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EXPANSION OF SOVIET RAILROADS

Before discussing the present situation of the Soviet railroads, it is necessary to emphasize a completely unknown fact: during World War II the Soviets dismantled many railroad lines distant from the theaters of operations and transferred the installations of these lines to the areas of military operations. Soviet postwar data and maps are, therefore, often exaggerated because many railroads indicated in such publications may not exist at all.

The following 13 railroad lines were planned by the Fourth Five-Year Plan and are either under construction or have already been completed:

1. South Siberian Railroad
  - a. Akmolinsk-Pavlodar section. More than 200 kilometers had been laid on this 447-kilometer line by the end of 1948.
  - b. Barnaul-Stalinsk section. In April 1949, rails were laid up to the Smaznevo station, located 100 kilometers from Barnaul, and blasting was started in the Altai Mountains.
  - c. Dzhambul-- Chulak-Tau branch. This branch had not been begun in 1948.
2. Magnitogorsk-Sterlitamak line. Construction began in December 1947 and was completed in March 1949.
3. Ishimbay-Yermolayevo line. Construction began in January 1948. By September 1948 it advanced 93 kilometers. Operations were started in February 1949.
4. Chardzhou-Kungrad line (600 kilometers long). In November 1948, earthwork was completed up to Novo-Urgen (400 kilometers). Construction of the Chardzhou-Kilometer 80 section was completed in March 1949. In March 1949, it was decided to continue the line to Darganata (210 kilometers from Chardzhou).

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5. Mointy-Chu line (443 kilometers long). Construction was started in March 1948. By July 1948, about 40 kilometers were finished. In February 1949, 240 kilometers were completed. This line is to be completed in September 1950.
6. Dzhambul-Chulak Tau branch. This branch was completed in September 1946.
7. Kara-Tau--Taldy-Kurgan line. This line was finished by the end of 1947.
8. Semipalatinsk-Malinovoye Ozero (152 kilometers long). To be continued further.
9. Sos'va-Alapayevsk line. Completed in July 1947.
10. Bystrovka-Rybach'ye line. Has been under construction for 9 years. During World War II, only the Kant-Bystrovka section was finished. In May 1948, the line was continued up to Rybach'ye.
11. Kostoma-Galich line. Was ready by the end of 1949.
12. Urussu-Narychevo line.
13. Shuya-Yuzha-Il'ino line.

Besides this list, the following lines were planned:

Nauchki-Ulan Bator line (350 kilometers long). Connects the Siberian line from Kyakhta with the Mongolian capital and has been in operation since August 1949.

An 85-kilometer railroad line is planned up to Yardinskaya Lesnaya Dache (in Kara Kумы, Turkmen SSR), but construction has not yet begun.

A part of the Transsiberian railroad line, from Novokuznetsk via Omsk and Chelyabinsk to the station of Dema, a distance of 2,350 kilometers, is being electrified.

Two lines, toward Targatay and toward Zasiansk are to be finished in 1951.

The most important repair and reconstruction projects in 1946-48 were as follows:

1. Double-tracking of the Moscow-Leningrad, Moscow-Kharkov, Rostov-Prokhladnaya, and Karaganda-Akmolinsk lines.
2. Reconstruction of the railroad centers in the Donets and Krivoy Rog basins.
3. Reconstruction and restoration of the bridges over the Dnepr, Don, Neman, Svir', northern Donets, and Irtysh rivers.
4. Reconstruction and restoration of various station buildings.

During 1946-47 these construction projects progressed very slowly because of a lack of rails and bridge installations. Rail production increased slowly (production in 1947 was only 25 percent above that of 1946) and the Ministry of Transportation was obliged to import rails. In 1946-47, only one million tons of rails were supplied to the railroads, while the roads could have used at least four times that much.

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The following table of verified data shows 1946-47 results:

	<u>1946</u>	<u>1947</u>
Rails for construction, repair	at least 850 km *	1,226 km
Rails for construction of second tracks	" " 1,200	1,265
Rails for sidings	---	<u>800</u>
Total	" " 2,050 km	3,291 km
Electrification	112 km	480 km **
New installations (automatic blocking)	2,259 km	1,600 km
No of repaired depots	at least 85	464
No of repaired bridges	" " 995-1000	1,740
No of repaired water tanks	100	--
Capital investments	About 5 billion rubles	About 6 billion rubles

\* Including the Sos'va-Alapayevsk and Dzhambul-Chulak Tau lines.

\*\* Doubtful whether completed.

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