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SOURCE Yugoslav newspapers as indicated. (Information requested.)

RAIL, HIGHWAY, AND WATER TRANSPORT IN YUGOSLAVIA

RAIL LINE TO THE COAST -- Politika, No 13068, 30 Oct 48

Work on the Una railroad line along the Una River, which will connect the fertile basins of Posavina, Podravina, and Posunavlje with the Adriatic Sea, will soon be finished. It will permit direct connection between the Belgrade-Zagreb main line and the ports of Split and Sibenik. The distance from Sunja to Split and Sibenik will be about equal to the distance from Sunja to Rijeka. At present, all traffic is routed over the Lio line, which is actually of minor value for the two middle Adriatic ports, as it is long, climbs to a considerable height, and is exposed to snowdrifts. The Una line will relieve the Lio line of a substantial burden.

Three bridges, three viaducts, and a large number of tunnels are being constructed. Seventeen kilometers of track remain to be finished before the first train runs between Bihac and Knin.

NEW RAIL LINE IN BOSNIA -- Borba, No 266, 2 Nov 48

A standard-gauge track to connect the Kalinaj mine with the Saseo-Sarajevo Youth line is under construction. Rails have been laid in some places. This line will expedite shipment of coal because transshipment from narrow to standard gauge will be eliminated.

RAIL LINE IN SERBIA -- Borba, No 263, 30 Oct 48

In the beginning of September, units of the Yugoslav Army and members of the People's Front began building a standard-gauge rail line between Sabac and Kevljaca. This project is not a part of the Five-Year Plan. The new line will replace a narrow-gauge line of small capacity. About 60 percent of the earthwork has been finished, and the line should be completed this year.

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PROGRESS ON RAIL LINE IN SERBIA -- Rad, No 177, 23 Oct 48

The earthwork on the standard-gauge Sabac-Koviljaca railway line has now been finished in all sectors except the fourth, where the line is most sharply curved.

Since the first day of work, the daily norms have been exceeded, first by 50 percent, later by 100 percent, and now regularly by 200 percent.

NEW ROAD IN BOGNIA -- Politika, No 13062, 23 Oct 48

About 13 kilometers of the 18-kilometer Manjaca-Mrkonjic-Grad road have been completed by voluntary labor. When finished the road will connect rural areas with the district capital, shorten the route to Banja Luka, facilitate exploitation of great forest resources, and connect Manjaca with Mrkonjic, where sawmills of local importance are being built.

FREIGHT-CAR PRODUCTION DROPS -- Rad, No 188, 5 Nov 48

Due to a shortage of building materials which lasted 3 months, lack of spare parts, delay in receiving cars to be repaired, and other difficulties, production in the Kraljevo railroad-car shop, which repairs as well as manufactures cars, has fallen far below the plan.

CROATIAN RAILROAD SHOP MEETS PLAN -- Narodni List, 31 Oct 48

The collective of the Workshop of State Railroads [presumably in Zagreb] fulfilled its plan for October by 102 percent.

PASSENGER TRAINS WITHDRAWN -- Politika, No 13053, 24 Oct 48

The Main Directorate for Exploitation of Railroads in Belgrade has announced the temporary suspension of many passenger trains on 26 lines beginning 26 October 1948.

NATIONALIZATION OF SMALL BOATS -- Borba, No 258, 24 Oct 48

The nationalization program of December 1946 covered ships belonging to private steamship companies and all steamers used in long-distance and coastal shipping and in local transportation. Some sailing vessels and small motorboats remained in private hands. Late in April 1948, boats of 50 tons or more capacity and boats able to carry more than 50 passengers were nationalized.

Experience during the first year of the plan has shown that boats under private ownership cannot be counted upon. The speculative character of private ownership is revealed in frequent damage to the boats and failure to repair them, under the pretext of lack of equipment.

During May, June, July, and August, 15 percent more cargo was shipped by sea than before when private enterprises participated in merchant shipping.

Since nationalization, the coastal republics of Croatia and Montenegro have formed their own merchant shipping enterprises.

Further development of merchant shipping will necessitate expanding the capacity of shipyards for building wooden ships, and reduction of the proportion, still relatively large, of ships in need of repair.

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PASSENGER SERVICE ON THE DANUBE -- Glas, No 1041, 29 Oct 48

The winter navigation season on the Danube between Belgrade and Radujevac opens 30 October. The boat for Radujevac will leave Belgrade Tuesdays and Saturdays at 0600 hours, reach Smederevo at 0845, Veliko Gradiste at 1155, and Donji Milanovac at 1525, where it will stay overnight. It will leave Sunday at 0530, and arrive at Kladovo at 0810 and at Prahovo at 1220; it will leave at 1600 and reach Kladovo at 2130, where it will stay overnight. Mondays and Thursdays it will leave Kladovo at 0500 and arrive at Veliko Gradiste at 1430, at Smederevo at 1855, and at Belgrade at 2315.

COASTAL NAVIGATION PLAN MET -- Politika, No 13073, 5 Nov 48

The Adriatic Navigation Line, which furnishes passenger transportation on its own steamers along the Yugoslav coast, had met its 1948 plan by 28 September. Its passenger-transport plan was fulfilled 102.14 percent by that date, and its plan for passenger miles 110.25 percent.

SHIPYARD MEETS PLAN -- Rad, No 183, 30 Oct 48

The "Uljanik" Shipyard has fulfilled its plan by an average of 110 percent during 1948, and during the contest in honor of the First Congress of the Association of Trade Unions of Yugoslavia, it exceeded its daily plans by 30-40 percent.

One of its major projects was the repair of the large merchant ship "Ramb," which was sunk during the war. The electrical and mechanical work had to be done without proper tools and equipment.

SHIPYARD PRODUCTION IN CROATIA -- Rad, No 172, 18 Oct 48

The "Uljanik" Shipyard has fulfilled its 1948 production plan 74 days ahead of schedule. Great expansion both in capacity and manpower during the year made such a record possible.

PULA SHIPYARD COMPLETES PLAN -- Vjesnik, No 1085, 28 Oct 48

The "Ustari" Shipyard at Pula has completed its 1948 production plan 72 days ahead of schedule.

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