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1. In 1949, rails were being laid between Solyanka and Chuburniki on a new railroad line paralleling the Volga-Don Canal, about 150 meters north of it. [] the line was to extend from the Volga to the Don River and that a second line was to be built on the south side of the canal. Between the railroad line and the canal there was a highway, which was to connect Brest [] with the Crimea via Moscow and Stalingrad.

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2. In early 1949, work on the construction of the Solyanka freight station was started. In the fall of 1949, freight trains coming from Stalingrad could operate through the station, which was provided with eight tracks and three storage sheds, each 50 x 20 meters and equipped with a loading ramp.¹

3. The Kiev-Povno-Kovel railroad line is double-track []² A large railroad bridge was under construction near Kovel.³ The Kovel-Brest [] line is single-track.⁴

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4. The Tashkent-Alma Ata-Ili railroad line is operated single-track.⁵ Three railroad stations are in operation in Alma Ata, i.e., a shunting station with 8 tracks but without loading facilities or ramps; passenger station II; and station I, which has 10 to 15 tracks and is on the line to Ili. The latter station is mainly used as a freight station.

5. At Izvestkovyy [] on the Trans-Siberian trunk line, a single-track railroad line branches off to Ust Tyrna and Urgal via Kuldur [] through the valley of the Tyrna River. Passing sidings were available every 8 to 10 km. Another new railroad line extending from Urgal to the northwest was nearing completion. A large railroad tunnel was under construction about 11 km northwest of Urgal. Work on the line from Urgal to the northwest was done by 20 details of convicts, each detail numbering about 600 men. In January 1950, the line was completed to about 70 km northwest of Urgal. Its construction was difficult. There are many steep grades on the route and many viaducts, bridges, and high embankments had to be built. The ballast required was obtained from quarries on both sides of the line. Flange rails placed on creosoted wooden ties were used. Another line section 30 km

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long, at the end of which was a long tunnel, was under construction. It required three years to complete the construction of the 70-km stretch, which reflects the difficulties caused by the terrain, and also reflects a shortage of technical equipment, and inefficient labor. 6

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- 1. Comment. Solyanka and Chuburniki are on the railroad line from Stalinrad to Salsk, and lie about 25 km south of Stalinrad.

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Chuburniki is identical with Chamurniki. The information possibly refers to the elimination of war damages or the construction of a second track, because the line sector mentioned is part of the Stalin rad-Salsk-Krasnodar railroad line, which has been in existence for a long time. The Solyanka railroad station could not be found in the Soviet railroad guide, and thus may be a new construction project. The freight station mentioned was possibly built in connection with the Volga-Don Canal.

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- 2. Comment. The double-track status of this line was known previously.

- 3. Comment. Probably a bridge over the Turys River.

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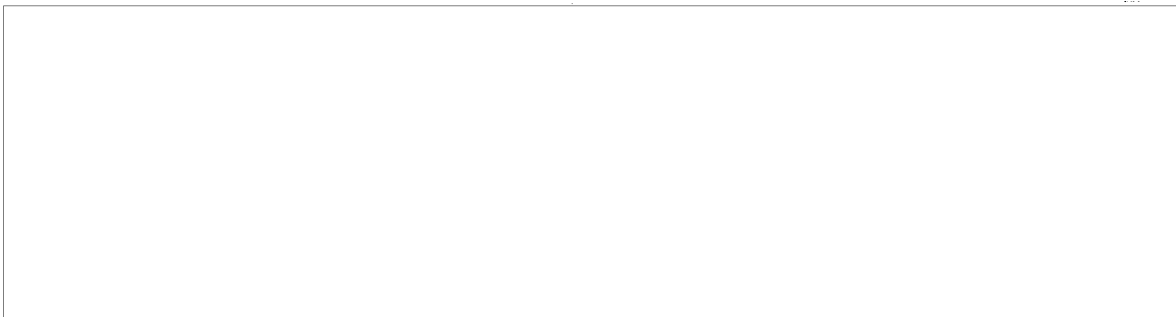
- 4.
- 5.
- 6. Comment. Izvestkovyy is on the Trans-Siberian railroad line, about 250 km west of Khabarovsk.

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The extension of this line as far as Ust Nimon would establish a link between the Trans-Siberian railroad line and the Baykal-Amur railroad line, which is still under construction.

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