

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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[REDACTED] the summary Soviet Bloc transportation report for September 1962 [REDACTED] 50X1-HUM
 Information is given on international traffic relations and transportation in the USSR, Czechoslovakia and Poland. [REDACTED] 7
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Transportation (Summary for September 1962)I. International Traffic Relations

Fifty students of Dresden Trade School for Transportation on "exchange program" at Polish State Railroads.

Apart from permanent representation of Polish Railroads in Moscow, such representations also available in East Berlin and Prague.

Warsaw - Prague RR line to be operated electrically from mid-1964 on.

II. USSR

Traffic performances during first six months of 1962.

Norm for tonnage of trains on individual RR stretches.

Planned construction of Abakan-Sladyanka (Lake Baykal) RR line with branch line to Kyzyl (Tuva Republic).

Train operations on Carpathian stretch of Lwow-Chop line; completion of electrification of total line impending.

RR stretches under construction and scheduled to be operated with alternate current.

III. Czechoslovakia

Workers of Czechoslovakian State Railroads selected for "developing countries".

Trucking of coal shipments because of continuing shortage of rolling stock.

Polish and Rumanian freight cars returned from Czechoslovakia.

A total of 40 gondola cars of German Federal Railroads made available to Czechoslovakian State Railroads daily.

Pedolinec - Orlov-Plavec line to be completed ahead of schedule, by late 1964.

Repair of electric locomotives in arrears because of shortage of technicians.

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Six-axle dump cars for tipping toward either side produced by Tatra car plant in Studenka for USSR.

IV. Poland

Rolling stock continuously in short supply.

Laband-Heydebreck RR stretch opened to electric traffic, beginning 20 July 1962.

Special depressed center flat cars completed for shipping transformers from USSR.

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I. International Traffic Relations

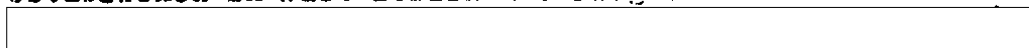
1. Exchange of East German and Polish Students

Within the framework of an "exchange program", fifty students of the Dresden Trade School for Transportation were trained at the operating installations of the Polish State Railroads (PKP) between 16 July and 12 August 1962, in particular on modern train stopping and telecommunication devices and automation.

2. Representations of the PKP and the State Motor Transport (PKS) in Prague and East Berlin

In addition to the permanent representations of the PKP and the PKS established in Moscow in June 1962, such representations have allegedly also been established in East Berlin and Prague.

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3. Electric Operations to Begin on Warsaw - Prague Line in 1964

In accordance with the agreement reached between Czechoslovakia and Poland, work on the Katowice-Olomouc (Olomouc) stretch is to be accelerated to the effect that the total Warsaw - Prague line will be opened to electric traffic in mid-1964.

II. USSR

Railroad Transportation

1. Operational Data

a. Traffic Performances in First Six Months of 1962

(1)	Freight traffic including electric and Diesel traction	808 billion t/km
(2)	Freight volume	490 billion t/km 1,020 billion tons
(3)	Converted to electric operation in 1962	275 kilometers
(4)	Converted to Diesel operation	4,672 kilometers

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(5)	Total electrified RR net	16,023 kilometers (as of 1 July 1962)
(6)	Total dieseled RR net	31,055 kilometers (as of 1 July 1962)
(7)	Electric locomotives supplied (including light locomotives)	299 units
(8)	New lines completed	307.8 kilometers
(9)	Second tracks laid	104.8 kilometers
(10)	Equipped with dispatcher towers	243 kilometers
(11)	Equipped with automatic block installations	111 kilometers

b. Norm for Tonnage of Trains on Individual Lines

The standard weight of a freight train is as follows on the following RR stretches:

(1)	Cherepovets - Volkhovstro (on the Vologda - Leningrad line)	4,000 tons
(2)	Volkhovstro - Murmansk (Murmansk Line)	3,200 tons
(3)	Leningrad - Novosokolniki (Leningrad - Orsha line)	3,000 tons
(4)	Irkutsk - Slyudyanka (Transsiberian Magistrale)	3,000 tons
(5)	Moscow - Smolensk	1,000 tons
(6)	Smolensk - Brest Litovsk	2,000 tons

2. Railroad Net

- a. To relieve the Transsiberian Magistrale, a 1,100 kilometer RR line will be built from Abakan (South Siberian Magistrale) to Slyudyanka (on Lake Baikal). Simultaneously, a branch line will be built from this line southward to Kyzyl, the capital of the Tuva Republic. Kyzyl is the center of rich bituminous coal, iron ore, nonferrous metal and asbestos mines.

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- b. Freight trains running on the electrified Mukachevo - Lavochno (Carpathian Mts) stretch have been hauled by two electric locomotives since the introduction of the summer timetable (27 May). The electrification of the Mukachevo - Chop and the Lwów - Stryl stretches will be completed within the next few weeks. After the conversion of the 300 kilometer Lwów - Chop line it is intended to introduce a standard weight of 5,600 tons for all freight trains from the Donets Basin; heavy rails of type R-65 will therefore be laid on the total line.

3. Electrification

The following RR stretches under construction are to be operated with single-phase alternating current:

- (1) Bryansk - Maloyaroslavets (Bryansk - Moscow line)
- (2) Ryazan - Michurinsk (Moscow - Liski line)
- (3) Rostov - Likhaya-Rososh (Rostov - Voronezh line)
- (4) Kavkatskaya - Mineral'nye Vody (Rostov - Baku line)
- (5) Syzran - Povorino - Kupyansk (Kuibyshev - Penza - Liski - direction to Kharkov)
- (6) Abakan - Tayshet (South Siberian Magistrale)
- (7) Vladivostok - Ussurisk (Eastern end stretch of the Transsiberian Magistrale).

III. Czechoslovakia

Railroads

1. Personnel

At the Czechoslovakian State Railroads (CSD), particularly in the operational services, workers are to be listed at present for future employment in "developing countries". The fact that the RR administrations are very reluctant in this matter, confirms the reported continuous shortage of personnel in their administration areas. The number of railroadmen listed is apparently not very large.

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2. Operational Situation

- a. As a result of the difficulties in making RR cars available, the cities of Pilsen (Plzen) and Klattau (Klatovy) will haul the equivalent of 1,500 cars of coal by motor vehicles of State Motor Transport (CSAD) from the Falkenau (Chróbcino) lignite mines over an average distance of 90 kilometers. This kind of coal haulage will be introduced in all West Bohemia, because the shortage of RR cars has further deteriorated in August. 50X1-HUM
- b. As in the preceding year, the Polish State Railroads and the Rumanian Railroads (CFR) have asked for a speedy return of their freight cars employed in Czechoslovakia, simultaneously increasing the hire charges. 50X1-HUM
- c. As in the preceding year, the German Federal Railroads make available 40 gondola cars daily to Czechoslovakia on request by the ČSD.

3. Track Construction

The standard-gauge line under construction between Podolinec and Orlov-Plavec (DV 9060) will be completed by late 1964, i.e., a year ahead of schedule. 50X1-HUM

4. Rolling Stock

- a. As a result of the shortage of technicians and of replacement parts for the maintenance and repair of electric locomotives, there are considerable arrears in the repair of locomotives.
- b. The Patra car plant in Studenka is producing six-axle dump cars for tipping toward either side. The cars are being built in conformity with Soviet designs. They have a load capacity of 96 tons; their permissible speed is 100 km/h.

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IV. PolandRailroads1. Operations

The increasing difficulties in making freight cars available are characteristic of the season. As in the preceding year, the PKP asked for the quickest possible return of their freight cars employed in Czechoslovakia. There is also a considerable shortage of passenger cars, because repairwork has been in arrears for a long time.

2. Electrification

a. The 32 kilometer Laband-Hoydabreck stretch, having been completed fairly on schedule, was put into regular operation on 20 July 1962. Thus, a second electrified connection has been established between Gleiwitz (Gliwice) and Oppeln (Opole). Present traffic with electric locomotives is limited to freight trains, while passenger traffic with electric locomotives is to begin with the introduction of the winter timetable (October 1962).

b. The 79 kilometer Kutno - Konin and the 55 kilometer Podlece - Tarnow stretches, scheduled to be completed in 1962, are expected to be put into operation in the late fall. [REDACTED]

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3. Rolling Stock

The construction of two-unit special depressed center flat cars of type 606-Z, designed in Posen (Poznań) in the spring of 1962, was completed at the KONSTAL Steel Constructions Factory in Chorzow, in August 1962. The four four-axle swivel trucks of the car were supplied by ZNTK in Oppeln. The car has an empty weight of 93 tons and allows for a speed of 80 km/h. It is changeable to broad-gauge axles and is to transport transformers of up to 230 tons from the USSR to Tuerchau (Turoszow). [REDACTED]

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