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Declass Review by NIMA/DOD

TCS 1047/64-KH
G-MB 5/64
9 January 1964
Copy 1

MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

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ATTENTION: [REDACTED]

THRU: Chief, RG/RB/CGS

FROM: Chief, CIA/PID (NPIC)

SUBJECT: Railroad Study, USSR

REFERENCE: Requirement No. RR/298/62 (Project No. C 1103-62)

1. In partial response to Requirement No. RR/298/62 (C 1103-62), a study is being made of developments in the transportation facilities of selected locations and railroads in the USSR in order to furnish, on a continuing basis, intelligence useful in providing early warning of Soviet military mobilization against NATO.

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2. Construction activities in the vicinity of certain key cities and along the railroad lines under observation have been searched on all KEYHOLE coverage available during the latter half of [REDACTED]. The following items are worthy of note.

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A. At Daugavpils a railroad bypass is indicated by scattered early stages of construction north of the city. Construction is underway of the grade for a junction on the right side of the northbound track immediately east of the Daugava (Dvina) river. The indicated railroad overpass and grade construction leads to an apparent projected bridge over the river at approximately 55 56 30N-26 25 30E. Photo reference: [REDACTED] Map: ATC series 200, 0168-4HL, 2nd, Ed., 1962.

B. Near Polotsk construction has begun on a railroad bypass east of the city. From the Polotsk-Revel line northeast of the Polotsk railroad yard the bypass will run almost due south to the Polotsk-Vitebsk line. South of the Polotsk-Vitebsk line new junction curves now extend from both south and north, join one another south of the mainline and lead to a bridge site in 55 28N-28 51 30E. From this proposed river crossing alignment of the right-of-way is indicated only a short distance as it curves westward toward Moldechno on the Vil'nyus-Minsk route.

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25X1D Photo reference [REDACTED] Map: ATC series 200: 0168-5A, 1st. Ed., Nov. 1957.

25X1D C. At Kaunas the bridge on the highway bypass northeast of the city is still under construction. No additional significant transportation network change is apparent. Photo reference: [REDACTED]

25X1D [REDACTED] Map: ATC series 200: 0168-7A, 1st Ed., 1957.

25X1A D. At Minsk, a short link, now under construction from the railroad southbound out of the city east of the Minsk/Machulishche Airfield, runs eastward from that rail line paralleling the principal road eastward from the Airfield and curves northward to a point south of the Minsk Ammo Depot SE [REDACTED] where it joins the railroad by-passing the city of Minsk on the east side. Also, north of the same Airfield, construction is underway of a connecting link westward from the southbound railroad to the main rail line southwest of Minsk at 53 50N-27 28 30E. Photo reference: [REDACTED]

25X1D Map: ATC series 200: 0168-14A, 1st. Ed., 1957.

25X1A E. At Borisov, a railroad bypass under construction will skirt the city on the south side. Southwest of the built-up area of the city and northeast of the Borisov Army Barracks south [REDACTED] the line extends eastward from the main curve in the railroad and will cross the Berezina river at 54 12N-28 34E. From there it curves northwestward and joins

25X1D the main track east of Borisov at approximately 54 14^C30N-28 33 20E. The right-of-way is partially graded only in spots. No bridge construction has begun. Photo reference: [REDACTED]

Map: ATC series 200: 0168-15A, 1st. Ed., 1957.

25X1D F. Near Brest grading continues on the railroad right-of-way over the river and highway southeast of the city. The river bridge and highway overpass are still lacking. There has been no additional grading west of the Brest-Chelm railroad line. There is no other significant change in the railroad complex of the Brest-Terespol region since the reports from this office dated 30 July 1963 and 20 September 1963. Photo reference: [REDACTED]

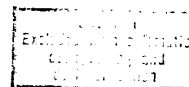
Map: ATC series 200: 0168-22A, 1st. Ed., 1957.

25X1D G. In a memorandum from this office dated 17 July 1963 a railroad bypass was reported under construction across the Tisza river immediately south of Chop. The bridge over the river now appears to be completed, or very nearly so. Other changes in the railroad pattern are of only minor importance. Photo reference: [REDACTED]

Map: ATC series 200: 0232-24A, 1st. Ed., 1957.

25X1D H. At Kiyev there has been no significant change in the railroad network since the report from this office dated 24 July 1963. Photo reference: [REDACTED]

Maps: ATC series 200: 0233-8HL, 2nd. Ed., 1962; 0233-9HL, 3rd Ed., 1962; 0233-13HL, 3rd Ed., 1962; 0233-14HL, 3rd. Ed., 1962.

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I. At Bakhmach, immediately west of Konotop, on the main line southwestward to Kiyev, there is a bypass south of the city. From a point southwest of the Bakhmach RR Station A Yards, west [REDACTED] it runs southeastward to the main line south of Bakhmach where it enters on a curve northward a short distance south of the Bakhmach Petroleum

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Storage [REDACTED] East of that storage area a previously existing segment of the railroad eastward to the Bakhmach-Konotop line has been modified to complete the east-west bypass. This bypass appears to be operational. Photo reference: [REDACTED] Map: ATC series 200, 0233-10HL, 1962.

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J. An additional urban area bypass is believed to be worthy of mention although it is not on any of the railroads assigned for observation. At Shepetovka the railroad from Ternopol northeastward to Korosten and Orsha crosses the line running westward from Berdichev through Lutsk to Brest. Here, at Shepetovka, a railroad bypass is under construction north and east of the city. Connection will be made from the rail line running northwestward out of the city to lines running northeast and east. This construction may be associated with recent military developments in the Rovno-Lutsk-Kovel region. Photo reference: [REDACTED]

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Map: ATC series 200: 0233-13HL, 2nd. Ed., 1962.

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3. The photo analysis on this project was performed by [REDACTED] CIA/PID/GMB (NPIC), who may be contacted on ext. 2548 for any additional information.

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