

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 17 August 1955

SUBJECT Traffic Density and Electrification of the Trans-Siberian Railroad

NO. OF PAGES 3
25X1

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

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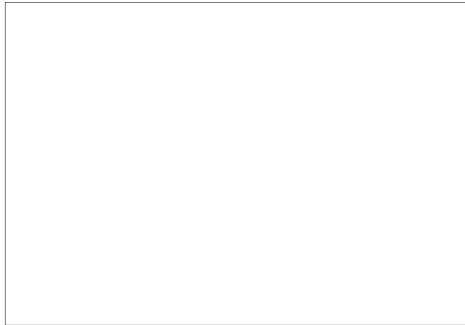
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CLASSIFICATION ~~CONFIDENTIAL~~COUNTRY USSR / Red China REPORTTOPIC Information on the Trans-Siberian Railroad Line 25X1

EVALUATION _____ PLACE OBTAINED _____ 25X1

DATE OF CONTENT _____

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REFERENCES _____

PAGES 2

REMARKS _____

The following observations were made during a trip from Berlin to Peiping in August 1954:

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A twin-engine Soviet commercial aircraft was used from Berlin-Schoenefeld to Moscow with an intermediate landing in Minsk.

The trip to Peiping was continued by rail from Moscow via Kirov, Sverdlovsk, Omsk, Barabinsk, Novosibirsk, Krasnoyarsk, Irkutsk, Chita, Otpor/Manchouli, Kharbin, Mukden and Tientsin.

The Trans-Siberian railroad line is doubletrack and has an additional third track in some places between Sverdlovsk and Novosibirsk. A photograph made from the running train showed two other tracks. The third track was not confused with sidings at railroad stations or with spur tracks.

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Between Sverdlovsk and Otpor, the entire line was equipped with a blocking system which was operated by light signals during daytime. On Chinese

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territory from Manchouli, operations were conducted according to normal procedures. Between Sverdlovsk and Novosibirsk traffic was particularly dense and trains proceeded at block distances. Occasionally the train had to stop on the open line because the block ahead was not clear. Between Novosibirsk and Irkutsk, the train density decreased and it decreased further east of Irkutsk. The Irkutsk-Otpor line section leads through mountainous terrain and two locomotives were employed to pull the train up to altitudes of 1,000 meters.

The Barabinsk - Novosibirsk line section was electrified. There was an overhead line and the trains were pulled by electric locomotives. This was, allegedly, the only section of the Trans-Siberian railroad line which was electrified.

At Otpor, the Soviet border station, the cars were changed to Chinese standard-gauge without changing cars. Passport and customs control and the change of the rail gauge lasted 5 hours.

Comment. According to the present report, the construction of the second track between Moscow and Sverdlovsk via Kirov was completed and the line put into operation. This information is not confirmed. A third track on sections with heavy traffic between Sverdlovsk and Novosibirsk was reported previously. The information on the automatic blocking system with light signal is noteworthy and appears credible. According to Soviet press reports, 120 trains proceed daily in each direction of this line. It is

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believed that this volume of traffic can only be handled with the help of a block system. According to Soviet press reports, the electrification of the Kribyshay - Ufa - Chelya insk - Omsk - Novosibirsk - Novo Kusnetsk (Stalinsk) line is being accelerated. The completion of the project will take years, however. The change from Soviet to standard gauge in Otpor is effected as in Brest Litovsk by the putting of the car superstructures on wheel sets of the other gauge.

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EVALUATION		PLACE OBTAINED	
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