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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

RAIL SPUR IN LIPONIE WOODS, USSR



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HTA/M-21/58

OCTOBER 1958

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RAIL SPUR IN LIPONIE WOODS, USSR

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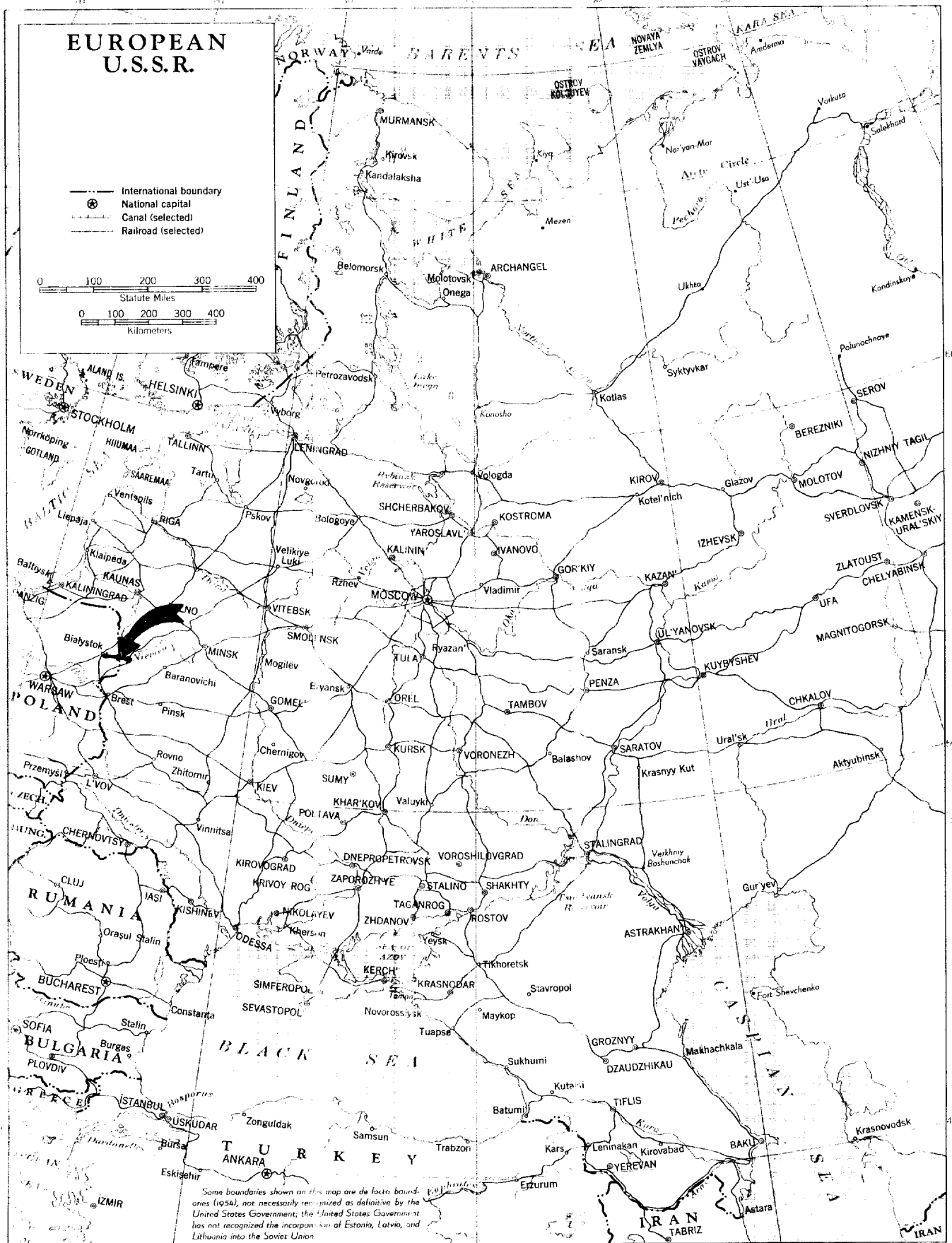
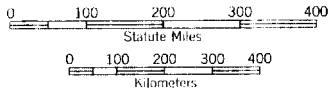
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EUROPEAN U.S.S.R.

- International boundary
- ⊗ National capital
- Canal (selected)
- Railroad (selected)



Some boundaries shown on this map are de facto boundaries (1954), not necessarily recognized as definitive by the United States Government; the United States Government has not recognized the incorporation of Estonia, Latvia, and Lithuania into the Soviet Union.

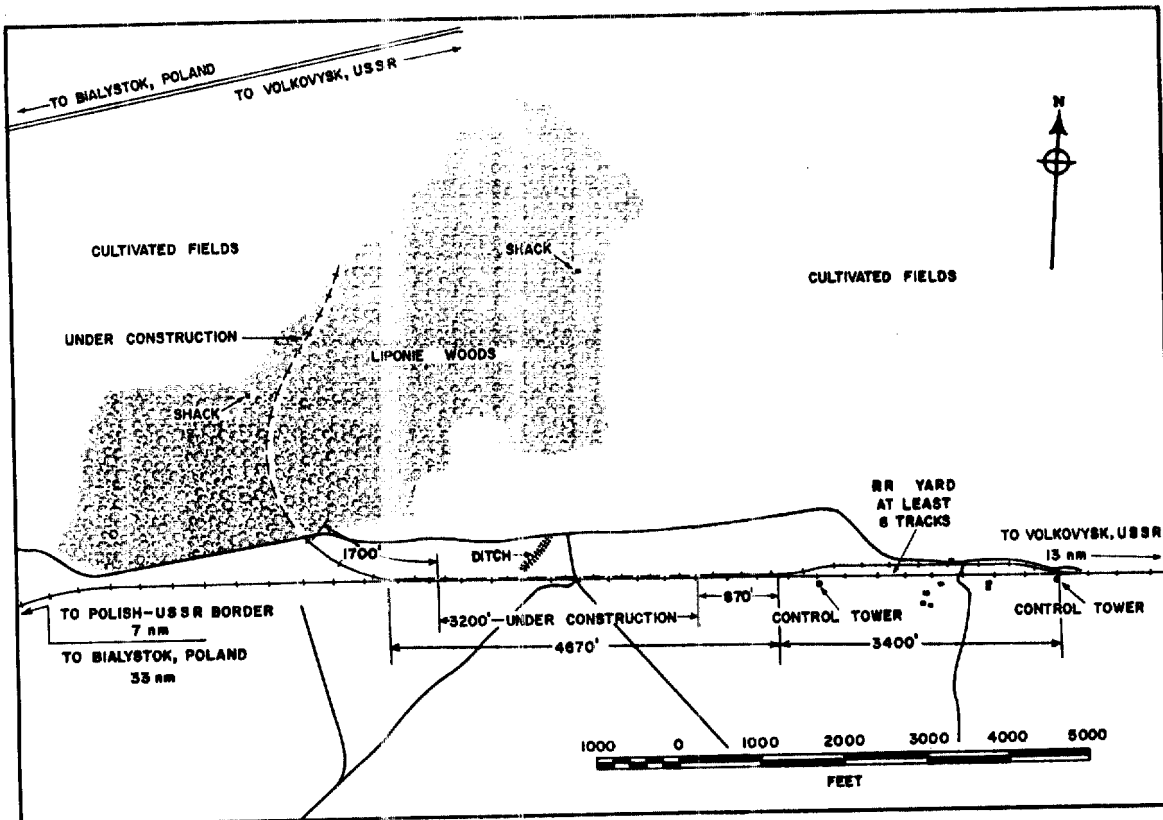
RAIL SPUR IN LIPONIE WOODS, USSR



25X10 A rail spur under construction, and a railroad yard under expansion appear on [REDACTED] photography, at $53^{\circ}06' N/24^{\circ}05' E$, approximately seven nautical miles east of the USSR-Polish boundary. They are located on the rail line between Bialystok, Poland and Volkovysk, USSR.

The spur, which begins at the rail yard, parallels the main track for approximately 4,670 feet, then curves northward on a turning radius of approximately 1,760 feet and transects Liponie Woods. From the point where the spur swings north from the main line it is 4,880 feet to the end. Total length of the spur is approximately 9,550 feet. Rails have been laid from the south edge of the woods toward the

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railroad yard for a distance of approximately 1,700 feet, and from the railroad yard west for a distance of approximately 870 feet. At the time of photography, construction work appeared to be active within the 3,200-foot gap between the two segments. In the wooded area, clearing for the right of way averages 15 to 20 feet in width, but is partly overgrown since the way was cleared.

The railroad yard is approximately 3,400 feet long from choke point to choke point, and is at least six tracks wide. Aerial photography of [REDACTED] shows a two-track yard approximately 2,900 feet long at this location. Ground scars at the yard and along the spur indicate that the expansion of trackage is recent. Two switch-control towers and several small associated buildings are located south of the yard. The switch-control towers appear the same

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as those on the [REDACTED] photography. Approximately 70 cars were in the yard at the time of the [REDACTED] overflight, but resolution and scale of photography preclude identifying them as to type.

Other than the spur construction, Liponie Woods contains only several trails and two small shacks, possibly left from previous logging operations. A cutting pattern is indicated by at least three stages of timber growth. Aerial photography of [REDACTED] confirms this. The last timber cutting was done several years ago. The countryside surrounding the woods is devoted to agriculture. Farmsteads are scattered throughout the area. A ditch approximately 600 feet long leads southwest toward the main track from one of the farmsteads just north of the main rail line. The purpose of this ditch, which also appears on [REDACTED] aerial photography, cannot be determined. All roads which serve the spur and railroad yard are local in nature. A 20-foot-wide, hard-surfaced road that joins Bialystok to Volkovysk is located approximately 2,500 feet north of the end of the spur right of way, but there is no apparent association between it and the rail spur.

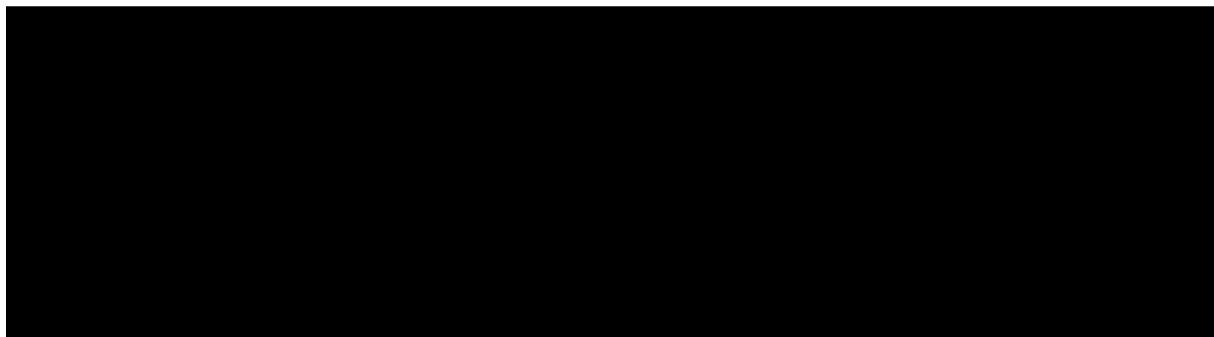
25X1D
25X1D

There can be no functional relationship between this railway construction and Kvatery Airfield, about two nautical miles to the north, because photography indicates that the airfield is no longer usable. Whether or not expansion of the rail yard at this location, close to the USSR-Polish border, is associated with rail transfer activities is not apparent from the photography at this stage of construction. The extension of the spur into the woods may be for the purpose of serving storage facilities not yet constructed, for use as a holding line for cars carrying materials whose nature recommends isolation from the railroad yard, or merely for screening certain loadings from the main railway line.

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REQUIREMENT: Prepared in partial answer to RR/HTA/E/R14/58
requesting an analysis of suspected possible ICBM railroad launching
sites.

25X1D



MAP DATA:

USAF Pilotage Chart (Low Altitude 168D), scale 1:500,000 (C)
AMS Series M651, Sheet M-18, scale 1:100,000 (U)

COORDINATES:

53°06' N/24°05' E

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