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summary report for March 1964 on transportation in East Germany, the USSR, Poland, and Czechoslovakia.

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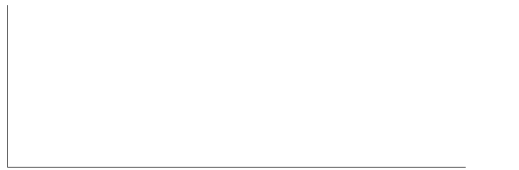
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Transportation Summary for March 1964

I. International Transport Relations

Resumption of railroad ferry traffic on Danube River near Calafat/Vidin, in late March 1964.

Technical difficulties in the establishment of a common freight car pool (OPV).

Clearing system for OPV freight cars employed outside Soviet Bloc.

Extension of USSR broad gauge into Poland.

Testing of new VR IV/1 type of automatic gauge-changing wheel set.

Stage of development and presumable costs of future European automatic central buffer coupling.

No Soviet SA-3 automatic coupling in future new diesel railcar trains.

Soviet Bloc aid in planning and constructing transport routes.

Planning and operation of new air lines.

Planning and operation of new road transport routes.

Planning and operation of new sea routes and ferry connections.

New Moscow-Copenhagen thru passenger car connection effective 31 May 1964 (beginning of 1964/65 timetable).

New agreement on border crossing traffic from and to satellite countries.

Putting into service of Ceska Kubice interchange station opposite Furth in Wald.

New transit agreement of Soviet Bloc countries.

Import and export of means of transport.

Construction under license and copying of means of transport and replacement parts.

Measures for development of tourism in Soviet Bloc countries.

Travel advertising agencies in Soviet Bloc countries, West Berlin, West Germany, Austria and Holland.

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Cooperation of Soviet Bloc countries in international transport bodies.

II. Soviet Zone of Occupation of Germany

Development in revenues and number of passengers of Berlin S-Bahn.

Deterioration of state of maintenance of West Berlin Reichsbahn lines because of insufficient DM-West revenues.

Traffic census on East Berlin S-Bahn and subway net.

Improvement of West Berlin Tegel and Tempelhof airports.

Agreements between German Federal Railroads and Reichsbahn on Easter and Whitsun holiday relief trains between West Berlin and West Germany.

Presumably heavy special traffic from East Germany to East Berlin on occasion of so-called "Deutschlandtreffen der Jugend" (German Youth Meeting) on 15 and 16 May 1964.

Since February 1964: Helmut Scholz, Undersecretary and First Deputy Transport Minister; Heino Weiprecht, Deputy Transport Minister for Economic Sector; Otto Arndt, Deputy Transport Minister for Operational Main Administrations.

Conversion of MITROPA Repair Shops Gotha into Reichsbahn Repair Shop.
Downgrading of Bad Schandau Railroad Maintenance Shop to "Lokomotiv-Einsatzstelle" (operating pool of locomotives).

Continuous poor Reichsbahn operational situation.

No above-average military demands on Reichsbahn.

In February 1964, continuation of grain and oil imports via Rostock Port into Soviet Zone and of grain transit shipments from Rostock to Czechoslovakia.

Planned construction of electric thru train and of thru train highway between planned "Chemiearbeiter-Stadt Halle=West" and chemical plants BUNA and LEUNA (south of Halle).

Construction of Saale bridge for Halle - Merseburg local railway line.

Putting into operation of new LEUNA II crude oil unloading station.

Partial rerouting of Line 180-d (Merseburg - Querfurt).

Roadbed re-building between Weissenfels and Naumburg as preparatory measure for electrification of Weissenfels - Erfurt (Neudietendorf stretch of Line 180).

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Electric train traction on Leipzig - Grosskorbetha stretch of Line 180, since 5 January 1964.

Further electrification of "Sächsische Dreieck" (Saxonian Triangle) (Leipzig - Zwickau - Dresden - Leipzig) and partial double-tracking.

Further electrification of Reichsbahn network with 16 2/3 k.c. - 15 kV single-phase a.c.

General repair of Klebitz - Bülzig stretch of Line 180 (Jüterbog - Lutherstadt Wittenberg).

No significant impairment of military traffic by poor state of repair of Reichsbahn lines.

1963 diesel locomotive production of VEB Lokbau Karl Marx, Potsdam=Babelsberg.

Transfer of production of V-60 diesel locomotive to VEB LEW Hans Beimler, Hennigsdorf.

Display of a new hydraulic fast railcar (SVT) of VEB Waggonbau Görlitz.

New four-axle light railcar of VEB Waggonbau Bautzen for Reichsbahn.

New long-distance sleeperette car of VEB Waggonbau Görlitz and Ammendorf for USSR.

By February 1964, reconstruction of 1,000 "Ombu" gondola cars by Reichsbahn Repair Shop Dresden.

New-diesel-electric revolving crane of VEB Schwermaschinenbau Kirow, Leipzig.

Road construction completed and/or under way on Highways 6, 80, 87, 88, and 173, and on roads in part related to military installations.

New passenger ferry boat for Saale-Schiffahrt (Halle Saale-Shipping) under construction.

For the first time, weekend trips of White Fleet, Wolgast, planned to Stettin (Szczecin) and Swinemünde (Swinoujście) in summer 1964.

In February 1964, temporary closing of locks at Fürstenberg/Havel River and Hohensaaten/Oder River because of repairs.

Regulation work under way on lower Tollense River.

Transfer of Main Administration of Civilian Aviation of Transport Ministry from Berlin W 8 to Central Airport Berlin=Schönefeld, in late March 1964.

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III. Czechoslovakia

Fulfillment of railroad transport plan in February 1964.

Beginning of preparations for construction of broad-gauge line from Soviet/Czech border to East Slovak Iron Works (VSZ) ahead of schedule.

Completion of electric Kosice - VSZ rapid transit line in August 1964.

Regular traffic on double-track Ostrava - Kuncice - Cesky Tesin line.

Completion of electrification of Zilina - Novy Bohumin line.

Improvement of Cheb - Pomezí n.O. highway.

Two hydrofoil vessels of type Raketa in passenger service between Bratislava and Vienna and/or Budapest.

IV. Poland

Freight and passenger transport by public means of transportation from 1960 to 1963.

Scheduled date for opening of Rzeszow - Kolbuszow line 15 May 1964; correction of statement on discontinuation of this line reported in Transportation Summary for February 1964.

Resumption of Warsaw - Krakow (Ballice Airport) air connection on 29 February 1964.

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I. International Transport RelationsA. Interweaving of Soviet Bloc Transportation1. Danube River

Between Calafat (Rumania) and Vidin (Bulgaria) railroad ferry traffic across the Danube River, discontinued since mid-December 1963 because of adverse weather conditions, was re-opened in late March 1964. The technical qualities of the ferry allow for the conveyance of railroad cars of up to three axles and up to 17 tons axle pressure only.

2. Common Freight Car Pool (Obshchij Park Vagonov) (OPV)

The selection of railroad cars to be incorporated in the common freight car pool has proved very difficult. The railroad administrations of Bulgaria, Rumania, Hungary, Czechoslovakia and the Soviet Zone of Occupation of Germany are not in the position to meet the stipulations of the agreement with respect to the technical requirements of the freight cars. Old cars not meeting the requirements are, therefore, to be made available to the common freight car pool until 1970.

OPV freight cars may also be employed outside the territory of the member railroads, in which case they are subject to the RIV (Regolamento Internazionale Veicoli) (International Freight Car Agreement) regulations. Bulgaria, Poland, Rumania, Hungary, Czechoslovakia and the Soviet Zone are members of the RIV, the USSR is not. Membership dues to the RIV are to be paid in Swiss francs.

Clearing currency within the OPV is the ruble. The clearing system for OPV cars, employed on Western RIV territory is as follows:

Example: Bulgaria assigns a Polish-owned OPV car to France, where it is employed and subject to rent to be paid by France to Poland in Swiss francs. Poland reimburses the equivalent in rubles to the OPV Central Office in Prague for later settlement within the OPV.

3. Extension of USSR Broad-Gauge Net

In addition to the Voyani-Haniska broad-gauge line planned to be extended into Czech territory by 1966, plans allegedly provide for the extension of Soviet broad-gauge from near the Brest-Litovsk border station to about

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Lukow/Siedlce. As in the Kosice case, these plans may be connected with the establishment of industries which are to be completely dependent on Soviet raw materials deliveries. Transloading in the transloading area would thus be eliminated and delivering accelerated. However, there is also the possibility that the extension is to relieve the bottleneck at Brest-Litovsk, since the hoped-for simplification of the changing-over in the transloading area by means of gauge-changing wheel sets still seems to be a good way off. Broad-gauge extension into Polish territory is expected to have considerable effects on military transportation.

4. Automatic Gauge-Changing Wheel Set

Gauge-changing wheel sets of Type DR III with fixed couplings, tested in large-scale runs with seven crude oil and ore trains between the USSR and the Soviet Zone since 1963, have proved too heavy (about one ton additional dead weight per axle) and too expensive. The operational set has therefore not been put into series production as yet. A joint Soviet/East German designer team for the development of gauge-changing wheel sets and central buffer coupling is trying to eliminate these defects and is at present testing a further developed VR IV/1 model with revolving couplings.

5. Soviet SA-3 Automatic Coupling

This coupling will no longer be installed in Soviet diesel railcar trains. This measure is possibly connected with the future UIC (Union Internationale de Chemins de Fer) central buffer coupling whose design (automatic coupling of the cars, including brake pipes and signaling circuits) will considerably excel those of the Soviet SA-3 coupling.

6. Automatic Central Buffer Coupling for UIC Range

- a. The development of a uniform European central buffer coupling is making steady progress. Apart from one or two not yet available OSSHD (Organisazija Sotrudnichestva Zhelesnykh Dorog) (Organization for the Cooperation of Soviet Bloc Railroads) prototypes, the following designs have been offered:
- "Unicupler" (team of firms headed by Knorr-Bremse GmbH., Munich, West Germany;
 - "Willison-Associated" (USA);
 - "Boirault-Sambre et Meuse" (France).

Each of the three types can be directly coupled with the Soviet SA-3 type.

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- b. Operational models are being tested at:
- Porta near Minden, Westfalia, German Federal Railroads;
 - Villeneuve-Saint-Georges near Paris, French State Railroads.
- c. The conversion from hand-operated screw coupling to automatic tension-compression coupling is expected to begin in 1966 at the earliest.
- d. The conversion will take at least eight years.
- e. During the conversion period, side couplings will remain with the cars; also, a special adapter is to be provided in order to enable the central buffer couplings to be connected with the conventional screw couplings.
- f. According to a UIC resolution, as from 1 January 1965, new freight cars are to be equipped with underframes suitable for later equipment with automatic couplings.
- g. Costs for the introduction of the automatic coupling are estimated, at the early 1964 cost level, at approximately 8 billion Deutsche Marks (DMs) for approximately 1.2 million cars of the West European and approximately 518,000 cars of the East European railroad administrations. Of the 8 billion DMs, approximately 5 billions will be borne by the West European, approximately 2.2 billions by the East European railroad administrations, and approximately 650 million DMs by West European private railroad car owners.

The financial requirements of the East European railroads for the introduction of the central buffer coupling within eight years are estimated as follows:

Soviet Zone	for 100,000 cars	appr.	436.6 million DMs	..
Poland	" 100,000	" "	436.6 million DMs	
Czechoslovakia	" 125,000	" "	538.3 million DMs	
Hungary	" 22,000	" "	92.3 million DMs	
Rumania	" 80,000	" "	345.0 million DMs	
Bulgaria	" 16,000	" "	69.0 million DMs	
Yugoslavia	" 75,000	" "	314.1 million DMs	

(Comparison: German Federal Republic approximately 1,860.8 million DMs for 350,000 vehicles).

These high costs will result in a considerable cut of expenditures by other branches of the railroad sector up to about 1970.

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B. Soviet Bloc Transport Relations With Abroad**1. Aid in Planning and Constructing Transport Routes**

Industrial states' aid to underdeveloped countries usually begins with the establishment of new, or the improvement of existing, transport routes. Soviet Bloc countries exploit these possibilities in particular and have engaged in the following projects:

- Building of the Kabul - Torkham (Afghanistan) highway stretch is being supervised by 10 Czech experts, who will be entrusted with other Afghan road building projects after completion of above highway stretch.
- In late February 1964, the Syrian Government approved the plan of Soviet experts to construct the Kamyshly - Aleppo - Oront River railroad line.
- On 10 March 1964, the 520 kilometer Baghdad - Basra Harbor (Iraq) railroad line (European 1,435 millimeter standard gauge) was put into operation. The USSR had sent engineers to assist in the project and had made available 18.5 million dinars equivalent to about 50 million dollars of the total construction costs of about 40 million dinars.
- On 14 March 1964, an agreement was signed by the UAR/ Egypt and the USSR on plans for the construction of a hydro-electric power station at the Aswan High Dam.

Apart from satisfying genuine transport requirements of the countries concerned, the assisting countries benefit considerably by improving sales opportunities for their manufactured goods, by developing information and control activities, and by gaining general influence.

2. Common Transport Routes

As a result of the rising passenger and freight traffic, the following transport routes have been planned and/or established:

a. Air Transport

- In mid-January 1964: Agreement between Czechoslovakia and Cambodia on establishment of a new air line.
- 21 February 1964: First flight on Moscow - Belgrade-Algiers line served both ways once a week.

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- 29 February 1964: Agreement between USSR and Cyprus on opening of Moscow - Nicosia - Damascus air line. First intermediate landing in Nicosia in the first half of March 1964.
- Late February 1964: Agreement between USSR and Ceylon on new Moscow - Colombo air line; 8,000 kilometer distance between the two capitals covered within 14 hours. (See also shipping traffic, sub-paragraph c).
- Late March 1964: Agreement between Czechoslovakia and Algeria on opening of direct Prague - Algiers air line.
- Early March 1964: Conference on opening of air service between Communist China and Pakistan.
- Early March 1964: Conferences held by France, Japan, Communist China and Cambodia on possible establishment of regular Paris - Tokyo - Peiping - Shanghai - Pnom Penh air service.
- Mid-March 1964: Soviet - Tunisian air transport agreement on division of tasks in 14-day rotation service of Moscow - Tunis air line.
- Beginning with 1964 summer timetable: Opening of new Pakistan-British air line from Karachi to London via Moscow - Frankfurt/Main.

b. Road Transport

- Mid-January 1964: Negotiations between Communist China and Algeria on Chinese aid to Algeria in the construction of a motorroad from Algiers to the Niger River Bend and Gao via the Sahara desert.
- Interstate negotiations between Hungary and Austria on road transport problems.
- Early March 1964: Negotiations between Communist China and Pakistan on resumption of commercial traffic on the old Hunza - Karakorum Range - Singkiang caravan road.
- 21 March 1964: Establishment of a Poznan (Posen), Poland, - Oostende, Belgium, thru bus connection.

c. Shipping and Ferry Traffic

- March 1964: Establishment of a regular shipping line between Soviet Black Sea ports and Ceylon. (See air transport, subparagraph a.).

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- 2 April 1964: Opening of Ystad (Denmark) - Roenne (Sweden) - Swinemünde (Swinoujscie) ferry line with new Jens Kofoed ferry boat (See Tpt. Summary for September 1963).

d. Railroad Transport

- In addition to the thru passenger cars running from Moscow to Paris, Oostende and Hoek van Holland, a first and second class thru sleeping car will be put into service between Moscow and Copenhagen effective 31 May 1964 (beginning of 1964/65 timetable). The car will run from Moscow to Copenhagen on Mondays, Wednesdays and Fridays, and from Copenhagen to Moscow on Wednesdays, Fridays and Sundays.

3. Border Crossing Traffic

Due to passport, foreign currency, customs, police and other administrative controls at Soviet Bloc border crossing points all means of transport are frequently delayed for hours in passenger traffic and, occasionally for days in freight traffic. However, measures to facilitate border crossing have been noticed recently. They include:

- a. Effective 2 March 1964, Czech/Austrian agreement on rail border crossing. The agreement deals with:
 - (1) Border crossing of railroad and post office employees while on duty.
 - (2) Interchange of locomotives and personnel and border-crossing trains.
 - (3) Liability in the case of accidents in border crossing traffic.
 - (4) Financial clearing in border crossing traffic.
 - (5) Utilization of installations of neighbor railroads.
- b. 4 March 1964: Bulgarian/Yugoslav agreement on putting into operation a common border station at Dimitrovgrad on 31 May 1964 (change of timetable).
- c. Early March 1964: Agreement by Czech and Bavarian authorities to construct a new border bridge across the Warne Pastritz River in the Furth im Wald/Schafberg - Vollmau border area. This bridge is a prerequisite for the establishment of a planned new road border crossing point between Czechoslovakia and West Germany.

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- d. Early March 1964: Czech officials expressed the desire of the Czech Government to open a new road border crossing point near Eger - Waldsassen (See also Paragraph III, 2).
- e. 31 May 1964: Putting into operation of Ceska Kubice, Czech interchange station opposite Furth in Wald, West Germany. German locomotives of transit trains running between Nürnberg and Plzen via Schwandorf have so far been exchanged for Czech locomotives at Furth in Wald. In the future, locomotives and train personnel (locomotive engineer, stoker, train conductor) will remain with the train as far as, and/or from, Ceska Kubice. Also, car technicians of the German Federal Railroads will be stationed at Ceska Kubice.
As from 1 June 1964, interchanging of personnel of about five pairs of freight trains per day will take place at Ceska Kubice. (See Tpt. Summary for April 1963).

4. Transit Agreement

The principal purpose of such agreements, in peacetime, is to induce other countries to ship freight destined for third countries through one's own country. The objective pursued by such agreements is to collect coveted foreign exchange in return for the services rendered in this connection. Offers to reduce tariffs and other duties are used as an incentive for prospective partners to such an agreement. In the event of war, transit agreements provide the legal basis for the use of transport routes outside one's own territory. We might cite the example of the trans-Iranian railroad, connecting the Persian Gulf and the Caspian Sea, which became one of the Soviet Union's most essential supply links during World War II, based upon the Irano-Soviet transit agreement of 1940.

Considerable activity is currently displayed by Soviet Bloc countries also in this field of transport.

- Late 1963: Agreement on provisions to implement the Irano-Soviet Transit Agreement of 1962. These provisions regulate the shipment of Soviet goods to African and Asian countries through Iran and the shipment of Iranian goods to Western Europe through the Soviet Union.
- Belgrade, mid-February 1964: Negotiations between the USSR, Czechoslovakia, Hungary and Yugoslavia concerning Czech and Hungarian railroad transit traffic via Yugoslav ports. It was resolved to make available 800-1,000 freight cars from COMECON countries to the Yugoslav railroads for handling this traffic.

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- Belgrade, 22 February 1964: Signing of a protocol concerning Yugoslav - Soviet railroad transit traffic via Hungary.
- Rome, mid-March 1964: Signing of a protocol concerning Czech - Italian transit traffic via the port of Trieste.

5. Export and Import of Means of Transport; Construction Under License and Copying of Means of Transport and Replacement Parts

These activities largely condition the international transport relations. Exports and imports can keep recipient countries in a state of dependency over a prolonged period and, on the other hand, put the suppliers in a position to gain influence on the total transport sector.

Soviet Bloc countries are still forced to content themselves with modest exports of means of transport due to the fact that their domestic requirements are mostly unsatisfied and that the quality of their products is below the average quality of Western production.

However, within a predictable time, the eagerly planned standardization, specialization, and division of tasks in the construction of means of transport will enable the Soviet Bloc to become a keen competitor in underdeveloped countries.

The following has been learned of exports and imports, licensed construction copying of replacement parts:

a. Exports

- January 1964: Soviet Zone of Occupation of Germany negotiates with Greece the sale of 200 refrigerator cars (2.11 million dollars) to the Greek State Railroads.
- February 1964: Hungary delivers 150 buses to Cuba.
- February 1964: Hungary agrees to deliver 50 x 450 ton river barges, valued at 1.5 million Egyptian pounds, to the UAR/Egypt.
- Nairobi, March 1964: Czechoslovakia agrees to/delivery of means of transport to Kenya.

b. Imports

1963: Bulgaria received about 15 main line diesel locomotives from Austria.

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c. Construction under License

1964: Diesel-electric locomotives for heavy freight train service are being built in Rumania under license contract by the firm of Sulzer (Switzerland).

d. Copying of Replacement Parts

March 1964: The Soviet Zone of Occupation of Germany to start production of replacement parts for US vehicles in Cuba.

6. Tourism

In view of the considerable economic benefits the traditional tourist countries are deriving from modern tourism, the Soviet Bloc countries have in recent years been exerting great efforts to attract tourists by:

- Easing the issue of visa,
- Establishing new border crossing points,
- Constructing and repairing transport routes,
- Constructing and renovating hotels, camping sites, and all sorts of installations in resort places and other locations visited by tourists,
- Advertising campaigns in foreign countries, on fairs and exhibitions.

Most advertising is done for Czech resort places, Danube River boat trips, resort places on the Black Sea coast, and the large Soviet cities.

Advertising and travel agencies for Soviet Bloc tours include:

- a. In West Berlin: Travel Agency Helios, 73 Uhlandstrasse, Berlin-Wilmersdorf.
- b. In West Germany: Deutsches Reisebüro (DER), Eschersheimer Landstrasse 25-27, Frankfurt/Main;
Haas Travel Service, 60 Adalbertstrasse, Frankfurt/Main;
Hapag-Lloyd Travel Agency, 25 Ballindamm, Hamburg 1;
Osttourist Travel Agency, 111 Schildergasse, Cologne/Rhine;
Fröhlich Travel Agency, Ernst August Platz, Hannover;
Lindex Travel Agency, 5 Rauchstrasse, Munich;
Touropa, 18 Prinzregentenstrasse, Munich 3;
Scheffler Travel Service, Garmisch, Hotel Madl.

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- c. In Austria: Capri Travel Agency, 10 Graben, Vienna I;
Austrian State Travel Office, 7 Friedrichstrasse,
Vienna I;
Cosmos Travel Agency, 15 Kärtner Ring,
Vienna I;
Renner Travel Agency, 5-7 Währingerstrasse,
Vienna IX;
Ruefa Travel Agency, 18 Teinfaltstrasse-Löwel-
strasse, Vienna I;
- d. In Holland: De Vries and Company, 6 Dam, Amsterdam C;
Vernu-Vakantiereizen, 16 Honthorststraat,
Amsterdam Z,
Lissone-Lindemann N.V., 50 Pletterijkade,
The Hague;
Wm. H. Müller and Company, 33 Plaats, The
Hague.

Travelling to and in the Soviet Bloc countries differs widely from tourism in the West, in that

- Individual tours of Western citizen are not permitted in the Soviet Bloc countries. Just as an organized tour, the trip of an individual Western citizen is to be planned and laid down in all details with a private or a state-run travel agency of the Soviet Bloc country to be visited.
- Visa applications are to contain the following items: surname; residence; place of birth; date of birth; marital status; nationality; former nationality; profession; address of working place; passport number; six photographs.
- Tourists are not permitted to photograph military objects, including all transport installations.
- Tourists from West Germany do not enjoy consular protection.
- Arbitrary arrests are still frequent.

Foremost benefits gained by the Soviet Bloc countries through the development of tourism are the collection of coveted foreign exchange for services rendered in this connection, and the establishment of contacts.

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7. Membership in International Transport Organizations

Soviet Bloc countries are particularly interested in having their say in international bodies dealing with transport problems. Within the European railroad organizations, the Soviet Union cannot directly play the leading role that it naturally occupies within the Soviet Bloc. Owing to the isolation resulting from its broad-gauge railroad system, it is not a member of the leading European railroad organization, the UIC. As regards that organization, the Soviets must rely on their European satellites, which are represented on the UIC (1922), as well as the OSSHD (1952), for the protection of their interests.

The problems under consideration in joint expert committee of the UIC/OSSHD involve among other things:

- a. The common European central buffer coupling;
- b. The electropneumatic brake;
- c. The uniform designation of freight cars as a condition precedent to electronic data processing.

As regards the central buffer coupling system, the Soviet Union has succeeded in carrying through its demand for the most important technical requirement of the new European central buffer coupling, i.e., its being suited for coupling with the Soviet SA-3 model. As a result, the future UIC coupling will have to be produced at a higher cost and its introduction will be delayed.

This is another example of the principles guiding Soviet cooperation in international bodies, namely,

- a. Protection of Soviet interests;
- b. Bringing Soviet interests to bear on other countries.

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II. Soviet Zone of Occupation of Germany1. Berlin Traffic Situation and Interzonal Traffica. Berlin Traffic Situation

- (1) The revenues of the Berlin S-Bahn amounted to:

	1962	1963	
Greater Berlin	47.7 million	48.7 million	DM (East+ West)
West Berlin	7.6 million	7.5 million	DM (West)

The number of passengers transported by the S-Bahn in greater Berlin amounted to:

1960	1961	1962
417 million passengers	334 million passengers	215 million passengers.

The decline of the transport figure reflects the boycott of the West Berliners of the S-Bahn. Even though the number of passengers transported in West Berlin is now gradually increasing, partly due to the fact that the other means of public transportation in West Berlin operated by the Berlin Transportation Company (BVB(West)) increased their fares, the revenues in DM West do not by far cover the costs of maintenance of S-Bahn installations in West Berlin. Since 13 August 1961, the maintenance of S-Bahn installations has no longer been carried out by East German permanent way districts but by West Berlin firms. Due to the insufficient DM West revenues the state of maintenance of S-Bahn lines is continuously deteriorating.

- (2) On 21 April 1964, a traffic census will take place on the East Berlin S-Bahn and subway net.
- (3) For relief of West Berlin Tempelhof Central Airport, Tegel Airport is to be improved in three phases as follows:
- Extension of the present two runways from 1,680 meters to about 2,380 meters, as well as improvement of air traffic handling facilities at the northern edge of the airfield.

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These projects are already under way. By May 1964, a transitional phase is to be reached allowing the increase of flights by AIR FRANCE beginning 1 April 1964 and the opening of a jet direct connection New York - Berlin by PAN AMERICAN AIRWAYS, three times a week.

- By 1968 at the latest, the southern runway is to be extended from the present about 2,380 meters to about 2,500 meters and air traffic handling facilities are to be set up at the southern edge of the airfield.
- By 1973 at the latest, construction of an additional northern runway.

The main runway of Berlin-Tempelhof Airport has been extended by additional 400 meters.

The further extension of the West Berlin airports is mainly attributed to the permanently increasing air traffic. This extension also counters the statements which are repeated from time to time by the Soviet Zone on the technical and transport deficiencies of the two airports, designed to underline the claim of handling all Berlin air traffic at Berlin-Schönefeld Central Airport, located at the periphery of East Berlin.

b. Interzonal Traffic Between West Berlin and the Federal Republic of Germany

The German Federal Railroads and the East German Reichsbahn reached an agreement according to which 24 relief trains were to run from 26 to 31 March 1964 (easter traffic).

via Büchen/Schwanheide	6
via Helmstedt/Marienborn	14
via Bebra/Gerstungen	2
via Ludwigstadt/Probstzella	2

The Reichsbahn operated these trains in addition to its own 300 relief trains for the Easter traffic.

Operation of such relief trains, also from West Berlin to the Federal Republic of Germany, is scheduled for traffic at Whitsun. The operation of these relief trains will cause the Reichsbahn considerable difficulties, since on

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15 and 16 May 1964, the Reichsbahn will have to handle heavy special traffic from East Germany to East Berlin, in order to convey the approximately 300,000 participants of the German Youth Meeting (Deutschlandtreffen der Jugend) to East Berlin.

- (2) The automobile transport trains planned by the Reichsbahn for traffic between Berlin and the Federal Republic of Germany are to consist only of flat cars, thus forcing the auto owners to travel by regular interzonal trains. West Berlin is, however, interested in automobile trains comparable to those of the Federal Railways consisting of sleeping cars, couchette cars and automotive transport cars of special types.

2. Railroad Transportation

a. Personnel and Organization

- (1) (a) Helmut Scholz, a deputy of the Transport Minister, was made Undersecretary and First Deputy Transport Minister in February 1964, for "improvement of performance according to the production principle."
 - (b) Undersecretary Heino Weiprecht was made Deputy Transport Minister for the Economic Sector.
 - (c) On 14 February 1964, the hitherto President of the Reichsbahn Division Berlin, Otto Arndt (born 1920), was made Deputy Transport Minister for the Operational Main Sector (operational and traffic service, machine and railroad car supply, Reichsbahn repair shops).
- (2) (a) MITROPA Repair Shops Gotha were taken over by Main Administration for Repairs and are now designated RAW Gotha (Reichsbahnausbesserungswerk - Reichsbahn Repair Shop).
 - (b) Bad Schandau Railroad Maintenance Shop is no longer an independent office but became Lokomotiveinsatzstelle (operating pool of locomotives) and is now subordinate to Pirna Railroad Maintenance Shop.

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b. Operations and Traffic

- (1) The operational situation of the Reichsbahn did not improve in March 1964 partly because of recurrent winter weather conditions. The arrears in freight transportation, especially in the Berlin district, continued.
- (2) In spite of continuation of training activity, no above-average military demands on the Reichsbahn were observed.
- (3) Border crossing traffic trains observed in February 1964 included trains loaded with grain and crude oil imports from Rostock Overseas Harbor to East Germany as well as transit trains loaded with grain from Rostock to Czechoslovakia.

c. Railroad Construction

- (1) (a) For 1965, the beginning of construction work of a "Chemical Workers town in Halle=West" with a railroad station and an additional stop has been planned. Between these two stops and the chemical plants Buna near Schkopau (QB 0798) and Leuna the construction of an electric thru train and a thru highway has been scheduled. The new electric thru train is to connect Line 180-f Halle=West (former Nietleben) - Hettstedt and Line 201 Halle (Saale) - Sangerhausen and then is to run directly to the Buna works via Holleben (Saale) (QC 0102). From there the new line is to run via Merseburg to the Leuna works on the already existing tracks.
The planned route of the new thru way is to run parallel to the new railroad line to the greatest extent possible.
- (b) With the construction of a Saale bridge and a Saale flood bridge (Flutbrücke) north of Schkopau (QB 0799), the third construction phase of the double-track line Schkopau - Merseburg of the Halle - Merseburg local railway line is to be completed in 1965 according to schedule.
This local railway line is to transport passengers only; its tracks run in large stretches on F-91 highway and only partly on a special road bed beside the highway.
- (c) In early February 1964, the new LEUNA II crude oil unloading station was put into operation. All crude oil to be processed by the LEUNA Works is to be unloaded here. LEUNA Works II, located south of the existing

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LEUNA Works - also along Line 180 (Halle Weisenfeld - is to start production soon.

- (d) Due to the opening of new bituminous coal mines, Line 180 d (Mersburg - Erfurt near Mücheln) will be rerouted for eight kilometers. In the course of this rerouting, the briquette factory of the bituminous coal mine and the present Mücheln railroad station will be dismantled and a 200-meter long railroad viaduct over the center of Mücheln will be constructed by 1965. In Krumpa (east of Mücheln) a new railroad station is under construction; two new railroad bridges have already been completed.
- (2) (a) For the preparation of the electrification of the Weissenfels - Erfurt stretch of Line 180 work on the roadbed between Weissenfels and Naumburg (Saale) will become necessary during the summer timetable beginning 31 May 1964. For this reason only single track operations will be possible for some time, and a number of passenger trains will be replaced by bus service. This electrification project is to be extended to the Erfurt-Neudietendorf stretch of Line 192 and completed by 1970.
- (b) On the Leipzig-Grosskorbetha stretch of Line 180, electric operations started on 05 January 1964, almost according to schedule.
- (c) The further electrification of the "Saxonian Triangle" is now to be continued in the following three phases:
- | | |
|---------|--|
| 1964/65 | Zwickau - Karl-Marx-Stadt (Chemnitz) -Freiberg
(Saxony) |
| 1966 | Freiberg (Saxony) - Dresden main station=Friedrichstadt |
| 1969 | Dresden - Leipzig and Dresden Schöna (East German/Czech border). |

The reconstruction of the roadbed on the Tharandt-Dresden main station stretch of Line 168 has been under way since 06 January 1964 as a preparation for the electrification. In addition, the roadbed of the Dresden-Friedrichstadt - Radebeul=Naundorf - Coswig (Dresden district) line is to be repaired. The widening of the cross section of the tunnel near Edle Krone (VS 0045) at the Dresden - Freiberg stretch is causing special difficulties.

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The following stretches are scheduled to be double-tracked within the framework of the planned electrification:

Dresden=Friedrichstadt - Radebeul=Naundorf - Coswig (Line 159 f)

Radebeul East-West Coswig (Line 159 k)

Coswig-Moissen=Triebischtal (Line 159 k)

- (d) In early 1964, the Reichsbahn decided to continue the electrification of its stretches with 16 $\frac{2}{3}$ k.c. - 15 kV single-phase a.c. since the railroads of the bordering Soviet Bloc countries did not follow the OSShD (Organization for the Cooperation of Railroads) recommendations to electrify the lines crossing the border with 50 k.c. - 25 kV a.c. According to the present plans, the Reichsbahn wants to electrify 4,500 kilometers out of the 14,900 kilometers of standard gauge lines. Since the Reichsbahn power plant Muldenstein (on Line 180) will soon no longer be in a position to cover the increasing electric power demand, the Reichsbahn must plan the construction of transformers, which are to transform the 50 k.c. three-phase current of the district net (Landesnetz) into 16 $\frac{2}{3}$ k.c. a.c.
- (3) (a) On 12 March 1964, temporary single-track operations were started on the Jüterbog - Lutherstadt Wittenberg stretch of Line 180 between Klebitz and Bülzig because of general repair. Until 13 May 1964, some of the Berlin - Leipzig express trains will therefore be dropped and a number of passenger trains between Jüterbog and Lutherstadt-Wittenberg will be replaced by buses.
- (b) According to a statement of the East German Ministry for Transport an increase of the Reichsbahn passenger train speeds cannot be achieved since the roadbed of the entire line net does not permit high speeds.

Roadbed improvements carried out so far, mainly served to maintain the present state of repair. Funds have now been allotted for the renewal of lines in order to increase the travel speed. The funds include foreign currencies for the purchase of modern track laying machines from Western countries.

The operation of military transports with freight train speeds and maximum gross weights has so far not been impaired by the present poor state of repair of the lines.

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This is proved by the oil trains, each with a gross weight of up to 3,000 tons as well as by the "heavy tonnage movement" in freight train traffic with loads ranging from 1,200 to 2,000 tons.

d. Rolling Stock

- (1) In 1963, VEB Lokbau Karl-Marx (= "LKM") in Potsdam-Babelsberg, produced the following diesel locomotives for the Reichsbahn:

15 of type V 180 B'B' (four axles)
 1 of type V 180 C'C' (six axles, prototype)
 1 of type V 100 (prototype)
 80 of type V 60
 110 of type V 18
 50 of type V 10 B
 15 of type V 10 C

Types V 60, V 100, and V 180 (B'B' and C'C') are equipped with the same engines, while types V 100 and V 180 (B'B' and C'C') have the same kind of hydraulic transmission.

During the first quarter of 1964, 28 diesel locomotives of type V 60 were to be completed in Babelsberg. Since VEB Lokbau Karl Marx is then to take over the production of main line locomotives of types V 180 and V 100, VEB Lokbau Elektrotechnische Werke (= "LEW") Hans Beimler, Hennigsdorf will produce the diesel locomotives of type V 60, beginning 1 April 1964.

- (2) On 4 March 1964, a new hydraulic operated diesel express railcar train was put on a trial run between the Leipzig Fair grounds and Altenburg. The train consists of two control cars, two cars seating 182 passengers, and one dining car accomodating 23 passengers. The 12-cylinder diesel engines of the control cars, each with a performance of 900 HP, reach a maximum speed of 160 km/h. This railcar train is to be put into service on 31 May 1964 in the Scandinavian traffic, to which the Reichsbahn in competition with the Vogelfluglinie (bird air line) Puttgarden - Rödby, continually pays special attention.
- (3) VEB Waggonbau Bautzen displayed - also on the occasion of the Leipzig Spring Fair - a four-axle light railcar developed last year, equipped with two 200 HP diesel engines and having a maximum speed of 120 km/h.
 In addition to this type of light railcar, VEB Waggonbau Bautzen is to continue the production of the two-axle light railcar. This type of railcar with one control car reaches only a speed of 75 km/h and is also designated a "railbus."

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- (4) VEB Waggonbau Görlitz and Ammendorf (Halle-Süd) have developed a new 27-meter long long-distance sleeperette with air conditioning, which reaches speeds of up to 160 km/h. The prototype of this new car is to be handed over to the USSR in July 1964.
- (5) The Reichsbahn Repair Shop Dresden reconstructs daily 10 two-axle open freight cars and by February 1964, had delivered 1,000 such reconstructed cars (Reko). They have the designation "Ommbu", a dead weight of 10.5 tons, are not tiltable and are destined for the transportation of bulk goods. The all-steel superstructure has no revolving doors in the side walls and has a loading capacity of 43 cubic meters.
- Through standardization of the reconstruction program, the Reichsbahn wants by 1972 to have at the most only two types of open two-axle freight cars included in its inventory.
- (6) VEB Schermmaschinenbau Kirow, Leipzig, displayed a diesel-electric revolving crane "EDK 1,000", the prototype of which had been tested during the electrification of the Halle - Muldenstein (Line 180) stretch, at the Leipzig Spring Fair. In bridge construction, this crane can move construction units of up to 40 tons.

3. Road TransportationRoad Construction

- a. In March 1964, out of the about 44,000 kilometer long net of classified roads (excluding autobahns) about 75 kilometers of highways and about 125 kilometers of primary roads (L I O) were blocked for all traffic. By June 1964, about 25 kilometers are to be reopened to traffic. Compared with the other districts, Karl-Marx-Stadt (Chemnitz) has the largest portion of roads presently blocked, i.e., about 65 kilometers. (See Tpt. Summaries for March and August 1963).

- b. (1) The following highways have been improved or are now being improved:

F - 6

The about 13 kilometer long stretch between Aschersleben and Hoym (PC 6040) was widened to eight meters and received a concrete surface in 1963.

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At present, the stretch between Wölkisch (US 8676) and Lönnewitz (US 7083) is under construction; this stretch of 17.1 kilometers is blocked for all traffic from February 1964 to late November 1964.

F - 80

In 1963, construction work has been carried out on various stretches of this highway.

- Probably in the spring, the 10.8 kilometer long stretch Wimmelburg (PC 7410) - Riestedt (PC 6407), which has been blocked for traffic since May 1962, will be opened again when the highway has received a concrete surface.

The bridge near PC 735 103 over the double-track Eisleben - Blankenheim railroad line (Line 201) was presumably reinforced and the cobbled pavement replaced by concrete slabs.

- The about 11 kilometer long stretch between Elende (PB 1399) and Sollstedt (PB 0797) was widened by including the Sommerwege (i.e., unpaved lanes) and was completed in the fall of 1963.
- The road between Leinefelde (NB 9294) and Beuren (NB 8993) (about three kilometers) has been widened to about eight meters.

F - 87

Construction work on Elbe River bridge in Torgau (UT 622140) was completed in early 1964. The two wooden bays of the bridge were replaced by steel constructions thus increasing the carrying capacity to presumably 60 tons. (See Tpt. Summary for March 1963).

F - 88

The highway leading through the Thüringer Wald (Thuringia Forrest) is being widened and in some places newly constructed. The eight kilometer long Georgenthal (PB 1732) - Friedrichroda section required a construction period of about two years and was completed in the fall of 1963. On some stretches of the newly constructed road, speed and load limitations had to be initiated since the surface of the road turned out to be too soft. Since February 1964, four kilometers between Friedrichsroda and Tabarz (PB 0737) have been closed for traffic for an unidentified period.

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F - 173

The newly constructed road including the bridge over the Trieb River near US 046 001 between Thossfell (US 0400) and Neuensalz (US 0398) was opened to traffic in late 1963. (See Tpt. Summaries for February and June 1963).

The 69.2 kilometer long autobahn connection between Plauen-East and F -173 has been reopened to traffic after two and a half years of construction i.e., grading and widening of the road.

- (2) The following road constructions, some of them in connection with military installations, are being carried out or have already been completed:

- (a) Area of Troop Training Ground Zeitzer Forst (Halle district, Kreis Zeitz)

The secondary road (L II O) from Zeitz (TS 9959) to Raba (TS 9556) is being widened to about 10 meters and the curves are being straightened.

- (b) Area of Parchim Airfield (Schwerin district, Kreis Parchim)

Because of the planned extension of the airfield in the eastern direction, the primary road (L I O) Parchim - Damm (PE 8325) is to be closed to traffic in 1964. A new road from Parchim to Damm - starting on Wiesenring - is already under construction leading via Möderitz (PE 8526) and Malchow (PE 8325).

- (c) Area of SAM Site/NVA Gross Räschen (VT 2819)(Cottbus district, Kreis Calau)

In 1963, a new about 7-meter wide concrete road extending through the forest area southwest of Alt-Döbern (VT 3322) in the direction of Barzig (VT 2617) was under construction. The road begins at VT 319 208 (Tiergarten) and follows the course of the present forest road.

- (d) Area of Jocksdorf Airfield (Cottbus district, Kreis Forst)

On a 2.5-kilometer long stretch of the Berlin - Breslau autobahn, an auxiliary runway was constructed in the area of Jocksdorf airfield in 1962/63. This stretch extends from VT 774 269 to VT 791 253, is 25 meters wide and has a 0.24 meter thick concrete surface.

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The following construction work was carried out:

- The autobahn stretch received a new concrete surface;
- The second (northeast) lane was constructed (beginning in Lübbenau and ending in Forst the autobahn has only a single lane);
- The center strip was concreted;
- A 9-meter wide strip on both sides of the autobahn was cleared.

At VT 791 253, the southern end of the auxiliary runway, a newly constructed six meter wide concrete road branches off, extending to VT 783 242 and turning off in western direction to the southeastern portion of the airfield near VT 759 242. This road has also been cleared on both sides for about nine meters.

4. Inland Shipping

- a. VEB Schiffswerft Berlin-Köpenick is presently constructing a cruiser, which is to be handed over to the "White Fleet" in Halle/Saale in the summer of 1964. This first "luxury vessel" of the Halle-Saale shipping is 5.90 meters wide and 35.70 meters long and accomodates about 280 passengers.

The "White Fleet" in Wolgast for the first time in its summer timetable is scheduling cruises over the weekend to Stettin (Szczecin) and Swinemünde (Swinoujscie).

- b. In February 1964, the locks in Fürstenberg/Havel and in Hohensaaten/Oder were temporarily closed for navigation because of repair work.
- c. At the lower course of the Tollense regulating work is under way. From Klempenow (UV 8962) to the mouth of Peene River near Demmin (UV 7274) the river is navigable for vessels with a carrying capacity of up to 180 tons.

5. Civilian Air Traffic

On 23 March 1964, the Main Administration of Civilian Aviation of the Transport Ministry moved from Berlin W 8, 53/56 Französische Strasse to Central Airport Berlin-Schönefeld, Block A.

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III. Czechoslovakia1. Railroad Transportationa. Performance Data

For the first time since November 1960, the Czech State Railroads (CSD) were able to fulfill the transport plan in February 1964 (100.1 per cent) according to car units. Nevertheless, the planned quantity of bulk goods (black and brown coal, construction material) could not be transported because of winter weather conditions. In order to fulfill the plan, goods were shipped which are easier to transport.

b. Line Construction

(1) Construction work for the broad gauge line to the East Slovakian Iron Works (VSZ) started two weeks ahead of schedule on 16 March instead of 1 April 1964. Between Sebastowice (EU 2089) and Haniska (EU 1986), on both sides of State Road Nr. 68 (Kosice - Hungarian border near Hidasnemeti) an embankment is being constructed for a 9-meter high bridge over which the broad-gauge line will cross the road.

(2) The date of completion of the electric Kosice - VSZ rapid transit line has been postponed for a second time. The original date of completion was planned for late 1963, it was then postponed to 1 April 1964 and according to recent reports test traffic is to start in August 1964. (See TPT . Summary for March 1963, Paragraph 1 b).

(3) The double-track Ostrava-Kuncice - Cesky Tesin line which has been used for test traffic since August 1963, has now been handed over to regular traffic.

Because of the heavy traffic on this line, it has been constructed for a speed of 80 km/h and with a gradient up to 8^o/oo. (See Tpt. Summary for March 1963, Paragraph 1 c (2)).

c. Electrification

Electrification of the last stretch between Decin - Louky : n.O. - Detmarovice of the Zilina-Novy Bohumin line (32) was completed in early March 1964. After the

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necessary voltage tests of the overhead lines, it can be expected that test traffic on the entire line will start in April 1964. (See Tpt. Summary for November 1963, Paragraph 1 d).

2. The Cheb - Pomezí n.O. road is being widened and straightened. The Czech customs office of the border crossing point Schirnding (CSSR/Federal Republic of Germany) is located in Mühlbach (See also Paragraph I, B, 3 d).

3. Inland Shipping

Since 1964, the Czech Danube Shipping Company CSPD has been using two Soviet hydrofoil vessels of type Raketa for passenger service between Bratislava and Vienna and Budapest respectively. Each vessel can accommodate 60 passengers and reaches a maximum speed of 60 km/h.

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IV. Poland1. General TransportationFreight and passenger transport by public means of transportation in 1963

For illustration of the development in the transport of freight and passengers during the last years, the following list shows the performance figures from 1960 (last year of the First Five Year Plan) to 1963:

	1960		1961		1962		1963	
	transport of freight and passengers in million tons and million passengers respectively							
Socialized Transport means, total	358.1	1,153.0	373.3	1,240.0	386.8	1,351.0	486.6	1,470.2
Polish State Railroads total including standard gauge narrow gauge	286.9	816.5	297.7	835.9	305.74	867.2	-	-
Motor vehicle Transport including State (Wojew.PKS Cooperatives) Industry-owned trucks	45.0	333.7	47.7	401.5	52.3	480.2	-	-
Civilian Air Transportation	41.0	322.1	43.5	388.2	48.0	465.3	52.4	554.8
Inland Shipping	-	-	-	-	-	-	104.7	-
Sea Shipping	3.5	0.176	4.05	0.2024.91	0.246	? ²	? ²	? ²
	2.95	2.6	2.76	3.0	3.05	3.7	3.4	4.6
	6.11	0.015	8.28	0.015	8.83	0.018	9.0	? ²

1) - not including industry-owned trucks

2) - figures for 1963 not yet available.

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2. Railroad Transportation

Line Construction

On 15 May 1964, traffic will be opened on the 30-kilometer long Rzeszow - Kolbuszow line. It was originally planned to open this line in 1963. For about one year, trains have been operating on the 13-kilometer long stretch Rzeszow - Glogow.

Contrary to information forwarded with Tpt. Summary for February 1964, Paragraph V, 1, a construction work can therefore only be interrupted on the Kolbuszow - Deba Rozalin stretch of the Rzeszow - Tarnobrzeg line.

3. Civilian Aviation

Air traffic between Warsaw and Krakow (Balice Airport) was resumed on 29 February 1964. For the time being, there is one flight daily in both directions. (See Tpt. Summary for February 1964, Paragraph V, 3).

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