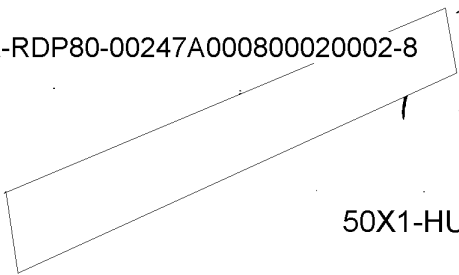


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T r a n s p o r t a t i o n S u m m a r y

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Excluded from automatic
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Transportation Summary for May 1964

Summary

I. International Transport Relations

Increase of carrying capacity of railroad bridge over Danube River at Cernavoda.

Conference between experts of Czech, Hungarian and Soviet water control departments on Czech/Hungarian Danube power plants at Gabcikovo and Nagymaros.

Prior to August 1964, no German participation in Soviet Danube - sea transports.

Details on Soviet Bloc common freight car pool (OPW), including beginning of operations on 1 June 1964.

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II. USSR

Transportation performance by individual modes of transportation in 1963.

Data on operations and performances in 1963 railroad transportation.

Average daily performance of individual train traction systems in 1963.

Average distance covered by essential commodities in 1963 freight traffic.

Completion of last stretch of Central Siberian Magistrale from Kzyl-Tu to Irtysk and opening of work train traffic.

Opening of provisional passenger train traffic on Sverdlovsk - Konda Railroad Station stretch of new Ivdel' - Ob line.

Opening of test traffic on new Chulak-Tau - Dzhanlytas railroad line (branch line and/or extension of Karaganda - Tashkent main line).

Construction of mono-rail suspension lines in Moscow and Kiev.

As of January 1964, new regulations for cross sections of ballast profiles according to density of freight traffic.

1963 electrification of railroad stretches.

Completion of second electric railcar train.

Employment of first gas turbine locomotive for main line traffic.

Railroad ties factories and annual capacity.

Transportation performances of motor vehicle transport in 1963.

Planned 1964 transportation performance within operating range of Ministry for Motor Vehicle Transport and Roads of RSFSR.

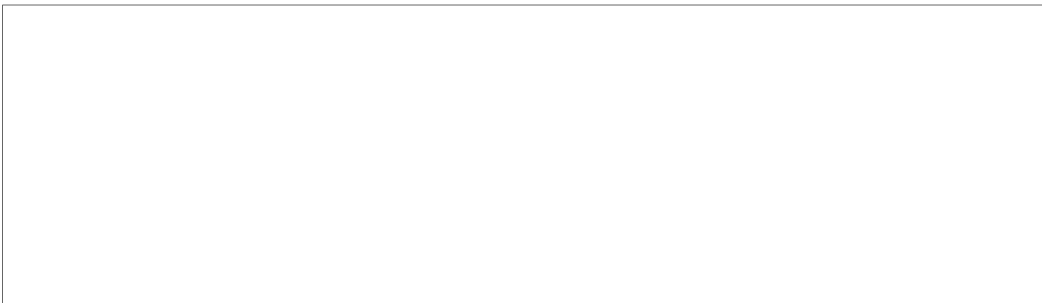
Highway construction between 1959 and 1963, and 1964/65 construction plans.

1963 road construction and roads opened to traffic by State Committee for Transport Construction.

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- Putting into operation of new train reversing facilities at Alexanderplatz S-Bahn station.
- New rolling stock of VEB Berlin Traffic Company.
- No construction of new U-Bahn stretches in East Berlin before 1970.
- Dismantling of unused tracks of Neukölln - Mittenwalde railroad line on Soviet Zone territory. 50X1-HUM



- Additional interzonal trains via Helmstedt and Wolfsburg during 1964 summer timetable.
- President Brandt of Reichsbahn division Greifswald to attend training course, temporarily replaced by Vice-president Mack.
- Operational situation affected by Deutschlandtreffen der Jugend (German Youth Meeting) in East Berlin and by increased Whitsun traffic.
- Temporary increase of penalties in freight train service. In April 1964, transportation plan fulfilled 95.8 per cent only.
- Light military demand on Reichsbahn.
- Drewin - Neustrelitz stretch of Line 121 put into double-track operations.
- Completion of double-tracking of Dannenwalde - Fürstenberg (Havel) stretch scheduled for the beginning of 1964/65 winter timetable.
- New stretch between Rostock Overseas Harbor and Kavelstorf; automatic electric block system on Neustrelitz main station-Lalendorf stretch of Line 117 taken into operation.
- Line 162a between branching-off point "A" near Sedlitz and branching-off point Sornoer Buden West near Bahnsdorf put into double-track operation.

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- Electrification of Weissenfels - Erfurt and Erfurt -Neu-dietendorf stretches of Lines 180/192 to be completed by 1967.
- Renovation work on Line 162.
- Exports of VEB Schienenfahrzeugbau (rail vehicles) from 1961 to 1963.
- Production of VEB LEW Hennigsdorf.
- Reichsbahn stock of electric locomotives.
- Construction work on roads and bridges connected with autobahn Berlin - Dresden and Highways 1, 102, 115, 246A and 281.
- Maintenance work on Wendisch-Rietz, Bischofswerder, Alt Friesack and Zaaren locks.
- Expanded 1964 summer program of Stralsund "White Fleet" to include daily cruises to Swinemünde (Swinoujście), Stettin (Szczecin) and Misdroy (Miechyzdroje); Polish Passenger Fleet to call Soviet Zone ports.

IV. Czechoslovakia

- Training of young railroad personnel.
- Beginning of construction work on Vojany - Haniska broad-gauge stretch.
- Starting of operations on first stretch of the Ostrau/Kuncice - Polanka n.O. line.
- Installation of electronic remote control of switches and signals at Strba station.
- Electrification of Brüx (Most) - Aussig (Usti n.L.) stretch and alternative stretch Brüx - Louka n.L. Oldrichov; details on plan changes until 1965.
- Testing of new diesel locomotives of types T-669.001 and T-444.1 on closed Velim test line.
- One million tons of coal transported by trucks from North Bohemian brown coal area.
- Extension of Furth im Walde - Vollmau (Folmava) border road crossing point.
- Opening of new busline service from Pilsen (Plzen) to Prague/Ruzin airport.
- Resumption of inland shipping on Elbe and Moldau rivers.
- Improvement of civilian air service Prague - Warsaw and Prague - Moscow.

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- Two jet passenger aircraft of type TU-124 bought for Czechoslovakia.
- Putting into operation of first section of branch pipeline of USSR -Czechoslovakia crude oil pipeline, in mid-May 1964.

V. Poland, including German Territories under Polish Administration

- During first quarter of 1964, Polish State Railroads transported 219 million passengers and 74.5 million tons of freight.
- Four-track operations on Pruszkow -Grodzisk stretch of Warsaw-Czestochowa Line.
- In late April 1964, about 1,700 kilometers of tracks electrified.
- On 28 April 1964, arrival of first electric train at Medyka railroad station after completion of last stretch of Katowice-Krakow - Przemysl ore magistrale.
- Since early April 1964, tracks and ties of Sierpc - Plock stretch being replaced, possibly in preparation for planned electrification of Sierpc - Kutno line.
- 1964 work on tracks and track maintenance concentrated on following lines: Gdynia - Karsznice - Tarnowskie Gory, Lublin-Radom - Tunel, Warsaw - Radom, Poznan - Rawice, Belgard - Launenburg.
- Closing of lines in April and May 1964 as well as rerouting of trains during 1964 as a result of track maintenance work.

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I. International Transport Relations1. Interweaving of Soviet Bloc Transportationa) Danube River

Work is under way to increase the carrying capacity of the railroad bridge (Danube Kilometer Marker 300) between Cernavoda and Fetesti (Rumania).

In late April 1964, in Bratislava (Czechoslovakia), Czech, Hungarian, and Soviet experts of water control departments discussed technical and economic problems of the Czech-Hungarian Danube power plants at Gabcikovo (Czechoslovakia) and Nagymaros (Hungary). The participation of a Soviet group of experts, headed by Chief Engineer G.M. Petrov (Moscow) is indicative of the distinct Soviet influence in the discussions.

The general Soviet influence in Danube shipping is also evident from an early May 1964 note of the management of the Soviet State Danube Shipping Company (SDGP) to the West German teamed-up Bayerische Lloyd A.G. Regensburg and the firm of Wallner, Deggendorf, indicating that no German participation in Soviet Danube- sea transports is envisaged before August 1964.

b) OPW (Obshchij Park Vagonov) - Common Freight Car Pool

The following details have been learned on the Common Freight Car Pool:

- (1) The headquarters of the OPW Council (managing board) is in Prague; director of the Council is Josef Pospisil, of Czechoslovakia. The first Council meeting took place in Brno, Czechoslovakia, in late April 1964, under the chairmanship of A. Denev, of Bulgaria.
- (2) Experts of all member railroads are to be delegated to the central planning office (also dispatcher or operating office) in Prague. This office will consist of four departments (dispatcher service, planning, accounting and secretariat departments), with a total staff of about 50. Operations of the central planning office are to begin on 1 June 1964; the first transports of OPW cars are to start on 1 July 1964.

The main difficulties in the starting of operations of the common freight car pool are being experienced in the following:

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- Making available the necessary number of uniform and technically satisfactory freight cars.
- Selecting and designating these.
- Establishing an appropriate communications system between the operating office in Prague and the central car control offices of the member railroads, as a prerequisite for an effectively controlled car pool. This problem was the subject of a meeting of telecommunications experts in Leningrad, in mid-April 1964, who discussed the establishment of a dispatcher communications system within the seven railroad administrations (Bulgaria, Czechoslovakia, Poland, Rumania, Soviet Zone of Occupation of Germany, Hungary and USSR) of the common freight car p50X1-HUM



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II. USSR1. Total Transportation

The following transport performances were achieved by the individual modes of transportation:

Freight Movement (Billion Metric Ton Kilometers (tkm))	Performance	Fulfillment of Year's Plan (In Percentage)	Increase as against 1962 (In Percentage)
Railroads	1,745	104	6
Inland Shipping	114	100,3	4
Motor Vehicle Transport	119	102	8
Crude Oil Pipelines	91	103	22
<u>Million Metric Tons Carried</u>			
Railroads	2,144	101	4
Inland Shipping	239	103	4
Motor Vehicle Transport	9,600	100.4	4
Pipelines	185	103	12

2. Railroad Transportationa) (1) General Operational and Performance Data for 1963

	<u>Fulfillment</u>	<u>Plan</u>
Freight movement (Billion tkm)	1.745	1.680
Million metric tons carried	2.144	2.139
Billion passenger kilometers	192	190
Million passengers conveyed	2.100	2.138
New lines put into operation (km)	616	425
Lines double-tracked	500	516
General overhaul of lines (km)	7.000	7.000
Laying of new heavy rails (km)	9.000	9.000
Laying of seamless tracks (km)	12.000	12.500
Ballasting on gravel (km)	7.600	7.500
Laying of reinforced concrete ties (km)	1.000	
Equipment of lines with a) automatic block and dispatcher interlocking installations (km)	2.200	2.130

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b) semi-automatic block installations (km)	10,600	10,000
Electrification of lines (km)	2,198	2,174
including alternating current (km)	1,255	
Length of electrified lines as of 31 December 1963 (km)	20,400	
including a.c. (km)	4,500	
Dieselization of lines (km)	7,000	7,000
Length of dieselized lines as of 31 December 1963 (km)	42,600	
Handing over of industrial spur tracks (km)	12,000	20,000
Total line network as of 31 December 1963 (km)	139,000	
Average weight of a freight train (tons)	2,267	2,225
Average load of a freight car (tons)	59	
Standard axle pressure on a rail (tons)	21	
Average turn-around time of a freight car (days)	5.59	5.47
Average parking time of a freight car (hours)	21.9	
Average distance covered daily by a freight car (km)	233.5	
Average transport distance per ton (km)	814	791
Production and/or supply of rolling stock:		
Electric Magistrale locomotives (units)	643	800
Diesel Magistrale locomotives (sections)	1,517	1,500
Passenger cars (units) (including 1,064 cars for electric railcar trains and 950 cars for international passenger train traffic)	3,700	
Freight cars (units) about	35,000	35,000
Share of high-capacity freight cars in total freight car pool (percentage)	94	
Share of electric and diesel locomotives in total freight movement (percentage)	71	70

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Fuel consumption for each
10,000 tkm of:

Steam locomotives (kilogram) (kg)	199.4	202
Electric locomotives (kW/h)	145.5	148.3
Diesel locomotives (kg)	47.8	50.0

(2) Average daily performance of individual train
traction systems (locomotives) in 1963
(Figures in parenthesis apply for 1962):

	<u>Electric</u>	<u>Diesel</u>	<u>Steam</u>
Average daily distance covered (km)	586.5 (579.0)	504.0 (491.0)	315.5 (315.0)
Average daily transport performance (1,000 gross tkm)	1,182.0 (1,169.0)	1,099.0 (1,056.0)	422.0 (433.0)
Average running time per day (minutes)	731.0 (726.0)	693.0 (688.0)	- -
Average load of a freight train (tons)	2,516.0 (2,468.0)	2,449.0 (2,406.0)	- -

(3) Average transport distance in freight traffic,
in 1963 (Figures in parenthesis apply for 1962):

All goods	814 km	(797 km)
Including:		
Bituminous coal	698 "	(678 ")
Coke	700 "	(684 ")
Crude oil goods	1,317 "	(1,332 ")
Ore	581 "	(571 ")
Ferrous metals	1,202 "	(1,214 ")
Timber	1,585 "	(1,520 ")
Mineral structural material	380	(381 ")
Fertilizer	1,211 "	(1,099 ")
Grain	937 "	(955 ")
Miscellaneous goods	923 "	(895 ")

b) Railroad Line Network

(1) The last stretch of the Central Siberian
Magistrale was completed between Kzyl=Tu and
Irtyskoe and has been opened to work train
traffic.

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- (2) Passenger train traffic has been opened between Sverdlovsk and Konda Railroad Station (Kilometer Marker 225) on the Ivdel' - Ob line, which is still under construction. Train traffic is to be extended as far as Kilometer Marker 331, not far from Ob River, still in 1964.
- (3) Test traffic has been opened on the new dieselized 70 kilometer Chulak-Tau - Dzhanytas line. This stretch is an extension of the Dzahmbul - Chulak-Tau line branching off from the Karaganda - Tashkent main line. It is mainly to serve the transportation of phosphorite from the Karatau district. By late 1964, the new line is to be extended to its terminal at Kar'ernaia.
- (4) Construction of the first mono-rail suspension line in Moscow is to begin soon. The first stretch is to extend from near Subway Station Avtotsavodskaja to Kolomenski town district. Later-on, the line is to be extended as far as Domodedovo airport. The distance between the individual railroad stations will be four to five kilometers. Trains will attain speeds of up to 150 km/h. The capacity of a railroad car will be 100-120 passengers. The city of Kiev also plans to construct a mono-rail line, which is to operate between the future Gidropark subway station and Borispol airport.

c) Roadbed Construction

Effective January 1964, the following cross section profiles for ballasting have been introduced according to freight traffic density:

Depth of Ballast	Annual Gross Density of Traffic	Type of Roadbed
------------------	---------------------------------	-----------------

(1) On lines with wooden ties:

35 centimeters (cm) of gravel, or, 20 cm of sand	} over 50 million tons per kilometer	Particularly heavy
30 cm of gravel, or, 20 cm of sand		
25 cm of gravel, or, 20 cm of sand	} 25-50 million tons per km	heavy
25 cm of gravel, or, 20 cm of sand		
25 cm of gravel, or, 20 cm of sand	} below 25 million tons per km	normal
20 cm of sand		

(2) On lines with reinforced concrete ties:

Raising of ballast by five centimeters, respectively.

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d) Electrification

In 1963, a total of 2,198 track kilometers were electrified. They included the following stretches which have been put in operation:

- Likhaia - Rososh' (277 km), on Rostov - Liski line
- Perm - Shalya (248 km), on Sverdlovsk - Moscow line
- Kirov - Shakhun'ya (224 km), (with Kotel'nish - Svecha connecting line) line
- Artyshka - Altaiskaya (200 km), on South Siberian Magistrale
- Cherepanovo - Barnaul (157 km), on Novosibirsk - Altaiskaya line
- Yasinovataya - Mariupol (149 km), Donets Basin
- Maloyaroslavec - Zukhinichi (140 km), on Moscow - Bryansk line
- Nevinnomyskaya - Mineral'ne-Vody (107 km), on Rostov - Baku line
- Mironovka - Fastov (100 km), on Dnepropetrovsk-Lvov line
- Otvaga - Syzran' (97 km), on Kuibyshev - Syzran line
- Akstafa - Kirovabad (95 km), on Tbilisi - Baku line
- Nadezhdinsk - Usurisk (81 km), on Vladivostok - Khabarovsk line
- Mezhdurechensk - Novokutsneck (64 km), on South Siberian Magistrale
- Yasinovataya - Konstaninovka (55 km) Donets Basin
- Khacepetovka - Krinichnaya (50 km) Donets Basin
- Minsk - Olekhnovichi (48 km), on Minsk - Vilna line
- Sevan - Razdan (12 km), branchline of Leninakan - Baku line.

d) Rolling Stock

- (1) The Riga and Kalinin car factories have recently completed the second electric railcar train. This train is equipped with an automatic train control installation; engines and brakes have automatic electronic control. The train consists of eight cars, runs on direct current and attains a rated speed of up to 130 km/h. Each car has a length of 24.6 meters and three doors on each side.

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(2) After several years of testing, the first gas turbine locomotive for freight trains has been put into regular service. The 3,200 PS locomotive was constructed by the Kolomna machine building plant. It operates on heavy fuel, including masut (fuel oil). Further gas turbine locomotives, powered between 6,000 and 8,000 PS, are to be built and put into service between 1966 and 1970.

f) The following production figures were learned on Soviet plants for the construction of reinforced concrete ties:

Location	Planned Annual Capacity (Quantity)	Actual Production (Quantity)
<u>(1) Plant controlled by Transport Ministry</u>		
Kiev (5025N/3035E)	300,000	250,000
Lvov (4950N/2400E)	60,000	45,000
Starokonstantinovka (4945N/2720E)	115,000	100,000
Beslan (4310N/4430E)	290,000	400,000
Kremenchug (4905N/3325E)	355,000	500,000
Almatsnaya (4831N/3835E)	105,000	150,000
<u>(2) Plant Controlled by State Committee for Construction of Transport Equipment (Former Transport Construction Ministry)</u>		
Chelyabinsk (5510N/6125E)	280,000	300,000
Korosten' (5100N/2835E)	280,000	300,000
Baku (4025N/4950E)	160,000	300,000
Sergelinsk	280,000	300,000
Silikatny (5528N/3734E)	100,000	-
<u>(3) Plant Controlled by Ministry for Construction of Lithuanian S.S.R.</u>		
Königsberg (Kaliningrad) (5443N/2030E)	124,000	124,000

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In 1964, the number of concrete ties required amounts to 2,449,000. This demand will be met by the plants of the three controlling bodies as follows:

	<u>Quantity</u>
Plants of the Transport Ministry	1,225,000
" " " State Committee for Construction of Transport Equipment Plant at Kaliningrad	1,100,000 124,000.

3. Road Transportation**a) Motor Vehicle Transport**

- (1) In 1963, the freight movement of the total motor vehicle transport amounted to 119 billion metric ton kilometers (tkm), and the freight carried to 9.6 billion tons. The transportation performance in passenger traffic amounted to 95 billion passenger kilometers, and the number of passengers conveyed to 15.6 billions.
- (2) Planned 1964 transport performances within operating range of Ministry for Motor Vehicle Transport and Roads of the RSFSR.
 - Freight movement 16,300 million tkms
 - Volume of freight 958 million tons
 - Passenger movement 50,200 million passenger kms
 - Passenger conveyance 8,500 millions.

b) Road Construction

- (1) Between 1959 and 1963, a total of 93,700 highway kilometers received a solid surface. 1964/65 plans envisage the construction of 877 kilometers of state roads, 6,133 kilometers of republic and rayon roads, and 18,000 kilometers of local roads.
- (2) The State Committee for Transport Construction (former Transport Construction Ministry) built 1,198 kilometers of highways in 1963.
The following highways were opened to traffic:
 - Noginski - Gorki (348 km)
 - Kokchetav - Balkashino (110 km)
(stretch of the grain transport road under construction from Petropavlovsk to Atbazar via Kokchetav (newly developed region).
 - Petrokrepost' - Volkhov (110-kilometer stretch of the Leningrad - Murmansk highway).
 - Mukhtuya - Mirny (249 km in Yakutsk ASSR).

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III. Soviet Zone of Occupation of Germany

1. Berlin Traffic Situation and Interzonal Traffic

a. Berlin Traffic Situation

(1) In late May 1964, new train reversing facilities were put into operation at Alexanderplatz S-Bahn station. The new station building had already been handed over to traffic on the occasion of the German Youth Meeting. These new reversing facilities enable the operation of trains up to Alexanderplatz, formerly running as far as Berlin-Ostbahnhof only.

(2) (a) Since 1959, the VEB Berlin Transport Company in East Berlin has put into service 114 new streetcars and almost 400 reconstructed streetcars.

In addition, 51 new buses were bought, and 30 S-Bahn cars, converted to subway operation at Reichsbahn Repair Shop Berlin Schöneweide,

[redacted] were incorporated into the subway net.

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(b) Due to the high demands on finances and construction capacity, the construction of new subway stretches in East Berlin has to be postponed until at least 1970.



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2. Railroad Transportation

a. Personnel

Reichsbahnhaupttrat Walter Brandt, President of Reichsbahn Division Greifswald, "has been relieved from his functions as such for a long-term training course." Reichsbahnoberrat Mack, Vicepresident of the Operational Service of Reichsbahn Division Greifswald, has been ordered to take over temporarily from President Brandt.

In 1954, at the age of about 25 years, Brandt became head of the former Reichsbahnamt (Rba) Berlin 5, subsequently of Rba 6 and 5/6, and from 1957 to 1959 of Rba Berlin 1. Before 1954, he was deputy of the head of the former Rba 5. On 15 October 1960, he became Vicepresident of Reichsbahn Division Greifswald and, on 1 February 1962, President of Reichsbahn Division Greifswald. During his training course Brandt is to get the qualifications for his present job.

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- b. (1) The operational situation of the Reichsbahn was mainly influenced by the special train traffic for the so-called Deutschlandtreffen der Jugend (German Youth Meeting), held in East Berlin between 16 and 18 May 1964, and by increased traffic at Whitsun. On the occasion of the German Youth Meeting, 111 special trains, mostly made up of converted boxcars, some of them prepared for the occasion as early as April 1964, carried about 182,000 passengers.
- Most of the special trains arrived within 16 hours at 12 Berlin railroad stations, including Berlin-Karlshorst, Friedrichshagen, Kaulsdorf, Lichtenberg, Adlershof, Greifswalderstrasse, Frankfurter Allee, Berlin-Ostgüterbahnhof and Wriezener Bahnhof, on 16 May and during the night of 16/17 May 1964. After the end of the German Youth Meeting, the trains required about the same length of time to pull out of Berlin. In order to guarantee an even demand on transport capacity and to avoid arrears in the transportation plan during the May holidays, the Soviet Zone Central Transport Committee doubled the penalties for
- cars not claimed by the consignor, and
 - deficiencies in the number of cars not made available by the Reichsbahn
- during the period from 1 to 10 and from 16 to 20 May 1964.
- Special importance is being attached to full utilization of the transport capacities after Under Secretary Scholz, Deputy Transport Minister, in a speech to the heads of the Main Administrations of the Transport Ministry and Presidents of the Reichsbahn Divisions and other functionaries on 22 May 1964, stated that the transportation plan was fulfilled by 95.8 per cent only in April and that the present performance figures were inadequate to guarantee the fulfillment of the 1964 Plan.
- (2) Military demand on the Reichsbahn mostly by the Soviet Army. Between 1 and 20 May 1964, only sporadic military transports were carried out by the Reichsbahn. In spite of intensified exercise activity around 20 May 1964, the required railroad shipments, including transportation of tanks, did not impede Reichsbahn operations.

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c. Construction and Renewal of Tracks

- (1) (a) The Drewin - Neustrelitz stretch of Line 121 (Berlin - Rostock) has been in double-track operation since 17 March 1964. On the Löwenberg (Mark) - Gransee stretch of this line, double-track operation started with the beginning of the 1964 summer timetable (31 May).

The Gransee - Dannenwalde stretch has been double-tracked since 1962; the Fürstenberg (Havel) - Drewin stretch has been double-tracked since 18 September 1963. For the time being, the Dannenwalde - Fürstenberg (Havel) stretch of this line remains single-tracked.

Double-tracking of this latter stretch is to be completed by the beginning of the 1964/65 winter timetable.

- (b) On 31 May 1964, the 12-kilometer long new stretch Rostock Overseas Harbor - Kavelstorf (Line 117) and the automatic electric block system on the newly constructed Neustrelitz main station - Lalen-dorf stretch (Line 117) was put into operation within the framework of the Berlin -Rostock freight line.

- (2) Since 21 April 1964, the stretch between branching-off point "Ac" (close to stop Sedlitz Ost, about four kilometers northeast of Senftenberg) and branching-off point Sornoer Buden West (about three kilometers south-west of Bahnsdorf stop) has been in double-track operation.

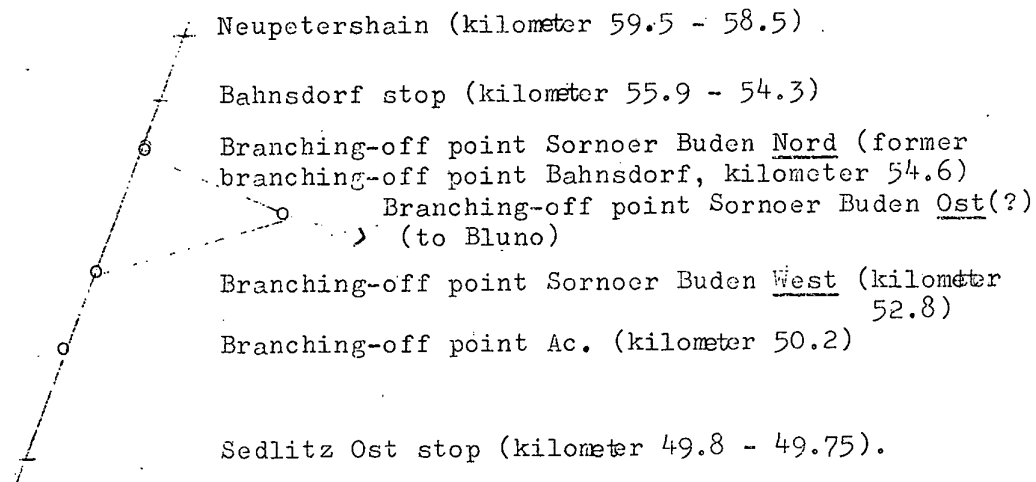
This is a newly constructed stretch, including the single-track connection between branching-off point Sornoer Buden Nord (until 21 April 1964: branching-off point Bahnsdorf) (close to Bahnsdorf stop) and branching-off point Sornoer Buden West.

A new signaling tower "Sornoer Buden", equipped with trackage projection screen, replaces the previous signaling towers at Bahnsdorf station and at the former branching-off point Bahnsdorf. In addition, light signals have been installed instead of the mechanical signals.

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Line 162a (Cottbus - Ruhland) is now double-tracked on the following stretches:

- Branching-off Geisendorf - Neupetershain (close southwest of Drebkau),
- Branching-off Sornoer Buden West - Branching-off Ac,
- Senftenberg - Brieske.

- (3) The electrification of the stretches Weissenfels - Erfurt of Line 180, and Erfurt - Neudietendorf of Line 192, is to be completed by 1967.

Construction of the foundations for the overhead lines is to start in 1965, mounting of the contact line in 1966.

Near Grossheringen (Lines 180 and/or 188) and at Weimar station, new major bridge structures are required for the crossing with other lines.

In addition, a new signaling tower with trackage projection screen as well as a power substation for the power supply of the Bad Kösen - Neudietendorf stretch are to be erected in Weimar. The Weimar substation is to be linked up by a 110 kV line to the Reichsbahn power net in Gross Korbetha (Line 180).

- (4) Since March 1964, intensive renovation under way on Line 162 has been resulting in temporary restrictions in passenger traffic between Lübbenau and Königswusterhausen, necessitating the employment of buses.

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In April 1964, the following new tracks were taken into operation:

- Lubolz - Lübben main station (29 April)
- Lübben main station - Ragow (8 April).

No indications are available indicating double-track operation. Of Line 162, therefore, only the following stretches are double-tracked:

- Berlin=Schöneweide - Berlin=Grünau,
- Teupitz=Gross Köris - Halbe,
- Brand (Ndl) - Schönwalde (Spree).

d. Rolling Stock

- (1) (a) Between 1961 and 1963, the nationalized Soviet Zone factories engaged in the construction of railcars have exported, among others, the following vehicles:

3,310 passenger railroad cars,
2,379 refrigerator cars,
1,177 icebox cars
507 rail motor cars.

- (b) These rail motor cars were mostly electric locomotives for industrial purposes manufactured by VEB LEW (Lokbau und Elektrotechnische Werke) "Hans Beimler", in Hennigsdorf. (The export of electric locomotives amounted to 221 units in 1961, and to 156 units in 1962).

- (2) (a) In September 1963, VEB LEW, Hennigsdorf, allegedly turned out "one heavy locomotive for industrial purposes daily," presumably, electric locomotives with a weight exceeding 60 tons. Until 31 October 1963, 2,000 locomotives of this type were manufactured. Since mid-1963, VEB LEW is to deliver one industry electric locomotive of 150 tons operational weight every other day.

- (b) The production for the need of the Reichsbahn is still lagging far behind the production for industrial purposes, especially with respect to the fulfillment of export commitments. From late 1962 to late 1963, approximately 75 electric locomotives of construction series E 11 and E 42 (15 kV 16 2/3 cycles a.c.) were delivered. Allegedly only 25 locomotives of these types are to be built under the 1964-production plan. Consequently, the Reichsbahn would have approximately 100 locomotives

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of the above-mentioned types at its disposal in early 1965.

Added to the about 100 reconstructed electric locomotives, the Reichsbahn pool of electric locomotives will consist of 200 units by early 1965. (For survey of the existing types, see tabulation in Annex 1).

Since this pool is inadequate for the current electrification and future extension of the electrified net, an increase in the production program seems probable. It is possible, however, that stronger electric locomotives will be developed in the meantime. 50X1-HUM

[REDACTED]

By 1977, about 1,200 electric locomotives are to be available for 4,500 kilometers of electrified lines.

For the planned manufacture of the zero series of 25 kV 50 cycles a.c. locomotives, of which so far only two test locomotives are available (DDR test locomotives I and II), [REDACTED] 50X1-HUM

3. Road Transportation

Road Construction

On the Berlin - Dresden autobahn, and on Highways 1, 102, 115, 246 A and 281, the following construction projects are under way, have already been completed, or are planned for the imminent future.

a. Berlin - Dresden Autobahn

The auxiliary autobahn bridge (PC 251 242), autobahn kilometer 85.2), located 200 meters south of the Bronkow autobahn branching-off point, is being replaced by a new pre-stressed concrete bridge. The bridge spans the secondary road (LIIO) from Bronkow (VT 2525) to Lipten (VT 2522).

The two lanes of the about 3-kilometer long Ruhland (VT 2101) - Ortrand (VS 1492) autobahn stretch are to be repaired by late 1964. Repair work is impeded by the obsolete construction machine pool and by the shortage of personnel and construction material.

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b. F-1

The F-1 is at present being improved between Plaue (UU 2409) and the district border of Potsdam, southwest of Bensdorf (UU 1911) near UU 1610.

Repairing of Plaue bridge, located on F-1, will start in June 1964. Since November 1963, there is a 6-ton limit for vehicles crossing this dilapidated bridge.

c. F-102

Construction work on the Brandenburg-Föhrde (UU 2918) stretch of F-102 was completed in the spring of 1964 after a 18-months building period. The road has been widened to about 7.50 meters, partly been straightened, and received a concrete surface. F-102 is now closed between Döberitz (UU 2222) and Pritzerbe (UU2719) for about six kilometers for repair work. The entire F-102 is in a poor state of repair. Improvement of the highway has been planned for years.

F-115

- d. After completion of a 3-kilometer long and 7-meter wide by-pass road at Vetschau (VT 3637) in September 1962, the about 20-kilometer long Vetschau-Cottbus stretch, which is in a poor state of repair, is being improved since mid-1963. Progress is slow.

e. F-246a

By integrating primary roads (LIOs) in the Magdeburg district, a new highway, the F-246a, has been created as a by-pass around Magdeburg.

Running in a semicircle south of Magdeburg, it extends from Burg (PC 9595) via Möckern (PC 0281) - Schönebeck (PC 8866) - Wanzleben (PC 6771) - Seehausen (PC 5774) to the Eilsleben (PC 548 855) branching-off point of the Berlin - Helmstedt autobahn, near autobahn kilometer 114.1.

To make F-246a suitable for heavy traffic, the stretches are being widened and straightened and partly rerouted. Construction work under way on various stretches between Burg and Wolsleben (PC 8165) has resulted in closing of roads to traffic.

f. F-281

Most of the 39-kilometer long stretch between Saalfeld and Triptis (PB 0225) will be rerouted and widened to 8.50 meters. In addition, a number of by-passes are scheduled. Work will begin on the Pössneck (PB 8319) - Kolba (PB 8922) stretch. In 1964, excavation work and the base of the about 5-kilometer long project are to be completed. In order not to impede traffic, temporary roads have been constructed as by-passes in some places.

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4. Inland Shipping and Passenger Coast Shipping

- a. (1) Major repair work is at present being carried out at the Wendisch=Rietz lock (VT 321 855) (kilometer 22.7).
In this connection, the Spree-Oder-Neisse Water Control Department in Cottbus has ordered the blocking between kilometer 22.6 and kilometer 22.9 of the entire ship and boat traffic from September 1964 to May 1965.
The lock is located on the canal, connecting Scharmützelsee Lake (or "Dolgensee Lake") with Gross Storkowsee Lake. These two lakes are part of the "Wasserstrasse Storkow=Gewässer" (waterway Storkow waters), which is navigable for ships up to 180 tons.
At the same time, the road bridge over the canal in Wendisch=Rietz (VT 321 855) is being rebuilt in connection with the primary road Bad Saarow - F-246 (point VT 323 847).
- (2) At Bischofswerder lock (UU 912 617) of Voss Canal, intensive repair work was carried out in early 1964. New lock gates were installed after completion of repair work on the concrete lock structures. The repair has been completed in the meantime. Voss Canal is navigable for ships up to 270 tons carrying capacity. Connecting the Oder-Havel Canal with the Havel River, it runs from about Liebenwalde (UU 9259) to Zehdenick (UU 8972) in easterly direction parallel to the Havel River, which has many bends in this area.
- (3) From early April to about mid-May 1964, Zaren lock (UU 848 895) in the Havel River was closed to traffic, because the lock gates were in need of repair. Due to repair work on the Bischofswerder and Zaren locks, shipping between the Berlin area and Mecklenburg was closed for vessels of over 270 tons.
- (4) At Alt-Friesack (UU 580 566) lock located between Ruppinersee Lake and Bützsee Lake, renovation work was carried out for two months until April 1964.
- b. The VEB Passenger Shipping Agency "White Fleet" in Stralsund, which maintains branch offices in various localities on the Baltic coast, on Rügen Island and Hiddensee Island, has increased its fleet by five vessels to a total of 37 in 1962. A total of 1,414,000 passengers were transported in regular line service and excursion cruises in 1963.

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For the first time, the 1964 summer timetable of the Baltic Resort line service provides for cruises to Swinemünde (Swinoujście), Stettin (Szczecin) and Misdroy (Miedzyzdroje) (See Tpt. Summary for March 1964).

Tourist day cruises with the possibility to go ashore for three hours are being planned.

Also the Polish passenger fleet scheduled day cruises, with three-hour land-excursions, to various Soviet Zone resorts on the Baltic coast during the 1964 summer season.

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Reichsbahn Pool of Electric Locomotives in Late 1963

Construction Series	Wheel Arrange-ment	Operational Weight tons(mega pound)	Maximum Axle Pressure	Performance kV	km/h	Sustained Performance kV	km/h	Number of Driving Engines	Maximum Speed km/h	Units	Remarks
a. <u>Reconstructed electric locomotives</u> (the other 60-70 reconstructed electric locomotives have been or are being scrapped)											
E 04	1'Co1'	92	20.5	2,190	98	2,010	102.5	3	130	13	
E 05	1'Co1'	90	20.1	2,160	97	1,785	110	3	130	1	
E 17	1'Do1'	111.7	20.2	2,800	89	2,300	97	4 x 2	120	2	
E 18	1'Do1'	108.5	19.6	3,040	117	2,840	122	4	150	2	
E 21	2'Do2'	121.8	19.6	2,840	88	2,040	107	4 x 2	110	(2)	parked for technical reasons
E 44	Bo'Bo'	78	19.5	2,200	76	1,860	86	4	90	45	
E 77	(1B)(B1)	113	19.8	1,880	44	1,600	46	2	65	10	
E 94	Co'Co'	118.5	20.0	3,300	68	3,000	71	6	90	23	
E 95	1'Co-Co1'	133.5	19.8	2,778	47	2,418	50	6	70	3	
										99 (+2)	
b. <u>New electric locomotives</u>											
E 11(001/002)	Bo'Bo'	82.5	20.6	2,800	98	2,600	95	4	120	2	
E 11(003/007)	Bo'Bo'	82.5	20.6	2,760	104	2,600	109	4	120	5	
E 11(008/042**)	Bo'Bo'	82.5	20.6	2,920	98	2,740	104	4	120	35	
E 42(001/002)	Bo'Bo'	82.5	20.6	2,760	76	2,600	79	4	100	2	
E 42(003/020**)	Bo'Bo'	82.5	20.6	2,920	72	2,740	76	4	100	18	in late 1963 estimated: 30
LEW I and II	Co'Co'	122	20.3	3,360	50	2,850	--	6	100	2	25 kV/50 cycles
										62	
										+ 2	
										in late 1963 estimated:	
										75 + 2	
*) observed in operations in late 1963											
**) observed in operations in October 1963											

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IV. Czechoslovakia

I. Railroad Transportation

a) Training

The Czech State Railroads (CSD) have put into operation on short excursion lines so-called Pioneer-Railroads for the training of pioneer railroaders. These railroads are operated, under the control of experienced railroaders, with the exception of the locomotive engineer by juveniles aged 10 to 15 years. Such Pioneer-Railroads are in Pilsen (Plzen), Kaschau (Kosice) and Presov. Maintenance work is also carried out by pioneers. Railroad technical schools, located at these places, are in control of and responsible for schooling and the carrying-out of repairs.

b) Line Construction

- (1) After an early beginning of construction work for the Vojany-Haniska broad-gauge line, at the overpass south of Kosice, construction work at other sections of the planned route was taken up in early April 1964. The line will be established with six servicing stations and is projected for 80 km/h speed. For diesel traffic the train standard weight has been fixed at 4,000 tons, and for later electric traffic at 4,200 tons. The planned electrification (direct current) requires a distance of 5 to 6.3 meters between the broad-gauge axle and the standard-gauge axle. Only pre-fabricated parts, manufactured in Gana near Kosice, are to be used for the construction of bridges and overpasses.

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(2) At the construction of the Ostrava/Kuncice - Polanka n.o. connecting line, the three kilometer long Kuncice - Vitkovice stretch has been completed in early May 1964, three weeks ahead of schedule. On 6 May 1964, the Kuncice - Vitkovice stretch was inaugurated by an ore train with diesel traction. The train was on its way to the Vitkovice iron works. Beginning 1 September 1964, single-track traffic is to be put into operation on the entire line. Then the second track will be laid. Electrification is, contrary to the previous planning (1966), scheduled for early 1965.

c) Securing System and Telecommunication

At Strba station (DV-3335) on the Friendship Line, electronic remote control of switches and signals has been installed. Traffic is controlled by a central station (presumably Poprad). By late 1964, fifty more stations are to be equipped with this remote control system.

d) Electrification

On 29 May 1964, the Brux (Most) - Oldrichov - Aussig (Usti n.L.) test traffic line, with its alternative stretch Brux - Louka u Litvinova - Oldrichov, was handed over to regular electric traffic, bringing the total length of electrified Czech standard-gauge lines up to 1,312 kilometers. The length of the electrified narrow-gauge lines amounts to 64 kilometers which brings the entire electrified road net to 1,376 kilometers. At variance with previous planning, the following lines are to be electrified by 1965:

- Kolin - Havlickuv Brod - Jihlava,
- Velky Osek - Hradec Kralove - Tyniste nad Orlici - Chocen
- Pardubice - Hradec Kralove

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e) Rolling Stock

Running and strength tests of two new diesel locomotives are at present carried out on the closed test line near Velim. These are developments of Type T-669 and Type T-444 of CKD plants at Prague and/or Martin (Turcianske Strojirny) engineering works.

Technical Data

T-669,001 Diesel electric locomotive for freight trains, 123 tons, 1,350 HP, maximum speed 95 km/h.
Manufacturer: CKD Prague

T-444,1 Diesel hydraulic locomotive for shunting- and light main line service, 700 HP, maximum speed 70 km/h.
Manufacturer: Martin engine works.

2. Road Transportation.

a) Performance Data.

From early January to mid-March 1964, State Motor Vehicle Transport (CSAD) has transported over one million tons of coal from the North Bohemian lignite coal district.

b) Border Crossing Traffic

At the Furth i.W./Schafberg - Vollmau (Felmava) border crossing point, newly to be opened for freight and passenger motor vehicle, road improvement work (widening of road to 7 to 8 meters and bridge construction across Warne Pastritz River) is under way. At a roadway width of 7.5 meters, the carrying capacity of the bridge will be 60 tons. Construction work is carried out by German firms; pre-fabricated reinforced concrete parts are supplied by Czechoslovakia.

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c) Motor Vehicle Transport

In early April 1964, a new Pilsen (Plzen) - Prague/Ruzin - airport bus-line was opened. With this bus-line motor transport took over the conveyance of passengers to daily flights to Brunn (Brno), Ostrau (Ostrava), Sliac, Pressburg (Bratislava) and Kaschau (Kosice), and enables the return to Pilsen in the evening.

3. Inland Shipping

Inland Shipping, discontinued since 17 December 1963, has been taken up again on Elbe and Moldau rivers in late March 1964. Regular coal transports to Kolin Elbe-Harbor could not be resumed before late April 1964.

4. Civilian Air Traffic

a) Traffic

The new timetable of the Czech Airline CSA, which became effective on 1 April 1964, provides as an improvement daily flights to Warsaw and five times a week to Moscow. Increase of Prague - Brno and Bratislava - Prague flight connections. (A total of six more flights daily). On 1 May 1964, the Bratislava - Budapest line will be opened.

b) Airplane Port

In mid-April 1964, Czechoslovakia bought two Soviet jet-propelled passenger aircraft of Type TU-124, which are to be used for flights on the Prague - Kosice and on international lines.

5. Pipelines

In late April 1964, the first section of the branch of the 400 mm (diameter) Friendship Pipeline (Soviet Union - Bratislava) from the Bohemian-Moravian Heights, near Havlickuv Brod, to Zaluzi chemical plants was completed. In May 1964, the first oil, which will be brought in tank cars to the pumping station near Havlickuv Brod, is to run through the pipeline to Zaluzi. 50X1-HUM

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V. Poland Including German Territory Under Polish AdministrationRailroad Transportationa) Data

During the first three months of 1964, the Polish State Railroads (PKP) transported 219 (as against 205 during the same period in 1963) million passengers and 75.4 (as against 65 during the same period in 1963) million tons of freight.

b) Road Net

The Pruszkow - Grodzisk stretch of the electrified Warszawa (Warschau) - Czestochowa main line has four rails (heavy suburban traffic).

c) Electrification

(1) In late April 1964, the length of electrified lines on the Polish State Railroad (PKP) net amounted to almost 1,700 kilometers.

(2) On 28 April 1964, after completion of electrification work on the last stretch of the Katowice (Kattowitz) - Krakow (Krakau) - Przemysl ore Magistrale, the first electric train pulled into Medyka station. The performance on this Magistrale will increase by more than 25 per cent, and the number of locomotives required will decrease by 50 per cent.

d) (1) Since early April 1964, old rails and ties are being replaced by new ones on the Sierpc - Plock line. Track repair of about 600 meters is carried out daily; presumably preparatory work for the electrification of the Sierpc - Kutno line (in connection with the enlargement of the refinery at Plock). Electrification of this line is planned for 1964.

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(2) In 1964, the following lines will be points of main efforts of track construction and line repair:

- Gdynia (Gdingen) - Karsznice - Tornowskie Gory (Tarnowitz) (within the electrification program)
- Lublin - Deblin - Radom - Kielce - Tunel (within the electrification program)
- Warschau - Radom
- Poznan (Posen) - Rawicz (Rawitsch)
- Belgard (Bialogard) - Lauenburg (Lebork)

(3) Consequences of line construction work are:

- In April and May 1964, blockings on the Warschau - Radom and Sierpe - Plock lines
- and
- In the course of 1964, diversions of several train pairs of the coal Magistrale Gdynia (Gdingen) - Katowice (Kattowitz) via Czestochowa - Koluszki - Lowicz - Kutno - Torun (Thorn).

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