

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Enclosure: 1 report (35 pages, 1 map)

To: Army

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CSAD National Corporation.1/. Development:

a/ Until the year 1948 /March-June/ the road traffic in CSR was carried out by vehicles of CSD /Czechoslovak State Railways/ and by vehicles of private firms.

During the first postwar years after WW II the situation in road traffic was hampered by the shortage of new vehicles and by the desolate state of old vehicles that had not been repaired and maintained enough during the war. Another difficulty was caused by getting hold of spare parts for confiscated vehicles, namely of German origin, that were left behind by Germans in border areas in 1945. Also spare parts for vehicles made in CSR before the war were not immediately obtainable because such vehicles were out of production for several years.

The first production of new buses started in late 1945 in Skoda Works and Tatra Works although it encountered numerous troubles - shortage of material, destroyed workshops and machinery.

A similar situation existed in the freight traffic /trucks/, although a partial help was done by UNRRA deliveries in the form of numerous trucks. First Czech trucks left production lines by late 1945 but production situation was the same as in bus production.

b/ After the year 1948, when the Communists seized the power and decided to enlarge Czechoslovak industry to suit their plans, a greater attention was devoted to the road traffic, namely bus traffic. The enlargement of industry was enabled by sufficient manpower released in villages by introducing collective farming.

In 1948 were nationalized all existing, private transportation firms that were merged, alongside CSD vehicles, in a single firm called CSAD, National Corporation /Czechoslovak State Automobile Transportation/, formed was an independent Center Management of CSAD directly subordinated to the Ministry of Transportation and Region Management in Slovakia. A part of private, freight transportation firms was included in local communal enterprises being just formed.

In 1949 there was done the overall reorganization of CSAD on ground of County Administration effective 1 Jan 1949 /see ad 2- Administration of CSAD, Nat. Corp/.

2/. Administration of CSAD, Nat. Corp:

As a nationwide enterprise the CSAD is organized in 19 areas identical with counties established in 1949. These areas are then subordinated to the Main Administration of CSAD residing in Prague II, Na-brezi I Cs. Kyjevske Brigady 12, in the building of Ministry of Transportation. The whole organization of CSAD may be outlined as follows:

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/Ministry of Transportation/
MAIN ADMINISTRATION OF CSAD

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COUNTY /Regional/ ADMINISTRATION OF CSAD

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•
•

TRANSPORTATION FIRMS /County Enterprise/

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•
•

COMMERCIAL EXPEDITING or
LOCAL MANAGEMENT OF CSAD

a/ Main Administration of CSAD, Nat. Corp:

/Center Management of CSAD until 1952/ is the management of a nation-wide enterprise controlling all the road transportation in CSR except the transportation by vehicles of local, communal firms, be it passenger or freight transportation. A detailed dividing of the Main Administration of CSAD into departments is not known but it is probable that it is similar to the former General Management of GSD where there were the following departments:

- a/ personal
- b/ commercial
- c/ technical
- d/ organizational
- e/ scheduling
- f/ cadres

In the whole about 8 departments.

b/ County /Regional/ Administration of CSAD, Nat. Corp:

Is established in every county town, i.e. 19 county administrations bearing the designation of counties numbers currently used in civic administration - see the Survey of County Enterprises and Transportation Firms attached to this report as inclosures. It is also probable that the County Administration is identical with the management of County Enterprises or Transportation Firms located in county towns.

c/ Transportation Firm /County Enterprise/:

Is established in every county town and some other, important towns of the county /2-8 transportation firms in the county/. The size of these enterprises depends on the number of lines assigned to the enterprise, county's density of population, advanced industry and the density of RR lines in the area.

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d/ Commercial Expediting/Local Management of CSAD:

This is actually by the Branch of Transportation Firm or County Enterprise engaged in actual, own transportation, either regular according to official timetables or extraordinary according to requests, ~~xxxx~~ usually excursions of workers or school children for recreations or manifestations or freight transportation in various campaigns. These commercial expeditings or local managements of CSAD are also established in smaller villages, especially in crossing points of more bus lines and they operate with several buses, trucks or drivers and carry out the transportation in areas or lines assigned to them. They also deal with passengers, such as booking tickets, issuing travel cards for workers and they also collect fees for transportations of freights.

In the residence of Commercial expediting there are also garages for vehicles and workshops for current vehicles repair.

g/ Transportation:a/ Freight Transportation:

The ground to elaborate the survey and to ascertain its extent is missing but according to existing reports and knowledge, the automobile freight transportation is not by far a serious competitor for railway transportation as it is in case of passenger transportation. The freight transportation is more limited to trips on short distances, ~~xxxxxxx~~ transports of fast goods to places where railway transports would cause the delay in deliveries and then the main task of automobile freight transportation is to relieve the overloaded transportation by trains, such as coal deliveries from mines on shorter distances, during sugarbeet and potatoe campaign, harvests etc.

The available motor peel consists of trucks of many types, from prewar, Czech types via confiscated German trucks, UNRRA truck to Czech trucks made after the WW II.

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These postwar types are the following: SKODA-Diesel 3,5 tons, SKODA-Diesel 5 ton, TATRA 111 5 tons, PRAGA-RN 3,5 tons and AERO 1,5 ton. It is not exactly known how many of these cars have been made since 1945 and then a considerable quantity is made for the Czechoslovak army and for the export. The total number of trucks in GHD motor pools is probably 1500 pieces. To this figure we must add vehicles of local communal enterprises positively exceeding 1500 and other trucks in possession of various firms so that the total number of trucks in GHR, without vehicles of Czechoslovak army, totals approximately 15,000 pieces.

b/Passenger Transportation:

Data on passenger transportation were compiled from official time tables of bus lines pertaining to summer of 1951, winter of 1951-52 and winter of 1952-53. Their correlation provided a sufficient survey of bus transportation, location of transportation firms and relatively exact number of buses in motor pools of individual firms.

The comparison of mentioned time tables also revealed the growth of bus transportation in the last three years. The biggest increase of CSAD was recorded in the year 1951 /7 Oct/ when the bus transportation was 18% larger than in 1950.

In 1951 there were opened most new lines and most buses put into operation. The existing lines were strengthened by several new connections in some places and set up were also long-distance, fast bus lines either from county towns to Prague, among county towns or industrial centers.

In 1952 /30 Nov/ a certain number of new buses was put into operation and also new lines were set up though on smaller scale than in 1951. This period from 7 Oct 1951 to 30 Nov 1952 shows the increase of 8%. The survey of transportation firms and number of buses in the inclosure of this report reveals the following facts: that approximate number of buses in CSAD, Nat. Corp was the following by late 1952 in these counties:

1 - 9	abt 1800 x/	
10 -13	abt 1000 xx/	1951-52
14- 19.....	abt 900 +/	1952
Total number	abt 3700 buses	abt 950
		abt 800

x/	for the survey used time table for winter of 1952-53 effective 30 Dec 52.
xx/	" " " for winter of 1951-52 effective 7 Oct 51.
+/	" " " for summer of 1951 effective 20 May 51.

It is not known to what extent is planned the enlargement of bus transportation but it is highly probable that the Communists will try to hook up every village with the bus network in order to control the largest possible manpower released from the agriculture by introducing the collective farming. The time tables also revealed that holiday and Sunday bus transportation /called transportation on days off/ makes approximately 15-20% of the traffic during work days. From this is evident that the transportation exclusively serves requirements of the industry and is supposed to enable a smooth factory-attendance of workers.

The bus motor pool of CSAD consists of vehicles of various types, i.e. of pre-war models made in GHR /SKODA, PRAGA, TATRA, WALTER/, buses left behind by Germans in 1945 and finally of buses made in GHR after the WW II /SKODA and TATRA/.

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It is probable that the latter vehicles are prevailing in the motor pools of CSAD because the number of 3700 buses is quite acceptable in view of the increase of the whole transportation during the last years and the fact that buses production has been supported by the Communists by all means.

Buses being produced since 1945 /SKODA and TATRA/ can transport about 70 persons in civilian transportation plus 1100 lbs of load on the roof. All the buses of CSAD use Diesel engines. There are only very few buses in CSR having gasoline engines and they were either re-equipped with Diesel engines after the war or put out of use if their repair was expensive.

4/. Conclusions:

The motor pool of CSAD, Nat. Corp as to the military use:

In view of the motorization and mechanization of Czechoslovak army may be presumed that the increase of CSAD motor pool is tightly connected with changes in the army and that the whole automobile transportation in CSR, be it CSAD or transportation by communal enterprises, is controlled by Czechoslovak Gen Staff as is the case of RR transportation. The control in CSD /Czechoslovak State Railways/ is done by VZTV /Military RR Headquarters located in all important RR crossings/. As to the CSAD the control will be done by KVV /County Military Headquarters/ that perform supervision of all the automobiles transportation in the county. Prior to 1949, when CSR introduced county administrations and the system of KVV and OVV /County and District Military Headquarters/, all the motor vehicles, either private or governmental, were controlled by so called VEKMN /Military Evidence Commission of Motor Vehicles/ attached to every DOV /Recruiting District HQ/. In 1949 the system of DOV was abolished and replaced by KVV and OVV and the activity of VEKMN was transferred under the jurisdiction of KVV. During a certain period there was done so called conscription and classification of all motor vehicles, usually after two years, and the result served as a bases to make mobilization plans and lists of motor vehicles/ because, according to military directives of 1949, the following vehicles came into consideration: trucks and tractors of all types and displacement, passenger cars from 1000 ccm up and motorcycles from 175 ccm up. It is possible that the level has been lowered now including thus cars of 800 ccm and motorcycles of 150 ccm, as hinted to us in the course held by VEKMN. After the nationalization of all the transportation the activity of VEKMN was considerably relieved because all nationalized firms must keep periodic reports on the number of vehicles in operation and in repair as it is with the CSD where reports on engines and cars were made three times a week during the war and twice a week afterwards, along with so called "main report" every 10 days including the following data:

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- a/ total number of steam engines
- b/ number of fast, passenger, freight and local engines
- c/ number of engines ad b/ in operation
- d/ number of engines ad b/ in minor repair
- e/ number of engines ad b/ in main repair
- f/ fuel consumption
- g/ lubricant consumption

Reports of a similar nature are probably sent by all automobile transportation firms. One copy is also sent to the KVV /for control of motor vehicles/ so that it has a constant survey of drivable car in motor pools of nationalized firms.

The transportation by private passenger cars is very weak. First of all there are restrictions and then high prices of fuel.

It is also possible that the mobilization plan has been made already to enlist motor vehicles of nationalized firms and that every transportation firm of CSAD or local communal enterprise must deliver a certain number of vehicles to the army in case of mobilization.

these nationalized autotransportation firms are a sort of automobile reservoir of Czechoslovak army.

There are several alternatives in case of mobilization as to how and what quantity of vehicles will be delivered by nationalized transportation firms to the army:

- a/ every firm will deliver now the settled number of vehicles /including drivers/ to a pre-determined place and will be responsible for their drivability.
- b/ in areas near the front /special orders have already been issued/ the number of delivered vehicles will probably be much higher than in inland areas.
- c/ It is possible that in case of necessity the army will confiscate /in a certain area/ all the vehicles of CSAD and communal enterprises and transportation firms of other areas will have to send in their vehicles to maintain the minimal transportation requirements.

Of course, these are not all the possibilities of how to use the motor pool nationalized firms. All depends on immediate situation of the army and her requirements as to motor vehicles.

Approximate numbers of vehicles which could be given the army to disposal without paralyzing workers transportation might be 1500 buses and 6-7000 trucks /the number of passenger cars in CSR is not known although the number of cars reserved to civilian transportation will be negligible/.

a bus may transport 45-50 men fully equipped then about 70,000 men who can be transported by buses, excluding the capacity of bus trailers. Trucks might transport as much as 160,000 men fully equipped if we count on the capacity of 25 men per truck. This means that all these vehicles may transport the army of about 230,000 men, i.e. approx. 12 divisions.

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Even without including the capacity of own, military vehicles and rail-
ways, this means that these vehicles are capable of transporting the
army consisting of three army corps including all weapons.
This offers the possibility that within 24 hours after the mobilization
such an army may be transported from Slovakia to Middle and East Bohemia
or from Moravia to the west border of CSR provided the average speed per
hour is 30 kms /18,5 miles/ and daily coverage 500-550 kms /310-340 miles/

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Incl 1

THE SURVEY OF TRANSPORTATION FIRMS OF CSAD, National Corporation:

/Also approximate number of buses assigned to them/.

Explanation of abbreviations:

DZ	Transportation Firm
KP	County Enterprise
OV	Commercial Expediting
FR	Local Management of CSAD
5-12	number of lines /5/ number of buses /12/

Garrison town is underlined, such as Pribram.

The survey was compiled from time tables for several seasons, thus:

Counties 1 - 9	travelling guide /time table/	for winter season of 1952-53
" 10 -13	"	for winter season of 1951-52
" 14 -19	"	for summer season of 1951

Ascertained residences /place/ of all DZ,KP,OV and FR also pertains to these periods.

List of Counties:

1. PRAGUE
2. CESKE BUDEJOVICE
3. PLZEN
4. KARLOVY VARY
5. USTI n/Labem
6. LIBEREC
7. HRADEC KRALOVE
8. PARDUBICE
9. JIHLAVA
10. BRNO
11. OLOMOUC
12. GOTTWALDOV
13. OSTRAVA
14. BRATISLAVA
15. NITRA
16. BANSKA BYSTRICA
17. ZILINA
18. KOSICE
19. PRESOV

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1. PRAGUE County:DZ 101, Prague II, Na Flerenci, Bus station.

a/ OV <u>Prague II</u> , Na Flerenci	24 = 58
b/ OV <u>Melnik</u> , Reesevelt Str, phone 501	8 = 14
	<u>DZ 101 32 = 72</u>

DZ 102, Prague-Vrsovice, 9 U Seradiste

a/ OV <u>Prague-Vrsovice</u> , 9 Useradiste	19 = 41
b/ OV <u>Cesky Brod</u> , 46 Square	3 = 5
c/ OV <u>Kestelec n/C.l.</u> , 29 Square	5 = 12
d/ OV <u>Ricany</u> , 231 Stefanikova Str	2 = 3
	<u>DZ 102 29 = 61</u>

DZ 103, Prague-Smichev, Bus station

a/ OV <u>Prague-Smichev</u> , Bus station	14 = 27
b/ OV <u>Debris</u> , Square	7 = 9
c/ OV <u>Dvur Kralove</u> , RR station	8 = 10
d/ OV <u>Herevice</u> , Square	12 = 15
e/ OV <u>Pribram</u> , Square	9 = 17
	<u>DZ 103 50 = 78</u>

DZ 104, Slany

a/ OV <u>Slany</u> , Square	27 = 38
b/ OV <u>Rakovnik</u> , Huseve Square	7 = 10
	<u>DZ 104 34 = 48</u>

DZ 105, Kladno

a/ OV <u>Kladno</u> , Klement Gettwald Square	28 = 41
	<u>DZ 105 28 = 41</u>

DZ 106, Mlada Boleslav

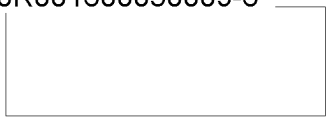
a/ OV <u>Mlada Boleslav</u> , Old Square	14 = 19
b/ OV <u>Benatky n/Jizerou</u> , II	1 = 5
c/ OV <u>Leucen</u>	3 = 4
d/ OV <u>Nymburk</u> , 556 Druhy Kveten Str	4 = 5
	<u>DZ 106 22 = 33</u>

DZ 107, Kolin

a/ OV <u>Kolin</u> , RR station	9 = 18
b/ OV <u>Kutna Hora</u> , Masaryk Square	8 = 9
c/ OV <u>Uhliрске Janovice</u>	3 = 4
d/ OV <u>Kourim</u> , 512 Okruzni Str	6 = 11
e/ OV <u>Mestec Kralove</u>	4 = 9
f/ OV <u>Podebrady</u> , RR station	6 = 10
	<u>DZ 107 36 = 61</u>

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DZ 108 Benesov

a/ OV <u>Benesov</u>	14 - 17
b/ OV Sedlcany, Square	8 - 10
c/ OV Vlasim, CSAD garage	8 - 11
d/ OV Mlada Vezice, Pepluzni Str	4 - 10
	<u>DZ 108 34 - 48</u>

PRAGUE County, total

	265 lines
	<u>442 buses</u>

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2. CESKE BUDEJOVICE County:

KP 2, Ceske Budejovice

a/	OV <u>Ceske Budejovice</u> , Stalin Square	19 - 28
b/	PR <u>Kaplice</u>	5 - 9
c/	PR <u>Cesky Krumlov</u>	8 - 12
d/	PR <u>Trheve Sviny</u>	2 - 6
e/	OV <u>Trebon</u> , Palackeho Square	6 - 12
	<u>KP 2</u>	<u>40 - 67</u>

DZ 202, Taber

a/	OV <u>Tabor</u> , RR station	14 - 24
b/	OV <u>Bernatice</u>	2 - 7
c/	OV <u>Jidrichuv Hradee</u> , U Nadrazi	13 - 19
d/	OV <u>Milevske</u> , Square	12 - 13
e/	OV <u>Sobeslav</u> , Square	7 - 13
	<u>DZ 202</u>	<u>48 - 76</u>

DZ 203, Pisek

a/	OV <u>Pisek</u> , Nadrazni Ave	12 - 15
b/	PR <u>Prachatice</u>	4 - 4
c/	OV <u>Strakonice</u> , Local manag. CSAD	9 - 16
d/	OV <u>Tyn n/Vlt</u> , " " "	4 - 9
e/	OV <u>Vimperk</u> , " " "	7 - 11
f/	OV <u>Vednany</u> , " " "	1 - 2
g/	OV <u>Velyne</u> , " " "	2 - 3
	<u>DZ 203</u>	<u>39 - 60</u>

CESKE BUDEJOVICE County, total 127 lines
203 buses

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3. PLZEN CountyDZ 301, Rokycany

a/ OV <u>Rokycany</u>	9 - 11
b/ OV <u>Blatna</u>	1 - 3
c/ OV <u>Blovice</u>	5 - 5
d/ OV <u>Kravecice, Square</u>	4 - 5
e/ OV <u>Nepomuk, RR station</u>	3 - 2
f/ OV <u>Nezvestice</u>	5 - 7
g/ OV <u>Zbirch</u>	4 - 5
	<u>DZ 301 31 - 38</u>

DZ 302, Klatovy

a/ OV <u>Klatovy, Partyzan J. Sverma Str</u>	10 - 15
b/ OV <u>Demaslice</u>	7 - 7
c/ OV <u>Horasovice</u>	1 - 2
d/ OV <u>Merklin</u>	4 - 5
e/ OV <u>Olsany</u>	3 - 4
f/ OV <u>Prestice</u>	7 - 8
g/ OV <u>Susice, 397/II Stalin Str</u>	13 - 16
h/ OV <u>Horsevsky Tyn</u>	6 - 6
	<u>DZ 302 51 - 63</u>

DZ 303, Plzen

a/ OV <u>Plzen, 5 Lenin Ave</u>	9 - 15
b/ OV <u>Plzen, Gottwald RR station</u>	10 - 16
c/ OV <u>Horni Briza, RR station</u>	5 - 5
d/ OV <u>Stribro</u>	7 - 8
e/ OV <u>Tachov, 467 Vedni Str</u>	5 - 6
	<u>DZ 303 36 - 50</u>

PLZEN County, total

	118 lines
	<u>151 buses</u>

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4. KARLOVY VARY County:KP 4, Karlovy Vary

a/ OV <u>Karlovy Vary</u> , 5 Konev Str	22	=	35
b/ OV <u>Klasterec n/Chri-Miretice</u>	3	=	5
c/ OV <u>Pedborany</u> , 20 Lenin Str	4	=	4
d/ OV <u>Zlutice</u>	4	=	4
	<u>KP 4</u>		<u>33 = 48</u>

DZ 401, Marianske Lazne

a/ OV <u>Marianske Lazne</u> , 268 Cs. Armada Ave	7	=	10
b/ OV <u>Chob</u> , 55 Stalin Str	7	=	9
c/ OV <u>Kraslice</u> , 225 Havlicek Str	5	=	8
d/ OV <u>Bekelev</u> , 28 Kraslicka Str	8	=	9
e/ OV <u>Tepla</u> ,	2	=	3
	<u>DZ 401</u>		<u>29 = 39</u>

KARLOVY VARY County, total	62	lines
	<u>87</u>	<u>buses</u>

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5. USTI n/Labem County:

DZ 501, Levosice

a/ OV <u>Levosice</u> , 45 Stalin Ave	3 = 5
b/ OV <u>Libochevice</u> , 59 Fifth May Square	8 = 9
c/ OV <u>Litomerice</u> , 15 Mireve Square	8 = 12
d/ OV <u>Reudnice n/Labem</u> , Mireve Square	7 = 11
	DZ 501 26 = 37

DZ 502, Mest

a/ OV <u>Mest</u> , 72/9 Marshal Konev Str	15 = 25
b/ OV <u>Litvinev</u> , Mireve Square	10 = 16
	DZ 502 25 = 41

DZ 503, Teplice

a/ OV <u>Teplice</u> , RR station	17 = 37
b/ OV <u>DuchOOV</u>	8 = 11
c/ OV <u>Kostomlaty</u>	3 = 5
	DZ 503 28 = 53

DZ 504, Leuny

a/ OV <u>Leuny</u> , 510 Na Valich	14 = 18
b/ OV <u>Zatec</u> , Square	12 = 17
	DZ 504 26 = 35

DZ 505, Chomutov

a/ OV <u>Chomutov</u> , Ziskeve Square	16 = 18
b/ OV <u>Posteleprty</u>	3 = 3
	DZ 505 19 = 21

DZ 506, Usti n/Labem

a/ OV <u>Usti n/Labem</u> , Revolucni Ave	8 = 12
b/ OV <u>Decan</u> , 9 Zbrejnicka Str	13 = 19
	DZ 506 21 = 31

USTI n/Labem County, total	145 lines
	218 buses

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6. LIBEREC County

KP 6, Liberec V, 8th March Str

a/ OV <u>Liberec</u> , 8th March Str	12 - 16
b/ OV <u>Cesky Dub</u> , 9-III Husova Str	6 - 8
c/ PR Frydlant in Bohemia, 113 Nadrazni Str	6 - 7
d/ OV <u>Jablonec n/Nisou</u> , 15 Nadrazni Str	13 - 18
e/ PR <u>Horni Rokytnice</u>	5 - 7
f/ PR <u>Tanvald</u> , 455 Stalinova Str	3 - 4
<u>KP 6</u>	<u>45 - 60</u>

DZ 602, Ceska Lipa, 756 Klement Gottwald Ave

a/ OV <u>Ceska Lipa</u> , " " "	9 - 16
b/ OV <u>Bela p/Bezdezem</u> , Square	6 - 8
c/ OV <u>Novy Bor</u> , 123 Revolucni Str	6 - 8
d/ OV <u>Duba</u> , 65 Hraz Rybnicna Str	5 - 10
e/ OV <u>Varnsdorf</u> , 2208 U Splavu Str	4 - 7
<u>DZ 602</u>	<u>30 - 49</u>

DZ 603, Turnov, Preperska Str

a/ OV DZ 603, <u>Turnov</u> , Preperska Str	10 - 16
b/ OV <u>Mnichovo Hradiste</u> , 602 Wilson Str	5 - 6
c/ PR <u>Jilemnice</u>	6 - 8
d/ PR <u>Lomnice n/Popelkou</u>	5 - 8
e/ PR <u>Semily</u>	5 - 8
f/ PR <u>Sobotka</u> , U Jatek Str	3 - 4
<u>DZ 603</u>	<u>34 - 50</u>

LIBEREC County, total

<u>109 lines</u>
<u>159 buses</u>

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7. HRADEC KRALOVE County:**DZ 701, Jicin**

a/ OV <u>Jicin</u> , 121 Husova Str	12 - 19
b/ OV <u>Nevy Bydov</u> , Square	4 - 6
c/ OV <u>Dvur Kralove n/L</u> , 400 Red Square	10 - 11
d/ OV <u>Horice v Podkrkenosi</u> , 692 Nadrazni Str	4 - 8
e/ OV <u>Neva Paka</u> , Klement Gettwald Square	2 - 5
	<u>DZ 701</u> 32 - 49

DZ 702, Trutnev

a/ OV <u>Trutnev</u> , 8 Nadrazni Str	5 - 14
b/ OV <u>Hostinne</u> , 160 Ignat Herrmann Str	6 - 10
e/ OV <u>Svebeda n/Upou</u> , Nadrazni Str	2 - 3
d/ OV <u>Upice</u> , 230 Marx Str	6 - 12
e/ OV <u>Vrchlabi</u> , 489 Nadrazni Str	9 - 11
	<u>DZ 702</u> 28 - 50

DZ 703, Nove Meste n/Metuji

a/ OV <u>Nove Meste n/Metuji</u> , 14b Komensky Str	5 - 9
b/ PR <u>Broumov</u>	4 - 7
c/ OV <u>Debruska</u> , Masarykove Square	9 - 12
d/ OV <u>Cerveny Kostelec</u>	6 - 7
e/ OV <u>Nachod</u>	9 - 11
f/ PR <u>Police n/Metuji</u> , No 105	8 - 8
g/ PR <u>Rachnev n/Knezou</u>	7 - 12
	<u>DZ 703</u> 48 - 66

DZ 704, Hradec Kralove

a/ OV-3 <u>Hradec Kralove</u> , 916 Puskinova Str	9 - 13
b/ PR <u>Chlumec n/Cidlineu</u> , 81/IV Stalineva Str	4 - 4
e/ PR <u>Jaremer II</u> , Korunni Hradby	6 - 8
d/ OV <u>Kostelec n/Orlici</u> , Square	3 - 4
e/ OV <u>Tyniste n/Orlici</u> , Square	1 - 2
f/ PR <u>Zamberk</u> , 10 Havleneva Str	8 - 12
	<u>DZ 704</u> 31 - 43

HRADEC KRALOVE County, total 139 lines
 208 buses

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8. PARDUBICE County:

DZ 801, Pardubice, 2020 Divisova Str
 a/ OV Pardubice, 2020 Divisova Str 20 = 29
 b/ OV Helice in Bohemia, CSAD local management 4 = 5
 c/ OV Preleus, CSAD local management 7 = 9
DZ 801 31 = 43

DZ 802, Usti n/~~KORNE~~ Orlici
 a/ OV Usti n/Orlici, 384 Riegrovy Sady 3 = 11
 b/ OV Chocen, V lipach Str 2 = 4
 c/ OV Lanskroun, Red Army Square 4 = 9
 d/ OV Litomysl, 612 Nadrazni Str 4 = 12
 e/ OV Vysoke Myte, Na Blahove 3 = 9
 f/ OV Ceska Trebova, 922 Sadova Str 2 = 8
DZ 802 18 = 53

DZ 803, Hlinske in Bohemia
 a/ OV Hlinske in Bohemia, U nadrazi 6 = 9
 b/ OV Choteber, U nadrazi 12 = 20
 c/ OV Policka, 13 Kemenskeho Str 5 = 9
 d/ OV Svratka, CSAD garages 4 = 6
DZ 803 27 = 44

DZ 804, Chrudim
 a/ OV Chrudim, CSAD local management 15 = 22
 b/ OV Caslav, CSAD local management 12 = 17
 c/ OV Luze, Square 3 = 8
DZ 804 30 = 47

PARDUBICE County, total 106 lines
187 buses

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9. JIHLAVA County:

KP 9, Jihlava

a/	OV <u>Jihlava</u> , 76 Masaryk Square	12 - 19
b/	<u>Havlckuv Bred</u>	5 - 6
c/	OV <u>Meravske Budejovice</u> , Masaryk Square	9 - 11
d/	OV <u>Dasice</u> , Square	7 - 10
e/	OV <u>Velke Mezirici</u> , Hornemestska Str	9 - 9
f/	OV <u>Trebic</u> , Karlove Square	13 - 16
g/	OV <u>Zdar n/Sazaveu</u> , Square	9 - 10
	<u>KP 9</u>	<u>64 - 81</u>

DZ 901, Humpolec

a/	OV <u>Humpolec</u>	9 - 15
b/	OV <u>Pacov</u>	4 - 5
c/	OV <u>Pelhrimov</u>	6 - 8
d/	OV <u>Pecatky</u>	9 - 12
e/	OV <u>Ledes n/Sazaveu</u> , Square	3 - 4
	<u>DZ 901</u>	<u>31 - 44</u>

JIHLAVA County, total

95 lines
<u>125 buses</u>

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10. BRNO County:

<u>KP 10 Brno</u>	
a/ OV <u>Brno</u> , RR station, 5th platform	23 - 50
b/ OV <u>Bilevice n/Svitavou</u> , RR station	2 - 5
e/ OV <u>Velka Bites</u> , 150 Ruzova Str	2 - 4
d/ OV <u>Ivanovice</u> , 4 Red Army Square	8 - 12
e/ OV <u>Sekelnice</u> , RR station	5 - 7
f/ OV <u>Tisnev</u> , 769 Stalinaeva	9 - 13
g/ OV <u>Zastavka u Brna</u> , RR station	5 - 8
	<u>KP 10</u> 54 - 99
<u>DZ 1001, Vyskev in Moravia</u>	
a/ OV <u>Vyskev in Moravia</u> , 42 Stalingradske Square	11 - 15
b/ OV <u>Slavkev near Brno</u>	8 - 10
	<u>DZ 1001</u> 19 - 25
<u>DZ 1002, Znojmo</u>	
a/ <u>Znojmo</u> , 28 Wilson Str	22 - 26
b/ OV <u>Hrusovany n/Jeviskevou</u> , RR station	2 - 3
c/ OV <u>Moravsky Krumlev</u> , Square	8 - 9
d/ OV <u>Vranev n/Dyji</u>	2 - 3
	<u>DZ 1002</u> 34 - 41
<u>DZ 1003, Beskevice</u>	
a/ OV <u>Beskevice</u> , 28 Square	7 - 8
b/ OV <u>Brezeva n/Svitavou</u> , No 30	4 - 6
c/ OV <u>Bystrice n/Pernstynem</u> , RR station	6 - 8
d/ OV <u>Jevicko</u> , 89 Okruzni Str	5 - 7
e/ OV <u>Letevice</u> , RR station	3 - 6
f/ OV <u>Skalice n/Svitavou</u> 61	5 - 6
g/ OV <u>Svitavy</u> , RR station	2 - 3
h/ OV <u>Meravska Trebeva</u> , Garasni Str	8 - 10
	<u>DZ 1003</u> 40 - 54
<u>DZ 1004, Hustopece</u>	
a/ PR <u>Hustopece</u> , Dr Benes Square	2 - 3
b/ PR <u>Breslav</u>	2 - 4
c/ PR <u>Mikulev</u>	5 - 8
d/ PR <u>Rajhrad</u> , RR station	2 - 3
e/ PR <u>Zidlochevice</u> , RR station	3 - 7
	<u>DZ 1004</u> 14 - 25
<u>DZ 1005, Blansko</u>	
a/ OV <u>Blansko</u> , RR station	10 - 29
b/ OV <u>Jestrebi</u> , No 131	3 - 5
	<u>DZ 1005</u> 13 - 34

BRNO County, total ... **SECRET** 174 lines
SECURITY INFORMATION 278 buses

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11. OLOMOUC County:

KP 11, Olemeuc

a/ OV <u>Olemeuc</u> , 18 Javericka Str	17 = 31
b/ OV <u>Litovel</u> , 49 Masaryk Ave	11 = 15
c/ OV <u>Sternberk</u> , 3 Unicovska Str	7 = 7
d/ OV <u>Unicev</u> , 193 Gottwald Str	8 = 9
<u>KP 11</u>	<u>43 = 62</u>

DZ 1101, Jesenik

a/ OV <u>Jesenik</u> , 25 Namesti Svobody	7 = 12
b/ OV <u>Bruntal</u> , 7 Anglicka Str	3 = 7
<u>DZ 1101</u>	<u>10 = 19</u>

DZ 1102, Sumperk

a/ OV <u>Sumperk</u> , 51 Lidicka Str	10 = 12
b/ OV <u>Mehelnice</u>	3 = 4
c/ OV <u>Rymarov</u>	7 = 7
d/ OV <u>Zabreh in Moravia</u> , 106 Rajcecek	8 = 10
<u>DZ 1102</u>	<u>28 = 33</u>

DZ 1103, Prerov

a/ OV <u>Prerov</u> , 1 Tovarni Str	15 = 17
b/ OV <u>Hranice in Moravia</u> , 27 Caputeva Str	5 = 6
c/ OV <u>Lipnik n/Becvou</u> , 33 Ulice 28. rijna	3 = 5
<u>DZ 1103</u>	<u>23 = 28</u>

DZ 1104, Prostejev

a/ OV <u>Prostejev</u> , 10 Zizka Square	21 = 35
b/ OV <u>Lutin</u>	10 = 16

OLOMOUC County, total	135 lines
	<u>193 buses</u>

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12. GOTTWALDOV County:KP 12, GOTTWALDOV- Leuky:

a/ OV <u>Gottwaldov- Leuky</u>	43 - 59
b/ OV <u>Gottwaldov- Otrokovice</u>	10 - 12
	<hr/>
KP 12	53 - 71

DZ 1202, Uherske Hradiste:

a/ OV <u>Uherske Hradiste, Palacky Square</u>	23 - 32
b/ OV <u>Uhersky Brod</u>	10 - 14
c/ OV <u>Luhacovice, Masaryk Ave</u>	6 - 11
d/ OV <u>Slavicin, at the RR station</u>	12 - 14
	<hr/>
DZ 1202	51 - 71

DZ 1203, Kyjov:

a/ OV <u>Kyjov, RR station</u>	15 - 23
b/ OV <u>Bzenes, square</u>	3 - 4
c/ OV <u>Korycany</u>	1 - 2
d/ OV <u>Veseli n/Moraveu</u>	5 - 6
	<hr/>
DZ 1203	24 - 35

DZ 1204, Vsetin

a/ OV <u>Vsetin, RR station</u>	7 - 16
b/ OV <u>Bystrice p/Hostyned, RR station</u>	3 - 5
c/ OV <u>Valasske Mezirici, Stalingrad Square</u>	1 - 3
d/ OV <u>Roznev p/Radhestem, CSAD local management</u>	4 - 8
	<hr/>
DZ 1204	15 - 32

DZ 1205, Kremeriz

a/ OV <u>Kremeriz, Milic Square</u>	6 - 9
b/ OV <u>Morkevice No 2</u>	1 - 2
c/ OV <u>Strilky</u>	1 - 3
	<hr/>
DZ 1205	8 - 14

DZ 1206, Hodonin:

a/ OV <u>Hodonin, square</u>	10 - 13
b/ OV <u>Cojc</u>	3 - 3
c/ OV <u>Straznice</u>	2 - 4
	<hr/>
DZ 1206	15 - 20

GOTTWALDOV County, total	166 lines
	243 Buses

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13. OSTRAVA County:

KP 13, Ostrava:

a/ OV <u>Ostrava-I</u> , 5 Brafova Str	52 - 77
	<u>KP 13</u> 52 - 77

DZ 1301, Opava:

a/ OV Jindrichov in Silesia	2 - 3
b/ OV <u>Krnov</u> , 501 Opavska Str	4 - 6
	<u>KP 1301</u> 6 - 9

DZ 1302, Opava:

a/ OV <u>Opava</u> , 37 Tesinska Str	14 - 18
b/ OV Bilevec	3 - 3
c/ OV <u>Nevy Jicin</u> , 2 Ziskeva Str	8 - 12
d/ OV Koprivnice, CSAD local management	13 - 18
e/ OV Vitkev	3 - 4
	<u>DZ 1302</u> 41 - 55

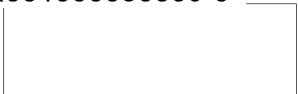
DZ 1303, Cesky Tesin:

a/ OV <u>Cesky Tesin</u> , 36 Bezruc Str	18 - 20
b/ OV Frydlant n/Ostravice	3 - 4
c/ OV Jablunkev	5 - 7
d/ OV Karvina-I	11 - 14
e/ OV <u>Mistek</u> , Cesky Dum	7 - 9
f/ OV Raskevica	3 - 8
	<u>DZ 1303</u> 47 - 62

OSTRAVA County, total	146 lines
	<u>203 buses</u>

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14. BRATISLAVA County:

KP 14, Bratislava:

a/ OV <u>Bratislava-Avion</u>	9 - 24
b/ OV <u>Calevo</u>	2 - 2
c/ OV <u>Galanta</u>	3 - 5
d/ OV <u>Modra</u>	6 - 15
e/ OV <u>Pezinok</u>	2 - 3
f/ OV <u>Senec</u>	4 - 6
g/ OV <u>Dunajska Streda</u>	5 - 6
	KP 14 31 - 61

DZ 1402, Nove Mesto n/Vahem:

a/ OV <u>Nove Mesto n/Vahem</u>	7 - 12
b/ OV <u>Trencin</u>	6 - 13
	DZ 1402 13 - 25

DZ 1403, Trnava:

a/ OV <u>Trnava</u>	13 - 19
b/ OV <u>Piestany, Vajansky Str</u>	8 - 13
c/ OV <u>Sered</u>	3 - 4
	DZ 1403 24 - 36

DZ 1404, Senica:

a/ OV <u>Senica</u>	7 - 11
b/ OV <u>Malacky</u>	5 - 6
c/ OV <u>Myjava</u>	2 - 4
D/ OV <u>Skalica</u>	5 - 6
	DZ 1404 19 - 27

BRATISLAVA County, total

87 lines
 149 buses

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15. NITRA County:KP 15, Nitra:

a/ OV <u>Nitra</u> , 68 Stalin Str	13 - 26
b/ OV <u>Hlohovec</u>	1 - 2
c/ OV <u>Zlate Moravce</u> , 1 Stalin Square	8 - 10
<u>KP 15</u>	<u>22 - 38</u>

DZ 1502, Nove Zamky:

a/ OV <u>Nove Zamky</u>	10 - 12
b/ OV <u>Komarno</u>	4 - 6
c/ OV <u>Sturevo</u>	4 - 5
<u>DZ 1502</u>	<u>18 - 23</u>

DZ 1503, Partizanske:

a/ OV <u>Partyzanske</u>	5 - 9
b/ OV <u>Banovce n/Bebravou, Meyzesova Str</u>	9 - 16
c/ OV <u>Topoleany</u> , 2 Stalin Str	8 - 15
<u>DZ 1503</u>	<u>22 - 40</u>

DZ 1504, Levice:

a/ OV <u>Levice</u> , 109 Benes Str	10 - 12
b/ OV <u>Zeliezovce</u>	2 - 3
<u>DZ 1504</u>	<u>12 - 15</u>

DZ 1505, Prievidza:

a/ OV <u>Prievidza</u> , Stalin Square	6 - 9
b/ OV <u>Handleva</u> ,	1 - 3
c/ OV <u>Novaky</u>	3 - 4
<u>DZ 1505</u>	<u>10 - 16</u>

NITRA County, total	84 <u>lines</u>
	<u>132 buses</u>

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16. BANSKA BYSTRICA County:

KP 16, Banska Bytsirca:

a/ OV <u>Banska Bystrica</u> , 2 Dolna Strieborna	18 - 27
b/ OV <u>Brezne</u>	1 - 4
c/ OV <u>Podbrezova</u>	6 - 13
<u>KP 16</u>	<u>25 - 44</u>

DZ 1602, Zvolen:

a/ OV <u>Zvolen</u> , 3 Hviezdoslaveva Str	9 - 11
b/ OV <u>Kremnica</u>	3 - 5
e/ OV <u>Krupina</u>	5 - 6
d/ OV <u>Pliesovce</u>	1 - 2
e/ OV <u>Banska Stiavnica</u>	5 - 10
f/ OV <u>Zarnovica</u>	4 - 9
<u>DZ 1602</u>	<u>27 - 43</u>

DZ 1603, Rimavska Sobota:

a/ OV <u>Rimavska Sobota</u>	8 - 12
b/ OV <u>Hnusta</u>	2 - 3
c/ OV <u>Safarikove</u> , RR station	2 - 4
d/ OV <u>Tisovec</u>	4 - 5
<u>DZ 1603</u>	<u>16 - 24</u>

DZ 1604, Lucenec:

a/ OV <u>Lucenec</u>	12 - 18
b/ OV <u>Modry Kamen</u>	1 - 4
c/ OV <u>Krivan</u>	4 - 5
d/ OV <u>Sahy</u> , 92 Stalingrad Str	5 - 7
<u>DZ 1604</u>	<u>22 - 34</u>

BANSKA BYSTRICA County, total 90 Lines
145 buses

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17. ZILINA County:KP 17, Zilina:

a/ OV <u>Zilina</u> , 4 Hviezdoslav Str	7 = 15
b/ OV <u>Bytce</u>	5 = 11
c/ OV <u>Gadce</u>	4 = 6
d/ OV <u>Martin</u>	9 = 15
	<hr/>
	KP 17 25 = 47

DZ 1702, Liptovsky Svaty Mikulas:

a/ OV <u>Liptovsky Svaty Mikulas</u> , RR station	8 = 10
b/ OV <u>Liptovsky Hradek</u>	5 = 7
c/ OV <u>Dolny Kubin</u>	5 = 6
d/ OV <u>Ruzomberok</u>	7 = 10
e/ OV <u>Tvrdozin</u>	4 = 7
	<hr/>
	DZ 1702 29 = 40

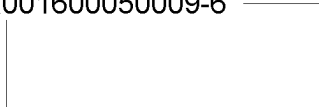
DZ 1703, Povazska Bystrica

a/ OV <u>Povazska Bystrica</u>	9 = 25
b/ OV <u>Ilava</u>	6 = 22
c/ OV <u>Puchov</u>	5 = 9
	<hr/>
	DZ 1703 20 = 56

ZILINA County, total	74 lines
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	143 buses

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18. KOSICE County:

KP 18, Kosice:

a/ OV <u>Kosice</u> , 4 Osloboditelev Square	13 - 19
b/ OV Kralovsky Chimec, RR station	3 - 5
c/ OV Gelnica	1 - 2
d/ OV Smelnicka Huta	1 - 2
e/ OV Krompachy	3 - 6
f/ OV Secovce, RR station	1 - 2
g/ OV <u>Trebisev</u> , square	2 - 4
	<hr/>
	KP 18 24 - 40

DZ 1802, Strba:

a/ OV Strba	3 - 3
b/ OV <u>Kesmarek</u>	3 - 4
c/ OV <u>Leveca</u> , square	2 - 4
d/ OV <u>Poprad</u>	5 - 11
e/ OV Svit, Spolecensky Dom	3 - 5
f/ OV <u>Spisska Nova Ves</u>	3 - 6
	<hr/>
	DZ 1802 19 - 33

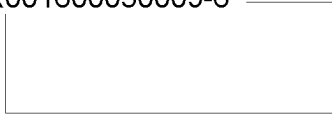
DZ 1803, Roznava

a/ OV <u>Resnava</u>	5 - 9
b/ OV <u>Jelsva</u>	2 - 2
c/ OV Plesivec	1 - 2
d/ OV Turna n/Bodvou, square	2 - 4
	<hr/>
	DZ 1803 9 - 17

KOSICE County, total 52 lines
90 buses

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19. PRESOV County:

KP 19, Presov:

a/ OV <u>Presov</u>	19 - 28
b/ OV <u>Bardejov</u> , RR station	8 - 11
c/ OV <u>Lipany</u> , RR station	4 - 5
d/ OV <u>Podolinec</u>	3 - 4
	34 - 48
	KP 19

DZ 1902, Michalevce:

a/ OV <u>Michalevce</u>	15 - 19
b/ OV <u>Velke Kapusany</u>	1 - 4
	16 - 23
	DZ 1902

DZ 1903, Humenne:

a/ OV <u>Humenne</u>	5 - 6
b/ OV <u>Medzilaborce</u>	3 - 4
c/ OV <u>Snina</u>	4 - 5
d/ OV <u>Vranov</u> , RR station	6 - 10
	18 - 25
	DZ 1903

PRESOV County, total 68 lines
96 buses

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TOTAL OF BUSES IN CZECHOSLOVAKIA /according to counties/:

1. Prague	265 lines	442 buses
2. Ceske Budejovice	127	203
3. Plzen	118	151
4. Karlovy Vary	62	87
5. Usti n/Labem	145	218
6. Liberec	109	159
7. Hradec Kralove	139	208
8. Pardubice	106	187
9. Jihlava	95	125
10. Brno	174	278 /10/
11. Olomeuc	135	193 /10/
12. Gettvaldev	166	243 /15/
13. Ostrava	146	203 /15/
14. Bratislava	87	149 /15/
15. Nitra	84	132 /10/
16. Banska Bystrica	90	145 /15/
17. Zilina	74	143 /20/
18. Kosice	52	90 /20/
19. Presov	68	96 /20/

Bus pool of CSAD	: 2242 lines	3452+/150/ buses

In view of the fact that the time table for all counties was not available for the same period may be said that the number of 150 buses, included in counties 10-19, is adequate, with respect to increased numbers of buses in counties 1-9 in the same period and finally we add the reserve of some 100 buses to the total number of 3600 buses so that we get the figure of about 3700 buses.

This makes the average of 1,6 bus for the bus line which is adequate for transportation requirements.

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Ivancice	P 50/S 29	Kremnica	Q 49/C 55
		Krivan	Q 49/C 93
Jablonec n/Niseu	O 51/G 26	Krnev	P 51/J 11
Jablunkev	Q 50/X 65	Kromeriz	P 50/N 92
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Jaromer	O 51/G 82	Krumlov, Cesky	N 49/Q 88
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Jestrebi	P 50/N 42	Kubin, Delny	Q 50/X 91
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Litomysl	O 50/N 17	Novaky	Q 49/T 97
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Leucen	O 51/G 11	Olsany	N 50/L 20
Leuny	N 51/F 21	Opava	P 50/O 29
Lovosice	N 51/F 43	OSTRAVA	P 50/O 59
Lucenec	Q 49/D 01		
Luhacovice	P 50/O 20	Pacov	O 50/M 22
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Malacky	P 49/S 82	Pelhrimov	O 50/M 41
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		Streda, Dunajska	P 48/Y 38
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Raskevce	Q 50/O 76	Sturovo	Q 48/Z 17
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		Tanvald	O 51/G 36
Safarikove	Q 49/D 51	Tepla	N 50/P 66
Sahy	Q 49/H 58	Teplice	N 51/F 34
Secovce	R 49/E 53	Tesin, Cesky	Q 50/O 88
Sedlcany	O 50/L 83	Tisnov	P 50/N 21
Semily	O 51/G 34	Tisovec	Q 49/D 34
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Senica	P 49/T 05	Trebic	O 50/M 90
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Ves, Spisska Neva	R 49/D 87
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Vimperk	N 50/Q 46
Vitkov	P 50/O 17
Vlasim	O 50/M 14
Vodnany	N 50/Q 68
Volyne	N 50/Q 48
Vozice, Mlada	O 50/M 12
Vranov n/T	R 49/E 65
Vranov n/Dyji	O 49/R 96
Vrchlabi	O 51/G 55
Vsetin	P 50/O 43
Vyskov in Meravia	P 50/N 71
Zabreh in Meravia	P 50/N 58
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Zamky, Neve	P 48/Y 78
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Zastavka near Brne	P 50/N 20
Zatec	N 51/F 10
Zbireh	N 50/L 35
Zdar n/Sazavou	O 50/M 94
Zeliezovce	Q 49/Z 19
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Location of the "Czechoslovak State Automobile Transportation - N.E." stations - 1:750,000

Compiled according to the "Official Timetables of the CSAD - a.e." - up to date:
a) Regions 1 - 9 Nov 30 '52
b) " " 10 - 13 Oct 7 '51
c) " " 14 - 19 May 20 '51

- ① BRATISLAVA Regional Management of the CSAD
- ② PRAHA Regional Management of the CSAD in the regional area
- ③ ŽILINA Regional Management of the CSAD
- ④ VILAK Commercial Dispatch Station or Local Management of the CSAD
- ⑤ Military Training Centre (MT)

