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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

INTELLOFAX 5

COUNTRY USSR

SUBJECT Stalinsk-Magnitogorsk, or South Siberian, Railroad

DIST. 30 June 1947

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SUPPLEMENT

50X1-HUM

DISTRIBUTION

STATE	WAR	NAVY	JUSTICE				
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1. The principal piece of new railroad construction in the USSR under the current Five Year Plan is the South Siberian line, also known as the Stalinsk-Magnitogorsk line, which begins at the South Siberian Station in Taishet. 50X1-HUM

The total length of the line will be about 4,000 kms., including 1,100 kms of old lines which previously were in use and now require only repairing and reinforcement in certain sectors. (Comment: Total length reported as 5,000 kms; total announced by the Soviet Government, 2,500 kms.) By the end of 1950, more than 2,000 kms. of new rail lines will be commissioned, establishing direct communication between Abakansk and Kuibyshev. 50X1-HUM

2. The following is the construction schedule:

- In 1948 - commissioning of the Stalinsk-Barnaul sector (206kms).
- In 1949 - commissioning of the Barnaul-Pavlodar (490kms.) and Pavlodar-Akmolinsk (438 kms.) sectors.
- In 1950 - completion of the Kuibyshev-Magnitogorsk sector.

(Comment: According to a news dispatch of 28 April 1947 from Moscow, the Soviet Government has announced the completion of the first 500 miles of this line.) 50X1-HUM

3. The earthworks involved in the construction of this railroad are estimated to amount to 100 million cubic meters. The construction of over 2,000 engineering works, including several dozen large bridges, is envisaged. On the Abakansk-Stalinsk sector a tunnel 2.3 kms. long will pierce the Kurzheckl-Altai range. At certain points, cuts 32 meters deep and fills 26 meters high will be made.

4. The value of this work is estimated at two and a half billion rubles, of which one and a half billion rubles will be spent during the current Five Year Plan.

5. The importance of this railroad lies in the fact that it will be the principal Siberian route and will considerably shorten the distance required for transporting coal from the Kuzbas to Kazakhstan and Magnitogorsk and metal from Magnitogorsk to the east.

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