta with Kapolnasnyek; from there the oil is forced by pumping stations through the Kapolnasnyek - Szony line.

4. Plans by the countries participating in the construction of the pipeline system, particularly the USSR, provide for a second line to be laid on the southern branch. The thus increased capacity of the pipeline system is to secure the meeting of Czech and Hungarian oil requirements, and to make it possible to intensify the penetration of the West European market.

5. Summary

As far as can be foreseen at the present time, it is assumed that the COMECON pipeline sections with pipes of less than one meter in diameter, i.e., the Unecha - Mozyr section, and from there, the northern branch to Schwedt, and the eastern Mozyr - Brody section of the southern branch, will be completed and probably also be put into operation by late 1963. Kuibyshev district crude oil will be shipped to Unecha and/or Mozyr in RR tank cars, as this was previously the case with the oil carried to Brody.

The completion and putting into operation of the Soviet sections with pipes 1,020 millimeter in diameter is expected in the late fall of 1964. As of this date, crude oil supply to the western satellites will be shifted completely from the railroads to the COMECON pipeline system.

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Long-Term Electrification Projects of the Soviet State Railroads (SZD) and Their Military Significance

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1. Of the total about 127,000 kilometer network, approximately 18,100 kilometers, including 3,179 kilometers with alternating current, i.e. 14.2 per cent, are electrified.

2. The current Five Year Plan provides for the electrification of another about 12,000 kilometers, including 11,000 kilometers with a.c., so that the electrified network will total about 30,000 kilometers by 1965.
By 1970, the electrified RR network is to total about 48,000 kilometers, including about 25,000 kilometers with a.c., and by 1980 it is to total about 80,000 - 90,000 kilometers.
While the present network is mainly operated with direct current (3,000 V), the RR lines to be electrified from 1966 are predominantly to be equipped with alternating current (25 kV - 50 kc).
The a.c. system offers the following advantages in the USSR:

- Electrification and operating costs are less expensive;
- The capacity of the lines equipped with this current is larger because of the smaller suceptibility to disturbances especially during the winter.
- The adjacent regions, especially their agricultural installations, can take current from the lines.

The fulfillment of the above electrification project appears questionable even in view of the growing industrial potential particularly in the production of electric locomotives necessary for the operation of the lines; it will be subject to changes and delays.

3. Plans envisage the discontinuation of steam operation in favor of electric and diesel train traction as from 1967. In the present train traction systems the share of steam locomotives is about 30 per cent, of electric locomotives is about 32 per cent and of diesel locomotives 38 per cent. In 1965, 1968, and 1980, the share of tractive power is to be as follows:

		1965	1968	1980
			In Percentage	
Steam	appr.	13	-	-
Electric	appr.	44	51	67
Diesel	appr.	43	49	33

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4. In order to reach the planned goal until 1980, the electrification of inland and transit lines and of main connecting and long distance lines has been and still is intensified. This applies mainly for the following lines:

- Transsiberian Magistrale to Vladivostok;
- Central Siberian and South Siberian Magistrale;
- From Moscow to the Donets and the Caucasus area and/or to the Black Sea;
- From the Donets area to the Carpathian Mts with connection to Czechoslovakia and Hungary;
- From Moscow to Sverdlovsk - Omsk;
- From Moscow to Vorkuta;
- From Moscow to Leningrad to Murmansk and/or Vologda - Arkhangelsk;
- From Moscow to Brest Litovsk with connection to Warsaw and/or Minsk - Königsberg (Kaliningrad);
- Extension of commuter lines within the Moscow, Leningrad, Riga, Kiev, Kharkov, Sverdlovsk, Perm, Kuibyshev, and Tbilisi junctions.

5. Military Assessment

The electrification projects are exclusively governed by economic considerations.
However, the renovation or basic repair of the roadbed and the improvement of the train control and of signal and telecommunications installations on lines and RR stations, carried out within the framework of the electrification projects, increases the capacity, essential for military transports, of the lines and in particular of the transit lines to Central Europe and to the Far East. Considerable disturbances in electric train traction are to be expected in the event of war. However, the present modernization of the RR installations contributes to increased steam and diesel train traction.

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Diesel Locomotive and Railcar Program of the Reichsbahn

1. Through the commissioning of further V-15 and V-60 type diesel locomotives, the Reichsbahn plans to have 30 per cent of the switching service carried out by diesel traction in 1964.

   a) Diesel Locomotive V-15 is a light locomotive for which easier operating and servicing terms apply; the locomotive is to switch smaller groups of cars.

   b) Diesel Locomotive V-60 is to switch complete trains in gravity switching; it can haul light freight and service trains, and it can be used in main line service on short distances.
   For the time being, the locomotive is predominantly employed in the Halle, Leipzig, Magdeburg, Zwickau and Karl-Marx-Stadt (Chemnitz) areas, where it replaces steam traction which would cause damages through corrosion on overhead lines on electrified RR stations and lines. They are also to be employed at less important station tracks not provided with overhead electric lines.

   c)

Technical Data:	V-15 20/22	V-60
Wheel arrangement	B	D
Axle pressure	11 tons	14 tons
Total weight	22 tons	56 tons
Power	180 PS*)	650 PS
Maximum Speed	30 km/h	60 km/h (30 km/h in switch operation)

2. a) Five diesel main line locomotives (Nos 180 003 through 180 007) of Type V-180 (1,800 PS) have meanwhile been put in Reichsbahn passenger train service on the Berlin Outer Ring.
   A new production shed was bulit for V-180 locomotives at VEB Lokbau "Karl Marx" in Babelsberg. From August 1963, a diesel locomotive of this construction series can be assembled within 30 days in this shed. However, the delivery of another eleven V-180s to the Reichsbahn, announced for 1963, appears unsure.
   Through a multiple motor coupling system the joint employment of two coupled V-180s is made possible for the traction of freight trains and, consequently, of heavier military shipments.
   The present axle pressure of the V-180 is 20 tons. For the employment of lines permitting a lesser axle pressure only, a secondary design with six axles

*) V-15 10 only 150 PS

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(wheel arrangement C'C' (6-6)) and 16 tons axle pressure is to be developed and to be delivered as of 1966. It is likely that this development target will be reached.

b) It is planned to develop a main line diesel locomotive Type G-240 of 2,400 PS and with a maximum speed of 140 km/h. It is however, unlikely that this type will be ready for series production within the foreseeable future.

3. The difficulties usually standing in the way of Soviet Zone projects also become evident in the development of a V-100 diesel locomotive under way for a long time. This locomotive is to be powered with 900 to 1,200 PS engines and to have an axle pressure of 16 tons with a B'B' (4-4) wheel arrangement. Since they are to be employed in heavy switching service and are to haul passenger and freight trains on secondary lines, two items, one with a maximum speed of 65 and one of 100 km/h, are to be constructed. At a transport meeting, political circles have already disapproved of the unsually long time the development of this type locomotive is taking.

4. Presumably in order to bridge the gap in the supply of locomotives, the Reichsbahn has imported a major number of V-75 (750 PS) diesel locomotives from Czechoslovakia (Czech designation:T-435). This type locomotive has a diesel-electric power transmission, while all diesel locomotives developed in the Soviet Zone are equipped with diesel hydraulic transmission. It is presently used in heavy switching service at the electrified railroad stations in the Leipzig area.

5. By the end of the Seven-Year-Plan in 1965, the Reichsbahn is to operate 1,000 diesel locomotives of all types (V-15, V-60, V-100, V-180 and perhaps V-240). In the event that this goal will be reached, most of these locomotives will be employable in switching and light main line service only; however, dieselized operation of complete RR lines is not expected at that time.

6. a) The present construction program of diesel railcars includes light combustion-engined railcars (Leicht-Verbrennungstriebwagen) (LVTs) of Construction Series 209 only, with trailers of Construction Series 207.

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These railcars correspond to the West German rail buses; they have an engine power of 180 PS and attain a maximum speed of 90 km/h (70km/h with trailer). Since they are to be used on secondary lines their axle pressure is only 10 tons.

b) The only rapid combustion-engined railcar (Schnell-Verbrennungstriebwagen) (SVT) Type 18.16 so far built in the Soviet Zone is being employed as Express Railcar Train "Neptun" between Berlin Ostbahnhof and Warnemünde since the beginning of the summer timetable. The train consists of two railcars and two central cars and is powered by two 900 PS engines; it attains a maximum speed of 160 km/h.

c) No information has been obtained on the construction of more units of this type of railcar, nor on the replacement of Diesel Railcar SVT 137 of the former Deutsche Reichsbahn by a new Soviet Zone design. In 1960, the Soviet Zone Reichsbahn exchanged derrick cars for a number of West German SVTs 137. However, the stock has so much been reduced that the Reichsbahn provides railcars only for the Berlin - Warsaw connection (Berolina Express 125/126), while railcars of the Austrian Federal Railroads and the Czech State Railroads are used on the Berlin - Vienna (Vindobona Express 54/55) and on the Berlin - Prague - Budapest (Hungaria Express 154/155) lines. Soviet Zone railcars, formerly serving the intra-German Berlin - Hamburg and München - Saßnitz connections, have been replaced by steam trains for several years.

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Road Improvement in the Soviet Zone / West German Demarcation Line

In the District Magdeburg Kreise located along the Demarcation Line, the following road and bridge building has been observed since 1961:

Kreis Wernigerode

- Highway F-27

  The 7.3 kilometer Blankenburg (PC 3540) - Hüttenrode (PC 3237) stretch of Highway F-27 has been closed to traffic since March 1960 and is being widened from 4.50 meters to about 6.50 meters. It cannot yet be foreseen when the contruction, which includes the straightening and improvement of numerous curves, will be completed.
  There is also widening of the road under way from the closed stretch to Rübeland (PC 27 36).

- HighwaysF-6 and F-81

  The joint 3.1 kilometer Blankenburg - Pfeiffenkrug (PC 313 434) stretch of the two highways was closed from the spring to the fall of 1961. The road was widened to 8 - 9 meters. A new stretch is being constructed to replace the curved stretch from PC 339 421 to Pfeiffenkrug. The construction of the new stretch also required the building of a 10 meter wide and 12 - 15 meter long bridge at PC 33 432. Road and bridge construction was not completed in late 1962.

- Highway F-6

  The approximately one kilometer Pfeiffenkrug (PC 313 434) - Heimburg (PC 3143) tretch was closed to traffic from January 1963 and was to be opened on 31 July 1963. It has meanwhile been widened.

Road Construction near Abbenrode (PC 1254)

After the secondary Abbenrode - Stapelburg (PC 1451) road near the border had been closed to traffic, construction was initiated of a new connecting road, in mid-1961. This road extends from Abbenrode to the south-east and joins the secondary Stapelburg - Schauen (PC 1856) road at about PC 153 532. It is about seven meters wide, has an about 0.40 meter gravel base and shoulders of 0.50 meter wide concrete slabs. The construction was still under way in November 1962.

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Kreis Oschersleben

- Highway F-245

From 1961 to the spring of 1962, an about 50 meter long and eight meter wide bridge with 2 x 1 meter wide sidewalks was built across the "Grosse Graben"(Big Trough) at PC 437 671.

- LIO (Primary Road) Aderstedt (PC 3766) - Gunsleben (PC 3968)

After rivulets had been drained, the two bridges across the "Grosse Graben" at PC 384 682 were dismantled. At the same spot, building of an approximately 30 meter long bridge was started in the spring of 1961 and completed in the fall of 1962.

Kreis Haldensleben

- Highway F-245

In the fall of 1960, the construction of a bridge over the Weser-Elbe Canal was begun at PC 638 953, because the bridge at PC 637 953 was dilapidated. The new, about 40 meter long and about 10 meter wide bridge with two sidewalks was completed in late 1961.

- LIO 25

In December 1962, the Flechtingen (PD 5300) - Altenhausen (PC 5493) stretch of this primary road was closed for 14 days because of repairs.

Kreis Klötze

- L II Os Hellin (PD 3435) - Wendischbrome (PD 3031) and Hellin - Nettgau (PD 2834)

In the summer of 1962, improvement work began on the joint stretch of the two secondary roads between Hellin and PD 320 339; work was completed in May 1963. The stretch received a new about one meter deep base and about six meter wide bituminous surface.
Similar improvement is to be carried out on the two roads from PD 320 339 to Wendisch=Brome and Nettgau.

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Kreis Salzwedel

- Highway F-71

The Mahlsdorf (PD 5152) - Salzwedel (PD 4558) stretch of this highway was widenend to eight meters and furnished with a skid-proof hard top surface. Work was completed in mid-1962.

Kreis Seehausen

LIO Krüden (PD 8167) - Pollitz (7672)

In a one-year construction period the replacement of the cobble-stones on this road by brick pavement was completed in the summer of 1962. Further construction began on the extension of the road from Krüden to Vielbaum (PD 8366) and from Pollitz to Aulosen (PD 7374).

- LIO 14

The 3.4 kilometer Deutsch (PD 7372) - Drösede (PD 7172) stretch of this road was closed to traffic from May 1962 to 30 August 1962 because of repairs.

No construction activities have been observed in Kreis Halberstadt and Kreis Wanzleben, since 1961.

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