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in East Germany, USSR, Poland
and Czechoslovakia for July 1964

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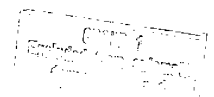


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I. International Transport Relations1. Soviet Bloc Link-Up of Transportation Systema) Planning

At present, the following targets are to be reached through the link-up of the Soviet Bloc transportation systems:

- Increase of border-crossing passenger and freight traffic.
- Measures to reduce transport costs of bulk goods.
- Standardization of means of transportation.
- Joint employment of means of transportation.
- Structural change in train traction systems.

Plans for reaching these targets were discussed during the following meetings:

(1) Ninth meeting of OSShD transport ministers¹⁾, in Moscow, in late June 1964, with the following leaders of delegations:

- Nancho Zineonov, Deputy Minister for Transport and Communications, of Bulgaria;
- Lju Cheng-Tsao, Deputy Transport Minister of the People's Republic of China;
- Pavel Bouda, Deputy Transport Minister, of Czechoslovakia;
- Bat Otshanyr Gombosuren, Minister for Transport and Communications, of the Mongolian People's Republic;
- Kim Che Ir, Railroad Minister of North Korea;
- Ziong Bak Lien, Deputy Transport Minister of North Vietnam;
- Piotr Lewinski, Transport Minister, of Poland;
- Aron Dudash, Deputy Minister for Transport and Communications, of Rumania;
- Erwin Kramer, Transport Minister, of the Soviet Zone of Occupation of Germany;
- Laszlo Feldvari, Deputy Transport Minister of Hungary;
- Boris P. Beshchev, Transport Minister, of the USSR.

(2) Meeting of the Standing Working Group for the Cooperation of OSShD Railroads Medical Services, in Bucharest in early June 1964, under the chairmanship of Obermedizinalrat (senior health officer) Dr. Schunck, chief of the medical service of the

¹⁾ See also Transportation Summary for June 1964, para I, 1,a).
OSShD = (Organization for the Cooperation of Soviet Bloc Railroads)

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Soviet Zone transportation sector.

- (3) 16th Meeting of the Standing Committee for COMECON¹⁾ Transportation, in Varna, Bulgaria, in early June 1964, with the delegations of all COMECON countries²⁾. The directors of the Common Truck Pool (this institution was mentioned for the first time) and the common ship charter agency submitted their annual reports.
- (4) 17th Meeting of the Standing Committee for COMECON Transportation, in Warsaw from 24 - 27 July 1964.
- (5) Fifth Meeting of the Railroad Transport Section of the Standing Committee for COMECON Transportation, in Prague from 24 - 30 June 1964. The meeting was attended by delegations from Bulgaria, Czechoslovakia, Poland, Rumania, the Soviet Zone, Hungary and the USSR, by delegations of Section 3 of the Standing COMECON Committee for Machine Building, and for the first time by representatives of the operational office of the common freight car pool (OPW) (Obshchij Park Vagonov).
- (6) Meeting of the Standing Working Group for Air Transport of the Standing Committee for COMECON Transportation, in Leningrad from 13 - 19 May 1964.

b) OPW Military Effects.

The beginning of the OPW operations on 1 July 1964 has brought the Soviet Bloc much closer to one of its link-up targets, i.e., the joint employment of means of transport. Some initial results allow for first conclusions to be drawn with regard to the military effects of this pool.

- (1) In Bad Schandau on 1 July 1964, out of 526 OPW cars scheduled for border crossing transport, 48 had to be withdrawn because of various damages. This involved additional switching and caused the delay of 11 trains.
These initial difficulties must not be overestimated as regards the military significance of the OPW pool. The withdrawn cars were only gondola and box cars but no flat and heavy-duty flat cars suitable for typically military shipments. The latter type cars have so far not been incorporated in the OPW; their maintenance is still given priority, and they are operable at any time. However, it is probable that, by order of the military transport office for the total Warsaw Pact area, the movements of the pre-eminently militarily important flat cars, heavy-duty flat cars, tank cars, ambulance and other special

¹⁾ COEMECON (Council for Mutual Economic Aid)

²⁾ COMECON countries: Bulgaria, Czechoslovakia, Mongolia, Poland, Rumania, Soviet Zone, Hungary and USSR. (Albania has not taken part in the meeting of the Transport Committee since 1962.)

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cars are supervised by the OPW central control office in Prague. This assumption is founded on the following fact:

The Prague OPW Operations Office's modern communications equipment for the accomplishment of its normal tasks could also be utilized for the control of the militarily most essential types of rolling stock without these cars being incorporated officially in the OPW and bearing special designations.

- (2) On 7 July 1964, soldiers were detrained from Bulgarian freight cars at Wildpark railroad station (Soviet Zone). This was probably connected with the interchangeable employment of border-crossing freight cars according to OPW regulations. It is therefore to be expected that loaded freight cars of a Soviet Bloc country arriving loaded in another Soviet Bloc country will be employed on the latter's railroad system for commercial as well as military purposes. Previously, the receiving railroads were bound to return all freight cars to their home country immediately after unloading. This regulation is still valid for all freight cars not incorporated in the OPW. The designation of the originating country or of the owning railroad administration on an OPW freight car carrying troops in another Soviet Bloc country is, therefore, not indicative of the nationality of these troops.

c) Points of Main Efforts.

- (1) In line with the development of a uniform European automatic central buffer coupling¹), a problem presently under consideration is how to switch over from the current screw coupling to the new system. So far two proposals have been submitted:
- (a) The proposal of the French State Railroads is based on the assumption that there will be old and new type coupling vehicles in use simultaneously for a prolonged period of time. It suggests that all cars should be equipped with an auxiliary device designed to connect both systems during the period of transition.
- (b) For economy reasons, the German Federal Railroads' proposal envisages a short-term conversion within a period of a few days, making an intermediate solution, requiring additional costs, unnecessary.

¹) See Transportation Summary for March 1964, para I,A,6.

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It is assumed that the Soviet Bloc Railroads' views on this subject will again be decisive, as was the case when at the beginning of the joint developmental work the Joint Working Group OSShD/UIC ¹⁾ decided on the coupling capability of the future uniform European coupling system with the Soviet SA-3 system.

(2) Danube Shipping

(a) In Bucharest on 16 July 1964, Rumania and Yugoslavia signed an agreement on the construction of two hydroelectric power plants, a dam, and two locks in the Iron Gate region ²⁾. The instruments of ratification were deposited by Rumanian Minister for Mining and Electricity Almasan and Yugoslav Industry Minister Bajkovic ³⁾.

(b) On 1 July 1964, the Czech Danube Shipping Company opened two regular ship lines, i.e., the Bratislava - Budapest route, taking 3.5 hours, and the Bratislava - Vienna route, taking one hour. The lines are served by Soviet type Raketa hydrofoil boats.

(3) Border Crossings

The Polish and Soviet Zone transport ministries are negotiating the establishment of joint railroad stations at Küstrin (Kostrzyn), Guben (Gubin) and Horka. The joint border-crossing control measures and customs inspection are to reduce the costs and to accelerate the border crossing traffic.

(4) Division of Work in the Construction of Means of Transport.

(a) Rumania is to deliver to Poland 30 diesel locomotives of 2,100 PS each, valued at 40 million DM. The locomotives are being built under licence by the firms of Sulzer, Switzerland, and Brown-Boveri West Germany.

(b) In conformity with the directives of pertinent COMECON bodies, the Hungarian State Railroads had to place their 1964 orders for freight cars with the Rumanian, Bulgarian and Czech railroad car industry.

(c) The Soviets have promised to deliver 20 x 2,000 PS diesel locomotives to Hungary in the course of 1964.

¹⁾ UIC = Union Internationale des Chemins de Fer (International Railroad Association).

²⁾ Iron Gate = 117-kilometer stretch of rapids between Danube Kilometer Marker 1.048 at Modava Veche, Rumania, and Kilometer Marker 931 at Turnu Severin.

³⁾ See Transportation Summary for October 1963, para I,1.

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2. Soviet Bloc Transport Relations to Outside Countries

All Soviet Bloc countries are continuing efforts to establish further contacts with Western and uncommitted countries in an attempt to play a dominating role in international bodies of the transportation sector.

a) Aid in the Planning and Construction of Transport Routes

- (1) The USSR intends to deliver rolling stock to Turkey.
- (2) The 662-kilometer Conakry - Kankan, Guinea, railroad line was improved with Soviet assistance.
- (3) Route surveying of the Mazar-I-Sharif - Shibarghan highway in northern Afghanistan was completed by Soviet experts.
- (4) With the assistance of about 200 Soviet experts, the Kabul - Charikar stretch of the new highway connecting Kabul, Afghanistan, with Termez, USSR, was completed. The 8-meter wide road has a concrete surface. There are, at present, about 2,700 Soviet engineers and experts engaged in road, railroad and airport construction in Afghanistan.
- (5) In Iraq, a repair shop for diesel locomotives, passenger and freight cars was built with Soviet assistance.
- (6) The USSR has given technical and personnel assistance to Indonesia in the construction of five highways of a total length of 700 kilometers on the Island of Kalimantan (Borneo).
- (7) Soviet experts are designing a 360-kilometer railroad line which is to connect Kouroussa, Guinea, with Bamako, Mali, via Siguiiri, Guinea.

In the above cases, Soviet aid includes the sending of experts, the delivery of material, machinery and means of transport, and the granting of loans.

b) Transport Relations with Western and Uncommitted Countries.**(1) Transport Negotiations and Agreements**

- (a) Soviet and Norwegian authorities have negotiated trips of Soviet tourists' boats to Norwegian fjords. In the summer of 1964, a ship accommodating about 600 persons is scheduled to make two trips, calling at Kirkenes, Hammerfest, Tromsø, Harstad and Narvik.
- (b) Soviet State Airline AEROFLOT and Swedish Scandinavian Airlines System have agreed not to carry charter flights between Scandinavia and the USSR in the summer of 1964. However, organized tours will be granted the same reduced prices on regular plane service as with charter flights.

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- (c) The USSR and the USA are discussing the opening of a non-stop flight service between Moscow and New York still in 1964.
- (d) Soviet - Japanese negotiations for a joint air service between Tokyo and Moscow via Siberia have been discontinued despite the fact that Japan had agreed to make use of her traffic rights after two years only and to let AEROFLOT carry out the flights for the time being. (See Transportation Summary for May 1964, para I,2,b)(1).
- (e) Hungary and Yugoslavia have signed a new air agreement on the expansion of air connections.
- (f) Foreign Minister Spiros Kiprianu, of Cyprus, and Deputy Post and Transport Minister Rudolf Ronai, of Hungary, have signed an air agreement in Nicosia.
- (g) The managing directors of MASPED (Hungarian State Shipping Agency) and MAGAZZINI GENERALI TRIESTE (Trieste Shipping Agency) have agreed to increase Hungarian shipments via the port of Trieste considerably. In 1964, these shipments are to amount to at least 150,000 tons (90,000 tons in 1963).
- (h) Hungarian State Shipping Company DETERT for Danube and sea-going vessels maintains a regular bimonthly service with Danube - sea vessel DUNA (See Transportation Summary for June 1964, para I,1,b)) between Stockholm, Sweden, and Gdańsk (Danzig), Poland. The Stockholm agency for this service is the firm of Hagbard Dannel AB.
- (i) In Belgrade, delegations of the Polish LOT and the Yugoslav YAT airlines have signed an agreement authorizing LOT to establish - according to requirements - any number of air connections to Yugoslavia and through Yugoslavia to the Near East and Africa. The same applies for YAT for flights to Warsaw and through Poland to the USSR and Scandinavia.
- (j) In Warsaw, Polish and Finnish delegations exchanged instruments of ratification to the air agreement of 4 July 1963, which has thus become effective.
- (k) Czechoslovakia and Greece have concluded an air agreement replacing the former arrangements, effective only according to circumstances, by definite regulations.

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- (l) Czech State Airline CSA has recently offered to Western airlines to use Bratislava airport as emergency airport for Vienna. (See Transportation Summary for May 1964, para I, 2,b) (1).
 - (m) Czechoslovakia and Austria are about to conclude a highway transport agreement.
 - (n) The Yugoslav shipping agencies YUGOLINIYA in Rijeka and SLOBODNA PLOVIDBA in Split have come to an agreement with the Bulgarian State agency DESPRED according to which Bulgarian shipments to the Near, Middle and Far East will be carried by Bulgarian vessels from Varna or Burgas to Rijeka, where they will be transhipped to Yugoslav vessels for further transportation to the ports of destination. Shipments in the opposite direction will be treated accordingly.
 - (o) In Bucharest, Rumania and Austria came to an agreement on border crossing freight traffic by road.
 - (p) In Sofia, Bulgaria and West Germany signed administration agreements on freight transport by road between the two countries.
 - (q) In line with the re-establishment of normal relations between Bulgaria and Greece, which had been disrupted for 20 years, several agreements were concluded in the transport sector. They include the joint utilization of rivers in the border area; the construction of a railroad line from Kulata, Bulgaria, to Sidirokastron, Greece - another line connecting the two countries between Plovdiv and Pythion via Svilengrad/Dikea had already been available; mutual preferential treatment in using the ports; opening of air transport between the two countries; and construction of a new bridge over the Bistrica River on the Kulata - Sidirokastron highway, by late 1965.
- (2) Transport Relations
- (a) On 16 July 1964, AEROFLOT, USSR, opened regular flight service between Moscow and Baghdad, Iraq, with intermediate stop in Damascus, Syria. The route is served once per week by an IL-18 plane taking a bare seven hours including the stop in Damascus. (See Transportation Summary for April 1964, para I, 2, b).

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- (b) Since 13 July 1964, express goods conveyance between West Germany and the USSR has also been discontinued via the Hungarian, Rumanian and Bulgarian border crossing stations. Since 9 June 1964, shipping of such goods had already been discontinued via Poland. (See Transportation Summary for June 1964, para I,2,b)). Internal motives of the Soviet Bloc railroad administrations concerned were the cause of these measures. The volume of these shipments had so far been insignificant.
- (c) Hungarian State Airline MALEV has opened a new air connection between Budapest and Milan, Italy.
- (d) MALEV airlines and the Scandinavian Airlines System (SAS), Sweden, cooperate in the sale of air tickets. At present, MALEV is serving the Hungarian - Scandinavian route by its own; however, SAS is making efforts to join the service at an equivalent proportion.
- (e) Yugoslav YAT airline opened another regular Belgrade - Zagreb - Prague (Czechoslovakia) - Copenhagen (Denmark) air service on 5 July 1964. The line is served once per week (sundays) by a Caravelle.
- (f) New TEEM (Trans-Europ Express Marchandises) (trans-European express good trains) have been introduced for Yugoslav meat and fruit shipments to Scandinavia. According to the timetable, these trains cover the Belgrade - Budapest - Prague - Bad Schandau (Soviet Zone) - Sassnitz - Stockholm route in 64 hours. Previously, these goods were routed via Jesenice - Rosenbach (Austria) - Salzburg - München (West Germany) - Puttgarden - Rodby (Denmark). The entire Belgrade - Stockholm distance was then covered in 77 hours. A gain of 13 hours plays a decisive role in the choice of transport routes for perishable food.
- (g) In mid-July 1964, Polish State airline LOT flew approximately 550 children of Polish descent from Paris and Lille, France, into holiday camps in Poland.
- (h) A 175-kilometer stretch of the 675-kilometer Rawalpindi - Gilgit (West Pakistan) highway has recently been completed. This strategically important road is to be open to traffic the year round. Running along the West Pakistan - Chinese border it has access to the Chinese highway system. (See Transportation Summary for March 1964, para I,B,2, b)).

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c) Border Crossing Traffic

Czechoslovakia continues in her efforts to facilitate the entry from West Germany and Austria into Czechoslovakia by opening new border crossing points.

- (1) Between Schafberg near Furth i.W., West Germany, and Folmava, Czechoslovakia, a new road border crossing point was opened with a capacity of clearing 1,200 motor vehicles a day. A 9-meter long bridge spanning the Warne Pastritz River near the border has been opened to traffic. The bridge has an alleged capacity of 60 tons. (See Transportation Summary for March 1964, para I,B,3,c)).
- (2) During discussions of local Czech and Bavarian authorities in late July 1964, the Czech announced that they intended to reopen the Bayrisch Eisenstein (West Germany) - Zelczna Ruda (Czechoslovakia) border crossing point in 1965. This border crossing point had been closed for 20 years. Its reopening would establish a through connection between München (Munich) and Praha (Prague) via Landshut - Deggendorf - Regen - Zwiesel on West German Highway No 11 and further on via Klatovy - Plzen.
- (3) The sixth Czech/Austrian border crossing point was opened at Grammetten, Austria, and Nova Bystrice, Czechoslovakia. Being connected with Austrian Federal Highway No 40, this border crossing point has shortened the traveling time between Vienna and Prague by about four hours.

d) Exports, Imports, Licensed Construction of Means of Transport.

- (1) (a) According to the trade and payments agreement effective from 1 July 1964 - 30 June 1967, Czechoslovakia exports tractors and trucks to Greece.
- (b) The Balatonfüred, Hungary, shipbuilding and cranebuilding yard builds cargo vessels and barges for the Egyptian Nile River Fleet. Four units have already been delivered and another three are under construction.
- (c) India has placed a designs and delivery order for 55 railroad bridges to Hungary.
- (d) The Györ, Hungary, railroad car and machine factory delivers 118 fast train cars, 35 mail cars and 10 dining cars to the Indonesian railroads.

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(2) Imports

The firm of Leyland Motors, Great Britain, is negotiating with Cuban authorities on the delivery of 500 buses in addition to the 450 buses delivered in January 1964.

(3) Construction Under Licence

The Ganz factory for electrical equipment and the Ganz-MAVAG factory, Hungary, have completed the first Ward Leonard silicon rectifier locomotive under French licence. The locomotive has a dead weight of 73.4 tons, a length of 15.5 meters over buffer, a capacity of 3,000 PS and attains a maximum speed of 140 km/h. Six this type units are to be build by late 1964.

c) Tourism

The marked Soviet Bloc attempts to increase their hard currency revenues for services rendered have been extended to the activation of tourist traffic from Western countries. Efforts made to this end differ greatly from the former methods of dealing with tourism:

- (1) In Rumania, branch offices of the State Bank issue tourist checks in lei in exchange for freely convertible currencies. With these checks, tourists may buy goods at a 20-percent reduction in specific shops. Furthermore, holders of tourist visa are granted a 200 percent rate of exchange for hard currency compared with the official rate.
- (2) Twenty nine representatives of the leading United States travel agencies have made arrangements with the Rumanian State Tourist Office ONT - CARPATI.
- (3) Soviet Zone state travel agency Reisebüro der DDR has concluded representation contracts with about 10 United States travel agencies.
- (4) Polish state travel agency Orbis in Scandinavia is advertising the "Polish Amber Coast", that is the coastal stretch between Swinoujście (Swinemünde) and Gdańsk (Danzig).
- (5) Polish State Airline LOT grants considerably reduced flight rates to individual foreigners staying at least five days in Poland.

However, in contrast to these apparently positive measures, all kind of existing travel restrictions, and even the possibility of arbitrary arrests of foreign tourists, still bear heavily upon the personal security of holiday travelers in the Soviet Bloc countries.

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f) Cooperation in International Organisations of the Transport Sector

Effective with 8 July 1964, Rumania has joined the Carnet T.I.R. Convention ¹⁾. However, pending the clarification of insurance and liability problems, the Carnet T.I.R. cannot be applied to Rumanian shipments, as yet.

g) Transport Personnel Visits in Soviet Zone.

Following an invitation of the Soviet Zone Power, Post & Transport Workers Union, approximately 150 Austrian railroaders visited the city of Dresden.

¹⁾ T.I.R. = Transport International Routier = International Freight Transport by Road.

Carnet T.I.R. = Customs clearing document eliminating practically customs inspection of truck shipments at the border and effecting a gain in time and reduction of costs.

Carnet T.I.R. Convention = Customs convention of all member countries of the IRU (International Road Transportation Union) enjoying the benefit of the advantages of the Carnet T.I.R. at equal rights and duties.

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IX. USSR1. Railroad Transportationa. Operational and Performance Data Planned for 1964

		<u>1963</u>
Freight movement, in billion ton/km	1,795	1,745
Freight volume, in million tons about	2,200	2,144
Passengers, carried in billion passengers/km	196	192
Passengers, carried in millions about	2,350	2,100
Opening of new lines, in kilometers	625	616
Putting into operation of double tracks in kilometers	436	500
General overhaul of lines, in kilometers	4,000	7,000
Laying of seamless tracks, in kilometers	7,500	12,000
Track laying on macadam, in kilometers about	7,500	7,600
Laying of new heavier tracks, in kilometers	9,500	9,000
Installation of Automatic block installations and dispatcher interlocking, in kilometers	2,015	2,200
Semi-automatic block installations, in kilometers about	8,000	10,600
Electrification of lines in kilometers including a.c., in kilometers	2,076 1,736	2,198 1,255
Dieselization of lines in kilometers about	5,000	7,000
Proportion of electric and diesel locomotives in freight movement, in per cent	77.2	71
Average daily run of electric locomotive, in kilometers	587	586.5
Average daily run of diesel locomotive, in kilometers	500	504.0
Average freight train weight, in tons	2,295	2,267
Average freight car turnaround time, in days	5.55	5.59

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b. Operational Data

The standard weight for freight cars has been increased on the following stretches:

Kartaly - Chelyabinsk	from 3,200 tons to 3,600 tons
Kartaly - Magnitogorsk	from 3,200 tons to 4,000 tons
Chelyabinsk - Sinarskaya	from 3,500 tons to 4,000 tons
Irkutsk - Ulan-Ude	from 2,400 tons to 3,000 tons.

c. Line Net (new construction and reconstruction)

- (1) The single-track Nevinnomyskaya - Dzheguta stretch of the Armavir - Baku line is to be extended to Sukhumi on the Black Sea via Taberda. It is planned to construct a tunnel through the Caucasus south of Taberda. Preparatory work and surveying for the new line allegedly started in the fall of 1963.
- (2) The entire Moscow Ring (outer railroad ring) is at present being modernized, electrified and double-tracked. Work is to be completed by late 1966. Upon completion, this 537-kilometer long ring will overpass or underpass 11 railroad lines, 40 highways and several rivers, thus constituting a fast route for commodities not destined for Moscow - similar to the Moscow Highway Ring (109 kilometers) - (see Tpt. Summary for April 1963).
- (3) General overhaul has been carried out or continues to be carried out on the following stretches:

- Kisel - Goroblagodatskaya	Sverdlovsk - Verkhnyaya-Solikamsk line
- Sverdlovsk - Bogdanovich	Sverdlovsk - Omsk line
- Bataysk - Kushchevka	Rostov - Armavir line
- Klukvennaya - Ylanskaya - Tayshet	Transsiberian Magistrale
- Cheremkhovo - Irkutsk - Slyudyanka	Transsiberian Magistrale
- Povorino - Talovaya	Penza - Liski line.
- Penza - Rtishchevo	Penza - Liski line
- Kinc'1 - Buzuluk	Kuybyshev - Orenburg line.

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2. Road Transportation

Road Construction

- a. Between 1959 and 1963, about 5,000 road kilometers received a tar surface, and approximately 42,000 meters of bridges were constructed in the Ukraine. About 25 per cent of all "public roads" have a solid surface. Construction of wooden bridges has been discontinued since 1951.
- b. In the area of the Russian SFSR, about 7,500 meters of bridges are to be constructed in 1964, and about 39,000 kilometers of roads, mainly republic, rayon and local roads, are to receive a solid surface.
- c. An about 2,000 kilometers long highway is under construction between Moscow and Chelyabinsk. It will cross the dam of the hydro-electric power plant at Kuybyshev, Shiguli district. The Moscow - Kuybyshev, the Kuybyshev - Sernovodsk, and the Chelyabinsk - Blatoust, stretches are to be opened to traffic still in 1964.

In addition, a new highway is under construction between Moscow and Volgograd. This about 1,000-kilometer long highway is to by-pass all major cities. The by-pass at Kashira and the Tambov - Michurinsk stretch are to be opened to traffic in 1965.

3. Inland Shipping

- a. Shipping is in full swing in both directions on the Volga - Baltic Canal, opened on 7 June 1964, via the 128 kilometer long Moscow - Volga Canal, with 5.5 meter mean depth, and 11 sluices of 290 x 30 x 5.5 meters, large vessels can reach Moscow. Still in 1964, the freight volume carried along this waterway is to exceed three million tons, mostly consisting of lumber, grain, salt, crude oil, coal and ore.

In order to handle the fastgrowing freight traffic between the Baltic and the Black Sea along the Canal, an efficient inland fleet of vessels for dry goods and tankers, of a carrying capacity of 3,000 - 5,000 tons, is being built. In addition, 2,000-ton barges are to be built, designed to be pushed along this direct north-south route in consolidated special tug-and-tows of packs of four to eight paired units.

For passenger traffic between Leningrad - Petrozavodsk - Gorkiy - Kuybyshev - Saratov - Volgograd - Astrakhan or Rostov, nine large modern diesel vessels are to be employed in 1964, including the F. ENGLIS, M. GOGOL, A. NEVSKIY, and CIOLKOVSKIY.

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Furthermore, increased employment of the about 130 hydro-foil boats of the following types is scheduled for passenger traffic:

- SPUTNIK (speed of up to 66.5 kilometers/hour, accommodating 300 passengers),
 RAKETA (speed of up to 75 kilometers/hour, accommodating 66 passengers),
 METEOR (speed of up to 75 kilometers/hour, accommodating 150 passengers).
- b. A new hydro-foil boat of type KOIET has recently been launched from the Krasnoe Sormovo shipyard in Corkiy. This type is the first gas-turbine propelled hydrofoil. It attains 110 km/h speed and accommodates 150 passengers. The first KOIET models are to be employed on the Volga - Baltic Canal.
- c. A railroad ferry service, similar to the ferry service on the Caspian Sea, is to be established between Odessa, USSR, and Varna, Bulgaria, in the near future. Twenty freight cars are to be carried over on this new about 400 kilometer long Black Sea route within 15 hours. The regular railroad route via Rumania requires three to four days.

III. Soviet Zone of Occupation of Germany

1. Berlin Traffic Situation and Interzonal Traffic

a. Berlin Traffic Situation

(1) Performances of Berlin S-Bahn (area of greater Berlin)

Year	S-Bahn train runs	Operational Performance		Number of Passengers Carried in	
		Train km	Axle km	millions	per km
1960	1,039	29.8	807	417	5,896
1961	1,037	28.6	747	334	4,747
1962	1,344	29.1	702	215	3,165
1963	1,411	28.8	687	216	3,233

Since the erection of the Berlin Wall on 13 August 1961, the number of passengers carried by the S-Bahn has decreased by more than 48 per cent, and the performance expressed in passenger/kilometers by more than 45 per cent. (See Tpt. Summaries for March and April 1964, Paragraph III, 1.a, Berlin Traffic Situation).

After the closing measures of August 1961, the

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Reichsbahn had to establish a separate S-Bahn service in West Berlin. These S-Bahn trains are running on the relatively short stretches of West Berlin territory while, prior to 13 August 1961, numerous S-Bahn trains served West Berlin traffic in connection with their runs between the Soviet Zone border areas and East Berlin. Due to the setting up of two S-Bahn services, the number of S-Bahn trains has increased by 35.8 per cent. Expressed in train/kilometers, the operational performance has remained almost stable for the following reasons:

- The S-Bahn stretches closed in August 1961 have been replaced by some new stretches.
- The Reichsbahn has not decreased its S-Bahn runs in West Berlin despite the boycott of the West Berliners.

However, the total figure expressed in axle kilometers of the entire S-Bahn net has steadily decreased as a result of the shortage of S-Bahn cars. Due to the increasing number of S-Bahn trains operated, the individual trains - especially in West Berlin - are shorter than previously.

- (2) For the first time, a military shipment was observed moving from Berlin=Adlershof to Bornau, and possibly, to Reichsbahn Division Greifswald in early July 1964. Even though, according to official announcements, the new Berlin=Adlershof freight station is to serve primarily as "unloading station southeast" and to take over the civilian freight traffic of Berlin=Grünau, Berlin=Schöneweide, and Berlin=Spindlersfeld, it is to be assumed that its installations have been expanded for military requirements.
- (3) Bornim=Grube railroad station on the western section of the Berlin Outer Ring (Line 104c) was converted into a block post on 10 July 1964. Only the automatic block signals are still in operation, while the entry and departure signals are not, indicating that no passengers can get off or on trains and that no railroad cars are added or detached at Bornim=Grube.

b. Interzonal Traffic

- (1) Inland Shipping Between West Berlin and the Federal Republic of Germany

In addition to the closing of the Mittelland Canal because of repairs on the Magdeburg=Rothensee shiplift, which lasted until 22 July 1964, the Elbe River down-

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stream of Sandau (UU 0153) and the lower Havel River have been closed in various places on several days. (See Paragraph III, 5 of this Summary). As a consequence, inland shipping between West Berlin and the Federal Republic of Germany, which handles about 28 per cent of the annual West Berlin freight traffic from and to Berlin (in June 1963, as much as 45 per cent), was completely interrupted. (See Tpt. Summary for June 1964).

As soon as the dropping of the water level necessitates discontinuation of shipping on the Elbe River downstream of Magdeburg, inland shipping between West Berlin and the Federal Republic of Germany will again be interrupted, since the waterway to Berlin via the Mittel-land Canal is routed on the Elbe River between Magdeburg-Rothensee shiplift and the Havel River mouth.

Already now, barges are loaded less than 50 per cent of their carrying capacity. Efforts are therefore being made to transport part of the freight by road.

Contrary to the winter of 1963/64, the Reichsbahn, possibly because of own heavy demands has not yet taken over freight trains in addition to the 13 regular freight trains running daily from Helmstedt to Berlin. As a result, a large number of freight trains destined to West Berlin are awaiting processing by the Bundesbahn (Federal Railways).

(2) Civilian Air Traffic Between West Berlin and the Federal Republic of Germany

During the first half of 1964, 1,197,633 passengers used the two West Berlin airports Berlin-Tempelhof and Berlin-Tegel, that is an increase of more than 13.7 per cent compared with the same period in 1963.

The number of take-offs and landings increased accordingly to a total of 28,932, that is an increase of 17 per cent compared with the 1963 figures.

During the present summer vacation traffic, about 200 daily take-offs and landings are performed at the two West Berlin airports.

The airlines carrying charter flights for travel agencies transported about 20 per cent more passengers during the first six months of 1964 than in the same period in 1963. Within the framework of these charter flights, a seasonal air line is flown every Sunday from Berlin-Tempelhof to Lübeck with bus connection to and from Travemünde. In their protests against the

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non-stop Pan American Airways flights between West Berlin and New York, the Soviet and East German authorities have also protested against the charter flights from and to West Berlin. (See Tpt. Summary for June 1964). So far, no charter flights have been impeded.

2. General Transportation of the Soviet Zone

The three inland modes of transportation carried a total of 295.3 million tons of freight during the first half of 1964, that is an increase of 7.5 per cent compared with the 1963 figure (274.7 million tons). Freight transports broken down to modes of transportation in million tons:

	First half of 1963	1964	Changes
Railroad	123.9	133	+ 7.3 per cent
Motor vehicles	146.2	158	+ 8.3 per cent
Inland shipping	4.6	4.3	- 6.5 per cent
Inland modes of transportation	= 274.7 mill. tons	= 295.3 mill. tons	+ 7.5 per cent
Total	= 100 per cent		= 100 per cent
including			
Railroad	45.1 per cent	45.0 per cent	
Motor vehicles	53.2 per cent	53.5 per cent	
Inland shipping	1.7 per cent	1.5 per cent	

The slight decrease in the share of inland shipping in the total freight volume reflects the impediment this mode of transportation suffered through ice at the beginning of the year and through low water in June and July 1964.

The shares of the three inland modes of transportation in the total transport performance in ton/kilometers differ widely from the breakdown of the total amount of freight transported because, as a result of the strict control of the Soviet Zone freight traffic, motor vehicle traffic is mostly used for feeding and distributing goods to railroads over short distances, while the railroads carry primarily goods over long distances. In 1962, the share of the railroads in the total tonnage of freight transported by the three modes of inland transportation was 45 per cent, but amounted to 82.7 per cent with regard to transport capacity.

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3. Railroad Transportation**a. Organization and Structure**

The former railroad maintenance shops (Bahnbetriebswerke -Bw) Leipzig=Plagwitz and Leipzig=Bayerischer Bahnhof have been disbanded as independent agencies and converted into "Lok-Einsatzstellen" (operating pool of locomotives). Lok-Einsatzstelle Leipzig=Plagwitz is now subordinate to Bw Leipzig=Vahren, and Leipzig=Bayerischer Bahnhof to Bw Leipzig Hauptbahnhof West.

For the following, already existing operating pool of locomotives (Lok-Einsatzstelle) previously called "Lokbahnhof = locomotive station, the subordination has been changed as follows:

Lok-Einsatzstelle	Subordination	
	until late 1963 to Bw	as of early 1964 to Bw
Kohren=Salis	Leipzig=Bayerischer Bahnhof	Leipzig Hauptbahnhof Süd
Geithain	Leipzig=Bayerischer Bahnhof	Leipzig Hauptbahnhof Süd
Gaschwitz	Leipzig=Bayerischer Bahnhof	Leipzig Hauptbahnhof West
Wurzen	Leipzig Hauptbahnhof	Eilenburg

This reorganization is connected with the change in the train traction service, which, through the gradually increasing employment of electric and diesel locomotives for line service and switch service, results in a slow decrease in the steam locomotive pool.

During the past ten years, electric train operations started from Leipzig traffic central on the following lines:

Leipzig - Halle - Magdeburg and/or Bitterfeld
 Leipzig - Bitterfeld - Rosslau and/or Muldenstein
 Leipzig - Grosskorbetha - Halle and/or Weissenfels
 Leipzig - Werdau - Zwickau and/or Reichenbach (Vogtland)
 with connections to Neukieritzsch - Borna, and Böhlen near Espenhain.

(Above list is not in chronological order).

The changeover to electric traction in the Leipzig area has had favourable effects, all the more since in this area diesel switch locomotives have also been introduced at an increased scale.

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b. Operations and Traffic(1) Operational and Car Situation

By taking over transports of the inland shipping, which the latter could not fulfill because of low water as well as by the organized vacation traffic and military transports (see Paragraph (2)), the Reichsbahn had to fulfill additional operational demands.

Except for the effects of the long-lasting heat wave resulting in delays at track construction sites, signal breakdowns and warping of tracks, no major operational troubles have become known.

Due to the continuing difficulties in meeting the demand for freight cars at the scheduled time, Deputy Transport Minister Arndt again asked the Reichsbahn repair shops and Reichsbahn maintenance shops to reduce the quota of damaged cars and furthermore ordered the Reichsbahn operative train traction department to accelerate the unloading of service coal cars by setting up reserve coal depots.

- (2) The Soviet Army had the largest share in the military demand on the Reichsbahn. Despite numerous GSFG exercises in the northwestern and western areas of the Soviet Zone, and NVA exercises in the entire southern area of the Soviet Zone, the demands on the Reichsbahn did not surpass the level normal for this period of the year.

So far, there have been no signs, such as equipping and making available of boxcars and dispatch of forerunners for personnel and dependents, indicative of the GSFG personnel rotation usually taking place in the month of July.

c. Line Extension

- (1) In connection with the electrification of the Blankenburg (Harz) - Königshütte stretch (about seven kilometers before Tanne railroad station) of Line 205a, the following extensions (see also Tpt. Summary for March 1963) are underway or scheduled:

Line 205 a

- Equipping of Elbingrode West, Hüttenrode, and Michaelstein railroad stations with 450 meters crossing rails;
- Construction of a single-track by-pass around the Bielstein tunnel between Rübeland and Hüttenrode because the lowering of the tunnel floor to enable installation of the overhead lines would be too costly;
- New construction of Blankenburg Nord railroad station with six tracks to enable changing of locomotives.

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Line 204

- Double-tracking of the Halberstadt-Megeleben stretch, in operation since 30 May 1964. (See Tpt. Summary for August 1963).

Between Line 205c and 204

- Construction of the "Halberstadt connecting curve."

- (2) The Eberswalde - Britz stretch of Line 122 is being prepared for double-tracking. The increase of the line capacity of this bottleneck line is the first of a number of planned measures to improve POL traffic from the Schwedt/Oder crude oil processing plant to Berlin and to Leuna II.
- (3) Renovation of the Biederitz - Herrenkrug=Elbe bridge (northeast of Magdeburg) on Line 207 was completed in July 1964.

4. Road Transportation

For survey of road bridges over the Elbe River with sketches, see Annex 1.

5. Inland Shipping

- a. Magdeburg=Rothensee shiplift resumed operation on 22 July 1964 after a closing period of 22 days. Originally, the closing was scheduled to last until July 1964. (See Tpt. Summary for June 1964).
- b. As a result of the continuing drought since May 1964, the water level of the rivers and the water table has fallen far below the average. Inland shipping could employ only a fraction of its carrying capacity, and in some places inland shipping had to be discontinued. Because of the critical water level of the Elbe River, the vessel draught was put at 0.90 meters and less. As a result, freight barges are stuck for many kilometers especially in the Magdeburg area. Water pumped in from Czech reservoirs failed to raise the water level.

On the following Elbe-River stretches regular inland shipping has already been discontinued since late May/early June 1964:

Beginning 29 May, from the Czech/Soviet Zone border (kilometer 0.00) to Riesa (kilometer 109.4).

Beginning 30 May 1964, from Riesa to the mouth of the Schwarze Elster River (kilometer 200.0)

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Beginning 2 June 1964, from the mouth of the Schwarze Elster River to the area of Magdeburg-Rothensee (kilometer 332.8).

The water level of Elbe River at Dresden having fallen as low as 54 centimeters, passenger shipping had to be discontinued upstream Dresden in late July 1964.

If the drought continues, it is to be expected that the entire inland shipping will be discontinued downstream of Magdeburg.

- c. Through regulating measures by the Soviet Zone authorities, the water level of the lower Havel River has been kept high enough for inland shipping. On the Oder River upstream of Hohensaaten only vital inland shipping transports are carried out, 40 - 50 per cent of the carrying capacity being used.
- d. In addition to the impediment to Elbe River shipping by low water, inland shipping was discontinued because of military exercises by the Soviet Army and the NVA on the following days:

Between 1400 on 1 July and 1000 on 2 July) between Havel
Between 0500 and 1800 on 3 July) mouth and
Wittenberge

Between 0000 on 16 July and 2400 on 17 July, between Sandau
(UU 0153) and Wittenberge.

The Havel River was also closed for military purposes on the following days:

4- 7 July) temporarily between
Between 1600 on 13 July and 1200 on 16 July) Mühlenholz
(UU 0157) and up
to Plauer Lake
Between 0630 and 1500 on 16 July)
Between 0630 and 1500 on 17 July) between
Between 0430 and 0900 on 18 July) Rathenow and
Between 0430 and 1000 on 20 July) Grütz
Between 0930 and 1200 on 22 July)
Between 2030 on 22 July and 0400 on 23 July)
)

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IV. Czechoslovakia

1. Railroad Traffic

a) Line Construction

Construction is under way on all five sections of the Vojany - Haniska broad-gauge line (see Monthly Transportation Summary for January 1964, Paragraph 1.c).

Great difficulties are being encountered on the third section (Trebisov - Kalsa). This planned route has been surveyed, but as yet no geological investigation has been carried out.

On the second section (Budkovce - Trebisov), between Bracovce (EU 624888) and Lozin (EU 618902), filling material for the railroad dam must be brought from a distance of twelve kilometers. Transportation is impeded by heavy dust so that the speed of 50 km/h, required for the conveyance of 500 cubic meters of material per truck/shift, cannot be reached.

On the fifth section (Bohdanovce - Haniska), between construction kilometers 82 and 84, a bridge construction team (stationed in Nizna Mysla) is being employed for the building of short overpasses. They are also building a railroad bridge across the Torysa River. Fully equipped with Soviet trucks and MAZ-K61 cranes, the team is instructed by Soviet experts. Until early July 1964, the Soviet Union has made available more than 250 major building machines and trucks. Altogether, a delivery of about 1,500 Soviet machines and other equipment items is scheduled.

b) Line Net

For map of Czech railroad net (status 1 July 1964) with connecting lines of neighboring railroads, see Annex 2.

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c) Roadbed

In late 1963, the length of seamless tracks on the Czech railroad net (CSD) amounted to 4,464 kilometers. With 600 track kilometers to be welded together in 1964, 20 per cent of the Czech track net will be seamless in late 1964; 53 per cent of the main railroad line (Friendship Line) are already equipped with seamless tracks.

d) Railroad Stations

The expansion of the Böhmisches Trübau (Geska Trebova) railroad station into the largest Czech switchyard has made good progress, the first section with 16 classification tracks having been opened to traffic on 15 July 1964. In the final planning, the railroad station is to be equipped with an automatic control system and 30 classification tracks.

e) Electrification

- (1) The Oldrichov - Louka u.L. alternative stretch of the electrified Aussig (Usti n.L.) - Brux (Most) line, opened to regular traffic in early June 1964, is being used so far only for empty cars for coal transports from Brux (Most). Passenger trains on these lines are hauled by steam locomotives because of the shortage of electric locomotives.
- (2) After the electrification of the Sillein (Zilina) - Detmarovice line, construction at the Ostrau (Ostrava)/ Kuncice - Polanka n.O. line has been taken up by the "Electrification of Railroads" enterprise (see Monthly Transportation Summaries for May 1964 and November 1963).
- (3) The laying of the overhead line for the Velim - Pecky - Podebrady closed test line, which has been under construction since early 1963, was completed in June 1964. Test runs of electric locomotives can be expected very soon. (See Monthly Transportation Summary for February 1963).

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f) Coal Situation

In early July 1964, the coal storage at locomotive depots (BW= Railroad Maintenance Shop) for the 1964/1965 winter has reached a point that several depots were filled to capacity and were unable to unload further supplies.

g) Rolling Stock

At the test run of the first series of the type EM 475 electric railcar set for suburban traffic, a speed of 100 km/h was reached within 30 seconds. Further improvements are to enable speeds of up to 160 km/h.

2. Road Transportation

a) Road Construction

In 1964, Czechoslovakia intends to invest 442 million Czech crowns (Kcs) for road construction.

Some of the major objects are:

- Improvement of State Road No 50 in the Drietoma (YQ 1720) - Trencianske Jastrabie (BV 8809) section, West Slovakia;
- Straightening and improvement of connection road over the Tatra Mountains between Turcianske Teplice and Ulanka in the Harmanec (CV 5708) and Ulanka (CV 6106) section, Central Slovakia;
- Road rerouting near Zbraslav (about eight kilometers South of Prague (Praha)), Central Bohemia.

b) Bridges

Near Zbraslav (about eight kilometers South of Prague (Praha)), a new road bridge across the Moldau (Vltava) River was opened to traffic in early June 1964; the

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adjacent old bridge will be demolished. The bridge rests on two main piers which are placed on the banks and two piers placed in the flood plain area. The single-track Prague (Praha) - Cerkany railroad line which runs along the right (east) river bank passes under the bridge between the main pier and flood area pier.

Location:	VR - 566 387
Length:	250 to 300 meters
Width:	10 to 12 meters
Roadway width:	8 to 9 meters
Sidewalks:	on either side, 1 to 1.5 meters

3. Inland Shipping

Since 11 July 1964, passenger shipping has been discontinued on the Moldau (Vltava) River between Prague (Praha) and the barrage near Slapy because of low water.

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V. Poland

1. General Transportation

Under a Polish-Hungarian agreement, Polish citizens are allowed, as of 20 July 1964, to make private trips to Hungary without producing invitations. Length of stay: up to 30 days. Travel document: passport 'inserts' in the identity cards. Polish authorities may ask for certificates that lodging is provided for in Hungary.

The same regulations apply for Hungarians visiting Poland.

2. Railroad Transportation

a) Line Construction

- (1) On 29 April 1964, electric railroad traffic was opened on the Warsaw (Warszawa) - Prague (Praha) line. (See Monthly Transportation Summary for April 1964).
- (2) On 6 June 1964, electric railroad traffic was opened on the Posen (Poznan) - Warsaw (Warszawa) line. (See Monthly Transportation Summary for April 1964).
- (3) The present 1,090 seamless track kilometers of the Polish State Railroads (PKP) are to be increased to 1,375 kilometers by late 1964. Within the next Five Year Plan (1966-1970), about 300 to 600 kilometers of seamless tracks are to be laid annually, bringing the total length up to about 4,150 kilometers in 1970.
- (4) In the past years, the roadbed repair program was fulfilled to 50 to 60 per cent only because of the shortage of tracks. Within the next Five Year Plan (1966-1970), track deliveries are to be stepped up for the renewal of 1,100 to 1,200 kilometers of tracks annually.

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b) Railroad Safety System

The Warsaw - Czestochowa - Katowice - Gliwice line will be converted to the automatic block system in 1964/1965.

c) Personnel and Organization

- (1) Jozef Popielas, former Polish Transport Minister, who had been dismissed in November 1963 (see Monthly Transportation Summary for November 1963), was made First Deputy Chairman of the Common Freight Car Pool of the COMECON countries (OPW=Obschtschij Park Waganow) in May 1964.
- (2) As Poland has no technical colleges for the training of railroad engineers, about 100 Polish students are being trained annually at institutes in Moscow and Leningrad.

d) Rolling Stock

- (1) Within the electrification program, the PKP plans to put into service 540 new electric locomotives and 1,230 new diesel locomotives in the next Five Year Plan (1966-1970). The diesel locomotives, 1,050 of which have a rated capacity of more than 800 HP, are to replace the steam locomotives in long-distance traffic.
- (2) At present, some two-axle freight cars (carrying capacity 21 tons) with polyethylene glass superstructures are being tested at the PKP. These plastic superstructures - with metal frames - reduce the dead weight of the cars by 400 to 500 kilograms as compared with the conventional wooden cars. The polyethylene material is manufactured in various colors so that the cars need no varnish coat.

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- (3) The assembly line system for the repair of rolling stock has been introduced at the Königszelt (Jaworzyna Śląska) car depot. With this innovation, the depot's repair capacity of about 2,500 freight cars has increased to more than 4,000 freight cars per year.

3. Road Transportationa) Reconstruction and Modernization of Arterial RoadsFrom Warsaw

Reconstruction and modernization of Warsaw's arterial roads, in part already under way, will continue in the years to come. Most of them are to be completed within the next Five Year Plan (1966-1970).

- Reconstruction of the 46-kilometer long Warsaw - Janki (DC 935 767) - Grojec (DC 904 466) road is to be completed by 1964. The road will be widened and provided with a new surface;
- Construction at the so-called Poznan stretch (Warsaw - Poznan connection) is said to have made considerable progress. In 1964, a 15-kilometer long section from Oltarzew (DC 8585) is to be reconstructed; Lowicz (DC 2874) is to be reached by 1966. Modernization of this much used line, leading to Lodz, is scheduled for 1967;
- Reconstruction of the Vistula River Highway, running along the left Vistula River bank to Modlin (DD 7810) has been started in cooperation with waterway experts. At present, the Lomianki (DC 920 994) - Czesnow (DD 816 050) section is being widened and modernized. Reconstruction of the section is to be completed as far as Modlin by 1965. The elevated road is also to serve as a dam against flooding;
- Construction of the Warsaw - Plock expressway. (See Monthly Transportation Summary for November 1961, Paragraph V, 2). The old Warsaw - Zakroczym (DD 7410) - Wyszogrod (DD 4505) road, running along the left Vistula River bank, is being improved to an expressway by thorough reconstruction. The Zakroczym - Wyszogrod section is to be completed by 1965. Representing the shortest Warsaw - Plock connection, the expressway is to be opened to traffic in two years;

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- The following roads are under construction:
 - Warsaw - Minsk Mazowiecki (EC 3981)
 - Warsaw - Garwolin (EC 425 500)
 - Warsaw - Mszczonow (DC 6758);

- At present, both the Warsaw - Nowydwor Maz (DD 8109) road, running left of the Vistula River in the Jablonna (DD 9503) area, and the Warsaw - Radzymin (ED 125 078) road are being reconstructed.

b) Road Bridge Across Bug River

The new road bridge across the Bug River at Debe (DD 945 163) is to be opened to traffic on 21 July 1964. The bridge spans the power plant, the weir, and the foremost dam; it carries the Nasielak (DD 8727) - Warsaw road. The new connection is about 10 kilometers shorter than the hitherto existing one. In the spring of 1965, this road is to be modernized as far as Ciechanow (DD 7459) and to be shortened by 20 kilometers. This highway represents the shortest connection between Warsaw and the Masurian Lakes district.

4. Inland Shipping

Shipping has been discontinued on the middle reaches of the Vistula River between Sandomierz (EB 5314) and Pulawy (EB 6696) because of low water (water level 40 to 60 centimeters).

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ELBE BRIDGES

Part b) Road Bridges
(Status of June 1964)

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Soviet Zone Highway Bridges Across Elbe River

1. At the end of World War II, numerous Elbe bridges were either destroyed or heavily damaged. During the first years after the war, the most important bridges were temporarily restored with detachable and heavy war-time bridge equipment. With the exception of the Wittenberge railroad bridge and the Torgau highway bridge, this state of affairs has not been changed up to the present time. The "Strom-Brücke" in Magdeburg is being replaced by a new structure; its completion is scheduled for around 1965.

The 1959 - 1965 Seven Year Plan provides for the removal of all war-time bridge equipment and for its replacement by permanent steel structures. However, the realization of this program appears impossible in view of the fact that, at present, there is not even steel enough available for the planned new bridge structures (Lutherstadt Wittenberg and Torgau).

2. River-kilometers counting begins at the Soviet Zone/Czech border and not at the source of the Elbe River in Czechoslovakia.
3. The heavy Reichsbahn bridge testing train 'S' consists of one locomotive with five axle loads of 25 tons each and a following equally distributed load of 8 - 10 t/m.

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Wittenberge (River Kilometer 454.9)

Combination highway and railroad bridge on Stendal - Perleberg stretch of Highway F-189 and on double-track Stendal - Ludwigs-lust line.

Location: UTM PD 853 743 (River Kilometer 454.9)
 Length: 1,075 meters
 Width: Double track (2 parallel bridges); East side track (upstream) planked for vehicular traffic; one 2-meter sidewalk.
 Capacity: Vehicular traffic: 40 tons
 Rail traffic: Heavy Reichsbahn bridge testing train
 Type of construction and design: From SW to NE: Deck type, 12-span masonry arches; thru type, 14-span multi-angular steel trusses including one temporary structure of war-time bridge equipment over two spans on roadway side. One towerlike masonry structure each on both abutments and on joint between masonry arch section and steel truss section; the masonry structures do not overtower the bridge structure.
 Piers: 25, solid, faced with freestone
 Width of spans: 12x24 + 1x40 + 10x53.50 and over water gap:
 (in meters) 1x53.50 + 1x84 + 1x42
 Year of construction and/or putting into service: 1884 and 1909.
 Restoration in August 1946.

Note: Bridge was partially destroyed in 1945. Two temporary spans (1x41 + 1x86.0 meters) of war-time bridge equipment were replaced by steel structures in 1956. Renovation of road bridge in fall of 1963.

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Tangermünde (River Kilometer 388.2)Highway Bridge on Stendal -- Rathenow stretch of Highway F-188

Location: UTM QD 024 265 (River Kilometer 388.9)
 Length: 637 meters
 Width: 7 meters (roadway 6 meters)
 Capacity: 40 tons
 Type of construction and design:
 From W to E: 1st and 6th span: deck-type steel truss structures;
 2nd span: through-type, steel, multi-angular truss structure;
 3rd to 5th span: one through type temporary superstructure of war-time bridge equipment;
 7th to 21st span: deck-type, continuous steel plate web girder structure
 Piers: 24, including 3 river piers, solid, faced with concrete
 Width of spans: 1x25.0 + 1x65.0 + 1x50.0 + 1x58.20 +
 (in meters) 1x38.80 + 20x20.0
 Year of construction and/or putting into service: 1932; restoration 1949-1951
 Note: Bridge was partially destroyed in 1945.

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Hohenwarthe (River Kilometer 339.0)

Highway bridge on Helmstedt - Berlin autobahn
(Europastrasse 8)

Location: UTM PC 848 892 (River Kilometer 338.8)

Data will be forwarded separately.

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Magdeburg (River Kilometers 318.8 to 332.7)Highway bridges on Helmstedt - Genthin stretch of Highway 1 and on
Zerbst - Magdeburg stretch of Highway F-184

From W to E:

a) "Wilhelm Pieck-Brücke" (Nord Brücke) over Stromeibe River.

Location:	UTM PC 817 797 (River Kilometer 327.7)
Length:	220 meters
Width:	24 meters (1x12 meters roadway with double streetcar track + 2x4.50 meters footway + 2x1.50 meters bicycle path)
Capacity:	80 tons
Type of construction and design:	Over water gap: Part through-type, steel plate web girder structure; joined on both ends by deck-type steel plate web girder structures.
Piers:	4, solid concrete, faced with freestone, including one river pier; piers with built-in mine chambers.
Width of spans: (in meters)	From W to E: 1x15.40 + 1x14.45 + 1x121.40 (fairway) + 1x24.31 + 1x18.91
Year of construction and/or putting into service:	Restoration August 1950 to September 1952.

Note: Bridge was partially destroyed in 1945.

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- b) "Brücke des Friedens" (Bridge of Peace) (Herrenkrug Brücke)
over Alte Elbe River.
- | | |
|---|---|
| Location: | UTM PC 821 795 |
| Length: | 210 meters |
| Width: | 11 meters roadway + 2x1 meters footway |
| Capacity: | 80 tons |
| Type of construction and design: | Deck-type, steel plate web girder structure |
| Roadway: | Cobblestone paving |
| Piers: | 6 (including 5 river piers) solid concrete |
| Width of spans:
(in meters) | 7x30 |
| Year of construction and/or putting into service: | Restoration in 1950. |
| Note: | Bridge was partially destroyed in 1945. |

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MagdeburgHighway bridge in the city

From W to E:

a) "Strom=Brücke" over Elbe River ("Eisenbahn-Pionier Brücke")

Location: UTM PC 811 789 (River Kilometer 326.0)
 Length: 156 meters
 Width: 9 meters (double streetcar tracks
 serving also for vehicular traffic,
 1xfootway, 1xbicycle path)
 Capacity: 16 tons
 Type of construction and design:

Temporary structure of war-time bridge
 equipment. Bridge consists of three
 parallel 3-meter wide structures, each
 with 3 through-type steel rectangular
 truss superstructures.

On southern structure (upstream):
 Single streetcar track; streetcar and
 vehicular one way traffic to the east.
 On center structure: Single streetcar
 track; streetcar and vehicular one way
 traffic to the west.

Northern structure (downstream) only
 for pedestrians and cyclists.

Piers: 2, concrete (2 river piers)
 Width of spans: 3x52
 (in meters)

Year of construction and/or putting into service: 1946

Notes: Bridge was partially destroyed in 1945.
 After completion of a new Strom=Brücke
 in about 1965, the above bridge is to
 be dismantled.

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Magdeburgb) "Zoll=Brücke" over Zoll=Elbe River

Location:	UTM PC 813 787
Length:	54 meters
Width:	7.5 meters roadway with double streetcar track + 2x1 meters footway
Capacity:	Over 16 tons
Type of construction and design:	Deck-type masonry arch bridge with three spans. On top of each of the two upstream and the two downstream piers, a pedestal with a statue is mounted (height over bridge deck about 4 meters). Also a total of 4 pedestals without statues (height over bridge deck about 2 meters) are mounted on the upstream and downstream sides of the abutments.
Piers:	2, solid masonry
Width of spans: (in meters)	1x17 + 1x20 + 1x17
Year of construction and/or putting into service:	Unknown

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Magdeburgc) "Anna-Ebert-Brücke" (Lange=Brücke) over Alte Elbe River.

Location:	UTM PC 816 786
Length:	198 meters
Width:	7.5 meters roadway with double streetcar track + 2x1 meters footway
Capacity:	60 tons
Type of construction and design:	Deck-type masonry arch bridge with 11 spans. From W to E: On top of the upstream and downstream protrusions of the 8th pier, two obelisks are mounted, overtowering (outside the parapet) the roadway by 4-5 meters
Piers:	10 (including 7 river piers), solid, faced with freestone
Width of spans:	11x18 meters
Year of construction and/or putting into service:	Reconstruction in 1946
Note:	Bridge was partially destroyed in 1945.

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MagdeburgHighway bridge in the cityStrom-Brücke

Location:	UTM PC: 8104 7886 (River Kilometer 325.5)
Length:	257.7 meters
Width:	30 meters (18 meters roadway with double streetcar track + 2 x footway + 2 x bicycle paths)
Capacity:	80 tons
Type of construction and design:	Deck-type, two hollow steel box girders thickening to 5.20 meters above piers and narrowing to 3.20 meters in the center of the spans. Traffic floor, formed by 12-millimeter steel plates, suspended between girders and reinforced by underneath girder system
Road surface:	Asphalt
Piers:	2 (no river piers)
Width of spans: (in meters)	From W to E: 1x81.5 + 1x130 + 1x46.2
Year of construction and/or putting into service:	still under construction
Notes:	Beginning of construction in mid-1962. Assembly of bridge scheduled for July 1964. Completion in about 1965.

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Schönebeck (River Kilometer 311.8)

Highway bridge on Schönebeck - Gommern stretch of Highway 246a

Location:	UTM PC 880 675 (River Kilometer 311.8)
Length:	595 meters
Width:	6 meters + 2x1.50 meters footway
Capacity:	40 tons (up to 60 t possible)
Type of construction and design:	From W to E: 1st and 2nd span: deck-type concrete plate web girder structure. 3rd and 4th span: one steel through-type trapeze truss structure. 5th to 14th span: deck-type, steel truss structure
Piers:	13 (3 river piers), solid, faced with freestone
Width of spans:	2x20 + 1x80 (fairway) + 1x65 + 1x50 + 3x50 + 6x35
Year of construction and/or putting into service:	Reconstruction 1950 - 1952
Note:	Bridge was partially destroyed in 1945.

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Dessau = Rosslau (River Kilometers: Dessau 259.6, Rosslau 257.3)

Highway bridge on Leipzig - Magdeburg stretch of old Highway F-184

Location: UTM UT 099 516 (River Kilometer 257.8)
Length: 216 meters
Width: 6 meters roadway + 1x1.5 meters footway +
1x2.1 meters bicycle path
Capacity: Up to 9 tons
Type of construction and design: steel deck-type bow-string bridge
Piers: 4, solid masonry
Width of spans: 1x40 + 2x39 + 1x40
(in meters)
Year of construction and/or putting into service: 1945 -
22 January 1946

Notes: Bridge was destroyed in 1944.
Railroad and highway bridges are
closely parallel on same piers,
highway bridge upstream. Speed limit on
bridge 20 km/h.

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Dessau-Rosslau

Highway bridge on Leipzig - Magdeburg stretch of new Highway

F-184

"Friedensbrücke"

Location:	UTM UT 101 516 (River Kilometer 257.6)
Length:	280 meters
Width:	About 15 meters (roadway + 2x2 meters footways + 2.x bicycle paths)
Capacity:	60 tons
Type of construction and design:	Deck-type reinforced plate web girder bridge with built-in chambers for mining
Piers:	3 (1 river pier)
Roadway:	Orthotropic slab
Width of spans: (in meters)	1x60 + 1x80 + 1x100 + 1x40
Year of construction and/or putting into service:	1957 - late 1960.

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Vockerode (River Kilometer 245.7)

Autobahn bridge on Halle - Berlin autobahn

Location: UTM UT 176 489 (River Kilometer 246.6)

Data will be forwarded separately.

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Lutherstadt Wittenberg (River Kilometer 213.8)

Highway bridge on Leipzig - Berlin stretch of Highway F-2

Location: UTM UT 380 479 (River Kilometer 213.8)
Length: 260 meters
Width: 5 meters roadway +2x1 meters footway
Capacity: 16 tons

Type of construction and design:

From S to N:
1st and 2nd span: through-type continuous
wooden truss structure;
3rd to 10th span: deck-type, steel plate
web girder structure.

Piers: 9, solid masonry

Width of spans:
(in meters) 2x45 + 8x22

Year of construction and/or putting into service:
Reconstruction after 1945

Notes: Bridge was partially destroyed in 1945.
Highway and railroad bridge are closely
parallel with common abutments but separate
piers. Highway bridge is on eastside
(downstream).
Construction of new bridge was planned
for 1964.

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Torgau (River Kilometer 154.6)Highway bridge on Leipzig -- Frankfurt/Oder stretch of Highway F-87

Location: UTM UT 622 140 (River Kilometer 155.4)
 Length: 357 meters
 Width: 11.60 meters (6 meters roadway (widening to 6.50 meters possible) + 2x2 meters footway)
 Capacity: 60 tons
 Type of construction and design:
 From W to E:
 1st to 3rd, 8th, and 9th span:
 Through-type, steel, five bow-string girder superstructures.
 4th to 7th span: deck-type steel truss bridge; seven-meter wide passage in stone arch of western abutment.

Piers: 9 (3 river piers) including five of solid masonry.

Width of spans:
 (in meters) 3x50 + 4x25 + 2x50

Year of construction and/or putting into service:
 Reconstruction in 1947.

Notes: Bridge was partially destroyed in 1945. Two wood-repair structures of eastern part of bridge replaced by steel structures in early 1964. In early 1963, bridge icebreakers and girders reinforced. Construction of new bridge planned for 1964.

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Riesa (River Kilometer 108.3)

Highway bridge on Riesa - Cottbus stretch of Highway F-169

Location:	UTM US 813 859 (River Kilometer 108.7)
Length:	7.50 meters roadway + 1x2.10 meters footway + 1x2.10 meters bicycle path
Capacity:	80 tons
Type of construction and design:	Deck-type steel plate web girder structure
Piers:	5, solid masonry
Width of spans: (in meters)	1x50.32 + 1x81.77 (fairway) + 1x62.90 + 1x56.61 + 1x50.32 + 1x44.03
Year of construction and/or putting into service:	Built between about 1953 and 1956
Note:	Former highway bridge was destroyed in 1945

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Meissen (River Kilometer 82.0)

Bridge of "Deutsch-Sowjetische Freundschaft" (German-Soviet Friendship) (Burg=Brücke)

Highway bridge on Freiberg - Elsterwerda stretch of Highway F-101 and on Radeburg - Wilsdruff stretch of Highway F-177

Location: UTM US 935 694 (River Kilometer 82.9)
Length: 203 meters
Width: 12.0 meters roadway + 2x3 meters footway
Capacity: 50 tons
Type of construction and design: Deck-type steel plate web girder structure
Piers: 4, solid
Width of spans: 1x20 + 1x51 (water gap) + 1x61 (water gap) + 1x51 (water gap) + 1x20 (in meters)

Year of construction and/or putting into service: 1933/34

Notes: Bridge was slightly damaged in 1945. In 1962 and 1963, the bridge was propped.

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Niederwartha (River Kilometer 69.5)Combination highway and railroad bridge on LIO-180 (primary road)
and on single-track Dresden=Friedrichstadt - Radebeul=Naundorf
line.

Location: UTM VS 024 617 (River Kilometer 69.2)

Length: 370 meters

Width: For two tracks; presently only one
track available, second track planked
for vehicular traffic (downstream side).

Capacity: Heavy Reichsbahn bridge testing train

Type of construction and design:

From E to W:

1st to 3rd, and 7th to 10th span:
seven steel thru-type rectangular truss
structures;

4th, 5th and 6th span: steel thru-type
truss structures with slightly arched
upper chord. Apex of these spans $2\frac{1}{2}$ -
3 times higher above track than upper
chord of spans 1 to 3 and 7 to 10.

Piers: 9 (including 3 river piers)

Width of spans:
(in meters) 3x25 + 3x65 (river gaps) + 4x25

Year of construction and/or putting into service:
Restoration after 1945

Notes: Upstream road bridge destroyed to a
great extent in 1945; therefore upstream
part of railroad bridge planked.

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Dresden/Niederwartha (River Kilometer 60.0)

Autobahn bridge, on Dresden - Karl-Marx-Stadt (Chemnitz) autobahn stretch, spanning Elbe River and Highway F-6.

Location: UTM VS 071 590 (River Kilometer 62.7)

Length: 503 meters (Structure over river 378 meters; structure over F-6 30 meters)

Width: 28.74 meters (2x9.50 meters roadway + 1x2.37 meters footway on upstream side + 1x2.37 meters bicycle path on downstream side + 1x5 meters center strip)

Capacity: 80 tons

Type of construction and design:
From W to E:
1st to 3rd span: deck-type steel plate web girder structure on pin-connected supports;
4th to 8th span (river bridge): deck-type steel truss structures;

Piers: 7, solid, faced with freestone

Width of spans:
(in meters) 1x45 + 1x50 + 1x30 + river spanning structure: 1x51 + 1x73 + 1x130 + 1x73 + 1x51

Year of construction and/or putting into service: 1935.
Restoration between 1945 and May 1946.

Notes: Bridge was partially destroyed in 1945. Major repairs were made between 1950 and 31 May 1952.

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Dresden (River Kilometers 45.3 -- 64.0)

"Kaditzer=Brücke" (Flügelwegbrücke)

Highway bridge in the city

Location:	UTM VS 083 580 (River Kilometer 60.8)
Length:	285 meters
Width:	11 meters roadway + 2x2.50 meters footway
Capacity:	24 tons (carries up to 50 tons)
Type of construction and design:	Deck-type steel plate/ ^{web} girder bridge
Roadway:	Cobblestone paving
Piers:	3 (2 river piers), solid concrete
Width of spans: (in meters)	1x65 + 1x115 (water gap) + 1x65 + 1x40
Year of construction and/or putting into service:	Unknown

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Dresden (River Kilometer 45.3 to 64.0)

"Marien-Brücke"

Highway bridge on Meissen - Bautzen stretch of Highway F-6

Location:	UTM VS 112 575 (River Kilometer 56.3)
Length:	436 meters
Width:	15 meters roadway with double streetcar track in the center + 2x3 meters foot- way
Capacity:	80 tons
Type of construction and design:	Deck-type masonry arch structure
Roadway:	Cobblestone paving
Piers:	13 (4 river piers); solid, faced with freestone
Width of spans: (in meters)	1x20 + 12x33 + 1x20
Year of construction and/or putting into service:	Reconstruction in 1948
Note:	Bridge was partially destroyed in 1945

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Dresden (River Kilometers 45.3 - 64.0)

"Dimitroff=Brücke" (Augustenbrücke)

Highway bridge in the city

Location:	UTM VS 117 569 (River Kilometer 55.4)
Length:	340 meters
Width:	15 meters roadway with double streetcar track + 2x3 meters footway
Capacity:	Cobblestone paving
Piers:	8 (4 river piers), solid, faced with freestone
Width of spans: (in meters)	1x25 + 1x35 + 1x40 + 1x45 + 1x50 + 1x45 + 1x40 + 1x35 + 1x25
Year of construction and/or putting into service:	October 1949
Note:	Bridge was partially destroyed in 1945

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Dresden (River Kilometers 45.3 - 64.0)

"Brücke der Einheit" (Albert Brücke)

Highway bridge in the city

Location:	UTM VS 128 571 (River Kilometer 54.2)
Length:	304 meters
Width:	12 meters roadway with double streetcar track + 2x3 meters foot- way
Capacity:	50 tons (carries up to 80 tons)
Type of construction and design:	Deck-type masonry arch structure
Piers:	13 (3 river piers), solid, faced with freestone
Width of spans: (in meters)	1x14 + 1x15 + 1x16 + 1x17 + 1x20 + 4x35 + 1x20 + 1x17 + 1x16 + 1x15 + 1x14
Year of construction and/or putting into service:	Reconstruction in 1945/46
Note:	Bridge was partially destroyed in 1945

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Dresden (River Kilometers 45.3 - 64.0)

"Loschwitz - Blasewitzer=Brücke" (Blaues Wunder)

Highway bridge on exit road to Highway F-6

Location: UTM VS 166 566 (River Kilometer 49.5)

Length: 270.30 meters

Width: 10 meters roadway with double street-car track + 2x2.5 meters footway

Capacity: 24 tons

Type of construction and design:

Through-type steel suspension bridge; elastic joints on top of towers and in center of bridge. Western end of structure joined by three masonry arch spans each 10 meters wide

Roadway: Asphalt

Footways: Wooden planking

Piers: 2 (no river piers), solid, faced with freestone

Width of spans: 1x61.8 + 1x146.7 + 1x61.8
(in meters)

Year of construction and design and/or putting into service: 1891 -1893

Note: Bridge was renovated in 1962/63

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Pirna (River Kilometer 33.5)

Combination highway and railroad bridge on road connecting
Highways F-172 and F-177 and on single-track Pirna -
Dürröhrsdorf railroad line

Location: UTM VS 252 466 (River Kilometer 34.0)
Length: 389.5 meters
Width: 1 railroad track and 7.5 meters
roadway + 3 meters footway, upstream
Capacity: 24 tons (carries up to 80 tons)
Type of construction and design: Deck-type, solid masonry arch structure
Roadway: cobblestone pavement
Piers: 9, solid, faced with freestone
Width of spans: 1x25 + 5x30 + 1x28 + 1x26 + 1x24 +
(in meters) 1x22
Year of construction and/or putting into service: Reconstruction in 1948
Note: Bridge slightly destroyed in 1945.
Bridge repair in 1962

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Bad Schandau (River Kilometer 10.3)

Combination highway and railroad bridge on Pirna - Schmilka stretch of Highway F-172 and on single track Bad Schandau - Neustadt railroad line

Location:	UTM VS 390 418 (River Kilometer 11.6)
Length:	264 meters
Width:	single track (downstream) + 6 meters roadway + footway (upstream)
Capacity:	16 tons
Type of construction and design:	From S. to N: 1st and 2nd span: deck-type masonry arches; 3rd to 5th span over water gap: 3 thru-type truss structures with slightly arched upper chords; 6th to 9th span: deck-type masonry arches with each two (total 4) towers on waterside ends of northern and southern masonry arch structures. Towers overtop upper chords of truss spans 3 and 5 and have about the same height as apex of span 4; Footway: planking Roadway: cobblestone pavement Piers: 8, solid masonry
Width of spans: (in meters)	2x10 + 1x50 + 1x80 + 1x50 + 4x10
Year of construction and/or putting into service:	about 1933
Notes:	Bridge in a very poor condition though repeatedly repaired. As of November 1962, bridge closed to vehicular traffic. Speed limit for trains.

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