

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Carpatho-Ukraine)	REPORT	[Redacted]
SUBJECT	1. Fortifications in the Carpatho-Ukraine 2. Narrow-Gauge Railroads in the Carpatho-Ukraine	DATE DISTR.	17 March 1953
DATE OF INFO.	[Redacted]	NO. OF PAGES	2
PLACE ACQUIRED	[Redacted]	REQUIREMENT NO.	RD
		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. [Redacted] fortifications in the Carpatho-Ukraine.

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2. [Redacted] in the southwestern part of the Carpatho-Ukraine, fortifications were being constructed and had been under construction for some time. From Uzhgorod (48-38N, 22-16E), southeast to Mukachevo (48-26N, 22-43E) and Sevlush (48-08N, 23-02E), as far as the Tibisco(sic) River and thence east as far as Botskov, shelters of reinforced concrete were being built. They were from 100 to 500 meters apart, depending on the terrain.

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3. Each shelter was so constructed that three-fourths of it was underground, while the other fourth, which was one to one and a half meters high and rounded, was above ground. Inside, the shelter had three embrasures, arranged in step-like fashion so that it was possible to shoot in all directions.

4. The line of these defensive fortifications ran along the margin of the forests. The fortifications themselves were camouflaged and situated a few meters within the forest. Where there were no forests, trees had been planted.

5. Only Soviets were employed in the actual construction of these shelters; the forced laborers were used to work in the sand or stone quarries, or to load and unload material.

6. In the Carpatho-Ukraine, the principal rail line from Chop (48-25N, 22-11E)-Batyovo-Nizhniy-Veresky and the Chop-Batyovo-Sarina line were narrow-gauge like those in the West. The narrow-gauge line which had been

25 YEAR RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")



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built by the Germans during the war was still extant   
 the Soviets had restored it and were using it to transport  
goods out of the country as well as to transport goods coming from  
Hungary to Kiev. Close by this narrow-gauge line there was a  
broad-gauge line which also extended as far as Kiev.

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<sup>1</sup>  Comment:  referring to the railroad line  
as "narrow-gauge, like those in the West", evidently is judging  
and comparing the line with the standard Soviet gauge, which  
is wider-gauged than the standard Western gauge.

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