

INFORM

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR/China REPORT 25X1

SUBJECT Rail Traffic on the Trans-Siberian Railroad: POL Shipments DATE DISTR. 15b10 NO. OF PAGES 2

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DATE ACQUIRED This is UNEVALUATED Information

BY CABLE

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1. a rail trip was made from Peiping to Moscow, via Mukden, Harbin, Manchouli, and Omsk. At Omsk, the train took the northern spur. Passengers changed trains at Manchouli. Travel time between Peiping and Harbin was approximately two days, between Harbin and Omsk five days. 25X1

2. Between one and four trains an hour were observed between Harbin and Omsk for the five days during daylight hours, all traveling south and east. None was observed returning to the Soviet Union. Each train averaged 35 to 55 cars, of which about two-thirds were tank cars. There were many sidings on sidings where the line was single-track. The passage of trains was halted at night. In Siberia, no Chinese cars were observed; in Manchuria, no Soviet cars. The point of fuel transference was not observed. Many more tank cars were observed on the double-track line between Manchouli and Omsk than on the single-track line from Manchouli north, indicating a waiting line somewhere. On Chinese cars, Tientsin and Dairen were written as destinations, and the words "for petroleum use only" and "POL tank" appeared on both sides. Chinese tank cars were silver, Soviet dirty brown. passengers felt the number of tank cars was unusually large. 25X1

3. Other rail cars carried trucks, M 20 Polish automobiles, boxes of machinery, and steel destined for Dairen shipyards and Antung in Korea.

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