

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR) REPORT [Redacted] 25X1

SUBJECT 1. Travel in the Ukraine DATE DISTR. 17 June 1955
 2. Voluntary Movement of Ukrainians to Kazakhstan NO. OF PAGES 2

DATE OF INFO. [Redacted] REQUIREMENT NO. RD 25X1

PLACE ACQUIRED [Redacted] REFERENCES

DATE ACQUIRED [Redacted] This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. In May 1954, a railroad ticket to Chernovtsy, purchased at the ordinary ticket office at the main station in Lvov, cost between 40 and 50 rubles. This ticket entitled the traveller to an unreserved seat in the "hard" class. The train left Lvov shortly after 1800 hours, took the route through Stanislav, and arrived at Chernovtsy about noon the next day. 25X1
2. Travelling on this train was a party of about 15 young Ukrainians, mostly women, who were on their way as volunteers from the Western Ukraine to work on the virgin lands scheme in Kazakhstan. They changed trains at Stanislav. Many of the passengers between Lvov and Chernovtsy were the so-called "Hutsulki" (or "Gutsulki"), a Ukrainian-speaking people inhabiting the Carpathian foothills to the north of the Soviet-Rumanian frontier. Some of them were wearing their characteristic national dress.
3. Regular all-year bus service, usually on a daily schedule, existed between various towns in the Western Ukraine. Bus travel was well-patronized, because it was often faster than travel by rail, but it was also more expensive. Because of the higher fares, the average bus passenger usually was a member of the higher-paid social classes, such as skilled workers, managers, and intelligentsia. Kolkhoz workers nearly always travelled by train.
4. The bus station in Chernovtsy was located behind the main post office. The bus for Lvov left Chernovtsy at about 0800 hours and arrived in Lvov at about 1700 hours. The fare was between 70 and 80 rubles. The bus used for the trip was of ZIS make and was not quite full. The passengers were both Russians and Ukrainians, and most of them were travelling all the way to Lvov. They were a mixed group, with town-dwellers predominating. Peasant women, making short journeys, got in and out at towns and villages where there were scheduled stops. The bus followed the route through Stanislav and Drogobych.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

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-2-

5. The bus terminal in Lvov was on Pervomayskaya ulitsa in the center of the city. Bus tickets could be ordered by telephone in Lvov and delivered to the home of the person making the order. It was advisable to give at least two days' notice before the date of departure. The bus station checked the name, address, and telephone number of the person ordering the tickets and called him back in 10-15 minutes to confirm the reservation. [redacted] the checking was done through the telephone information bureau. The tickets had to be paid for on delivery. 25X1
6. In June 1953, the civil air transport ticket office in Lvov was located on Pervomayskaya ulitsa. From there, passengers were taken by airport bus to the suburb of Pertsenkovka, where the Lvov airport was located.
7. The flight from Lvov to Kiev left Lvov at about 1400 hours and arrived in Kiev at 1600 or 1700 hours. Clean and comfortable bunks, in either single or double rooms, were available at the airport hotel for five rubles each for the night.
8. The next flight for Kharkov left Kiev at 0600 hours the following morning and arrived in Kharkov at about 1000 hours.
9. The flight for Zhdanov left Kharkov at 1600 hours and arrived in Zhdanov between 1800 and 1900 hours. The Zhdanov airport was located some distance from the center of town, and there were no taxis or buses available at the time the plane arrived from Kharkov.

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