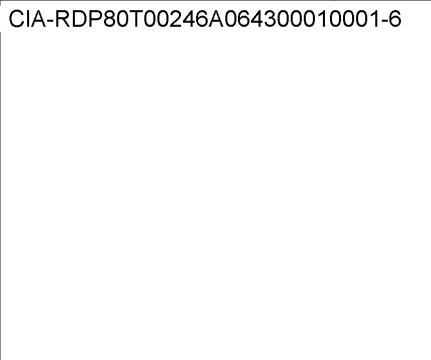


INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Ukrainian SSR)	REPORT	
SUBJECT	Lvov-Stanislav-Stry and Mukachevo-Lavochne Rail Lines	DATE DISTR.	23 August 1962 50X1-HUM
		NO. PAGES	1
		REFERENCES	RD

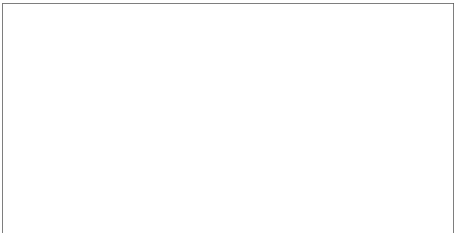
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THIS IS UNEVALUATED INFORMATION.



reports on railroad lines and stations in the Western
Ukraine

- a. Stanislav-Lvov and Stanislav-Stry Railroad Lines. Three pages.
- b. The Mukachevo-Lavochne Railroad Line. Eight pages and sketch of Mukachevo railroad station. A brief description is included of some 1957 shipments rumored to be for atomic plants. The shipments were in Hungarian cars, traveling via Mukachevo to Kiev.



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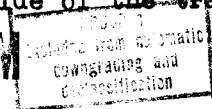
Attachment A.

COUNTRY: USSR (Ukrainian SSR)

SUBJECT: The Stanislav-Lvov and Stanislav-Stryy
Railroad Lines

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1. The railroads in the Stanislav, Drogobych, and Tarnopol oblasts were subordinate to the Lvov Railroad Directorate (Upravleniye Lvovskoy Zhel. Dorogi). The main rail line for which this directorate was responsible was the Mostiska [N49-48, E23-09] -Snyatyn [N48-27, E25-34] line, which had branches in Lvov, Stanislav [N48-56, E24-43], Stryy [N49-15, E23-51], and Kolomyya [N48-32, E25-02].
2. The Stanislav branch (Stanislavskoye Otdeleniye Zhel. Dor.) of the Lvov Directorate was situated at the Stanislav railroad station. The branch was equipped with eight obsolescent Czech and Hungarian passenger train locomotives, each of which had a maximum traction capacity of 600 tons. The branch contained only one locomotive repair shop, the coaches and cars being sent to Stryy and Lvov, where there were separate repair shops for locomotives and for rolling stock. The locomotive repair shop in Stanislav could accommodate six locomotives; it was situated about 300 meters from the town railroad station, on the opposite side of the tracks

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(number unknown) from the station building. The repair shops at Stanislav, Stry, and Lvov [REDACTED] were the only ones in the framework of the Lvov Directorate.

3. The Stanislav branch served the following two tracks only:

- a. Stanislav-Lvov, via Galich [N49-07, E24-44] and Khodorov [N49-24, E24-19]. This line had only been in use only since late 1956, when the bridge over the Dniester between Yezupol [N49-02, E24-42] and Galich, damaged during World War II, was repaired. Before the reconstruction of the bridge, rail traffic between Stanislav and Lvov was routed via Stry and Khodorov. This bridge, an iron structure, was the only one along this line

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- b. Stanislav-Stry, on which there was only one bridge, which was close to Stry. This was a new, 100-meter-long metal structure (name of river not known), which was constructed in about 1955 to replace an old wooden bridge, since dismantled.

4. There were single tracks only along the entire lengths of the Stanislav-Stry and the Stanislav-Lvov lines. At one time, there were two tracks between Khodorov and the next station on the line in the direction of Lvov but, for an unknown reason, one of the tracks was removed, although the ties had been left intact.

5. Traffic on the Stanislav-Galich-Lvov line traveled at a maximum speed of 70 kilometers per hour, whereas on the Stanislav-Stry line, which was tortuous in many areas, the maximum speed was 50 kilometers per hour. Freight traffic on these two lines consisted mostly of lumber and sugar beet trains, to which an occasional fuel tanker, coal truck, etc. were

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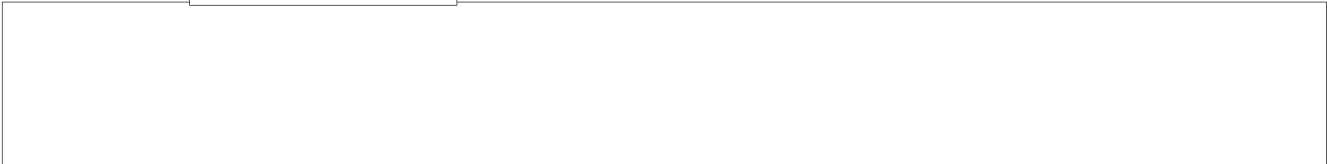
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attached.

6. The Stryy station was the largest station along these lines, apart from the one at Lvov. It contained a marshaling yard for freight cars (sortirovka vagonov) and had more tracks than the station at Stanislav, although it had only one warehouse and one loading ramp, situated near the station. The warehouse at Stanislav was an old structure, about 100 to 150 meters long, but was larger than the one at Stryy. The Stanislav station also contained two loading and unloading ramps: one ramp was situated near the station building, in the direction of Kolomyia, and the other was about 300 meters from it in the same direction. Both ramps were small, accommodation^{ing} no more than 10 cars, and were used for general freight. Small loading ramps were located at the Kalush [N49-01, E24-22], Dolina [N48-58, E24-01], and Khodorov railroad stations.

7. No spur lines branched off the Stanislav-Stryy line. There had formerly been a spur from Dolina station to Vygoda [N48-56, E23-55], but it was dismantled during World War II and had not been restored. In 1956/1957 many oil drilling rigs were seen near Dolina station and [redacted] 50X1-HUM [redacted] oilfields had been discovered in the vicinity. In 1957, however, 50X1-HUM a spur had not been laid to the drillings. The only spur on the Stanislav-Lvov line was that which branched off from the Khodorov station (destination unknown [redacted] 50X1-HUM



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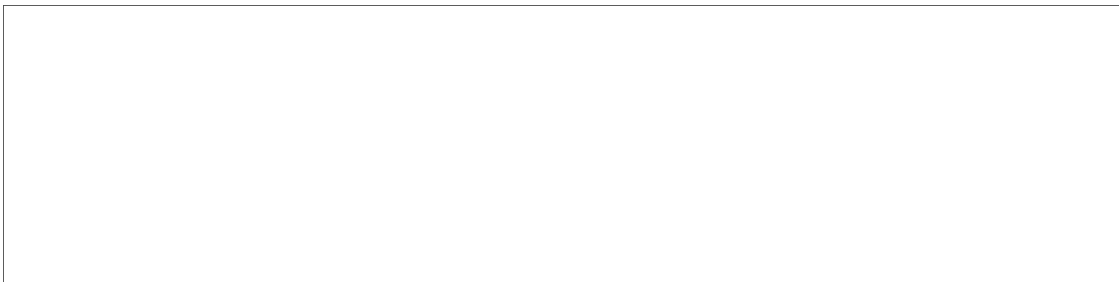
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Attachment B.

COUNTRY: USSR (Ukrainian SSR)

SUBJECT: **[REDACTED]** The Mukachevo-Lavochne
Railroad Line

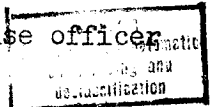
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1. The Mukachevo railroad station [N48-26, E22-437], facing Ulitsa Lenina, was constructed after World War II to replace the one destroyed at that site during the war. It was subordinate to the Uzhgorod [N48-37, E22-187] section of the railroad administration (Uzhgorodskoye Otdeleniye Zhel. Dorogi) and was considered a "first class" station (Stantsiya I-go Klassa). Because of its proximity to the Chop [N48-26, E22-127] border station, the Mukachevo installation was an important base for handling imported and exported freight. In 1957, about 3500 workers were employed by the station, including its auxiliary installations.
2. The first floor of the station building, which was two stories high, contained the ticket offices, a waiting room for soldiers and another one for civilians, a post office, a barber shop, a restaurant, and the offices of the militia and of the railroad administration, while the second floor contained only offices, among which were those of the station manager, the military commandant of the station, the civil defense officer,

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(nach. MPVO), and the personnel department.

3. The station's workshop (zhel. dor. depo), a building about 50 x 15 meters in size, employed about 500 workers in three shifts in 1957. The Mukachevo station received its first electric locomotives (elektrovozy) in 1957 and, during the same year, the workshop was adapted for their repair and maintenance. There were two tracks at the workshop, each of which accommodated two locomotives. Of the 21 locomotives registered there, 17 were electrically powered and four were steam powered. The electric locomotives were produced in 1956 by the Tallinn Locomotive Plant, while the steam locomotives were produced in Germany and acquired by the USSR as war booty. The steam locomotives were used only for marshalling and other duties around the station, while the electric ones operated along the Mukachevo-Lavochne N48-49, E23-227, railroad line. Current for them was supplied by the electric substation (podstantsya) near the railroad yards. Since the line was activated in 1957, the substation had also been supplying electric current to the city of Mukachevo, alleviating the power shortage there.
4. The Mukachevo station was responsible for the line between Mukachevo and Lavochne, a distance of 72 kilometers (whereas the section between Mukachevo and Chop, consisting of 42 kilometers of dual track, was the responsibility of the Chop station). An average of 16 regular freight trains and three or four special freight trains, called lettered trains (literniye poezda), which carried military shipments, used the Mukachevo/Lavochne line daily in each direction. The gross weight of each car in these trains was usually 1500 to 1600 tons, although the track could

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support up to 2900 tons, Each train was propelled by two electric locomotives, one in front and one in back.

5. A representative of the armed forces was always on hand at the station to supervise the handling of military goods, During 1957, Hungarian cars loaded with crates arrived at the military platform several times a week, and their freight was transshipped onto Soviet trains bound for Kiev. The crates were handled by military personnel only, and the transshipment procedure was always stringently guarded by soldiers. 50X1-HUM

the crates contained materials destined for Soviet atomic plants. 50X1-HUM

6. Arrival and departure times for passenger trains to, from, and through Mukachevo were as follows:

- a. Local passenger trains departed Mukachevo for Volovets N48-43, E23-117 at 0900 and 1415 hours, and departed Volovets for Mukachevo at 1230 and 1855 hours. They departed Mukachevo for Chop at 0735 hours and departed Chop for Mukachevo at 1900 hours. They departed Mukachevo for Uzhgorod (via Chop) at 0500 hours, and departed Uzhgorod for Mukachevo (via Chop) at 2100 hours.
- b. Trains on the Lvov-Uzhgorod line also passed through Mukachevo (and Chop), those going to Uzhgorod at 0815 hours and those to Lvov at 2145 hours.
- c. International through trains, on the Moscow, Prague-Budapest-Belgrade line, passed through Mukachevo at 0532 hours from Moscow and at 1613 hours to Moscow. Anyone could buy a ticket for this train and travel as far as Chop without presenting

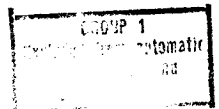
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credentials or documents of any kind.

7. The Mukachevo-Lavochne line consisted of one track only. The stations and other features along this line were the following: (all distances were as measured from Mukachevo):
- a. The Kolchino $\sqrt{N48-28, E22-46}$ station, at the sixth kilometer, contained three tracks: one was used by through trains, called the "receiving and dispatching (priemo-otpravochny) track"; one was for loading and unloading (pogruzho-razgruzhochny); and one, called the "station (statsyonny) track", was kept in reserve. Most of the freight loaded at the Kolchino station consisted of lumber and gravel. A metal railroad bridge, about 30 meters long, spanned the Latoritsa River near the station. It was guarded by the railroad police.
 - b. The Chinadiyevo station $\sqrt{N48-31, E22-51}$, at the 15th kilometer, contained three tracks similar in purpose to those at Kolchino. Freight shipped from this station included lumber, gravel, and mineral water.
 - c. The Svalyava $\sqrt{N48-33, E22-59}$ station, a third class station at the 21st kilometer, contained six tracks: one for receiving and dispatching, two for loading and unloading, and three for use as "station tracks". The following two sidings branched off from the station:
 - (1) One siding led to the Svalyava Chemical Combine (Svalyavski Khimkombinat), located several hundred meters from the station. Empty 18-ton tank cars



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painted yellow and bearing the inscription "Danger" and a skull symbol, were sent to the plant to be filled. [redacted] the combine produced gases and alcohol [redacted]

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- (2) The other siding led to a wood processing combine (derevoobdelochny kombinat), also situated near the station, which included a sawmill.

A great deal of freight was carried on the siding both to and from the combine.

- e. The Volovets station^s, located at the 64th kilometer, contained three tracks. Only lumber was loaded at this station.
- f. At the 67th kilometer there was an iron railroad bridge spanning the Volovets-Guklivyy [N48-42, E23-147] road. It had been built in 1947 to replace the one destroyed during the war and was about 40 meters long. The railroad police mounted guard over the bridge. Two other railroad bridges, also 40 meters long, crossed over dry river courses (obryvi) at the 68th and the 69th kilometer marks.
- g. Four tunnels were located between the 69th and the 72nd kilometer marks. The first two were each 20 meters long, the third was about 30 meters long, and the fourth, which was near the Lavochna station, was about 120 meters long. Before the advent of the electric locomotives on this line, the engineers often fainted while passing through these tunnels because of the smoke and gases generated

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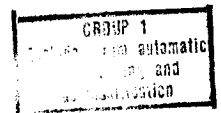
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by the locomotives and, at the time, it was suggested that the roofs of the tunnels be blasted away to form open cuts. Military authorities vetoed the suggestion, however, because of plans to use the tunnels as shelters in an emergency.

- h. The Lavochna station, at the 72nd kilometer, was a third class station. It contained six or seven tracks: one for receiving and dispatching; four or five for loading and unloading and for use as station tracks; and one for steam locomotives (ekipirovka parovozov).
8. An oil refinery was located near the Mukachevo station. It was erected after World War II in order to process the oil sent from Austria to the USSR under the reparations agreement between the two states. The refinery was under military management and employed several hundred workers, including an Austrian engineer who was permanently stationed there. An average of 60 tank cars, each containing 15 tons of Austrian crude, arrived at the refinery daily; they returned to Austria empty. The refined products were shipped out in 60-ton Soviet tank cars in the direction of Kiev.
9. In 1957, the Batevo 148-22, E22-247 railroad station was being enlarged by the addition of more tracks and platforms, primarily for military use. A spur from the station towards the wooded area west of it was also being laid, and it was said that it too was to serve the military. Batevo was a railroad junction and a second-class station.

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10. The following personalities in Mukachevo were reported:

a. Leonid Dimitrovich Stashkevich, manager of the Mukachevo railroad station since 1953, [redacted] was a graduate of the Railroad Engineers Institute, and a Party member.

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b. Maj. Vasili Antonovich Garbuzov, military commandant of the Mukachevo stations, a post he had held for many years,

[redacted]

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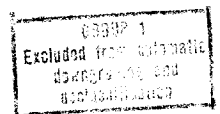
c. Col. Naumenko (fnu), commander of the city militia office since 1955 [redacted]

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11. Attached is a sketch of the Mukachevo railroad station and its vicinity, with legend.

Legend

1. Station building
2. Workshop.
3. Electric power substation
4. Yard for electric locomotives (ELEKTROVOZNY PARK).
5. Track switches for departing trains (STRELOCHNIYE POSTY-OTPRAVOCHNIYE).
6. Track switches for arriving trains (STRELOCHNIYE POSTY-PRIEMNIYE).
7. Track switches (STRELOCHNIYE POSTY).
8. Dual track (KOMBINIROVANY PUT) of Soviet and European gauges.
9. Warehouse (PAKKHAUZ) for outgoing freight.
10. Warehouse (PAKKHAUZ) for incoming freight.

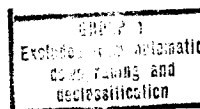
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11. Commercial platform (TOVARNAYA RAMPА), primarily for civilian goods; about 150m. long.
- 11a. Two hoisting installations at the commercial platform for raising cars in order to exchange wheels of one gauge for those of another gauge.
12. Platform, 120-150m. long, primarily used for military shipments.
- 12a. Two hoisting installations at the above platform similar to those at the commercial platform.
13. MUKACHEVO-CHOP railroad line.
14. Station workers supplies section (OTDEL RABOCHIEGO SNABZHENIYA).
15. Station communications (SVIZ) department and rolling stock service (VAGONNAYA CHAST).
16. Station stores of materials and spare parts.
17. Station water pumping installation (VODOKACHKA).
18. Grain stores of the ZAGOT-ZERNO; built after World War II.
19. Oil refinery.
20. Brick factory (KIRPICHNY ZAVOD).
21. The 786 Garrison Hospital (786 GARNIZONNY VOENNY HOSPITAL) on LENINA; contains 200 beds.
22. Medanical bakery (KHLEBOKOMINAT), employing about 100 workers.
23. UL. STATSYONNAYA.
24. UL. ENGELSA.
25. UL. LENINA.
26. UL. MOLOTOVA.
27. Railroad workers housing.
28. BEREGOVSKOE SHOSSE.

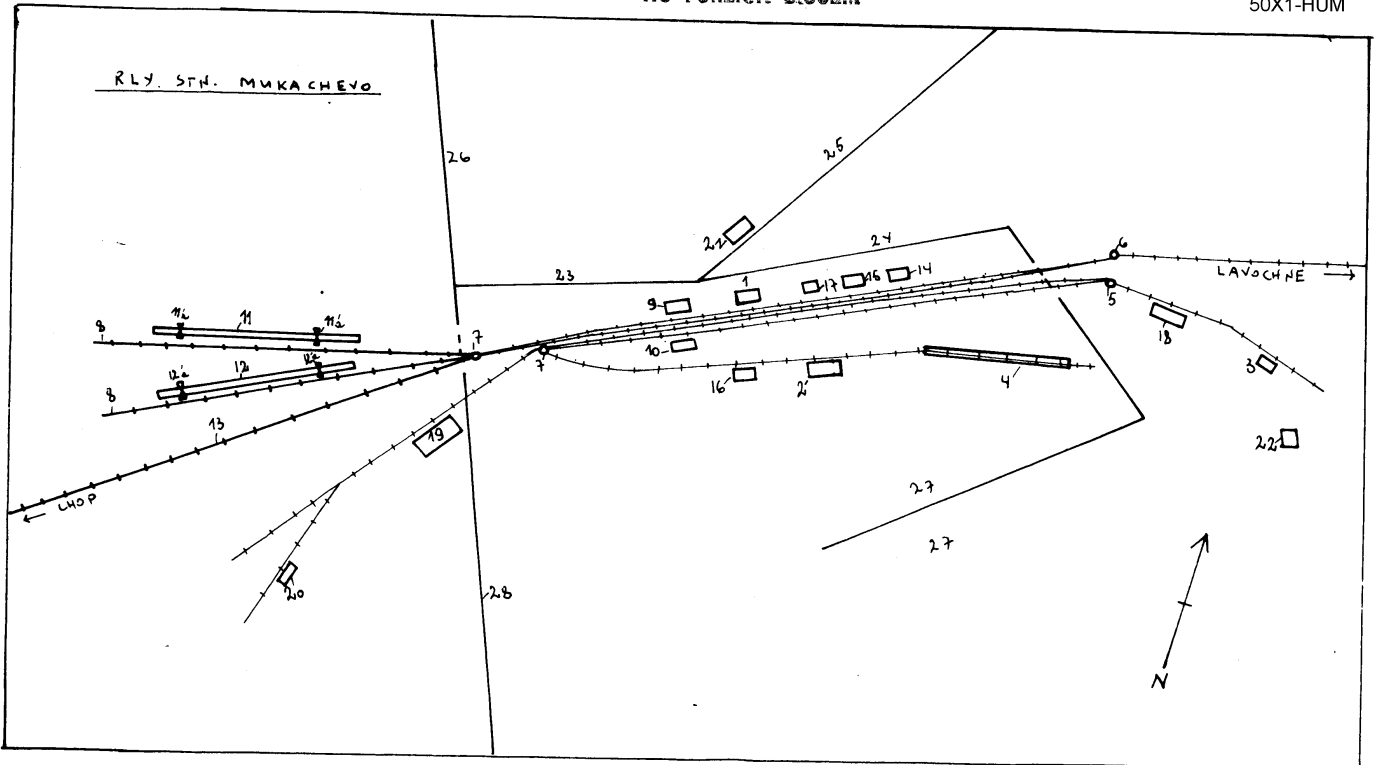
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