

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (RSFSR/Belorussian SSR)	REPORT NO.	[REDACTED]	25X1
SUBJECT	Railroad Lines and Equipment in the RSFSR and Belorussian SSR	DATE DISTR.	31 March 1954	
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		REQUIREMENT NO.	RD 613975	
		REFERENCES		

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1. The single-track Khrompik (N 56-53, E 59-58) - Kazan - Moscow railroad line was fitted with a modern electric block system.¹ The distances between the block stations were 800 - 1,000 meters. The block system in use is similar to that on the Berlin and Hamburg elevated train systems.²
2. There was a new Soviet locomotive fitted with five driving axles and two bogie axles (Spurachsen) that had an estimated capacity of 3,000 hp. This locomotive was used mainly for long-distance freight traffic.³
3. Shunting locomotives were fitted with radio telephones. The locomotives had antennas and were probably fitted with loudspeakers. [REDACTED] radio telephones were in wide use in shunting locomotives. Locomotives seen at the Khrompik railroad station were fitted with radio telephone facilities.⁴
4. Marshalling yards and shunting stations were lighted by spotlights. Two rows of six to eight spotlights mounted on wooden masts about 30 meters high were observed.
5. The Borovichi (N 58-24, E 33-55) - Uglovka (N 58-14, E 33 -31) railroad line was single-track; the Uglovka - Bologoye (N 57-58, E 34-05) line was double-track; the Bologoye - Rybinsk - Yaroslavl line was single-track; and the Kirov - Molotov line double-track.
6. On the way back to Germany, [REDACTED] the Khrompik - Kazan - Moscow railroad line was single-track, while the Moscow - Brest-Litovsk - Frankfurt/Oder line was double-track. There were short double-track line sections in the vicinity of Kazan.⁵

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1. Comment. Khrompik, 44 km west of Sverdlovsk, is on the double-track line Sverdlovsk - Kirov - Moscow and not on the single-track line Sverdlovsk - Kazan - Murom - Moscow.

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Comments.

2. The equipment of the single-track line with this modern block system would make it possible to dispatch trains at a density of about 1,000 meters in one-way traffic. However, since it must be assumed that a sufficient number of passing sidings are available, the existence of the block system considerably increases the capacity of the Sverdlovsk - Kazan - Moscow single-track line for two-way traffic.
3. The locomotive mentioned may have been a type FD locomotive. According to information available to this office, this type of locomotive has an operating weight of 135 tons, a speed of 85km per hour, a maximum performance of 2,600 hp, and an overall length of 28.97 meters.
4. This report confirms statements in the Soviet press on the introduction of radio telephones for railroad operations.
5. According to information available to this office, double-track line sections in existence near Kazan include the Kukmor - Koinzar and the Korsa - Cherkurcha - Raz. (sic) line sections northeast of Kazan and the Yudino - Zelenyy Dol section west of the city.

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