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SUPPLEMENT TO REPORT NO.

1. Stalingrad Area

- a. The railways have been repaired and are in good order, carrying heavy traffic. Stalingrad station has been rebuilt.
- b. Road maintenance is bad and because of heavy traffic, is getting worse.

2. Molotov

A new road bridge has been built over the Silva River. It is of reinforced concrete capable of carrying 200 tons.

3. Novgorod Area

The railways are maintained in good order in this area. The ballast is being renewed on several stretches of line.

4. Riga Area

- a. Soviet Army and prisoner-of-war labor is being used in the construction of a temporary (sic) bridge over the Duna River to replace the destroyed bridge. The bridge will be of steel, 250 to 300 meters long and about 20 meters wide, with a capacity of about 150 tons. It will be available for both road and rail traffic. A construction firm in Riga is supplying materials and equipment. It is hoped to complete the bridge in 1948.
- b. The railway line from Turkhum (sic: Tukums ?) to Hasenpott (sic) is being reconstructed and extended.

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c. All rail lines in the Lithuanian and Latvian SSRs east of the Riga-Shauliai-Kaunas line are single-tracked and all are Russian gauge. The existence of the third-rail system was nowhere observed in this area.

5. Bobruisk Area

- a. The standard of railway maintenance has been improved. A new two-track railway is being constructed from Bobruisk to Mozyr.
- b. The roads are being repaired.

6. Iugansk

A new two-track railway has been built since the war from Iugansk to Yekaterinoslav.

7. Donetz Basin

- a. The railways are well maintained, and nearly all pre-war lines are again in use. Two new two-track lines have been built, as follows:

- (1) Krepkaya-Novocherkassk
- (2) Rovenki-Pervozyanovka

Both lines were brought fully into use in the spring of 1947.

- b. Road maintenance is not good, and heavy traffic has affected the foundations of the roads.

8. Tiraspol Area

- a. The road to Bender, which was badly damaged early in the war, was rebuilt to a width of five to seven meters. In July 1945, it was surfaced with asphalt. The Dnester Bridge, which had been destroyed, was temporarily repaired for military purposes by Soviet Army engineers using timber on concrete piers. A new steel bridge with concrete piers is being built alongside. Component parts manufactured in Kiev are being used in construction. It will be about 300 meters long and seven to eight meters wide, with a capacity of 150 tons. The underwater work is being carried out by German and Hungarian specialists, but the whole construction is supervised by Soviet engineers.
- b. The roads are well maintained, and there appears to be a general road repair program throughout the area.

9. Sestroretsk Area

- a. The Leningrad-Viborg railway is double-tracked.
- b. The Leningrad-Viborg road is being rebuilt for military purposes, along with connections to points on the coast. The road itself is to be eight meters wide, of asphalt surface. Work should be completed by the end of 1948.
- c. The harbor at Sestroretsk is suitable for only small ships.

10. Cherepovets

To the southeast of the railway station on the Vologda-Leningrad line, in a large backwater from the river, is a transfer point for river-rail traffic to Leningrad. This is necessary as the Shkshana Canal to Leningrad is frozen for seven months of the year and Volga River traffic must, during this period, be transferred to the railway at Cherepovets. On the eastern bank are large warehouses for foodstuffs and general goods, while on the west bank there are large timber yards.

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11. Donbas

The railway lines to Stalino, Voroshilovgrad, and Serbo are single-tracked.

12. Kaunas and Memel (Klaipeda)

- a. The Kaunas railway station, with 150 lines and sidings, is in the center of the town, approached from the east through a tunnel 300 meters long. All lines from Kaunas are of broad gauge. A new rail bridge has been built over the Neman 300 km. from Kaunas.
- b. The main roads to Vilna and Virbal are four to five meters wide, of loose stone surface which becomes muddy in bad weather.

13. Brest-Litovsk Area

- a. The railway station at Brest-Litovsk is a gauge interchange point. It runs in a north-south direction and covers a large area. The area, including the sidings, is stated to be 150 square kilometers.
- b. The main road to Minak and Moscow has been newly reconstructed. It is 10 meters wide and has a loose stone surface.

14. Odessa

The main line to the north is double-tracked.

15. Tbilisi (Tiflis)

The main road to the Turkish frontier is six meters wide and has a loose stone surface.

16. Krasnodar

- a. The main line to Baku is double-tracked. The main line to Novorossiisk is single-tracked.
- b. The road to Baku is four to five meters wide and has a loose stone surface.

17. Ivanovo

- a. The railway station is in the middle of the town, with 80 lines and sidings. The main lines to Moscow and Gorki are double-tracked. A new double-track line has been built since the war to Tver.
- b. The main roads to Gorki and Moscow are five to six meters wide, and of loose stone surface.

18. Stalino Area

- a. The passenger railway station is in the southern outskirts of the town. There are a total of 120 lines and sidings. The following lines are double-tracked:
 - (1) Stalino-Mariupol
 - (2) Stalino-Kiev.
- b. The main road to Kiev is six to eight meters wide, and to five to six meters wide; both of loose stone surface.

19. Narva Area

- a. The main line to Leningrad is double-tracked. The branch line to Slantay is single-tracked.
- b. The road from Slantay to Leningrad is five to six meters wide, of loose stone surface.

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20. Leningrad

- a. The Baltic Railway Station has 160 sidings and is in the eastern quarter of the city. The branch line to Bauksitigorsk is single-tracked.
- b. Repairs to the road to Bauksitigorsk have been completely neglected. The road is five to six meters wide and of loose stone surface.

21. Kalinin

- a. The main line to Moscow is double-tracked from Kalinin.
- b. The road Moscow-Kalinin-Leningrad is eight to ten meters wide and of asphalt surface.

22. Krasny Inzh

- a. The railway station is in the middle of the town. It is a terminus with six tracks. The lines to Dnepropetrovsk and to Karakash are both single-tracked.
- b. The main road to Dnepropetrovsk is four to five meters wide, of stone surface, and muddy in wet weather.

23. Orël Area

- a. The main railway line Tula-Orël-Moscow is double-tracked.
- b. The main road Orël-Tula is eight to ten meters wide. The surface is partly cement and partly asphalt.

24. Sverdlovsk

- a. The railway station, with 61 lines and sidings, is in the northern quarter of the town. The main line to Moscow is double-tracked.
- b. The main road to Moscow is five to six meters wide, of loose stone surface.

25. Klintsy (150 km. southwest of Bryansk)

- a. The railway station, with 50 lines and sidings, is in the eastern quarter of the town. The main line Bryansk-Klintsy-Gomel is double-tracked.
- b. The main road Klintsy-Gomel is five to six meters wide with a loose stone surface.

26. Minak

The main railway station is right in the middle of the city, with about 100 lines and sidings. Marshalling yards lie on the western outskirts.

27. Iaroslavl

- a. The Central Station is in the middle of the town, with the North Station in the northern quarter, and the South Station in the southern quarter. Each station has about 120 to 140 lines and sidings, which in one case extend for six kilometers. (The actual station is not identified.) The main lines to Moscow, Leningrad, and Dobrets are double-tracked.
- b. The main roads to Moscow and Leningrad are five to six meters wide, and have a paved surface, but nevertheless become muddy in wet weather.

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28. Kropotkin

- a. The railway station is in the eastern quarter of the town. Together with the sidings, it is three kilometers long and 500 meters wide. The main lines to Armavir and Krasnodar are double-tracked.
- b. The main roads to Armavir and Krasnodar are six to seven meters wide with a paved surface.

29. Kirov

- a. The railway station is seven kilometers to the south of the town. It has 120 lines and sidings. The main lines to Moscow and Sverdlovsk are double-tracked.
- b. The main road to Moscow is six to eight meters wide, partly of asphalt and partly loose stone surface. All other roads are very narrow and in very bad condition.
- c. In the summer of 1948, a new wooden bridge over the Vyatka River was built in Kirov. It is 800 meters long and 12 meters wide.

30. Teslovski (Donetz Basin, about 30 km. southeast of Ivanovka)

All railway lines have been repaired. A new connecting link was completed in the autumn of 1947 to Rovenski.

Roads in Lithuania and East Prussia

31. The Kaunas-Marijampole-Kibartai road in southwest Lithuania was severely damaged during the war, and very little work was done on it between 1945 and 1947. In the summer of 1947 and later in the spring of 1948, however, work was resumed vigorously. The work is now nearing completion and the road is up to peacetime standards. All wooden emergency bridges have been replaced by permanent stone structures. These are all drilled to receive demolition charges. Nearly the whole stretch from Kaunas to the East Prussian frontier has been widened by one meter; the unmetalled edge of the road has been dug up and stone foundations laid, and metalled to produce an average road width of seven meters.
32. The diversion stretch via Pilvischkiai (Pilwiszki), formerly about four meters wide, has also been widened to six meters and is now in good condition.
33. The road from Siauliai (Schaulen) to the East Prussian frontier and from Siauliai to the Latvian frontier has been brought up to peacetime conditions. All former emergency bridges on this road have been replaced by stone ones, reinforced with metal. The two bridges at Dubiai over the Dubissa River and the Venta Canal are very strongly built, being as wide as the road and capable of carrying 50 tons.
34. The Memel-Kaunas road, which crosses the Siauliai-East Prussia road by means of a viaduct about five meters high at Krischkalnas, has also been very well repaired and is between four and five meters wide.
35. The bridge across the Szeszuppe River near Marijampole has a capacity of 45 tons.
36. Since the spring of 1948, a good deal of road repair work has been carried out in the Alitus area. Local inhabitants, including women, children, and peasants from the collective farms, have had to work a certain number of hours on road repairs in addition to their harvest work. Minor Soviet officials have also had to take part. Political prisoners in forced labor gangs have been used as well; but these are segregated from the others, who are organized into work brigades, each under four or five Soviet engineer troops. Repair material is brought up on trucks and farm carts.

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37. The road Merikine-Alitus-Kaunas has received special attention. The 17th Independent Engineer Battalion, which arrived in April 1948 from Warro (sic: Vyru ?), Estonia, is in charge of this work. Battalion headquarters is located near Alitus station, and the battalion itself is divided into small sub-units stationed along the whole length of the road. The battalion is commanded by Lt. Col. Kovalevski. The enlisted men wear black shoulder boards. Seventy-five percent of the unit are Russians and Ukrainians; the rest are of various Soviet nationalities.
38. The Alitus-Jemas road is being re-metalled, and soft spots are being given fresh stone foundations. All bridges damaged during the war are being repaired and broadened to a width of at least five meters.
39. The road to Prienai, branching from this road, has been almost completely repaired. In June 1948, an underground cable was laid alongside it.
40. The Prienai-Kaunas road is also being repaired. The engineer unit working on this stretch of road is quartered in Garliava, with a subordinate unit at Prienai.
41. The Alitus-Kalvariija road has been under repair since June 1948. The engineer battalion working on this road arrived in Simmas between 29 and 31 May 1948 from Krustpils, Latvia. It is well supplied with motor transportation, including ZIS, GAZ, Ford, and US "International" trucks, as well as five-ton STZ and twelve-ton "Komintern" tractors.

South Siberian Railway

42. The construction of the South Siberian Railway has reached a critical stage. Work has been brought to a standstill in many sectors because of inclement autumn weather. On the line Altaiskaya-Novosibirsk, track laying has stopped at the already existing station of Zarinskaya. Beyond it lies the taiga, and it is necessary to build bridges over the Rivers Chumyah, Alambai, and Borovlyanka. There are not enough trucks for bringing up materials, and there is an insufficient number of transport workers. Cross-country tracks become impassable in the autumn. Not least of the difficulties is the problem of fuel for vehicles, as supplies of gasoline are totally inadequate.
43. (Date of information: November 1947) A rail line joins Bain Tumen (48°05'N, 114°30'E) and the Trans Siberian Railway somewhere in the vicinity of Borkya.
44. No railway exists between Ulan Bator and the Siberian border.

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