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the summary report for August 1964 on Soviet Bloc transportation in East Germany, the USSR, Poland, and Czechoslovakia.

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TRANSPORTATION SUMMARY

FOR

AUGUST 1964

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I. International Transport Relations

1. Soviet Bloc Link-Up of Transportation System

a. Planning

(1) A conference held by the Department Motor Vehicle Transport and Roads of the Standing Committee for Transport of the Council for Mutual Economic Aid (COMECON) in Budapest from 13 to 18 July 1964, was attended by representatives of the USSR, Czechoslovakia, Soviet Zone of Occupation of Germany, Bulgaria, Poland, Rumania, and Hungary. The main topics discussed were interstate motor vehicle transports and the improvement of the international road network between 1966 and 1970. The speedy development of Soviet Bloc road transportation is mainly hampered by financial difficulties.

(2) Meeting in Bucharest in early August 1964, representatives of state airlines AEROFLOT, USSR, TAROM, Rumania, and TABSO, Bulgaria, reached agreement on the joint operation of the Sofia - Bucharest - Moscow air route. TAROM and TABSO had previously asked for a greater share in joint airline operations.

b. Points of Main Effort

(1) COMECON Pipeline (Line of Friendship) from the USSR to the European Satellites

(a) USSR

According to a statement by A. Zorokin, Deputy Chairman of the State Commission for Gas Industry in the USSR, large 1,020-millimeter pipes have been laid on the remaining Penza - Unecha section of the Friendship Line. After completion of final technical work, this section is expected to be put into operation in September or early October 1964. So far, crude oil from the tank depots of the Penza and/or Syzran pipelines had to be carried by railroad tankcars to the distributing pumping station at Mozyr. As previously reported, the northern branch pipeline from Mozyr to Plock, Poland, and Schwedt, Soviet Zone, and the southern pipeline to Bratislava, Czechoslovakia, with a branch to

Szazhalombatta-Szöny, Hungary, are already in operation.

The northern branch of the pipeline from Unecha to the Plock refinery was completed in April 1964 and has probably been put into operation by now. Laying of pipes is under way between Plock and Ventspils, Latvia. Completion of this section is scheduled for early 1965.

The northern crude oil pipeline from Yaroslavl is being extended to the refinery under construction at Kirishi near Leningrad. [redacted] 50X1-HUM

[redacted]

(b) Soviet Zone of Occupation of Germany

Plans provide for the laying of an about 250-kilometer pipeline between Schwedt and the Leuna I Works near Merseburg, and the simultaneous construction of another refinery at the Leuna II Works. The beginning of pipe-laying is planned for 1965, its completion for 1967. According to a Soviet Zone - Polish agreement, Polish skilled personnel will take part in the construction. [redacted] 50X1-HUM

[redacted]

(c) Czechoslovakia

The planned northwesterly branch of the COMECON pipeline in Czechoslovakia, the northern section of which is in operation between the Bohemian-Moravian hills near Havlickuv Brod and Most, will not branch off from the main line at Sahy as previously assumed, but at Nitra, about 70 kilometers northwest of Sahy. The total line is to be completed by late 1965 and to be put into operation in early 1966. [redacted] 50X1-HUM

[redacted]

(2) Danube Shipping

(a) From 11 to 18 August 1964, all shipping was closed about five times daily on the Hungarian Danube stretches between river kilometers 1,586 and 1,617 (Szlatina - Adony - Ercsi - Dolinapuszta)

and between river kilometers 1,672 and 1,683 (Felsögöd - Vac). The closing of the stretches was connected with military training activities. It is worth noting that the Danube River siphon of the COMECON pipeline from the USSR to the European satellites is located in the training area at kilometer marker 1,617.7 near Dolinapuszta.

(b) Geological surveying and exploratory riverbed drilling, expected to last until late 1964, has begun between Danube kilometers 1,695 (Nagymaros - Visegrad) and 1,697, with a view to determined the most suitable river bottom for the planned two Danube power plants at Nagymaros, Hungary, and Gabcikovo, Czechoslovakia, to be built in Czech-Hungarian cooperation. (See Tpt. Summary for May 1964, para I, 1, a.). Foundation work for the power plant is to begin in 1965. A reservoir to be built near the power plants is also to serve for irrigation.

(c) Wreck salvaging to clear the waterway is under way at the railroad bridge at Baja (Danube kilometer 1,480.220), Hungary.

(3) Division of Labor in the Construction of Means of Transportation

(a) The USSR has handed over to Czechoslovakia four steam locomotives converted to Masut firing. The four locomotives are the first contingent of 50 reconstructed locomotives to be delivered by the USSR. Masut, a residual product of crude oil distillation, is being used in the USSR for steam locomotive firing in regions where locomotive coal would have to be hauled over large distances. It is expected that, with the increased processing of crude oil carried by the COMECON pipeline to the satellite countries, Masut firing will be generally introduced for steam locomotives of the Soviet Bloc railroads.

(b) Czechoslovakia has delivered to the USSR the second model of a new a.c. locomotive with silicon rectifiers.

(c) Rumania has committed herself to deliver annually about 30 diesel locomotives to the Polish State Railroads (PKP) up to 1970. [redacted] 50X1-HUM

[redacted]

(2) Imports

- In accordance with an export contract, the machinery plant at Nis, Yugoslavia, is to deliver to the USSR tank cars for crude oil and sulphuric acid shipments. 50X1-HUM

[redacted]

(3) Construction under License 50X1-HUM

[redacted]

- State Factory PAFAWAG in Wroclaw (Breslau), Silesia, (German territory under Polish administration) is building a British-licensed electric locomotive type E-4 for passenger and freight train service.

II. USSR

1. Railroad Transportation

a. Operational and Performance Data

(1) In 1963, 93 per cent of all commercial shipments were carried by four and six-axle freight cars. All this type freight cars are now equipped with automatic buffer couplings and automatic brakes.

(2) The share of all-metal cars in the total pool of passenger train cars is 65 per cent.

(3) In June 1964, the share of electric and diesel locomotives in the total freight movement of the railroads amounted to 78 per cent. (1964 plan envisaging 77.2 per cent).

b. Railroad Line Construction

(1) In late June 1964, a new 705-kilometer railroad line was completed, branching off at Makat from the Guryev, Caspian Sea, -Kandagach line and leading to Aktau on the eastern shore of the Caspian Sea,

via Kulzary on the River Emba - Opornaya - Bejneu - Zay=Utes - Shetpe. Test traffic is under way. The line has been constructed after the discovery of rich crude oil deposits on the Mangyshlack Peninsula, between the Caspian Sea and Lake Aral.

(2) The construction of the 91-kilometer Bataysk - Starominskaya (southern branch line southeast of Rostov) is nearing completion. A 12-kilometer stretch was still to be completed in mid-July. The total line is equipped with seamless tracks.

2. Road Transportation

Road and Bridge Construction

a. Since recently, the construction of an about 2,300-kilometer highway has been under way along the Bukhara - Urals gas pipeline (pipes 1,020 millimeters in diameter). The highway runs through the Karakum and Kyzylkum deserts. At present, the line's Gazli-Amudarya stretch is under construction. A road bridge (400-meter long supension bridge without intermediate supports), carrying also the pipeline, has been completed across the Amudarya River.

b. (1) In Moscow, the construction of a road bridge, named Shelepikhinsk Bridge, is under way across the River Moskva. A reinforced concrete structure, this bridge is to connect the city districts of Krasnopresnenski and Kiev. Its measurements are:

	in meters
Total length	696
Length across river	260.5
Total width	29.6
Width of roadway	2 x 10.5
Center strip	2
Width of footway	2 x 265
Length of spans of total bridge	7.75 + 58.5 + 65.0 + 64.0 + 58.5 + 7.75

(2) The road bridge over the Volga River at Saratov, under construction for several years, is nearing completion. The 2,800-meter long bridge connects the cities of Saratov and Engels. The bridge allows for the passage of the largest vessels navigating on the Volga River. Its design is a deck-type plate web girder bridge of prefabricated reinforced concrete.

3. Air Transportation

On 17 August 1964, the Soviet Aviation Holiday, the Department for Civilian Aviation, founded in 1932, was converted into a Ministry for Civilian Aviation. The establishment of this ministry had proved necessary due to the growing importance of air traffic. Its head is Colonel General Yevgeny F. Loginov, who is simultaneously General Manager of AEROFLOT and who had thus far controlled the Main Administration of the Civilian Air Fleet at the Council of Ministers of the USSR.

III. Soviet Zone of Occupation of Germany (Including Berlin Traffic Situation)

1. Berlin Traffic Situation and Interzonal Transport

a) Berlin Traffic Situation

(1) (a) Rbd (Railroad Division) Berlin is making preparations for double-track operation of the Lehnitz - Oranienburg (No 104), and the Blankenburg - Buch (No 106), S-Bahn stretches in order to introduce a 10-minute headway.

(b) S-Bahn trains on the Berlin-Friedrichstrasse - Erkner (No 102) line are operated single-handedly. There is VHF radio communication between the railroad stations and the railcar engineer. A control button is operated every 30 seconds to check on the vigilance of the railcar engineer.

(2) Soviet sector VEB Berlin Motor Transport Company (BVG) has a pool of 1,180 streetcars and buses, including 34 large-capacity railcars for 113 passengers and 200 one-direction railcars for 99 passengers. The modest 1964 procurement program for 30 large-capacity railcars from VEB Wagenbau (car construction) Gotha and for 11 type Ikarus buses from Hungary has already been met. In addition, old-type streetcars are to be reconstructed at Berlin-Schöneweide Reichsbahn Repair Shop, and 64 old-type S-Bahn cars are to be converted into subway cars in the second half of 1964. [redacted] 50X1-HUM

b) Interzonal Transport

(1) Traffic Between West Germany and Soviet Zone

(a) In the first half of 1964, only 163 (monthly average 27) Soviet Zone residents were permitted by the Soviet Zone authorities to travel to West Germany on a private visit.

(b) During the same period, two Soviet Zone party delegations traveled without the consent of the Allied Travel Board to Western countries to attend the funerals of Communist chiefs. The Soviet Zone is currently striving to evade the competence of this office of the Allied Western Forces in West Berlin, for instance, by making state and party functionaries travel to NATO countries via satellite countries instead of via West Germany.

(c) The Soviet Zone authorities are issuing a large number of visitors permits to West Germans. It is, therefore, expected that about 2 million West Germans will visit the Soviet Zone in 1964, as against 1.5 millions in 1963. According to Soviet Zone statistics, the number of West German visitors amounted to 5.86 million during the period from 13 August 1961 to 12 August 1964.

(2) Interzonal Traffic Between West Berlin and West Germany

(a) - Due to rainfalls, the Elbe water level has risen since mid-August so that inland shipping could be resumed to Berlin via Rühen/Buchhorst - Mittelland Canal - Magdeburg-Rothensee - Elbe/Havel Canal.

- The West Berlin shipping department has again stressed the necessity of constructing an overpass of the Mittelland Canal across the Elbe River near Magdeburg in order to make shipping independent of traffic disruptions caused by the annual repairs of the Magdeburg-Rothensee ship-lift and by low water on the Elbe River stretch between Rothensee and the mouth of the Elbe-Havel Canal. The department is optimistic that negotiations with the Soviet Zone may be successful in view of the fact that, after year-long discussions, agreement has been reached on the reconstruction of the autobahn bridge across the Saale River near Hirschberg (PA 978 888), on the Demarcation Line.

- In inland shipping between West Berlin and Hamburg, downstream shipping between Wittenberge and Kumlosen has been closed since 24 August, daily from 1800 hrs until dawn. This measure is probably due to the temporary, recurrent low water level of the Elbe River.

(b) After the Reichsbahn had agreed with the Deutsche Bundesbahn (German Federal Railroads) to take over temporarily, from mid-August 1964, 14 freight trains a day in Helmstedt instead of the scheduled 13, it has been possible to clear, in the last two weeks of August, the freight for West Berlin accumulated in Helmstedt. [redacted] 50X1-HUM

[redacted]

2. Railroad Transportation

a) Operations and Traffic

(1) - Through the strain on the operational situation, already noticed in July 1964, plan arrears amounted to 7.19 days (4.7 million tons) by early August 1964. The daily shortage of cars to be made available by the Reichsbahn for loading amounted to 6,500, although the operative freight car pool exceeded the transport plan by 5,000 - 7,000. The turnaround time of cars increased from 3.4 days in June to 3.51 days in July.

- The operational difficulties in Railroad Division Dresden were caused by inadequate operative work and heavy train delays, by not using freight trains to capacity and frequent putting in of special freight trains; furthermore, there were too many trains handed over to neighboring districts behind schedule, and trains the locomotive of which could not be made available on time. Moreover the district suffers from a shortage of flat cars and gondola cars.

- The Reichsbahn intends to improve the situation by better utilization of freight cars and scheduled trains, by reducing the number of special freight trains, increasing the freight car repair quota, temporary utilization of operational damaged cars, and by accelerating repairs on railroad lines through multi-shift operation of large machinery.
  The planned shifting of suitable shipments to other inland modes of transport was limited to truck transports only, since due to low water, inland shipping capacity was reduced to an average 41 per cent on the Elbe River and 45 per cent on the Oder River, up to mid-August 1964.

- In July and August 1964, the Reichsbahn reckoned with approximately 500,000 children to be transported in special trains of an average 1,000 seats to and from holiday camps.

(2) In August 1964, military demands on the Reichsbahn did not surpass the intense demands of the preceding month. Continuing GSFG exercises and special training on troop training grounds caused additional strain on the operational Reichsbahn situation.

(3) The passenger train involved in the accident at Wassmannsdorf railroad station (southern stretch of the Berlin Outer Ring (BAR) during the night of 18/19 July, is believed to have been a Soviet transport train en route on special schedule from Magdeburg to Frankfurt/Oder. Passengers killed killed in the accident - the alleged number of 10-13 exceeded considerably the officially announced number of 3 - were Soviet soldiers and dependents. The Soviets disclosed that the derailing of two cars of the Magdeburg - Frankfurt/Oder "passenger train" had been caused by switches damaged by dangling brake-rod linkage of a locomotive having passed Wassmanns-dorf railroad station.

(4) In 1964, the Reichsbahn plans to close 21 secondary lines. Passenger transportation is to be taken over by bus service. The Soviet Zone Council of Ministers is still to give his approval.

b) Improvement, Maintenance and Dismantling of Railroad Lines

(1) On the putting into operation of the 100th Reichsbahn signaling device with trackage projection screen on Satzkorn railroad station (western stretch of the BAR), on 4 August 1964, it was disclosed that the entire Southern Outer Ring has been equipped with 17 such devices, and also two thirds of the Berlin-Dresden (via Wünsdorf) line. By 1970, the safety installations of all BAR stretches are to be improved to such an extent that all operations can be remote-controlled from three consolidated signaling points. Apart from the consolidated control, the automation of operations will include automatic block systems, and automatic train operation with cab signals.

(2) The priority given to the improvement of the Berlin-Dresden (No 163) line can be regarded as a confirmation of the reported extension of Reichsbahn electrification plans for the Radebeul West - Elsterwerda - Rangsdorf - Berlin Outer Ring - Oranienburg - Neustrelitz - Rostock line. On 1 May 1964, Dr. Ing. Meier, President of Railroad Division Dresden, had intimated this project in a press interview. In early July 1964, on the occasion of the 5th Transportation Meeting, Transport Minister Kramer mentioned the project again when the establishment of an electrified transit line from the Czech border south of Bad Schandau to Rostock Seaport was discussed.

(3) Since August 1964, track-laying and fitting of electric installations have been under way on the new railroad viaduct at Mücheln (on electrified single-track Line 180-d). The 264 meter long and 13 meter high deck-type viaduct has six piers and seven reinforced concrete spans. The viaduct was constructed within the framework of the rerouting of Line 180-d between Frankleben and Mücheln. The rerouted line, leading via Braunsbedra (QB 0286) - Krumpa and ending between Mücheln and Langeneichstädt, is to open up the lignite mine area. It is to be put into operation on 1 December 1964. On the new route, seven other bridges and four railroad station buildings (in Frankleben, Braunsbedra, Krumpa and Mücheln) had to be constructed.

(4) Due to line repair, the Ahrensfelde - Blumberg stretch of the Berlin-Lichtenberg - Werneuchen - Wriezen line (Line 109-b) was closed for passenger traffic between 2 and 17 August 1964. The passengers were taken over by buses. The Berlin-Lichtenberg - Ahrensfelde stretch was closed up to 1 August 1964 because of similar renovation.

(5) After the discontinuation of its freight traffic, the Ferdinandshof - Uhlenhorst stretch of narrow gauge Line 122-s has been dismantled. Passenger traffic was closed down on 11 July 1960 on this stretch.

c) Rolling Stock

On 11 August 1964, the 33rd main line diesel locomotive of the V-180 series, i.e., the 4000th diesel locomotive built in the Soviet Zone, was delivered by VEB Lokbau "Karl-Marx", Potsdam-Babelsberg. The 1964 production program envisages the building of 35 V-180 diesel locomotives. The Reichsbahn pool of this type of locomotives is expected to total at least 50 by the end of the year.

3. Road Transportation

a) Motor Transport

(1) After discontinuation of the production of the Trabant-600 minicar, the Trabant-601, developed from Type 600 with a new body and improved technical characteristics, is being series-producted since 1 July 1964. Type Trabant-600 continues to be produced as station wagon.

(2) In 1963, VEB Sachsenring, Zwickau, produced 53,300 Trabant cars instead of the planned 53,000 (see Transportation Summary for September 1963). In 1964, the production is to be increased to 60,000 items. [redacted] 50X1-HUM

(3) Automobile Factory Eisenach is to produce 32,000 Wartburg passenger cars in 1964.

(4) Despite the growing production of passenger cars, demands for new cars cannot be met, the more so as plans provide for increased exports to western countries. Customers in the Soviet Zone have to put up with delivery times of 2-3 years for passenger cars.

(5) In October 1964, the series production of the Multicar-22 compact delivery van is to begin at VEB Car Factory Waltershausen. The vehicle is to be used for internal deliveries of the factory and for local transports. It has been developed from Multicar-21, of which 10,000 units were produced by early 1963. [redacted] 50X1-HUM

b) Road Construction and Maintenance

(1) According to Soviet Zone plans, road construction and maintenance is to be carried out on the following autobahns, highways, and primary (LIO) and secondary (LIIO) roads:

(a) Berlin - Marienborn Autobahn

Apart from other repairs, the road surface of this 126-kilometer stretch, built in 1935/36, is to be renewed. It is also planned to introduce bridge books, and to re-analyze bridge structures. Due to warping and corrosion of the road base, roadways have become uneven and bumpy. It is expected that the stretches to be repaired will be temporarily closed, and/or, speed restrictions imposed. Major repairs were planned already in 1962 but were never carried out.

(b) Halle on the Saale River

Halle/Saale is to receive a north-south and an east-west axis of elevated highways. Surveying has already been completed. The construction of the highways, scheduled to be completed by 1970, is connected with the building of the "Chemiearbeiterstadt" (chemical workers' township) at Halle-West. The highways are also to provide for better connections in the northern area of Halle.

(c) Kreis Bernau in Frankfurt/Oder District

In 1965, a bridge with a capacity of 45 tons is to be built of prefabricated reinforced concrete members across the Sydow Fliess (stream) at VU 077 471 on LIIO Biesenthal No F-2.

(d) Kreis Frankfurt/Oder

In 1964, on LIIO Kliestow (VU 6602) - Rosengarten (VT 6499), a new bridge is to be built at VU 655 014, south-west of Kliestow. It is to replace the old three-span bridge spanning Frankfurt/Oder switchyard. The north-eastern part of the old bridge, destroyed during World War II, had been replaced by a temporary wooden structure, which later on burnt down. The new structure will be erected on reinforced concrete piers. Its total length is to be 3x10 meters, its width 6 meters and its clearance above the trackage 5-6 meters.

(e) Kreis Königswusterhausen, Potsdam District

In 1964, a four-span concrete bridge is to be built at UT 996 978 to carry LIIO Kiekebusch (VU 0100) - Brusendorf (UT 9896) across the Berlin autobahn ring at UT 996 978. The LIIO has so far grade-crossed the autobahn.

(f) City of Dresden

In line with the establishment of a new transport route between Dresden=Altstadt and Dresden=Neustadt, a new bridge over the Elbe River, named Rudolf=Friedrichs=Brücke, is to replace the destroyed Carola bridge at VS 122 568. The remainders of the old arch bridge were blasted in 1964. The new bridge is to be 350 - 400 meters long and 31 meters wide. The construction of the first stage of the whole projectmhas begun with the building of a 830-meter long elevated road carried by 22 seamless, reinforced concrete piers over the main station territory (VS 1258) and Highway F-6. The completion of this structure is scheduled for 1967.

(2) The following road construction, and/or, closing of traffic took place in connection with military installations:

(a) SAM Installation Area Near Pinnow (VU 4079), Kreis Angermünde, Frankfurt/Oder District

Part of the LIIO and roads of Koster Forest (VU 4079) in the above SAM installation area

were widened to six meters and concreted. Road stretches not yet improved received a temporary hard top surface.

(b) SAM Installation (UA 6806) Near Abtshagen (7006) Kreis Grimmen, Rostock District

The Abtshagen - Franzburg (UA 6106) LIO has been closed to traffic. There is one turnpike (barrier?) each watched by an EGA sentry at the western exit (UA 693 064) of Abtshagen and about 500 meters east (UA 639 064) of the Franzburg entry. Traffic is being rerouted via Steinhagen (UA 6810) - Richtenberg (UA 6208).

(3) The following road and bridge construction has been completed:

(a) Highway F-104

The Schwerin - Gadebusch (PE 4052) - Rehna (PE 3561) stretch is being widened to seven meters. Soviet soldiers with special vehicles are taking part in the work which is to be completed still in 1964. Highway F-104 represents a vital east-west connection in the northern part of the Soviet Zone, leading from the border of the Soviet Zone and the German Territory under Polish Administration, west of Stettin (Szczecin) via Mecklenburg to the Soviet Zone/West German Demarcation Line east of Lübeck; this highway is kept in a good state of repair, especially because EGA and GSFG garrisons are located near it.

(b) Highway F-97

After completing rerouting of the Spremberg - Hoyerswerda stretch via Spreewitz (VT 5807) and Burghammer (VT 5603) in 1963, the widening of the Cottbus - Spremberg stretch to seven meters was completed in the summer of 1964.

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Highway 97, leading from Guben to Dresden via the Niederlausitz (Lower Lusatia) coal mining area and the areas of Lieberose and Königsbrück troop training grounds, is used heavily by military and civilian transports. Its state of repair is good.

(c) Dresden District

South-west of Dresden, the construction of the "Nossener Brücke" (VS 0955) thoroughfare project, begun in September 1960, was completed in late June 1964. The 1.1-kilometer long bridge, now named "Bridge of the Youth", has a total width of 27 meters. It consists of four individual bridges with four classified lanes of a total width of 14 meters, two bicycle paths, each 2.20 meter wide, and of two footways, each 4 meters wide. Thus, a direct connection has been established between the south-western and east-western arterial roads.

4. Inland Shipping

(a) Plans provide for the following vessels to be built by VVB Schiffsbau (ship construction) in 1964:

- 11 motor cargo vessels; capacity 700 tons each.
- 10 push boats
- 42 push barges, capacity 460 tons each
- 1 passenger ship accommodating 1,100 passengers

The 1962 construction program totaled 30 motor cargo vessels, of 648-ton capacity each, and the 1963 program 18 motor cargo vessels, of 760-ton capacity each.

(b) Due to the favorable results obtained in test runs with push units on canals, tugboat shipping will gradually be abandoned, the more so as the stock of tugboats, numbering about 250, is completely obsolete. During the period of transition, tugboats, motor cargo vessels and other types of vessels are to be converted to push craft shipping. It is planned to put the first push boats on trial runs on the Elbe and Oder rivers in 1966. 50X1-HUM

(c) In 1963, the inland fleet carried 130,000 tons of export and import goods on 267 trips from and to Rostock Sea Port. In 1964, the performances are to be increased by 110 per cent to 275,000 tons. The waterway to Rostock leads along the Oder to Stettin (Szczecin) and continues via the Kleine Haff, Greifswalder Bodden, to Stralsund and from there along the Baltic coast to the entry of Warnemünde harbor. The Soviet Zone is entitled to use the Oder River between Hohensaaten and Stettin. However, since several years, inland vessels have mainly used the waterway via Hohensaaten - Friedrichsthaler Waterway, West-Oder to Stettin. 50X1-HUM

(d) Heavy rainfalls around 12 August 1964 caused a temporary rise of the Soviet Zone water levels, which, however, fell considerably again during the rest of the month. However, after the six-week drought period, shipping could be resumed 50X1-HUM

(e) In order to ensure a smooth flow of Elbe River shipping during low water periods, Soviet Zone authorities explore the possibilities for the construction of damming stages similar to those in West Germany and Czechoslovakia. It has been stressed for years to attain an invariable draft of the navigable channel during the summer months to guarantee a uniform tonnage to be carried by vessels on long stretches. Through

the regulation of the Elbe River, the hold of vessels could be used to capacity, and shipping performances could thus be increased in inland, transit and interzonal traffic, while simultaneously relieving the Reichsbahn and motor vehicle transport.

(f) The following inland waterways were closed because of military training activities:

Elbe River (u/i stretch) Havel River near Havelberg	From 1300-2000 hrs on 27 August 1964
Elbe River upstream from Mühlenholz (UU 0157)	From 0400-1300 hrs on 28 August 1964

IV. Czechoslovakia

1. Total Transportation

Freight and Passenger Transport by Public Means of Transport Within the First Six Months of 1964

Freight Transport

Modes of Transportation	Mill Tons	Planned %	Compared with 1963/64 in %	Bill Ton/ Kms	Planned %	Compared with 1963/64
Czech State Railroads	102.7	96.6	108.7	26.8	100,0	109.3
State Bus Lines (CSAD)	84.8	104.0	115.2	1.7	102.8	104.3
Inland Shipping (CSPLO and CSPD)	1.9	101.3	119.4	1.0	91.9	110.8
Civilian Air Traffic (CSA)	insignificant, not covered					
Total:	189.4	99.9	111.6	29.5	99.9	109.2

Passenger Conveyance

Modes of Transportation	Mill Passengers	Planned %	Compared with 1963/64 in %	Bill Passeng. Kms	Planned %	Compared with 1963/64
Czech State Railroads (CSD)	313.4	98.0	102.2	10.0	101.1	105.9
State Bus Lines (CSAD)	810.2	101.4	106.0	8.0	103.5	106.0
Inland Shipping (CSPLO and CSPD)	1.1	133.2	151.0	-	132.0	101.9
Civilian Air Traffic (CSA)	0.5	120.7	112.1	0.3	109.5	114.9
Total:	1,125.1	100.5	104.9	18.3	102.2	108.1

Despite a 11.6 per cent increase in the transport performance in 1964, as compared with 1963, the planned turnaround time of cars was still exceeded by 7.4 per cent in the first six months of 1964. Nevertheless, this figure is 3.8 per cent below that for the first half year of 1963.

2. Railroad Traffic

a) Line Construction

(1) The Ostrau (Ostrawa)/Kuncice - Polanka n.O. line, which has been under construction, was completed as single-track in late August 1964 and put into service ahead of schedule. *)

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(2) Test traffic on the electric rapid transit line from Kaschau (Kosice) to the East Slovak Iron Works (VSZ) has been taken up on 1 August 1964. Regular traffic is to start on 1 October 1964. As, however, the overhead contact line from the outskirts of the town into the city and on the plant grounds will not be completed by that time, feeder service has to be carried out, for the time being, by public transportation. The 15-kilometer long line is to be run with 40 electric fast railcars, manufactured at the Tatra works in Prague-Smichov.

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b) Safety System and Telecommunications

Within the area of the Koeniggraetz (Hradec Kralove) service section (PO), the hitherto existing Morse printers on railroad stations are being replaced by teleprinters.

c) Train Traction

Between 1 January 1964 and early August 1964, 7,900 large capacity coal trains were dispatched from the railroad junction Brüx (Most). This means a daily dispatch of 37 to 38 trains with a weight of about 1,500 to 4,000 tons.

*) According to the plan, the line was to be put into service on 1 September 1964.

d) Electrification

The Velky Osek - Koeniggraetz - Chocen line (timetable No 2 + 2h) which is to be electrified by 1965, has already been completed in the Chocen - Tyniste Nad Orlici section. Work is under way on the remaining sections. It is, however, questionable whether the planned date of completion can be achieved.

e) Rolling Stock

As the capacity of the Czech railroad workshops is not sufficient, Czech steam locomotives are being converted to oil firing ("Masut-heating") in workshops in the Soviet Union. In mid-August 1964, the first of these "reconstruction locomotives" have been delivered to the CSD. The conversion of locomotives in CSD workshops is carried out according to Soviet plans.

50X1-HUM

3. Road Transportation

a) Road Construction

(1) On State Road No 8 (Europe Road E 15) in Zinnwald (Cinovec), a new custom building with exchange-office and waiting room will be set up and a 100 meter long road section will be widened to 12 meters. Passenger border crossing traffic which has risen to 2,500 to 3,000 persons has been given as reason.

(2) In the second quarter of 1964, improvement of State Road No 12 (Europe Road E 15) started in the Prague (Praha) - Kolin section. The roadbed will be renewed completely for a length of 50 kilometers and the road will be improved to a highway with two lanes. Local bypass roads have already been established in Cesky Brod and Uvaly, in the past years. A construction period of three years is planned for this "new super-highway".

b) Bridges

(1) A new road bridge has been completed across the Waag (Vah) River at Hlohovec. The piers have been erected with prefabricated prestressed reinforced concrete pieces, the seven bridge spans in free construction from pier to pier with cast concrete. On 25 August 1964, the 342-meter long bridge was opened to traffic. It establishs a connection between Nitra and Leopoldov via Road No 513 to State Road No 61. By using prefabricated parts the weight of the bridge, which has been under construction since 1962, could be reduced by one third of that of a conventional type bridge.

Data: Reinforced concrete road bridge, deck type

Location:	YP - 060 674
Length:	342 meters
Width:	about 9 meters
Roadway width:	7 meters (two lanes)
Sidewalks:	about 1 meter.

(2) The road bridge across Orlik reservoir near Kostelec and Stare Sedlo is still under construction. The information about its completion was incorrect. The road bridge is a steel truss bridge with a width of span of 330 meters. 50X1-HUM

c) Motor Vehicle Traffic

Between Pressburg (Bratislava) and Gyoer, Tatabanya and the Plattensee (Balaton) in Hungary, a bus line, running four times a day, was established. The already existing lines from Kaschau (Kosice) to Miskolc and Budapest and from Nitra to Budapest have been expanded by a second daily connection; a new line between Lucenec and Salgotarjan has been opened.

3. Inland Shipping

Elbe (Labe) River shipping, which had been discontinued since 21 June 1964 because of low water, was resumed on 14 August 1964.

V. Poland

1. Railroad Transportation

a) General

(1) Traffic Performances

In the first six months of 1964, the Polish State Railroads transported 153.7 million tons of freight (9.2 per cent more than during the same period in 1963) on standard gauge lines. With this, the NPG (National Economic Plan) has been fulfilled by 102.5 per cent. The PKP hauled more than 38 thousand million ton kilometers (9 per cent more than in the first six months of 1963).

(2) Line Lengths

(a) In July 1964, about 23,370 kilometers of standard gauge lines belonged to the PKP line net, among them were 7,365 kilometers of double-track lines. The narrow-gauge lines had, at the same time, a length of about 3,450 kilometers.

(b) On 30 June 1964, the length of electrified lines amounted to 1,813 kilometers, 8 per cent of the PKP net length.

b) Line Construction

(1) Electrification on the Waldenburg (Walbrzych) - Breslau (Wroclaw) line is under way.

The laying of foundations and the erection of masts as well as the spanning of the overhead contact line net is carried out by PRK-8 (enterprise for railroad works) Breslau (Wroclaw) and by PKRE (enterprise for railroad electrification works). By late 1965, electrification of the entire line is to be completed.

(2) The putting into service of the electrified Rzeszow - Medyka, Czechowice - Zebrzydowice and Konin - Poznan lines, ahead of schedule permitted, for the first time, steam locomotives to be made free and available for the reserve.

(3) In the fall of 1963, seamless tracks have been laid on the Czestochowa - Dabrowa Gornicza and Katowice (Kattowitz) - Pszczyna (Pless) lines.

(4) By 1965, 400 track kilometers are to be electrified and the entire Warsaw (Warschau) - Katowice (Kattowitz) - Gliwice (Gleiwitz) line is to be equipped with an automatic block system.
In 1964/65, more than 600 kilometers of seamless tracks and about 2 million concrete ties are to be laid.

(5) There are nine PRK (enterprises for railroad works) and one PKRE enterprises (special enterprise for electrification) within the PKP region.

c) Railroad Safety System

On the Kutno - Bydgoszcz (Bromberg) line, automatic train braking has been installed.

d) Rolling Stock

In the first six months of 1964, the PKP received the following rolling stock deliveries:

25 electric locomotives

16 electric units with three section units each (electric railcars)

43 diesel locomotives
4,185 freight cars
47 passenger cars.

2. Road Transportation

a) Motor Vehicle Production

In the first six months of 1964, the Polish industry produced:

9,600	passenger cars
13,300	trucks
1,797	buses

b) Road Bridge Across the Narew River

On 31 July 1964, a modern road bridge across the Narew River has been opened to traffic in Pultusk (ED 0640). The bridge, which rests on high piers, has been erected from prefabricated cable concrete elements. The bridge is located on the Wyszkow (ED 3128) - Pultusk - Ciechanow (DD 4759) road.