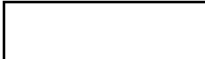


CENTRAL INTELLIGENCE AGENCY



25X1

INFORMATION REPORT

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| COUNTRY | USSR (RSFSR) | REPORT NO. | | 25X1 |
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1. A rail and road bridge was completed in the summer of 1949 over the Tom river. The bridge has an overall length of 1,500 meters, is a steel structure, and rests upon 14 piers. The railroad track is in the middle of the bridge, while the space on both sides is used for vehicular traffic.¹ 25X1

2. the Kamenolomni (N 47-40, E 40-13) freight station about four kilometers south of Shakhty. The station is a large classification yard on the Rostov - Shakhty line. From it railroad lines radiate to the coal mines at Ayuta, Nesdaanya, and Krasin (sic) in the area south of Shakhty.³ On the night of 26 September 1953, a large number of new railroad cars which had presumably come from East Germany and were being forwarded to the USSR after their wheels had been replaced. These cars included two-axle boxcars, gondola cars, and four-axle depressed-center flat cars. Travelling through Poland, heavy eastbound traffic. cars loaded with wooden crates, crane equipment, and iron constructions. 25X1

3. in 1951 and 1952 a highway was under construction from Novochoerkassk to the northwest through Shakhty. The road was to be extended to Moscow. The Novochoerkassk - Shakhty section was completed by the spring of 1952. The highway is six meters wide and has an asphalt surface 20cm thick. It was built with modern construction machinery by Soviet engineer troops, who were quartered in tent camps. There was heavy truck traffic on the road after its completion. 25X1

4. A new highway was completed between Rostov and Shakhty by late 1952. This highway joins the newly built Shakhty - Novoshakhtinsk road west of Shakhty. It is eight meters wide and is in parts steeply graded. It was built by

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Soviet engineer troops, who were quartered in temporary buildings and tent camps. There was heavy truck traffic on it after its completion.

5. [redacted] from 1950 to late 1953, observed a Soviet construction battalion working on the construction of a new road from Rostov to Kharkov. The road was completed by late 1953.

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6. [redacted] The railroad line between Pervomaika and Moscow is single-track, and from Moscow to Brest via Minsk it is double-track. Railroad lines are generally in good condition. There are adequate numbers of passing sidings and block stations. Signal installations along the entire line are modern and electrified.

7. [redacted] The Sverdlovsk - Minsk line is single-track, the Minsk - Brest line double-track. Tracks are in good condition.

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8. [redacted] road construction near Gryazovets (N 58-53, E 40-14) in 1946 and 1947. The preparatory work for the construction of this road was done by German PWs and Soviet women without the help of machinery. The road extends from Vologda via Gryazovets to the south and is allegedly to continue as far as Moscow.

[redacted] Comments

1. The bridge mentioned is probably on the single-track Yurga - Topki - Kemerovo line which crosses the Tom river at Kemerovo.
2. This is probably either Vlasovo-Ayuta (N 47-46, E 40-08) or Nizhne-Ayutiskiye (N 47-38, E 40-02).
3. This is probably Nezhdanovka (N 47-42, E 40-09).
4. This is probably Pervomayskoye (N 56-49, E 59-32), which has no railroad station of its own, but is only about two kilometers from Khrompik (N 56-53, E 59-58), the railroad station for Pervouralsk.
5. [redacted] Comment: According to information available to this office, the Moscow - Minsk railroad line is double-track.

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