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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY USSR (Kazakh SSR)
SUBJECT Railroads in the Dzhezkazgan Area

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Attached is a copy [] forwarded as received. 25X1

[] Comments 25X1

- 1. Following is a list of corrected spellings and coordinates for some locations given in the report:

Throughout the report, read Chelyabinsk for Khelyabinsk.
Throughout the report, read Dzhezkazgan (N 47-45, E 67-15) for Dtshetskatsgan.
Throughout the report, read Ryazan (N 54-40, E 39-40) for Ryatsan.
Throughout the report, read Verkhniy Ufaley (N 56-15, E 60-15) for Ufaley.
Throughout the report, read Syzran (N 53-11, E 48-27) for Sytsran.
Throughout the report, read Dzhedzy (N 48-13, E 66-44) for Dtshets-Dy.
Throughout the report, read Karsakpay (N 47-50, E 66-45) for Kartsakpai.
On page 1, paragraph 1 read Sovetsk (N 55-06, E 21-50) for Tilsit.
On page 1, paragraph 1, read Chernyakhovsk (N 54-39, E 21-50) for Insterburg.
On page 1, paragraph 1, read Gvardeysk (N 54-39, E 21-05) for Tapiau.
On page 1, paragraph 1, read Orsha (N 54-30, E 30-27) for Orzha.
On page 1, paragraph 1, read Chkalov for Khkalov.
On page 1, paragraph 1, read Rzhhev (N 56-15, E 34-20) for Rtshev.
On page 3, paragraph 4, read Spasskiy Zavod (N 49-32, E 73-17) for Svasski Tsavod.

On page 3, in Field Comment 2, read Rayevskiy (N 54-04, E 54-58) for Rayevka.
Uspenskiy is located at N 48-42, E 72-40.
Kartaly is located at N 53-03, E 60-40.
Krotovka is located at N 53-18, E 51-10.
Kingir is located at N 47-47, E 67-46.
Atbasar is located at N 51-45, E 68-15.
Daykonur is located at N 47-50, E 66-03.
Kustanay is located at N 53-10, E 63-35.

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2. On page 1, paragraph 1, it was stated that the railroad from Kuybyshev to Chelyabinsk, via Verkhniy Ufaley (Ufaley), was double track. Informant probably meant Ufa rather than Verkhniy Ufaley, as Verkhniy Ufaley is on the line between Sverdlovsk and Chelyabinsk.
3. Rudnik (Novo-Rudnaya) is probably a small village north of Dzhzhkazgan.
4. With reference to page 2, paragraph 1, according to available information, the railroad line between Gvardeysk (Tapiau) and Chernyakhovsk (Insterburg) is double track; between Chernyakhovsk, Sovetsk (Tilzit), and Daugavpils it is single track; and between Daugavpils and Moscow it is partially double track.

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COUNTRY USSR REPORT

TOPIC Railroad Information from the USSR.

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EVALUATION [redacted] PLACE OBTAINED [redacted]

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DATE OF CONTENT [redacted]

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DATE OBTAINED [redacted] DATE PREPARED 29 September 1955

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REFERENCES [redacted] 25X1

PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto with legend on ditto

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REMARKS This is UNEVALUATED

The railroad line between Khelyabinsk - and Petropavlovsk and according to co-prisoners, the line from Omsk to Novosibirsk, were double track. The line between Kuibyshev and Sytsran was also double track. This line crossed the Volga river on two bridges. On arrival in Kuibishev, it was noticed that the line extending from this town to Khelyabinsk via Ufaley was double track. All the other lines on which source travelled were single track.¹

The Sverdlovsk - Ufa - Khelyabinsk lines are operated electrically. The overhead wires are suspended from wooden masts. The Kuibyshev - Ufa - Khelyabinsk line was also electrified.² Electric signal installation were noticed near Kuibyshev and between the Volga river and Zytsran. Railroad guards were only noticed on the railroad bridges over the Volga river. No AAA protection was ever seen, although special attention was given to source to such security measures.

2. The following information was available on the network of railroad lines in Kazakhstan.

Source made railroad journeys on the following lines:

- a. 1950: Petropavlovsk - Akmolinsk - Karaganda - Uspenski - Dtshehetskatsgan - Rudnik.
- b. 1951: Rudnik - Dtshehetskatsgan - Dy.

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- c. 1952 - 1953: Dshets-Dy - Rudnik - Kingir and return. The last journey on this line was made on 14 June 1953.
Dtshets-Dy - Rudnik - Kingir and return.
Dtshets-Dy - Rudnik - Dtshetskatsgan - Karaganda - Akmolinsk - Atbazar - Kartaly.
- d. 1952: Rudnik - Karzakai and return. The line was a secondary line.

Details on the lines travelled:

- a. Petropavlovsk - Akmolinsk - Karaganda - Uspenski - Dtshetskatsgan - Rudnik line:
This line was a Soviet gauge single track line. Coal firing locomotives of Soviet and American origin operated on this line. The rails of the track were not welded and were screwed on ties. Rails rested on ballast. The terrain was generally level. Signal facilities were not available except in Karaganda. Trains were generally pulled by one modern locomotive or two obsolescent locomotives.
 - b. Rudnik - Dtshets-Dy railroad line:
The general features of this line were the same as those mentioned under a. above. Because of steep grades on this line, ore trains were pulled by two locomotives. Ore trains consisted of no more than 22 x 60-ton cars or 12 x 100-ton cars. The latter cars were of the latest equipment.
 - c. Dtshets-Dy - Rudnik - Kingir, Dtshets-Dy - Rudnik - Dtshetskatsgan - Karaganda - Akmolinsk - Atbazar - Kartaly railroad lines:
For general features see statements made under a. and b. above.
 - d. Rudnik - Kartsakai secondary narrow gauge railroad line:
The obsolete railroad line had been built by the British. Only small railroad cars with small loading capacity operated on this line. The terminal station was Baikonur, which is located about 120 km southwest of Rudnik. The line was no longer used for shipments. It was not intended to convert the line to Soviet broad gauge.
3. Passing sidings about 1500 m long were observed about every 50 kilometers on the single track railroad lines in Kazakhstan. Signal installations were not available at these passing sidings except for major railroad station. Traffic was directed by one or two railroad employees stationed at these passing sidings. When leaving such a passing siding, the chief conductor of the train involved received a staff 50 cm long which was handed to him on a stick by the railroad employee on duty. With this staff the locomotive engineer was entitled to proceed on the next line section. The train must stop on the following passing siding and must wait there until he is given a corresponding staff for the next line section. This staff had been handed over to the railroad employee on duty there by the chief conductor of the train which arrived from the opposite direction. This system worked rather satisfactorily. It was observed that opposing trains generally arrived at passing sidings at the same time. In principle, each locomotive engineer turns in a staff on arriving a passing siding and receives another staff for the next line section. Passing sidings have never been built in localities but on the open line where the view is not obstructed.
4. On the Dtshets-Dy - Rudnik (Novo Rudnaya station) - Dtshetskatsgan - Karaganda - Akmolinsk railroad line freight trains operated in both directions at intervals of three hours. East-bound trains which operated as far as Karaganda or Lake Balkhash were loaded with copper ore, manganese and lead. West-bound trains operating as far as Dtshets-Dy carried coal, timber, foodstuff, mine equipment and trucks. Ore trains dispatched to

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Lake Balkhazh were assembled at Uspenski. The Karaganda and Akmolinsk section of this line had the greatest train density. Details were not available. Passenger trains operated on this line twice a week. Trains departed from Dtshekskatsgan on Mondays and Thursdays and from Akmolinsk on Saturdays and Wednesdays. Trains travelled 42 hours from Dtshekskatsgan to Akmolinsk. Because of the many convicts living in this region who were restricted in their freedom of movement, no tickets were issued for railroad journeys. Railroad tickets were made out in the names of travellers. Such tickets are only issued on presentation of a special travel permit of the MVD. Between Dtshekskatsgan and Uspenski which is located south of Karaganda, the train stopped only once and this was at Karabaz. The railroad station there consisted only of a couple of small houses. Travellers who want to go to Spasski Tsavod left the train at Karaganda in order to continue their journey by truck. Between Akmolinsk and Karaganda, the train stopped three times.

5. The locomotives of all freight trains operating in Kazakhstan were equipped with VHF voice radio sets over which they were in communication with railroad stations. Radio installations were also noticed at railroad stations, large antenna installations were also repeatedly seen. Each train included special water car because the country is very dry and some of the railroad stations are not provided with water points. No water point was available at Novo Rudnaya.
6. A large engine shed was seen about a day's journey west of Akmolinsk. This engine shed was reportedly built in 1942 and is located at the former terminal of this line. The Kustanai - Akmolinsk line section is said to have not been completed before 1953. It was learned from co-prisoners that the railroad line is to be extended from Akmolinsk to Barnaul via Pavlodar. The prisoners who made this statement had worked on construction of this extension.
7. A new type 100-ton gondola car used for the shipping of ore and coal was first seen at Dtsheks-Dy in the spring of 1953. Such cars were later also seen at Rudnik and Kingir. The car is provided with 8 axles, groups of 4 being fitted at both ends of the car. Two axles each are coupled together. The cars have the same width as the 60-ton gondola cars and are painted olive drab. They are dischargers and have a metal body. Their loading surface is divided by a longitudinal axis and is provided with 14 discharge openings arranged in rows of seven.⁴
1. Comment. According to available information the Brest - Orsha - Moskva - Gorki - Molotov; and the Ryazan-Moscow sections were double track, the Ryatsan and the Moskva were double track. 25X1
2. Comment. The Kuibyshev - Khelyabinsk line has not yet been completely electrified. Work on the electrification on the last remaining gap between Krotovka and Rayevka south of Ufa is under construction. 25X1
3. Comment. The lines mentioned under b. through d. are located in the mining area around Dtshekskatsgan. 25X1

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4.

Comment. For sketch of this 100-ton gondola car, see Annex.
The existence of this new type of car which is used for all ore and coal shipments was known from Soviet press reports.

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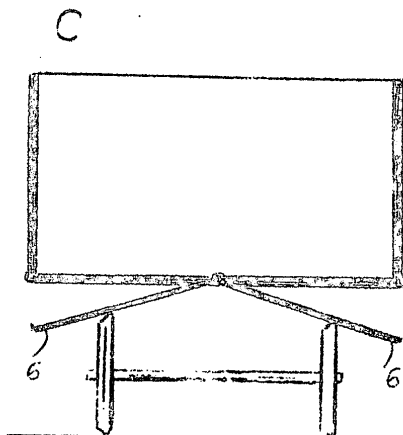
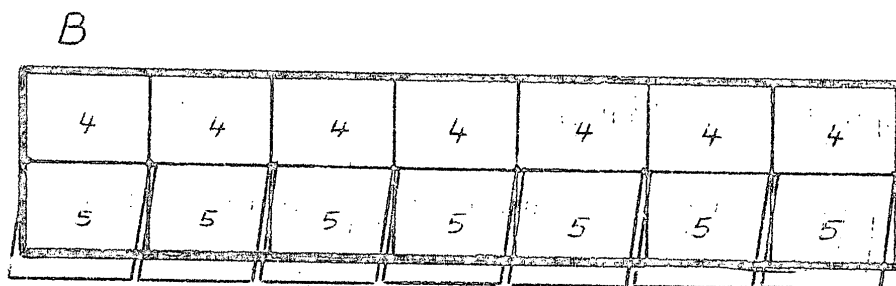
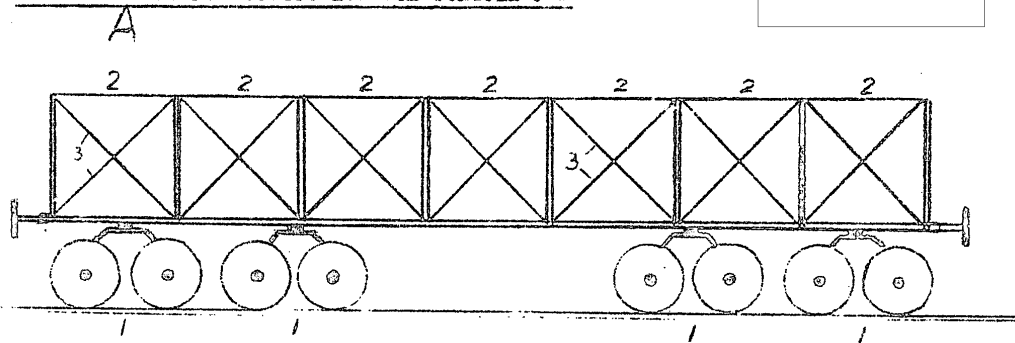
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Sketch of the New Soviet 10C Non Gondola Car



Legend: see next page

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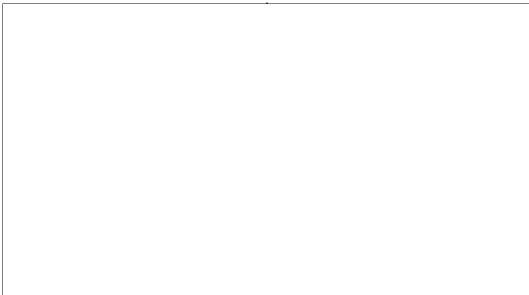


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Sketch of the New Soviet 100-ton Gondola Car Used for all Shipments.

- A. Side view of the car.
- B. Top view.
- C. View of the front side of the car with opened dischargers.
 - 1. Four pairs of axles.
 - 2. Seven interconnected sections of the car.
 - 3. Diagonal bracings of side walls.
 - 4. Closed dischargers.
 - 5. Opened dischargers.
 - and
 - 6.



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