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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

RAILROAD YARDS AND SHOPS
SMOLENSK, USSR

[REDACTED]



HTA-M31-57

7 AUGUST 1957

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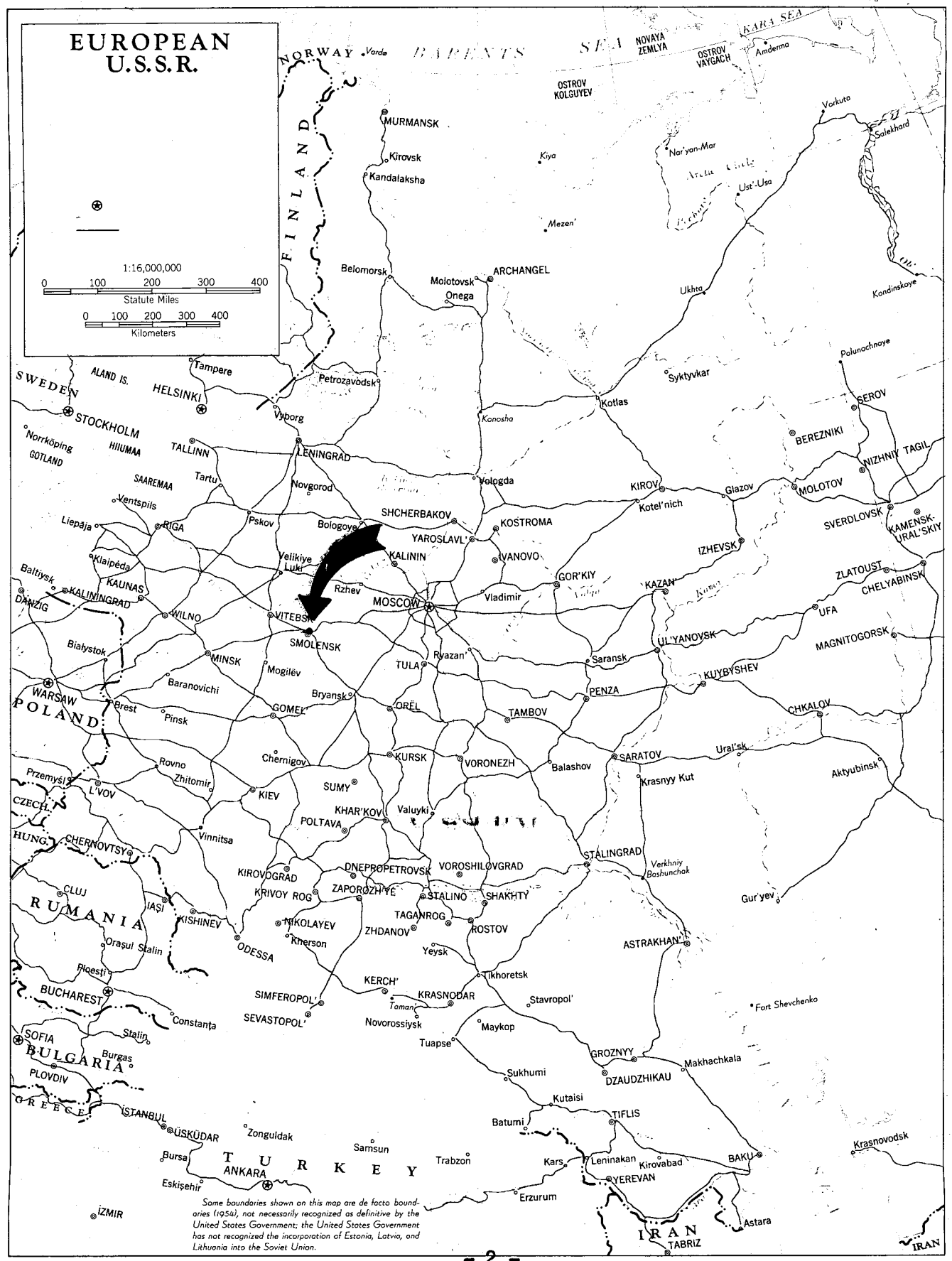
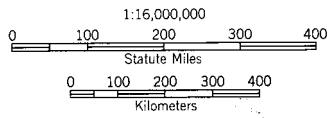
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EUROPEAN U.S.S.R.



Some boundaries shown on this map are de facto boundaries (1954), not necessarily recognized as definitive by the United States Government; the United States Government has not recognized the incorporation of Estonia, Latvia, and Lithuania into the Soviet Union.

RAILROAD YARDS AND SHOPS
SMOLENSK, USSR

Smolensk is located 245 miles west-southwest of Moscow, at the junction of the Brest-Moscow railroad and the rail line from Riga to points in southern European USSR. In the complex of yards and shops at Smolensk there are three distinct facilities: The Central, East, and Kolodniya Yards and Shops. The primary purpose of these yards is classification of west-bound traffic, but they handle some eastbound traffic as well.

25X1D The railroad yards and shops at Smolensk suffered heavy damage during World War II. A comparison of [REDACTED] photography with that of World War II reveals the following changes in addition to repair of damage incurred during the war.

In the Central Yards a new freight warehouse and car repair and servicing shed have been constructed. A new passenger station and two new passenger service buildings have been rebuilt on their former sites. Two roundhouses have been removed from the area formerly devoted to the service and repair of locomotives, and these functions are now being performed in either the East Yard or the Kolodniya Yard. The classification yard which formerly contained 39 tracks now has 12 to 14 tracks, two of which are used for passenger service.

In the East Yards, the shops and locomotive sheds have been rebuilt on their former sites, and a new elevated pedestrian walkway crosses the eastern

part of the yard. The nearby Dnieper River bridge, which was destroyed during World War II, has never been rebuilt. The Smolensk-Bryansk rail line which it served has been relocated and now joins the Moscow-Brest line 3.3 miles east of the former junction.

The Kolodniya classification yard, which formerly contained 18 tracks, now has six to eight tracks and serves mainly as a holding and relay facility. The associated locomotive repair and service facilities were destroyed during World War II. However, the shops have been rebuilt and a new locomotive or car shed is now under construction. The relocated Smolensk-Bryansk rail line branches from the Moscow-Brest line one mile east of this yard.

Components of the three rail yards at Smolensk are annotated and described on the accompanying photograph.

KEY TO ANNOTATIONS

RAILROAD STATION, CLASSIFICATION YARDS AND SHOPS, CENTRAL

1. Holding Yard, 4000' long, 6-8 tracks wide. Two tracks for passenger service. No change in size or trackage since World War II.
2. Freight warehouse, 340'x 40'. New since World War II.
3. Car repair and servicing shed, 185'x 55'. New since World War II.
4. Turntable, 110' diameter. No change since World War II.
5. Ramp, 1100' long and 40' wide leading from viaduct over the yards to passenger terminal area.
6. Passenger service building, 135'x 50'. New since World War II.
7. Passenger station, 340'x 110'. New; rebuilt on old site.
8. Passenger service building, 125'x 60'. New since World War II.
9. Classification yard, 3000' long, 12-14 tracks wide. Two are for passenger service. Yard formerly contained 39 tracks.
10. Freight loading platform, 1200'x 50'. No change since World War II.
11. Holding yard, approximately 5000' long, 140' wide. Contains 6-8 tracks. No basic change in size since World War II.

RAILROAD CLASSIFICATION YARDS AND SHOPS, EAST

12. Classification yard, 4300' long, 600' wide. Primarily for classification of westbound traffic, but also handles some eastbound. Contains 24-30 tracks. No basic change in size since World War II.
13. Single-track line bypassing yard. No change since World War II.
14. Transshipment shed, 240'x 20'. No change since World War II.
15. Site of railroad bridge over the Dnieper River. Destroyed during World War II and not rebuilt.
16. Turntable, 100' diameter. No change since World War II.

17. Storage shed, 200'x 35'. No change since World War II.
18. Elevated pedestrian walkway, 900' long. New since World War II.
19. Locomotive shed, 350'x 70', transverse monitor roof. Rebuilt on old site.
20. Locomotive shed, 175'x 100', arched roof, and connecting shop building 270'x 55', flat roof. Rebuilt on former site.
21. Building, 145'x 65', flat roof. Rebuilt on former site.
22. Abandoned rail line to Bryansk. Now used as road.

RAILROAD CLASSIFICATION YARDS AND SHOPS, "KOLODNIYA"

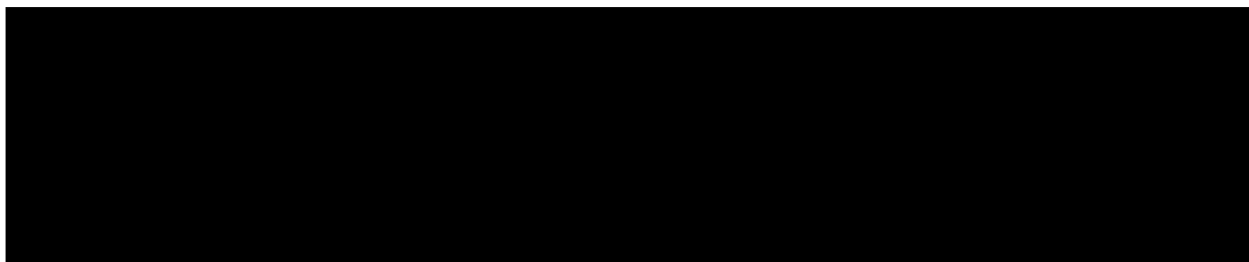
23. Probable car or locomotive shed under construction. With associated shops, which measure 110'x 50' and 95'x 35', the over-all area covered by these facilities is 320'x 170'. Located on site of former locomotive repair facilities.
24. Shop building, 170'x 45'. Rebuilt on former site.
25. Holding Sidings, approximately 6000' long, 300' wide, and 6-8 tracks wide. Formerly a classification yard containing 18 tracks.
26. Small passenger station, 75'x 35'. New since World War II.
27. Relocated rail line to Bryansk. This rail line now joins the old alignment approximately 7.5 miles south of this point.
28. Proposed rail line north to Beresnevo. This rail line, under construction in 1943, was never finished. Now used as a road.

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HTA-M31-57

REQUIREMENT: Prepared in answer to RR/HTA/E/R14/57 requesting changes since World War II in the Smolensk Railroad Yards and Shops.

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REFERENCES:

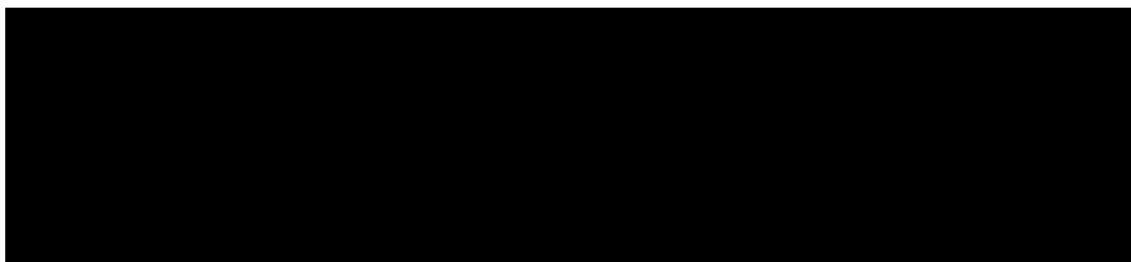
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ATMP:



COORDINATES: 54°48'N - 32°03'E Railroad Station, Classification
Yards and Shops, Central
54°49'N - 32°07'E Railroad Classification Yards and
Shops, East
54°48'N - 32°09'E Railroad Classification Yards and
Shops, "Kolodniya"

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