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summary report for April 1962 on transportation in East Germany, the USSR, Czechoslovakia and Poland. 50X1-HUM

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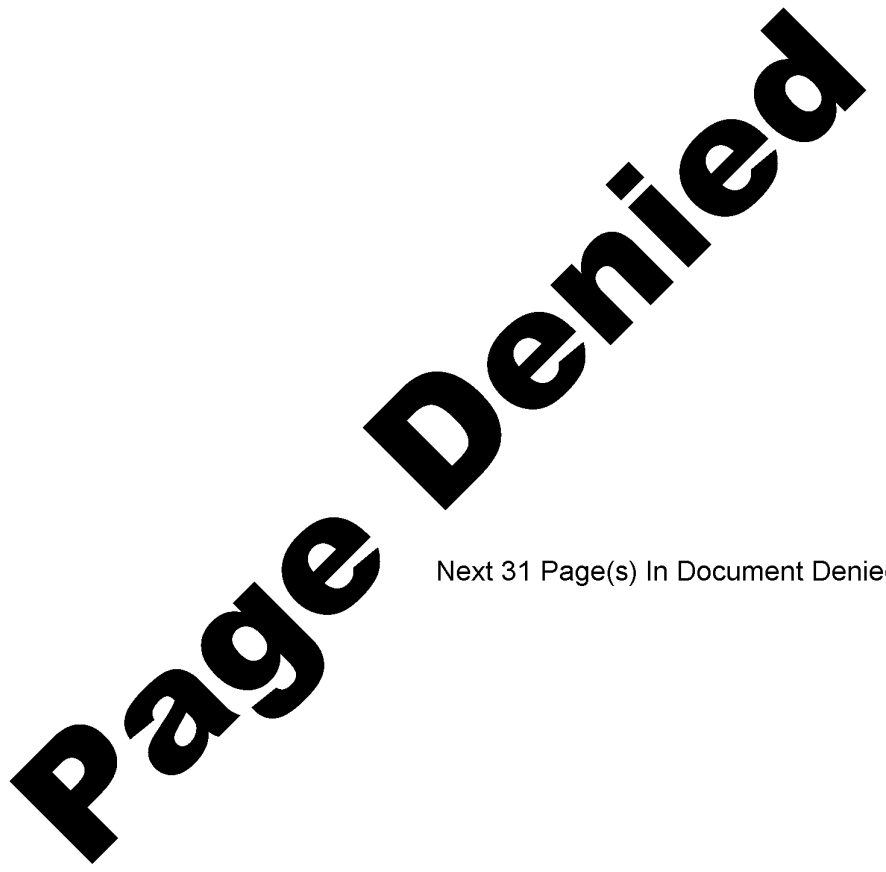

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Transportation Summary for April 1962

I. International Traffic Relations

Military transportation in satellite countries normal.

COMECON (Council for Mutual Economic Aid) traffic conferences held in Warsaw and Prague in April 1962.

Conference of traffic ministers of SMGS (Agreement on International Railroad Freight Traffic) countries to be held in Ulan-Bator in June 1962.

East German representatives at Finnish railroad anniversary.

French railroad trade unionist in East Germany.

Through-invoicing of less than car load lot freight from East Germany to Czechoslovakia, Yugoslavia, and the USSR.

Agreement on freight cars in "traffic between neighboring countries", i.e., Poland and Czechoslovakia.

Road and railroad improvement in North Carelia. (See Annex 3).

II. USSR

Timetable for Mukachevo - Lavochne line utilized to capacity.

Standard weight of freight trains on Transsiberian Magistrale to be 1,000 to 3,000 tons.

Brest Litovsk - Orsha stretch equipped with rails of type R-50 on ballast and with new switches.

Types of rails and ties, and ballasting material used on individual stretches of Transsiberian Magistrale.

In 1961, over 000 million tons conveyed and 12.4 billion t/km performed by motor vehicle operation bases of the Ministry for Motor Vehicle Traffic and Roads of the RSFSR.

In 1961, a total of 43,900 trucks allotted to the Ministry for Motor Vehicle Traffic and Roads of the RSFSR; large shortage of special motor vehicles.

[redacted]

A number of test models of various special motor vehicles to be produced and tested in 1962/1963.

Types of motor vehicle trailers used in present traffic.

III. East Germany

Gerstungen - Feertha RR line put in service.

Hut camp established near Berlin-Koepenick RR station.

Karlshorst RR station to be expanded.

Rails removed of track east of Gesundbrunnen RR station.

Transfer of RR material of S-Bahn station Bellevue to East Berlin impeded.

Previous semaphore signals replaced by light signals visible also at daytime.

Personnel situation of the Reichsbahn in West Berlin.

Service on East German subway stations closed for public traffic.

Connecting tunnel of subway station Stadtmitte closed; operational situation of traffic between subway stations Thaelmannplatz and Potsdamer Platz.

Operational situation and military requirements of the Reichsbahn in April 1962.

Strained personnel situation of the Reichsbahn in East Germany.

"Gauge changing wheel set of prospect" ("Spurwechselradsatz der Perspektive") requested.

Details on the design of the second East German sea-going ferry boat.

East German overland bus lines.

Development of East German automobile industry.

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IV. Czechoslovakia

Continuous shortage of RR cars since early 1962 with a transportation backlog of the Czechoslovakian State Railroads of four million tons.

Prague - Berlin - Stockholm - Helsinki air route served by IL-18 aircraft twice per week.

During first quarter of 1962, another two IL-18s and one TU-104 A supplied to the CSA (Czechoslovakian State Airlines).

AVIA-14 airplane converted from 26 to 40 seats.

V. Poland

A total of 666,000 personnel employed in the economic sector of "Transportation and Traffic".

In 1962, further rationalization of RR freight traffic in favor of State Motor Vehicle Traffic.

Electrification of Laband - Heydebreck stretch to be electrified by early May 1962.

New four-axle coal flat car, capacity 60 tons, suitable for transportation of tanks, introduced by the PKP (Polish State Railroads).

New 16-axle special depressed center flat car under construction.

Development of transportation in containers at the PKP.

At present, about 37,200 road kilometers with asphalt or bitumen surface.

Road and bridge construction in 1961/62.

Transportation performance of the State Air Line Company.

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I. International Traffic Relations

1. Military Transportation Between the USSR and the Western Satellites

Military transportation in the satellite area was normal.

2. COMECON Traffic Conferences

a. During its eighth meeting from 17 to 19 April in Warsaw, the Standing Committee for Traffic of COMECON dealt with the problems of the co-operation of railroad, road, ship, and air traffic particularly with respect to the improvement of international passenger traffic. In addition to the members of the COMECON, the meeting was attended by observers from the People's Republics of China and Mongolia and from the so-called Democratic Republic Vietnam.

b. The distribution of freight in ship traffic was discussed on a COMECON conference in Prague from 16 to 20 April 1962. In addition to all European members of the COMECON, observers from the People's Republics of China and Korea attended the conference.

3. Traffic Ministers Conference of the East Bloc Countries

The next conference of the traffic ministers of the SIGS (Agreement on International Railroad Freight Traffic) countries is to take place in Ulan-Bator (People's Republic of Mongolia) in June 1962.

4. The second session of the "Transport Committee of the German/Polish Board for Economic, Technical and Scientific Co-operation" took place in Erfurt from 29 to 31 March 1962 and was also attended by East German Deputy Minister for Traffic Helmut Scholz and Polish Deputy Minister for Traffic Donath Tarentowicz.

5. East German Representatives at Finnish Railroad Anniversary Celebrations

The following East German representatives took part in the celebrations of the centenary of the first Finnish RR line between Helsinki and Hämeenlinna:

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Leiser, Deputy Minister for Traffic; Dr. Jung, Department Chief in the Ministry for Traffic; and Counsellor of Embassy Riegner acting manager of the East German trade representation in Helsinki.

6. Visit of a French Railroad Trade Unionist in East Germany

In late March 1962, Raymond Chauve, Secretary of the National Trade Union of Railroaders in the CGT (Confédération Générale des Travailleurs) visited the "IG (Trade Union of Industry) Railroads" of East Germany. In October 1960, both unions concluded a 10-year agreement of friendship.

7. Through-Invoicing of Less Than Car Load Lot Freight Between East Germany and Czechoslovakia, Yugoslavia and the USSR Respectively

Less than car load lot exports in RR traffic between East Germany and Czechoslovakia via Bad Schandau have increased 19 times from 1953 to 1960. These goods are therefore no longer transferred individually to the neighboring railroads at the border freight stations. Since last year, VEB "Deutrans" has dispatched to Czechoslovakia groupage cars loaded with less than car load lot freight already examined by revenue-officers in East Germany in fully assembled export trains. The same procedure has been applied to less than car load lot exports from East Germany to Yugoslavia since 1 November 1961 and to the USSR since 1 March 1962.

8. Agreement on Freight Cars in "Traffic Between Neighboring Countries", i.e., Czechoslovakia and Poland

Beginning 1 May 1962, Polish freight cars may run without the designation "HC" (= "HC" is the designation carried by RR cars admitted for international traffic within the East Bloc. It corresponds to the western designation "RIV" = Regolamento Internazionale Veicoli, i.e., the agreement on the mutual utilization of freight cars in international traffic.) on lines of the Czechoslovakian State Railroads (CSD) provided that their technical condition does not endanger the security of operations and allows for a speed of 70 km/h. The Polish State Railroads (PKP) request that such cars are to be returned immediately after they have been unloaded. (See also para IV, 1).

9. For Road and Railroad Construction in North Carelia (Finland/USSR see Annex 3).

II. USSR

1. Railroad Traffic

a. Operational Data

(1) The Mukachevo - Lavochne stretch of the Lwów - Chop line is so heavily used by passenger and freight trains that the reserves of the timetable for the line have been exhausted completely.

(2) The standard weight of a freight train has been set for some stretches of the Transsiberian Magistrale as follows:

Weight in Tons	RR Stretch
1,900 - 2,000	Sverdlovsk-Omsk
2,300 - 3,000	Omsk-Irkutsk
1,600 - 2,000	Khabarovsk-Ugolnaya
1,000 - 1,200	Ugolnaya-Nakhodka

In general, freight cars of over 50 tons are to be used in trains of 30 - 50 cars.

b. Roadbed

(1) Rails of Type R-50 (50 kg/m) were laid on the ballasted roadbed of the Brest Litovsk - Orsha stretch and new switches were installed. The permissible maximum speed of passenger trains is 100 kilometers on the open line and 80 kilometers when passing through railroad stations.

(2) Rails of the following types were laid on the Transsiberian Magistrale:

Type of Rails	RR Stretch
R-50 (50 kg/m)	Sverdlovsk-Tyumen
R-43 (43 kg/m)	Tyumen-Omsk
R-65 (65 kg/m)	Omsk-Tayshet
R-50 (50 kg/m)	Tayshet-Irkutsk
R-43 (43 kg/m)	Khabarovsk-Ugolnaya
R-38 (38 kg/m)	Ugolnaya-Nakhodka

Each kilometer of the above stretches has been fitted with 1,840 wooden ties. The following ballast has been used:

Broken stone and gravel	between	Sverdlovsk and Tyumen
and	"	Omsk and Irkutsk
Small-size broken stone (about ϕ 7 mm)	"	Tyumen and Omsk
Sand and gravel	"	Khabarovsk and Ugolnaya
Sand	"	Ugolnaya and Nakhodka.

2. Road Traffic

a. In 1961, the motor vehicle bases of the Ministry for Motor Vehicle Traffic and Roads of the RSFSR conveyed over 800 million tons of goods, with the freight turnover amounting to 12.4 billion t/km.

b. In 1961, the Ministry for Motor Vehicle Traffic and Roads of the RSFSR received 43,900 trucks including 3,500 special motor vehicles (1960 quota - 97,700 trucks including 2,300 special motor vehicles).
The deficiencies in special motor vehicles still amount to 77 percent of trucks for the transportation of grain and bread, 79 percent of delivery vans for goods of daily use, and to 95 percent of small delivery vans for miscellaneous goods. In addition, there is a considerable shortage of trailers, tractor trucks, and semitrailers (without front axle).

c. According to a resolution passed by the Council of Ministers, the following test models of special motor vehicles are to be designed, produced and tested in 1962/63:

Tractor vehicles	10 types
Motor vehicles with special platform superstructure	13 "
Self-discharging dump cars	12 "
Delivery vans including refrigerator cars	17 "
Motor vehicles for agricultural purposes	2 "
Motor vehicles to be employed in the northern areas and in the hot desert areas	4 "
Trailers with delivery van superstructure, including refrigerator vehicles	13 "

Trailers with tank superstructure	12 types
Trailers with special superstructure of platform type, including self-discharging dump cars	24 "
Miscellaneous other trailers	12 "

Of these various test types, only a small portion is expected to be selected for series production.

4. At present the following types of trailers are in use for the transportation of bulky and heavy goods:

	Ch MTSAP-			T-151 A	UKB
	5204	5203	5208		
Capacity (in tons)	19.5	20.0	40.0	20.0	40.0
Empty weight	6.35	9.92	12.7	7.5	-
Length (in meters)	11.38	12.94	9.33	10.5	10.9
Width (in meters)	2.64	3.0	3.2	2.7	3.0
Height (in meters)	1.47	1.93	1.78	1.96	1.94
Loading area (in square meters)	-	19.65	10.75	13.50	11.30
Loading height (in millimeters)	-	1285	1140	800	980
Number of axles	3	3	3	2	3

Plans provide for the following motor vehicles to be designed and constructed:

Trailers for tractor truck MAZ-504 with 14 tons load capacity
Trailers for tractor KrAZ-219 with 12 tons load capacity
Trailers for tractor KrAZ-214 for the transportation of especially heavy goods and of RR cars

III. East Germany

1. Interzonal Traffic and Berlin Traffic Situation

a. Interzonal Traffic

After a construction period of 6 1/2 months, the 15.25 kilometer-long single-track Gerstungen-Feertha line was put in operation. For the time being, the line is to serve the transportation of potash from the Gerstungen area to Eisenach. Construction measures under way on Gerstungen passenger station appear to confirm the intentions of the Reichsbahn to route at least part of the interzonal traffic on the new line. Reportedly, the actual interzonal trains (D 197/198 and D 199/200) in traffic between West and East Germany are concerned. Trains (D 1/2 and D 5/6) in traffic between West Germany and Berlin are to continue via Eisenach.

b. Berlin Traffic Situation

(1) Reichsbahn *) in East Berlin

(a) In February 1962, the building of a 15-unit hut camp was started east of the building of RR Station Berlin-Koepenick between the track and the Stellingdamm. The camp is possibly accommodating workers employed in the improvement of the Berlin-Frankfurt/Oder line. **)

Note *) - Attached as Annex 1 is a map of the electrically and steam-operated S-Bahn lines in the Berlin area. The map is to replace the respective map contained in Transportation Summary for August 1961.

Note **) - See Transportation Summary for January 1962.

(b) In the second half of 1962, Karlshorst RR station is to receive an additional 600 meter-long platform for long-distance trains and a 100 meter-long S-Bahn platform as well as a new administration building. The

station for long-distance trains will then have two through tracks and two other tracks and will be able to dispatch 150,000 passengers daily in medium distance traffic and in fast traffic on the Berlin Outer Ring. After the completion of the expansion project, Karlshorst RR station is to take over the previous long-distance traffic function of Berlin-Lichtenberg and Berlin-Schoeneweide stations.

(2) Reichsbahn in West Berlin

(a) In late March 1962, the Reichsbahn started to remove 1,200 track meters of the S-Bahn stretch from S-Bahn station Gesundbrunnen (West Berlin) in the direction of the sector border.

(b) In late March 1962, the West Berlin police blocked the transfer of safety caissons for contact rails from S-Bahn station Bellevue to the Soviet sector of Berlin since the removal had not been authorized by the western powers in Berlin.

(c) After the completion of a new tower on S-Bahn station Westend, the previous semaphore signals are to be replaced by light signals visible also in the daytime.

(d) Because of the increasing shortage of personnel on RR lines in West Berlin, the Reichsbahn has an extensive placard advertising campaign promising considerable social advantages for employees on West Berlin RR stations. Female railcar engineers are increasingly employed on the West Berlin S-Bahn lines. (See personnel situation para III. 2. b.)

(3) Subway (See Annex 2, "Berlin Traffic Situation - Subway" on map replacing the respective Annex 2 of Transportation Summary for August 1961).

(a) One "checker" each is employed on the West Berlin stations located on subway lines C and D, closed to public traffic. The checker has to watch the trains passing by and check their lighting (of the front and rear signals), and he has to take action in case of operational disturbances. In addition, two or three

transport policemen each are stationed at these subway stations. From the stations, direct telephone connection has been discontinued to the nearest subway stations of Lines C and D on West Berlin territory. (Only the administrations of the BVC (Berlin Traffic Company) in West Berlin and of VEB BVG in East Berlin are still connected with each other by a line of the former telephone network of the subway).

(b) The connecting tunnel between the West Berlin Corridor Line C and Line A has been walled up on Subway Station Stadtmitte. Subway trains of the East Berlin stretch of Line A run empty between Subway Station Thaelmannplatz and the turntable of Potsdamer Platz subway station.

(4) The feeder road from Adlergestell to Berlin-Schoenefeld airport was opened to traffic on 20 April 1962. (See Transportation Summary for October 1961). This road is part of the planned rapid traffic connection between the center of East Berlin at Alexanderplatz and Berlin-Schoenefeld airport and the southern highway ring around Berlin. In line with this program, the freight-handling installations of Berlin-Adlershof RR station have already been transferred. (See Transportation Summary for February 1962).

2. Railroad Traffic

a. Operation and Traffic

(1) Though no extraordinary requirements of the Reichsbahn were reported in April 1962, the main dispatcher management (Hauptdispatcherleitung - Hdl) at the Ministry for Traffic complained at the beginning of the month about the following shortcomings in the operational situation:

(a) In contrast to the transportation plan, too much rolling equipment (presumably loaded and empty) in Cottbus, Greifswald and Halle districts.

(b) Surplus empty cars in Schwerin, Berlin and Halle districts.

(c) Arrears in unloading and subsequent delay in making available cars to be loaded in Halle, Cottbus and Berlin districts.

(d) Trains without locomotives, and trains accumulated (partly in the direction of the Oder/Neisse line) in Berlin, Cottbus and Halle districts, involving difficult situations at Frankfurt/Oder and Guben transit stations.

On Occasion of May 1st, the HdI called for the following measures to be taken to eliminate the shortcomings:

(a) To make trains run on schedule; to operate the individual parts and installations on RR stations according to plan, and to form trains and let cars pass in transit according to plan.

(b) To increase the loading and unloading performances through Sunday, holiday and night work, and to accelerate the return of empty foreign cars.

(c) To improve the operational performances, i.e., the switching of RR stock, the dispatch of loaded cars, the utilization of freight trains to capacity, the economic utilization of the pool of locomotives, and the adherence to the locomotive service plans.

(d) Th overcome the group egoism of the districts, brigades and departments, and to give precedence to the solution of problems of above district level over intra-district problems.

In mid-April 1962, plan arrears of the Reichsbahn amounted to 0.07 days or 44,500 tons.

(2) (a) Military requirements of the Reichsbahn by the GSFG were at the level customary for this season and included the shipments for the special training of the different arms, particularly of artillery and tank troops, and in part of anti-aircraft troops, to training sites.

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(b) In late March and early April 1962, the NVA (NVA-East German Army) carried out numerous transports in the south of East Germany in line with large exercises of Military District III.

(c) No special features were observed in military border-crossing traffic.

b. Personnel Situation

(1) The Reichsbahn shortage of labor has allegedly increased to such an extent that only 65 percent of the permanent established posts are occupied. Efforts have therefore been made recently, to recruit personnel, predominantly from still privately-owned enterprises, requiring them to work for the Reichsbahn.

(2) In the fear of sabotage, the Reichsbahn is to employ personnel c considered to be politically reliable.

(3) The difficult personnel situation of the Reichsbahn is reportedly due to the following reasons:

(a) High quota of retiring personnel because of the comparatively unfavorabl high percentage of old age personnel who remained at their posts while younger personnel fled to West Germany.

(b) High percentage of sick personnel because of the increasing strain of work, and subsequent increase of invalid cases.

(c) Migration of personnel to enterprises with more favorable work conditions, requiring personnel increasingly after compulsory military service was introduced. (See personnel situation in West Berlin, para III. 1. b. (2) (d) of this report).

c. Gauge-Changing Wheel Set

(1) According to Dipl. Ing. Tackert, a representative of the East German "Kammer der Technik" (Department of Technology), who had scrutinized the development of the gauge-changing

wheel set, the successful main tests, made with Gauge-Changing Wheel Set DR III in 1961, were achieved in part through the utilization of construction elements "which appear little suitable for economical employment". From the economical point of view, it was most important to attain a low weight in working order and low production costs.

(2) In addition to the prolonged employment of the wheel sets within East Germany, allegedly carried out in operative service, i.e., in scheduled runs, three runs with a freight train of 25 four-axle tank cars were carried out between East Germany and the oil-producing area of Kuibyshev. (The train was loaded with 1,000 tons of crude oil on the return trip). Furthermore a special trip was made with a passenger train between Berlin and Moscow.

(3) It can be reckoned that the repeatedly reported series production of gauge-changing wheel sets at RAWs Delitzsch and "7th October" in Zwickau, will at least be cut down since Herr Tackert has asked in his publication for a lighter and less expensive "Spurwechselradsatz der Perspektive" (gauge-changing wheel set of prospect) to be designed by a "Socialist working team" consisting of representatives of the industry and the Reichsbahn.

d. Railroad Ferry Traffic

The following data has been learned on the second East German RR ferry(see Transportation Summary for January 1962):

(a) Length about 136 meters; width about 17 meters.
(b) Length of tracks on board 300 meters.
(c) Capacity: 11 fast train cars, or 30 freight cars; loading and unloading possibility over bow and stern flap.
(d) Four nine-cylinder diesel engines with 2,400 PS each.
(e) Speed 18 Knots.

3. Road Traffic

a. In early 1962, East Germany had a network of 2,250 overland bus lines with a total length of 62,483 kilometers.

b. In late January 1962, VEB Sachsenring, Zwickau, produced the 100,000th small passenger car of the type "Trabant". The last German publications referring to the event also mentioned the

modernization of the Zwickau plant carried out in 1961 and its further expansion. It is therefore estimated that the measures taken in the East German automobile industry, as published recently, i.e., the discontinuation of the production of "Trabant P 50"; handing-over of the production of "Trabant P 100" to Czechoslovakia; simultaneous discontinuation of exporting "Wartburg" of VEB Automobile Plant Eisenach; and the planned production of a four-stroke engine of this type, had to be taken unexpectedly by East Germany on account of a COMECON resolution.

IV. Czechoslovakia

1. Operational Situation at the Railroads

Since the beginning of 1962, the continuous shortage of RR cars has caused freight transportation arrears of about 4 million tons at the Czechoslovakian State Railroads (CSD). The share of damaged cars in the total stock of freight cars (about 150,000) allegedly amounts to about 6,000 cars. The following deficiencies are subject to increasing criticism:

(a) The poor work of the repair shops.
(b) The lack of transportation discipline of the shippers (loading and unloading delays).
(c) The frequent breaking of rails.
(d) The delayed return of RR cars dispatched to neighboring countries, including the USSR.

On the other hand, Transloading Station Cierna n.T. was praised for its daily transloading performance of about 40,000 tons in April. (See para I. 8. of this report)

2. Civilian Air Traffic

a. Beginning with April 1962, the Czechoslovakian Airline Company CSA has been serving the Prague - Berlin-Stockholm - Helsinki line twice per week with turboprop airplanes type IL-18.

b. During the first quarter of 1962, the CSA employed another three Soviet aircraft (two IL-18s, one TU-104 A). The AVIA-14 plane (construction under license of the IL-14) was converted to 40 seats as against the former 26 seats.

V. Poland

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1. Total Traffic

The number of personnel employed in the economic branch of "Transportation and Traffic" was 652,000 in 1960, 666,000 in 1961, and is to be 668,000 in 1962 according to plan.

2. Railroad Traffic

a. Operations (Rationalization)

On another 122 standard and narrow gauge stretches (205 so far), short-distance freight transportation is to be taken over by the PKS (State Motor Vehicle Traffic), in 1962.

b. Electrification

The electrification of the Silesian 32 kilometer Laband - Heydebreck stretch was to be completed by early May 1962.

c. Rolling Stock

(1) In late 1961, the PKP (Polish State Railroads) received some prototypes of a new four-axle coal flatcar, type 401-Z, PKP group designation Wlyt, from the Nowotko mill works.
The car has the following specifications:

(a) Length of load	10.64 meters as coal car
(b) Length of load	11.00 meters as flatcar;
(c) Width of load	2.96 meters as coal car
(d) Width of load	3.10 meters as flat car;
(e) Empty weight	20 tons ;
(f) Capacity	up to 60 tons.

Front and side walls are removable and can be replaced by stanchions for the transportation of long goods and heavy vehicles, including heavy tanks. After a six months testing period, the series production of the car is expected to begin in the fall of 1962.

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(2) A 16-axle two-unit depressed center flat car, type 606-E, is under construction in Posen (Poznań). The car has the following specifications:

(a) Length when empty 28.5 meters
(b) Length when loaded 37.2 meters
(c) Capacity up to 250 tons
(d) Smallest diameter of curve 90 meters.

The car is changeable to broad gauge.

d. Container Transportation

While in general the transportation in small containers is making satisfactory progress, the transportation in large containers is proceeding only slowly.

Stock of Containers	In 1961	In 1965 (planned)	Connected stations in 1961
Small containers (up to 1 ton and 4.5 cubic meters)	approximately 14,000	18-19,000	995
Large containers (up to 2 tons, over 4.5 cubic meters)	approximately 890	6,300	11

5. Road Traffic

a. Road Net

In early 1962, the Polish road net was assumed to be as follows:

Total roads	about 290,000 kilometers
Including roads with solid surface	about 105,000 kilometers (about 34 km/100 square kilometers)
Including roads with improved solid surface (asphalt, bitumen etc.)	about 37,000 kilometers

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State roads with solid surface	about	62,600 kilometers
Including roads with improved solid surface	about	55,200 "

b. Road and Bridge Construction in 1961

According to recent statements, the following road and bridge construction was carried out in 1961:

New Projects

1,060 road kilometers, including 144 kilometers of state roads and 916 kilometers of communal roads.

5,450 meters of bridges.

Part or Complete Modernization

2,570 road kilometers, including 112 kilometers of state and 2,458 kilometers of communal roads.

2,560 meters of bridges.

c. Road Construction in 1962

In 1962, a total of 2,5 billion zloty are to be spent for the modernization of state roads, and 800 million zloty for new projects. In addition, funds from the budget of the województwie (provinces) are to be made available for the communal roads. Plans provide for the construction of about 250 road kilometers including 135 kilometers of state roads, and for the modernization of about 3,900 kilometers, including about 3,000 kilometers with asphalt surface on state roads.

d. Bridge Construction in 1962

In 1962, building will be carried out on 66 bridges and viaducts on state roads, and on 39 bridges controlled by the województwie.

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The following important bridges are included in the program and are to be completed in 1962/63:

Bridge over River	Near or in Location
Weichsel (Wisla)	near Kulm (Chelmno) (CE 21)
Warthe (Warta)	near Pyzdry (XT 88) and Swierkocin (WU 03)
San	in Brandwica (EB 70)
Bzura	in Lowicz (DC 27)
Oder	in Oppeln (Piastowski Bridge) (YS 01)
Wislok	in Rzeszow (EA 74)

4. Civilian Air Traffic

Following are the transportation performances of the State Airline Company LOT in 1960 through 1962:

	1960	1961	1962 (Plan)
Air passengers	175,700	201,680 *)	224,640
Air freight (in tons)	3,540	4,040	5,130

Note*): Including 66,500 passengers on foreign air routes.

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Legend to Annex 1 of Transportation Summary for April 1962.

Key to Signs

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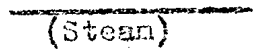
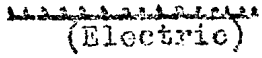
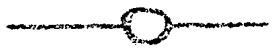
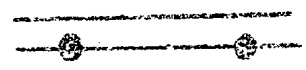
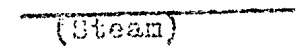
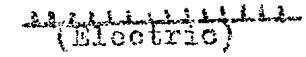
(red)		Border between Berlin and East Germany
(red)		Sector border
(red)	 (Steam)	S-Bahn lines in East Berlin and East Germany
(red)	 (Electric)	
(red)		Station open to public traffic
(red)		Station closed to public traffic
(red)		Entry and exit from and to East Berlin closed
(blue) (red)		Through line scheduled for West Berliners passing through East Berlin
(blue)	 (Steam)	S-Bahn lines in West Berlin
(blue)	 (Electric)	
(blue)		Station open to public traffic
(blue)		Station closed to public traffic
(blue)		Transfer station (also to long-distance lines not shown on this map)
(blue)		Transfer to subway

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Legend to Annex 1 of Transportation Summary for April 1962

Steam-operated S.-Bahn Lines to supplement the electric S-Bahn system in Berlin area.

1. Werder (on the Havel River) - Potsdam Main Station - Southern Berlin Outer Ring (suedlicher BAR) - Schoenefeld near Berlin -
Berlin-Karlshorst - Berlin-Ostbahnhof
Berlin-Schoeneweide

2. Werder (on the Havel River) - Potsdam Stadt (city

3. Potsdam Main Station - Potsdam Stadt (city) - Babelsberg

3. a. Potsdam Main Station - Griebnitzsee - Wannsee (service personnel traffic with combustion railcar)

4. a. Beelitz Heilstaetten - Drewitz

4. b. Beelitz Heilstaetten - Michendorf - Saarmund - Southern Berlin Outer Ring (suedlicher BAR) - Schoenefeld near Berlin -
Berlin-Karlshorst - Berlin-Ostbahnhof
Berlin-Schoeneweide

5. a. Ludwigsfelde - Teltow

5. b. Ludwigsfelde (-Birkengrund) - Southern Berlin Outer Ring (suedlicher BAR) - (Schoenefeld near Berlin) - Berlin-Schoeneweide (-Berlin-Lichtenberg)

6. Teltow (-Genshagener Heide) - Southern Berlin Outer Ring (suedlicher BAR) - (Schoenefeld near Berlin) -
Berlin-Karlshorst -
Berlin-Schoeneweide

7. Wuensdorf (-Genshagener Heide) - Berlin Outer Ring (BAR) (via Saarmund - Potsdam Main Station - Wustermark Switch-Yard - Hohen Neuendorf west) -
Oranienburg
NE-Berlin Outer Ring (BAR) - Berlin-Lichtenberg

7. a. Wuensdorf - Blankenfelde (-Krs. Zossen) Southern Berlin Outer Ring (suedlicher BAR) - (Schoenefeld near Berlin) - Berlin-Schoeneweide

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Legend to Annex 1 of Transportation Summary for April 1958

8. b. Wuensdorf - Mahlow

9. Ruedersdorf - Fredersdorf

10. Werneuchen - Berlin-Lichtenberg

11. Basdorf - Berlin-Blankenfelde (Heidekrautbahn)

12. Basdorf - (Berlin-Karow) - Berlin-Blankenburg

13. Oranienburg - Birkenwerder - Berlin Outer
Berlin-Ostbahnhof - Berlin-Lichtenberg

Ring (BAR) (-Falkenhagen) - Falkensee
Nauen

14. Falkensee - Albrechtshof

15. Nauen - Falkensee

16. Wustermark - Berlin-Staaken (Soviet sector)

17. Berlin-Staaken (Soviet sector) - Wustermark Switch-Yard - Berlin Outer Ring (BAR) - (Berlin-Lichtenberg) - Berlin-Ostbahnhof.

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Legend to Annex 2 of Transportation Summary for April 1962

Key to Signs

- - - - - - - -	(red)	Sector border
————————	(red)	Subway line in East Berlin
○	(red)	Station open to public traffic
●	(red)	Station closed to public traffic
✕	(red)	Friedrichstrasse station can be entered or left only by passing through a control
————————	(blue)	Through-line for Westberliners passing through East Berlin
——●——●——	(red)	
————————	(blue)	Subway line in West Berlin
- - - - - - - -	(red)	Lines on which public traffic has been discontinued
- - - - - - - -	(blue)	
○	(blue)	Station open to public traffic
●	(blue)	Station closed to public traffic
◎	(blue)	Transfer station
⊙	(blue)	Transfer to S-Bahn
— • — • — • —	(blue)	Projected subway lines

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Annex 3 to Transportation Summary for April 1962

Road and Railroad Construction in North Carelia (Finland/USSR)

(For layout, see attached map). (See Transportation Summaries for June, September, and November 1961).

1. General

As reported previously, the progressing expansion of roads and RR lines, particularly in the Finnish part of North Carelia, is mainly effected on account of Soviet military requirements. On 25 November 1961, Khruschchev and Kekkonen came to a further - secret - agreement which includes the following measures:

a. From 1962-1965, the USSR is to supply 50,000 tons of heavy rails per year for the expansion of the Finnish RR system.

b. The road net of North Finland is to be improved for the use of heavy tanks, and the road bridges are to be reinforced to increase their capacity.

c. The Soviet firm of "Trust Free Gasoline" is to establish gasoline and oil depots on the Finnish island of Aaland.

To a.: The total Finnish RR net, being broad gauge as in the USSR, is about 5,300 kilometers long, including approximately 320 double-track kilometers. At present, about 1,900 track kilometers are equipped with heavy rails (54 kg/m); about 1,270 track kilometers are ballasted. The intended Soviet supplies will contribute to a considerable improvement of the Finnish RR net by making it possible to construct new tracks, or to exchange rails on about 450 single-track kilometers.

To b.: (1) Since the present measures are concentrated mainly on the expansion of more important transit and connecting roads, it is assumed that these will be available for the use of tanks in any case.

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(2) The 1962 summer construction program provides for the renewal of 3,380 kilometers of road surface including 440 kilometers of asphalt concrete.

To c.: Though the installation of POL depots by the Soviet firm of "Trust Free Gasoline" on Finnish territory is carried out on a civilian basis, the storage is expected to serve military fuel reserves.

2. Road Net

In addition to the previously reported completion of the 170 kilometer-long highway, available for the use of tanks, from Raja Joosseppi to the planned main power plant on Otsero Not (Lake Not), the following important highway connections in the area about 75 kilometers south west of Murmansk/USSR (see map, route 1) are worth mentioning:

a. The highway expanded to six meters from Ivalo to Murmansk via Akujaervi, Virtanieni, along the Soviet/Norwegian border, and Pechenga (see map, route 2), with a branch line from Mayatalo/USSR to Kirkenes/Norwegia (see map, route 2a).

b. The following roads leading to the Finnish/Norwegian border and being connected with the Norwegian road net:

(1) Kaamanen - Utsjoki - direction of Norwegian border (see map, route 3)

(2) Kaamanen - Karigasnieni - direction of Norwegian border (see map, route 4)

(3) Muonio - Palojoensuu - Enontekioe - Kautokeino/Norwegia, of which the Enontekioe - Kautokeino section has allegedly been available for the use of passenger cars since July 1961 (see map, route 5).

c. Inside North Finland, the following road connections:

(1) From Muonio in northerly direction, with a belt road around Mt. Outtka and Mt. Pallastunturi (see map, route 6)

(2) From Enontekioe - Sirkka located on the Muonio-Kittilae road (see map, route 7).

(3) From Kittilae to Kelloselkae, or Ravanoja, via Sodankylae - Pelkosenniemi - Savukoski (see map, route 8)

(4) From Pethula to Tenhua. The extension of this road is planned as far as Lattunavaara (direction of Finnish/Soviet border) via Ravanoja (see map, route 9)

(5) Pelkosenniemi - Kemijarvi - Kuusamo (see map, route 10)

(6) A belt road around the 539 meter Mt. Pyhaetunturi with a double connection to the Kemijaervi - Pelkosenniemi road (see map, route 11)

(7) (Rovaniemi) - Kemijaervi - Salla; the highway has been expanded to a width of six meters and continues at the same width east of the Finnish/Soviet border (see map, route 12)

d. In Central Finland, preparations are to be made to expand the west east road connection from Jakobstad (Bothnian Gulf) to Nurmes (north of Lake Pielinen). A road connection exists from Nurmes to Lendery/USSR via Lieksa with a connection to the Petrozavodsk - Leningrad, or Belomorsk, highway (see map, route 13).

3. Railroad

a. Construction on the West Carelian Magistrale (see Transportation Summary for June 1961) proceeds only slowly. The stretch under construction north of Tikshotsero is to be completed as far as Yushkotsero, by 1963. (See map, line 14).

b. The Kontiomaki - Hyrynsalmi - Halla line has been extended as far as close north of Taivalvaara (see map, line 15).

c. On the Finnish/Swedish border, the Kemi - Kauliranta line is presently being extended to the important iron ore district of Kolari. The construction of the Kauliranta - Pello stretch was completed in late 1961 already. The total new line of a length of 125 kilometers is to be completed by late 1962. To begin with, rails of 30 kg/m are to be laid and later on heavy rails of 54 kg/m (see map, line 16).

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d. Another approximately 350 track kilometers are presently under construction in the southern part of Finland. Concerned are the following stretches:

(1) Tampere - Parkano - Seinaejoki (approximately 150 kilometers)

(2) Jaemsaenkoski - Jyvaeskula (approximately 50 kilometers)

(3) Parikkala - Onkamo (98 kilometers) along the Finnish/Soviet border

(4) Luumaeki - Lappeenranta (28 kilometers).

These NR stretches are either to serve as cross-connections or as new connecting lines being extended accordingly. The completion of the stretches is scheduled for late 1962.

4. Road Border Crossing Finland/USSR

Border crossing point Vaalimaa on the Helsinki - Hamina - Viborg/USSR highway was closed during the winter months and was reopened on 1 April 1962. It will remain open to motor vehicle traffic between 0900 and 2100 hrs daily until 15 November 1962. The official note transmitted by the USSR to Finland on 23 March 1962, did not refer to any traffic restriction at the above border-crossing point. According to previous information supplied by the Soviet travel agency Intourist, border-crossing at this point was forbidden to tourists traveling in passenger cars because of difficulties in accommodating them in hotels.

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