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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR
SUBJECT Soviet Railroads
PLACE ACQUIRED
DATE ACQUIRED

DATE DISTR. **23 Apr 1952**
NO. OF PAGES **3**
NO. OF ENCLS. (LISTED BELOW) **50X1**
SUPPLEMENT TO REPORT NO.

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Line Description

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- 1. [redacted] between Omsk and Sverdolvsk in 1948 the railroad was single-tracked. [redacted] In July 1951 the Sverdlovsk-Kazan-Arzamas-Moscow line was also single tracked. [redacted] no electrification along any parts of the above lines. However, most of the Ural industrial region in and around the Chelyabinsk, Sverdlovsk and Nizhne Tagil area had electric railroad lines.

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- 2. [redacted] the distance between sidings must surely have been less than 50 kilometers.

New Construction

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- 3. [redacted] no construction of new lines or branches, double-tracking, or electrification along the Omsk-Sverdlovsk and the Sverdlovsk-Kazan-Arzamas-Moscow lines. There was considerable electrification in the Ural industrial area [redacted]

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Roadbed and Track Description

4. The condition of the roadbed and track was excellent and every attempt was made to maintain the railroads in the best of condition. Rails, ties, spikes and ballast, which consisted of sand covered with gravel, were checked constantly and any repair work needed was carried out quickly.

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50X1 5. [redacted] on the above-mentioned lines [redacted] repair
50X1 work being done on rails and ties on several occasions. [redacted]
50X1 one instance [redacted] train was held up for five or ten minutes
while a section of rail was replaced.

50X1 6. Stacks of ties, coated with tar, were in evidence at frequent
50X1 intervals along the railroad lines. Repair crews, many of whom
were women, were seen frequently on all the lines [redacted]
[redacted]

Rolling Stock

50X1 7. [redacted] many types of freight cars, including tank cars, box
50X1 cars, flat cars, gondolas, and refrigerator cars, and they all
seemed to be in very good condition. [redacted]

50X1 [redacted] there seemed to be more metal used,
50X1 particularly on the sides of flat cars, than before and during
50X1 the war. (In regard to the condition of the rolling stock [redacted]
50X1 would again like to emphasize the strict discipline exercised on
50X1 the railroads). Although practically all the freight cars
50X1 [redacted] were four-axled, [redacted]
50X1 [redacted] some five or six-axled freight cars but cannot recall the
50X1 location of the additional axles. [redacted]

50X1 [redacted] any new cars would quickly assume the
50X1 appearance of old cars because of the extent to which all
rolling stock is used.

50X1 8. [redacted] many cars standing idle on sidings but [redacted] they
50X1 were awaiting shipment or transshipment inasmuch as the great
50X1 demand for freight cars precludes any rolling stock standing idle
and unused for any great length of time. There were very few
open cars which were empty and there was no way to find out
whether the covered cars were loaded. Most of the open cars were
50X1 loaded with lumber and some of them had automotive vehicles,
tanks, turbines, and artillery [redacted]
[redacted] The present trend is to
ship tanks and other military equipment in covered cars or at
night.

50X1 9. The only types of locomotives [redacted] were steam and
50X1 electric, the latter in the Ural industrial region only. [redacted]
50X1 [redacted] most of the locomotives were fairly new, ten years or less.

Traffic

50X1 10. Rail traffic was very heavy on all the lines [redacted]
50X1 particularly those lines leading in and out of Moscow, but [redacted]
50X1 cannot estimate the amount of traffic for any given length of
time or distance. At no time [redacted] any bottlenecks;
50X1 in fact, the railroad system is one of the most efficient
50X1 branches of Soviet industry from the point of view of schedules,
maintenance and traffic. No freight train congestion was en-
countered on any of the lines, or on the approaches to Moscow,
Omsk, Sverdlovsk or Brest. [redacted] recall any unusually heavy
eastbound freight traffic on any part of the Sverdlovsk-Omsk line.

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50X1 Operation of Trains

- 50X1 11. [redacted] in Brest [redacted] transferred from the Soviet train
50X1 onto a German train bound for Berlin. Brest was the only place
50X1 where a change of trains was necessary. [redacted]
50X1 [redacted] the German train seemed to be
50X1 quite old. [redacted] no third rail or a standard European
gauge track running parallel to the Soviet wide gauge track
on the line between Brest and the Polish frontier.
12. [redacted] no rolling stock with unusual wheel arrangements
50X1 or any installation where car wheels or trucks might be
changed in the vicinity of Brest.

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