

INFORMATION REPORT INFORMATION

CENTRAL INTELLIGENCE AGENCY

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1. The Galati railway junction is one of the most important in Rumania as it connects Moldova Region with Muntenia Region and places Galati in a key position for trade with the USSR. Its direct connection with Constanta is being planned. The importance of the Galati junction will increase with the construction of a new rolling plant, to be the largest in the country, which is planned near the city, between Filesti and Barbosi. Several far-reaching changes are to be made in the Galati stations and track systems.
2. Details of railway stations in Galati are as follows:
 - a. The Galati-Marfuri railway freight station (formerly Gara de Marfuri No. 8) on 8 Strada Garii, has eleven standard-gauge (European) tracks and one broad-gauge (Soviet) track. The following lines leave this station:
 - 1) One standard-gauge track to Filesti-Barbosi-Faurei-Bucharest.
 - 2) One standard-gauge track to Birlad. At Racordarea-, Tulucesti this track joins a line to the USSR; the Ministry of Armed Forces has sealed the signal box (macaz) at the junction of the two tracks. The telecommunications department at Galati is required to be ready to re-open the line as well as the signal apparatus on two hours' notice.

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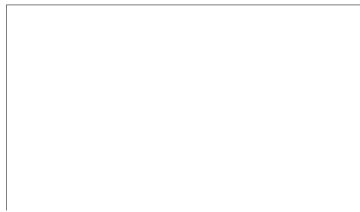
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- 3) One broad-gauge line and one standard-gauge track running parallel lead to the Galati-Brates station.
 - 4) A railway line leading to Brates-Larga-Reni (USSR) leaves the Tunel "halt" station (the junction of the Galati-Filesti-Barbosi-Faurei-Bucharest and the Galati-Filesti-Barbosi-Tecuci lines) and crosses the Galati-Birlad line.
- b. The Galati-Calatori passenger station, which is located in the vicinity of Galati-Marfuri station, used the tracks of the railway freight station plus two tracks terminating by the station platform.
- c. At Brates railway station there are 13 standard-gauge tracks (11 for freight trains and two for marshaling). Two other tracks are used by railway cars requiring minor repairs. The broad-gauge track from Galati-Marfuri continues to the USSR. A marshaling yard for the transshipment of goods between the USSR and Rumania is situated at Brates. The following lines leave Brates station:
- 1) A narrow-gauge track to Galati-Marfuri, which is not the same track as that from Galati-Marfuri to Brates, branches off at a point between Brates and Galati-Transbordare stations.
 - 2) A standard-gauge track to Galati-Bazin station, which is used for timber exports.
 - 3) A standard and a broad-gauge track to Galati-Transbordare.
 - 4) A standard-gauge track along the Lake Brates quay, which passes near Galati-Transbordare and Galati-Larga stations and reaches the Soviet side at Reni, where rail traffic is very limited as the station serves mainly for contacts with the Soviets.
- d. The station for exchanging Soviet car wheels and standard-gauge wheels (Statia de Transpunere) is equipped with overhead and mechanical cranes.
- e. The station for transloading from Soviet to Rumanian trains and vice versa (Galati-Transbordare) has four broad-gauge tracks and four standard-gauge tracks terminating inside the station yard. Warehouses, a customs office, and other offices are situated next to this station, which also has two ramps for military use and a mobile crane.
- f. Galati-Larga station has 10 broad-gauge tracks. The station includes a locomotive and rolling-stock shed, a customs shed, a Frontier Guard unit, and the station building. The following lines leave from Galati-Larga: a dual-gauge line to Reni; a standard-gauge to Galati-Marfuri, and a standard-gauge track to Galati-Bazin.
- g. From Galati-Bazin station one standard-gauge track and a broad-gauge track (both with spurs) branch off to a depot for export timber which is to be shipped down the Danube River.

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3. Since 1951 there has been no railway passenger traffic to and from the USSR via Galati. The Soviet freight trains stop at Galati-Larga station, where frontier control and customs inspections are carried out by a Frontier Guard unit. The Frontier Guards board the Soviet train at a bridge near the confluence of the Prut and Danube Rivers, about two kilometers from Cotul Pisicii, but the inspection is carried out at Galati-Larga only. The trains proceed to Galati-Bazin, where various goods, including ores, are loaded and unloaded. Trains carrying equipment or machinery are directed to Galati-Transbordare or to Statia de Transpunere, where the goods are transloaded to Rumanian trains or the car wheels are adapted for standard-gauge tracks. The trains continue to Brates station, where they are classified according to their loads and destinations. There they are remarshaled before leaving for various parts of Rumania. Rumanian trains leaving for the USSR are escorted by Rumanian Frontier Guards to the bridge on the Prut River.
4. A traffic control station (regulator de circulatie), which regulates and follows the movements of trains at Galati junction and along the Galati-Tecuci, Galati-Faurei, and Faurei-Tecuci lines, is located on the corner of Strada Puskin and Soseaua Colonel Vojosin.
5. The Galati junction telephone exchange, which is opposite the traffic control station, between Strada Puskin and Strada Republicii, is a Siemens exchange with 200 lines. It was to be replaced by a Czech Tesla exchange in 1961. The traffic directorate and the locomotive and rolling stock offices have special telephone lines. The passenger station has direct lines to the USSR and the Ministry of Transport and Telecommunications in Bucharest and has a telegraph office with two teleprinters.
6. Details of bridges in Galati are as follows:
 - a. A metal railway bridge, which is 300 meters long, four meters wide, and has a load capacity of 600 tons, spans the Danube River at Reni.
 - b. A railway overpass, which is about 25 to 30 meters long, is located at Racordarea-Tulucesti.
 - c. An 80 to 100 meter-long bridge with three sections, two of which were reconstructed after World War II, spans the Siret River.
 - d. A bridge which was constructed after World War II spans the Prut River about two kilometers from Cotul Pisicii.
7. A 12-kVa power station with Deutz motors, which is used only in special cases, and a transformer station which is connected to the national electrical grid are located at Galati-Transbordare railway station.
8. Safety precautions at Galati junction are rather primitive. After the lineman has changed lines according to the traffic clerk's instruction, he locks the levers with a special key which is hung on a board in the signal box. Between

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Galati-Larga and Reni the lines are changed by iron bars, each of which is slotted differently for use only at one point. Trains crossing the Prut River bridge may be inspected as a precaution against sabotage (such as explosives between the wheels) and stowaways, from a pit beneath the tracks which is equipped with searchlights.

9. Details of the various types of railway tracks are as follows:
 - a. The "49" type, of which each meter of track weighs 49 kilograms, on the Faurei-Galati line.
 - b. The Tecuci-Barbosi line consists partly of the "49" type and partly of the "45" type.
 - c. The Galati railway station tracks are of the "30" type.
 - d. The Galati-Birlad line consists of "45" and "40" type tracks.
 - e. The Galati-Reni line, consists of "49" type tracks.
10. Details of locomotives are as follows:
 - a. The Bucharest-Galati line uses locomotives of the "Pacific-230" type for passenger trains and of the "Pacific-50" type for freight trains.
 - b. The Galati-Birlad line uses "230" type locomotives for both freight and passenger trains.
 - c. The Galati-Reni line uses "Pacific 230" and "231" as well as "50" and "150" Soviet-type locomotives. (The figures in these designations indicate the number of r.p.m. of the drive wheels.)
11. At Galati-Larga station, the Soviet locomotives are supplied with water, coal, and fuel oil. The Rumanian locomotives are fueled at the locomotive depot near Galati-Marfuri station. Rumanian locomotives may also take on water at Brates station.
12. The following are classifications of various rail lines:
 - a. The Galati-Barbosi-Faurei-Bucharest line is a main line.
 - b. The Tecuci-Barbosi line is a secondary line, which may be developed into a main one.
 - c. Birlad-Galati is a secondary line.
 - d. Reni-Galati is a main line for international freight traffic.
13. With the construction of the new rolling mill, the railways will have to insure steady supplies of raw materials and heavy equipment. The rolling mill will have an annual output of 4,000,000 tons of steel, as compared with the

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current total national output of 3,500,000 tons. Simultaneously with the planning of the rolling mill, the complete automation of rail traffic is being planned and will include an automatic line changing system operated by the traffic clerk and an automatic signaling system operated by the trains. The sum of one billion lei has been allocated for the development of Galati junction, of which the railway authorities have already received 100 million lei. The development plan is as follows:

- a. A railway spur which leads into the plant and from which other spurs will branch off to the various departments, is to start from the railway line at signal box No. 2 at Filesti station.
- b. As no trains carrying heavy equipment for the rolling plant will be able to pass through the tunnel between the "Halta Tunel" and Filesti, a number of lines and a railway station are to be constructed on the present site of Parcul Pionierilor.
- c. The present passenger and freight stations will serve as freight and sorting stations.
- d. Another dual rail line will be laid from the Soviet border through Tulucesti station to the rolling plant, by-passing the mountains.
- e. A small canal is to be constructed between the Danube and Siret Rivers to enable river craft to transport equipment from the USSR to the plant.
- f. Another marshaling yard and sorting depot is to be constructed near the rolling stock inspection station.
- g. All or part of the Barbosi station will be transferred closer to the bank of the Siret River.
- h. The Galati-Faurei and Tecuci-Barbosi lines are to be double-tracked.
- i. An automatic block system is being planned for the Galati-Faurei line. The traffic clerk will be able to change lines by pushing a button in his office, and locomotives will automatically change semaphore lights to red upon reaching the signals. After three kilometers the light will change to yellow and after six kilometers to green. If the next train reaches a green signal it continues as usual, but if the signal is yellow it slows down; if it is red the train stops for three minutes and then continues at 15 kilometers per hour until it reaches a yellow or a green signal. Until now a similar system has existed only along the Bucharest-Ploesti and Fetesti-Cernavoda lines. However, automatic line changing and signaling systems exist at all the main stations along the Cluj-Bucharest line and at Arad, Timisoara, Craiova Nord, Rosiorii de Vede, Bacau, Roman and Marasesti. Automation is now being introduced at the main stations along the Adjud-Tecuci line.

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Work is to be started in 1962 on the automation of stations from Făurei to Galati. Automatic telephone exchanges for railway services, such as maintenance shops, warehouses, workshops, and offices, are to be installed simultaneously.

- j. Work started in 1961 on the construction of a double-track railway bridge over the Danube near Braila, in the direction of Macin. This bridge will provide a direct connection between Braila, Tulcea, and Constanta and will shorten the trip from Galati to Constanta by about 16 hours.
- k. According to plan, a freight and passenger station is to be established at Galati-Larga, which possibly may bring about a renewal of passenger traffic between the USSR and Rumania via Galati.

14. Additional installations in the Galati area are as follows:

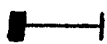
- a. A tunnel three kilometers long (where trains are limited to a maximum speed because the tunnel walls are weak) is situated on the Galati-Birlad line between Talasmani and Docaneasa railway stations.
- b. A strategic road (on which traffic is now quite sparse) starts opposite Foltesti railway station and continues to the Prut River and on to Cahul.
- c. In Galati, underground telephone and telegraph cables run at a depth of 1.20 meters along Soseaua Colonel Volosin (formerly Alea Prutului), on the left side of the road going from the town center. The cables run inside square concrete pipes, divided into four chambers, each chamber housing 24 cables plus two wires. Manholes for inspecting the cables are located at intervals of 100 meters. There are 40 overhead telephone and telegraph cables above the pipe, eight made of copper, four of copper covered with iron, and the others entirely of iron.
- d. Three underground pipelines carrying fuel from Ploesti to the USSR are installed at a depth of about 2.5 meters along the quay of Lake Brates, between the quay and the standard-gauge railway track. Two of the pipelines are 50 centimeters in diameter and the third is 60 to 70 centimeters. All three pass the Siret River parallel to the bridge and on its right side, going from Bucharest. A fuel pumping station is situated near Barbosi railway station.

15. [redacted] a large sketch, with legend, showing the locations of signal boxes, railway tracks, stations and other installations in the Galati area.

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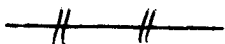
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Signal boxes.



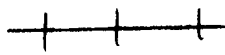
European track.



Soviet track.



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 Dual rail track.
____. ____ . ____ . telephone and telegraph cables.
____ . . ____ . . ____ . . underground oil pipeline.

1. To the port.
2. Shipyard.
3. Cristea Nicolae Factory.
4. Prutul Oil Factory.
5. Dock.
6. Locomotive inspection station.
7. Signal Box No. 1 for passenger trains.
8. Signal Box No. 1 for freight trains.
9. Signal Box No. 2 for freight trains.
10. Signal Box No. 3 for freight trains.
11. Signal Box No. 4 for freight trains.
12. Signal Box No. 5 for freight trains.
13. Warehouse.
14. Locomotive shed.
15. Military ramps.
16. Railway freight station (Gara de Marfuri).
17. To the town telephone exchange.
18. Galati railway station telephone exchange.
19. Railway traffic controller.

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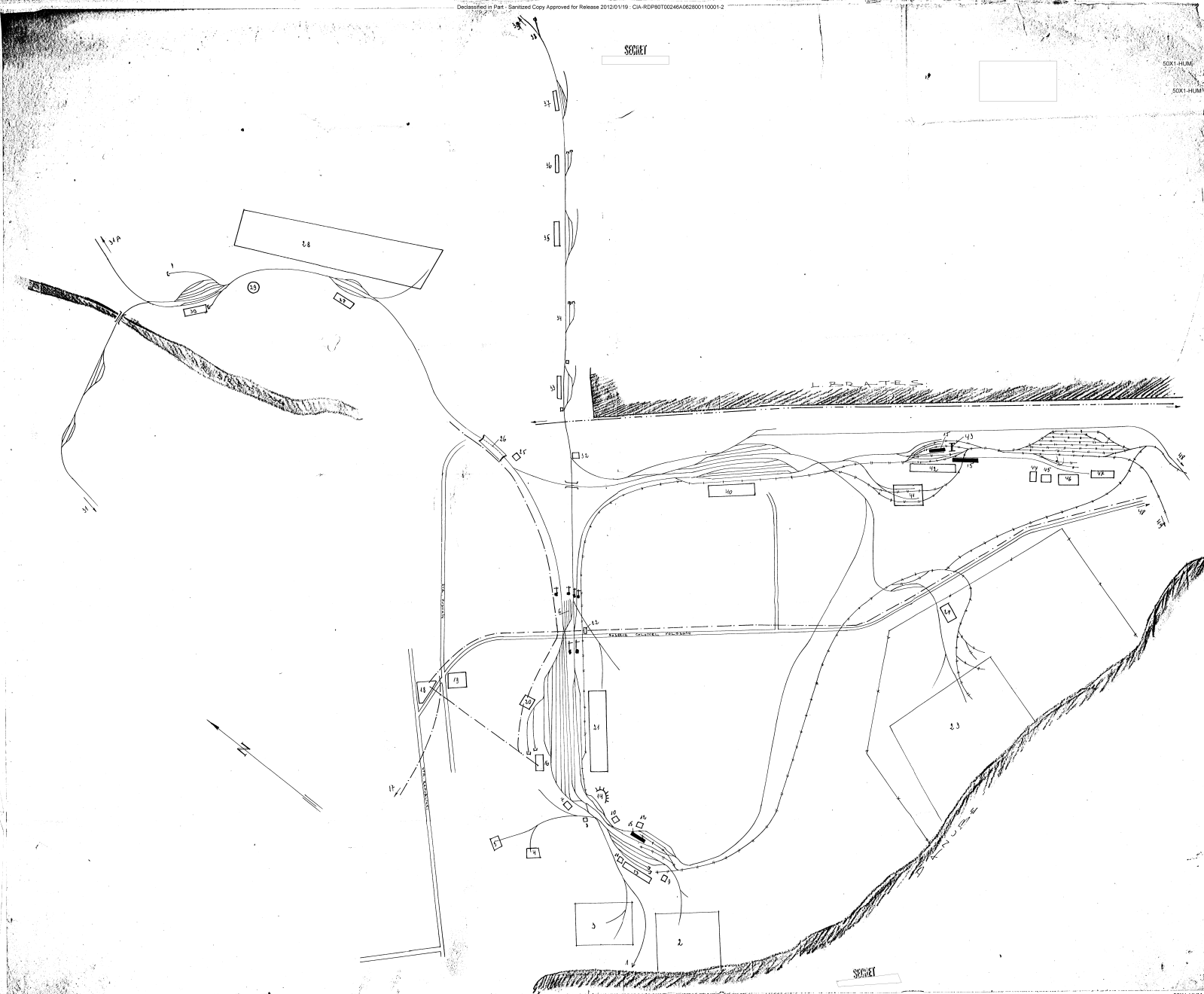
20. Railway passenger station.
21. Gheorghe Apostol Metallurgical Plant (Uzina Metalurgica Gheorge Apostol).
22. Signal box.
23. New warehouse for export timber.
24. Ba⁷in railway station.
25. Tunel halt station.
26. Tunnel.
27. Filesti railway station.
28. Site of the rolling plant; now under construction.
29. Fuel pumping station.
30. Barbosi railway station.
31. To Braila.
- 31A. To Tecuci
32. Tulucesti railway junction (Racordare).
33. Tulucesti railway station.
34. Frumusita halt station.
35. Foltesti railway station.
36. Baieni halt station.
37. Tirgu Bujor railway station.
38. Fulgereni halt station.
39. To Birlad.

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40. Brates railway station.
41. Station for transloading of goods from Soviet to Rumanian trans and vice versa (Statie de Transpunere).
42. Marshaling yard (Statie de Transbordare), customs office, and other installations.
43. Mobile crane.
44. Frontier Guards unit.
45. Customs.
46. Larga railway station.
47. Garage (Remiza).
48. To Reni.
49. To the ore sorting warehouse.

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