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CLASSIFICATION CONFIDENTIALCOUNTRY USSR

REPORT

TOPIC Information on the Knyazhpogost - Vorkuta Railroad Line

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

10 December 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. In July 1953, the Kotlas - Vorkuta railroad line was single-track. Preparations were under way, however, to have this line double-tracked. The piling up of construction material and the assembly of gangs of line construction workers was observed in the Knyazhpogost area. Construction work itself had not yet begun.¹
2. A railroad line crossed the Vym River from southwest to northeast at Knyazhpogost. The bridge, a box girder structure, was about 200 meters long and had two river piers. It had one track and was unsuitable for vehicular traffic. Space for the construction of a second track was not available on the bridge.² The Vym River, which is about 150 meters wide at Knyazhpogost, was navigable for barges similar to those which operate on the Rhine and Main Rivers. The bridge was guarded by MVD personnel.
3. One train per hour passed the Knyazhpogost railroad station in each direction. About 90 percent of the trains were freight trains. Most of the trains arriving from the direction of Vorkuta carried coal. Tank cars were also seen. Trains operating in the opposite direction were mostly loaded with timber. Tank cars were also seen operating in the direction of Vorkuta. The trains usually consisted of 30 cars; about 10 percent of them were boxcars.
4. In the early fall of 1953, military shipments passed through Knyazhpogost toward Vorkuta at night on six to eight days. Four or five of these trains were seen at a distance of 500 to 600 meters. The trains consisted of 30 to 40 boxcars and freight cars loaded with motor vehicles, canvas-covered guns and tanks.

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[redacted] unrest had broken out in the Vorkuta area.

1. Comment. The Kotlas - Vorkuta railroad line is controlled by the headquarters of the Pechora railroad district which has its headquarters at Kotlas (46°40'E/61°15'N). Information on the intended double tracking of the line was received previously. Construction work had not yet started by December 1953.

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2. Comment. Railroad bridges near Kotlas and Abs on the Kotlas - Vorkuta

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