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CENTRAL INTELLIGENCE AGENCY
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Railroads

1. Moscow, Vyazma, Uvarovka, Dubna: In 1945 a single-track railway was built linking Uvarovka on the main Moscow-Vyazma line with Dubna. Its main purpose was to serve the Vereya steel works.

2. Vitebsk, Zurash, Yanovich: In 1946 a single-track branch line was laid running northwards from Vitebsk through Yanovich and Zurash in order to link the local industries. 50X1-HUM

3. Brest-Litovsk: Soviet broad gauge track ends at Brest-Litovsk. All Soviet transports coming from Berlin via Frankfurt/Oder and Poland to Kiev use German cars and locomotives as far as Brest-Litovsk, where there is a customs control. The Soviets are then transferred to Soviet railroad carriages and proceed within the USSR without further interruption. It was previously reported that German electric locomotives which had been concentrated near Brest-Litovsk for some time were destined for the electrified railways in the Magnitogorsk area, and that the tracks in this area had not been converted to European gauge, but were all Soviet gauge.

the electric locomotives were not converted to Soviet gauge because of the cost of the extremely complicated work required. 50X1-HUM

4. Uzhgorod: A large underground depot has been built on the southern side of Uzhgorod (48°38'N, 22°16'E). It is located south of the railroad line and east of the main Uzhgorod-Cop (48°25'N, 22°11'E) road.

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50X1-HUM

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50X1-HUM

CENTRAL INTELLIGENCE AGENCY

- 2 -

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5. Kotlas-Vorkuta Railway Line: This line was single-track in December 1947. It was said in the Komi SSR that the line would be doubled and that preparations for this work were due to start in the spring of 1948.
6. Kotlas-Kirov Railway Line: In December 1947 this line was single-track. However, it was believed that a double track had been laid in certain unspecified parts. The work of laying a double track for the full length of the line was expected to start in the spring of 1948.
7. Gorki-Kirov Railway Line: This line was double-track in December 1947.
8. Moscow-Bryansk-Konotop-Priluki-Cherkassy-Voznesensk-Odessa Railway Line: This was a double line before the war but in December 1947 only one track was in use. No repair work on the second track was observed.
9. Kotovsk-Pervomaisk Railway Line: In September 1948 this was a single-track line. No preparations for laying a second track were observed.

Roads

10. Ukraine: The Soviets have converted a road in the Carpathian foothills linking Vorokuta (48°18'N, 24°33'E)-Kozmietschek (sic: Kozmischek?)-Kowerla-Tizabogdan-Raho-Gayertyanliget (sic)-Nagy Bocsko into a highway. There are now two main roads running parallel in the Tisza Valley district.
11. Leshukonskoye-Aikino Road: An unsurfaced road runs from Leshukonskoye (64°46'N, 46°45'E) to Aikino, passing through the following villages:

Tsengory	(64°44'N, 46°57'E)
Koynas	(64°36'N, 47°37'E)
Vozhgory	(64°35'N, 48°25'E)
Razgort	(63°33'N, 48°51'E)
Yarenga	(62°46'N, 49°34'E)

12. Leshukonskoye-Razgort Road: Another unsurfaced road runs along the Vashka River from Leshukonskoye to Razgort. This road passes through the following villages:

Olema	(64°28'N, 46°07'E)
Vazhgort	(64°04'N, 47°23'E)
Vendenga	(63°27'N, 47°56'E)

13. Razgort-Glotovo Road: There is an earth road from Razgort to Glotovo (63°33'N, 49°35'E) via Koslan (63°32'N, 49°05'E).
14. Aikino-Turya-Knyazhpogost-Glotovo Road: An unsurfaced road runs along the Vym River from Aikino to Glotovo via Turya** and Knyazhpogost. This road passes through swamps and is in bad condition.

Bridges

15. Zaporozhe: Work was begun on two steel-girder bridges over the Dnepr River at Zaporozh shortly after the war. Each was designed to stand a load of up to 300 tons and to carry a double-track railway line. They have replaced the four old single-track bridges.
16. Railway Bridge over the Don River at Rostov (December 1948): This is a through type bridge based on two masonry abutments and an unspecified number of masonry piers. It carries a double track. The girders of the superstructure are of an L-shape construction. From the train the river could be seen through the carriage way. The train crosses the bridge at an estimated speed of 18-20 kph. This bridge is 600-800 meters long. Its height above normal water level is 20-25 meters. No emergency bridgework sections were observed on either bank.

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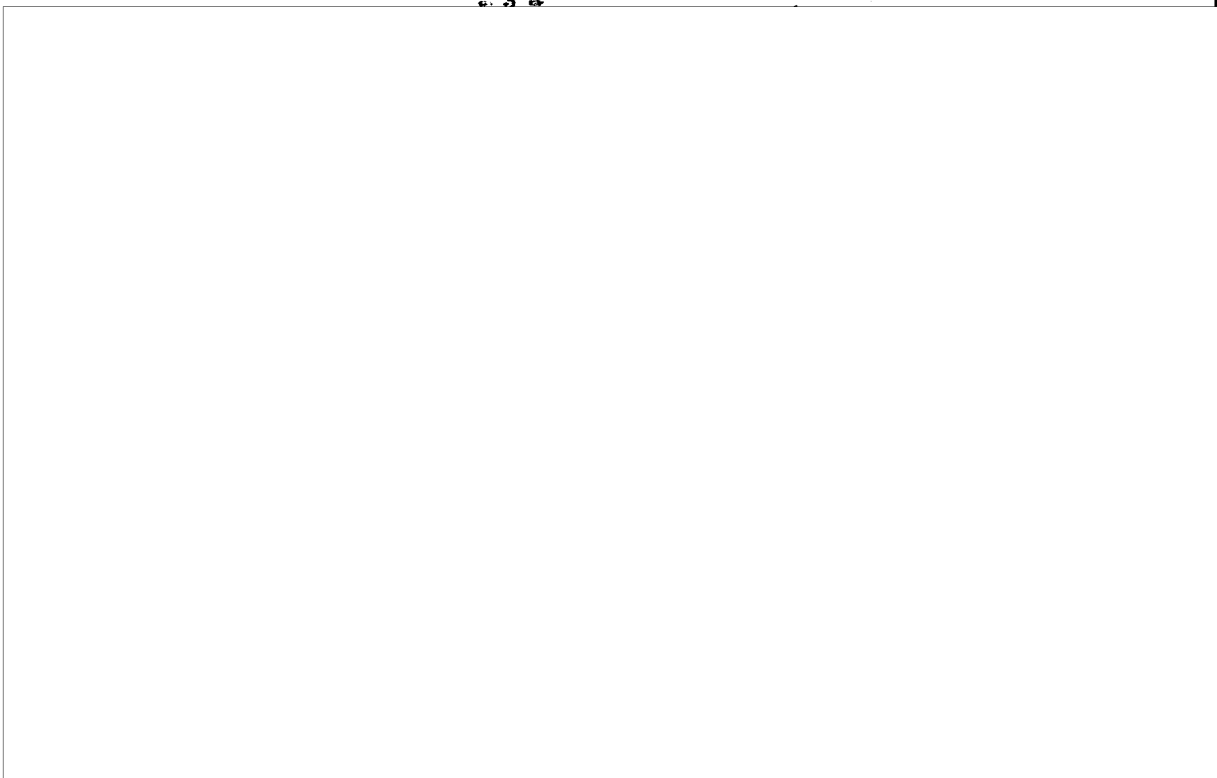


50X1-HUM

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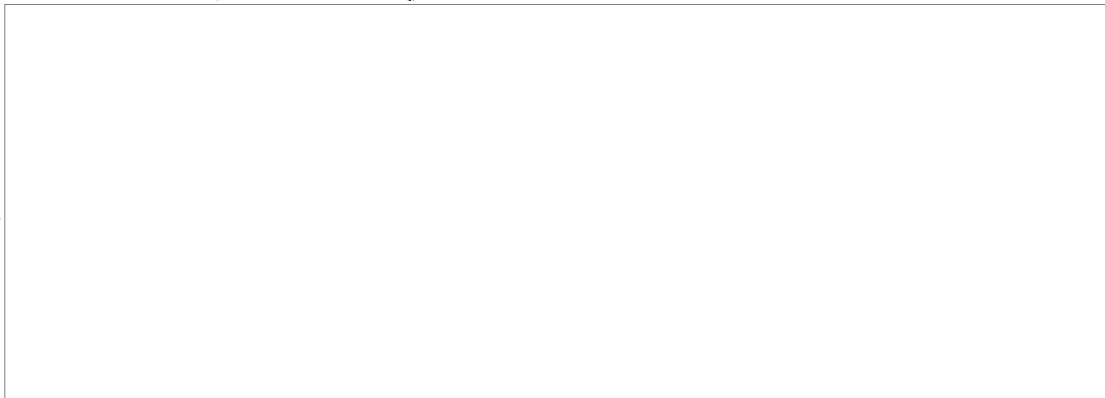
50X1-HUM

3



18. Road and Railway Bridge over the Dnepr River at Kremenchug (December 1948):
Rail traffic over the Dnepr River is carried by a temporary single-line wooden bridge. 50X1-HUM

19. In December 1948, a new half-completed bridge was observed about one kilometer west of the temporary bridge. This bridge will be double storied; road traffic will be on a road above the trainway. Construction had been started from both end abutments. The abutments and piers appeared to be masonry constructions, while the superstructure seemed to be a metal girder construction. By December 1948, rail tracks and a metalled road had been laid to either end of the bridge.



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