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REPORT

SUBJECT Summary Soviet Bloc Transportation Report for October 1962

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Soviet Bloc transportation

report for October 1962

Information is given on international traffic and transportation in the

USSR, East, Germany, Czechoslovakia and Poland.

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Transportation Summary for October 1962I. International Traffic Relations

Agreement signed by USSR and Finland on reopening of Saima Canal.

Border crossing stretch Cierna n.T. (CSSR) - Chop (USSR) electrified since 20 October 1962.

Number of types of electric and Diesel locomotives reduced by Permanent Traffic Commission of Council for Mutual Economic Aid.

II. USSR

Various RR stretches equipped with semi-automatic block installations in Leningrad junction area.

Routing altered of Ivdel' - Ob River RR line under construction; about 200 kilometers of track laid by late September 1962.

Imminent completion of Zyr-Dar'Inskaya - Dzhitsak line in Tashkent-Samarkand area.

Electrification completed of total Lv6v - Stryj - Chop line in Carpathian Mts.

Znamenka - Pytikhatki, and Yaroslavl - Danilov stretches put into electric operation.

Mirny - Mukhtaya highway, totaling 200 kilometers, in Yakutsk/East Siberia area, opened to traffic.

Extent of expansion of roads in Sverdlovsk area during past three years, and 1962 expansion plan.

Imminent completion of Moscow belt highway.

III. East Germany

Berlin Outer Ring further expanded.

New routing of interzonal traffic possible as a result of improvement of Seddin, Dallgow, and Staaken RR stations.

Regular freight train traffic (potash shipments) opened on new Gerstungen - Foertha line.

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RR personnel committed to stricter secrecy.

Additional stokers trained as train crew reserve.

Seasonally intense military requirements of the Reichsbahn.

Military border crossing traffic with main traffic in personnel rotation.

Heavy military traffic on Helmstedt - Berlin Autobahn and on Highway F-5, in mid-October.

Widening of roads, particularly of Highway F-5. .

Production begun at new tire plant near Dresden. Further expansion and increase of production planned.

Shipping blocked on Elbe River in Rogaetz - Kehnert area, and on Havel Canal, because of military training exercises.

Winter timetable for air traffic introduced; number of flights reduced.

IV. Czechoslovakia

Transloading in arrears at Cierna n.T. (CSSR/USSR) border crossing station.

Arrears in freight conveyance of CSD (Czechoslovakian State Railroads) increased.

Electric operations begun on Hranice n.M. - Polanka n.O. stretch.

Electrified Aussig (Usti n.L.) - Karbitz (Chabarovice) stretch put in operation.

Preliminary work begun for electrification of Prague/Snichov - Zdice line.

Share of steam locomotives still 71 percent in CSD locomotive park.

Repair capacity for damaged freight cars insufficient.

Repairs carried out partly by consignors.

In late September/early October, stock of locomotive coal partly nil to one day's requirements.

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V. Poland

Slow construction progress on new Sokolka - Kamienna Nowa (north of Bialystok) line.

Kutno - Konin stretch put in electric operation on 29 September 1962.

Railroad bridge under construction over Wiaz River (gauge-changing line Medyka - Przemysl).

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I. International Traffic Relations

1. USSR-Finland, Agreement on Reopening of the Saima Canal

Ratified

(See Transportation Summary for August 1962)

On 27 September 1962, the agreement on the repair and reopening of the Saima Canal, initialled four weeks previously, was signed by Finnish Traffic Minister Savela and Soviet Minister for High Seas Navigation Bakayev, in Moscow. Apart from Finland's taking on 50 years' lease the Soviet canal section through Finland, including a 30-m strip of land on either bank of the canal, and the harbor area near Vyborg (USSR), the agreement includes the following main points:

- a) The canal may be used by merchant vessels of any nation.
- b) Free passage through the Soviet stretch of the canal is guaranteed for all ships traveling under Soviet colors.
- c) Transportation of troops, arms and other war matériel is prohibited on the canal. Finnish warships are not allowed to use the canal. (It is open to question whether this prohibition also applies to Soviet military transports).
- d) The USSR reserves herself the right to prohibit the passage of ships of a third country through the Soviet canal section under special circumstances, whenever it is deemed necessary for Soviet security.
- e) The USSR also reserves herself the right to issue special temporary decrees for the "improvement of general and local security".
- f) Within the next five years, Finland is to pay a single sum of 342 million finmarks for the use of the canal installations and buildings on Soviet territory, and a yearly sum of 50 million finmarks for expenses arising during the restoration of the canal; after the canal has been put into operation, Finland is to pay a yearly rent of 64.2 to 92.7 million finmarks according to the volume of tonnage shipped during a year.

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- g) Finland commits herself to expand the total length of the canal at her own costs and to restore or build the required locks, bridges, and structures (estimated expenses about 14 billion finmarks).
- h) Finland is entitled to collect dues for the use of the Soviet canal section.

In general, the Finnish public is dissatisfied with the clauses of the agreement. Their main objections are the following:

- (a) The high costs for the restoration of the canal;
- (b) The high indemnities to be paid for the control and use of the Soviet section of the canal;
- (c) The restrictive clauses concerning the use of the canal by third countries, enabling the USSR to block traffic completely, or in part, at any time.

Finnish economic circles consider the whole project unprofitable for the following reasons:

- (a) The canal can, in general, be used during the summer months only.
- (b) Since the deactivation of the canal in June 1947, the Finnish economy has taken resource completely to rail and road transportation.
- (c) Compared with the expected revenues, the repairs and prospective expenditures (rent etc to the USSR, current maintenance) are too heavy.

The critics believe that the Finnish Government has signed the agreement for political rather than economic considerations.

2. Electrified RR Connection Between the USSR and the CSSR

As of 20 October 1962, the Cierna and Tisou/CSSR - Chop/USSR border crossing section has been put into electric operation. Thus, the CSSR is the first East Bloc country being linked to the electric RR net of the USSR.

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3. Number of Types of Electric and Diesel Locomotives Reduced

The Permanent Traffic Commission of the Council for Mutual Economic Aid has reduced the number of types of electric and Diesel locomotives by one third. The CSSR is predominantly to pursue the development of electric locomotives.

II. USSR

1. Railroad Traffic

a) Protection of Train Running and Telecommunication

Manual block installations have been replaced by semi-automatic block installations on the following stretches of the Leningrad junction:

Narvskaya - Novy Port
 Narvskaya - Leningrad Baltic Freight Station
 Zredne - Rogatskaya - Predportovaya

b) RR Network

- (1) According to latest information, the line under construction from Ivdel' via Sverdlovsk - Goroblagodatskaya - Polunochnoye - in north-easterly direction to the Ob River will not be extended to Narykary. Instead, the line, of which about 200 track kilometers have been laid, is to turn south at kilometer marker 285 for another 100 kilometers and reach its railhead on the Ob River presumably in the Khanty Mansiisk area. (See Transportation Summary for February 1961).
- (2) The construction of the 122 kilometer Zyr-Dar¹ Inskaya - Dzhitsak line, the western link of the Tashkent - Samarkand stretch, is about to be completed. Five RR stations and two passing-points have been built on this line which is routed through newly developed areas of the "Hunger-Steppe".

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c) Electrification

- (1) Electrification has been completed on the two remaining Lw6w - Stry and Mukachevo - Chop stretches of the Carpathian line. In late September and mid-October, the first test runs with electric locomotives (VL 22th) were carried out on this line.
- (2) Furthermore, the electrification was reported of the following lines:
 - (a) Tananienka - Pyatikhatki on Dnyepropetrovsk-Fastov line
 - (b) Yaroslavl - Danilov on Moscow - Vologda line.

2. Road TrafficRoad Construction

- (a) The first 200 kilometer long superhighway (express way) was opened to traffic in East Siberia. This highway connects Mirny (diamond mining center in the Yakutsk area) and Mukhtaya Harbor on the Lena River.
- (b) During the past three years, about 900 road kilometers of the Sverdlovsk district have received a solid surface or have been rebuilt completely. In 1962, about 240 kilometers of new roads are to be covered with solid surface. Traffic is soon to be opened on the improved Sverdlovsk - Nizhni Tagil (124 km) and Sverdlovsk - Kamyshlov (145 km) highways.
- (c) Road work on the western section of the Moscow belt highway was to be completed by early November 1962. The total 109 kilometers of this highway are without crossings; its lanes are separated by a center strip. It is routed about 17 kilometers from the center of the city and is, first of all, to relieve the city of transit traffic. (See Transportation Summaries for January 1961, July and November 1960).

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III. East Germany

1. Berlin Traffic Situation

(a) Berlin Outer Ring

- (1) Roadbed construction of the second track was under way northwest of Brieselang.
- (2) Between Schoenwalde and Wusternark switchyard, rebuilding of two railroad bridges and double-tracking of the bridge over the Havel Canal have been completed. Work on another bridge on this line is still under way.
- (3) During the first half of October, construction work was under way on a double-track railroad bridge over the Havel River between Hennigsdorf and Hohen Neuendorf.

(b) Berlin Zonal Border Area

According to an as yet unconfirmed report, railroad installations were fenced in with barbed wire on RR stations Seddin (south of Potsdam) and Dallgow (east of Wusternark), thus providing for the customs and merchandise control of whole trains.

In addition, new quarters with latticed cellar windows have been built. Railroad Station Staaken has been made into a transit station for passenger trains. These measures are indicative of a forthcoming change in the routing and control of West German passenger and freight trains in the zonal border area of Berlin.

2. Railroad Traffic

a) Line Construction

New Single-Track Gerstungen - Foertha Line (13.25 km)

On 30 September 1962, the Gerstungen - Foertha (south of Eisenach) line was opened to regular freight train traffic. The line is mainly important for the potash traffic.

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i.e. the transportation of crude potassium salt mined in the Gerstungen - Berka - Unterbreizbach area to the potash plants at Unterbreizbach, Dorndorf and Merkers, and for the transportation of potash fertilizer from these plants to the east. However, economic requirements may not have been decisive for the building of this line, but rather the following objectives:

- (1) To get independent of West German traffic. The new line makes it possible for trains to run between Vacha - Gerstungen - Eisenach without touching West German territory. Previously they had to pass through West German territory twice, at Philippstal-Heringen and Wommern-Herleshausen respectively.
- (2) To reduce contacts and escapes to the West.
- (3) To be in a better bargaining position vis-a-vis the West German RR administration when balancing the performances of East German trains carrying potash to West Germany. The building of the new line required extraordinary expenditures. It included track-laying with a gradient of 75 meters, earthmoving of approximately 3.2 million cubic meters, installation of about 800 tons of steel and of 12,000 cubic meters of concrete, and the employment of, at times, more than 5,000 engineers and workers. The construction costs totalled approximately 35 million DME. The construction dates were the following:

8 September 1961	Construction order by Minister for Traffic Kramer
22 September 1961	Beginning of construction
13 April 1962	Opening train
27 May - 29 September 1962	Subsidiary work and reconditioning of sunk parts of embankment
30 September 1962	Opening of regular freight train traffic.

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b) Personnel Measures by the Deutsche Reichsbahn

- (1) In September 1962, the commitment to secrecy by personnel of some RR stations northeast of Berlin was tightened with respect to military shipments.
- (2) There are at present more personnel trained as stokers than necessary for standard requirements. Since locomotive engineers are usually recruited from stokers, this measure may be designed to build up a strategically important reserve of train crews.

3. The average monthly military requirements of the Reichsbahn by the GSG and EGA were seasonally intense. Main military border crossing traffic was caused by the annual shuttle movement within the personnel rotation program. The shipments moved through Frankfurt/Oder and Guben border crossing stations each way. After so-called preliminary exchange movement had started in early July and been completed in late August, the main exchange movement began in late September at the latest. As in the preceding years, dependents of regular soldiers and of long-service personnel leaving the GSG were returned simultaneously.

4. Road Traffic

In connection with the Soviet maneuvers in the Altengrabow - Letzlinger Heide area, heavy military traffic was observed on the Helmstedt - Berlin superhighway and on Highway F-5 on some days in mid-October 1962.

a) Road Construction

- (1) The 11 kilometer access road from East Berlin to the Berlin superhighway ring was opened to traffic in early October 1962. This road turns off the Adlergestell - Central Airport Schoenefeld express way at Bohnsdorf and joins the southern superhighway ring near Koenigswusterhausen. Its second lane will be completed by the end of 1962.

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- (2) The following road and bridge work is under way on the Ludwigslust - Doeberitz stretch of Highway F-5:
 - (a) Repair of the road bridge at Kilometer marker 196.5, five kilometers west of Ludwigslust.
 - (b) Widening by one meter on each side of a stretch two kilometers southeast of Garlin (PD 7996) at the bifurcation point of a road to Dargardt (PD 7993) and the railroad crossing northwest of Karstaedt (PD 8393).
 - (c) Widening of the stretch from the exit of Grabow to about three kilometers past Gross Warnow.
 - (d) Beginning of road work about two kilometers west of Karstaedt as far as the RR crossing.
 - (e) Construction of a bypass road around Wusterhausen.
 - (f) Imminent completion of two new bridges crossing the RR track about three kilometers east of Wusternark.
 - (g) Renewal of the stretch between the bifurcation at Elstal and the barracks area at Doeberitz.
- (3) The 7-m wide bypass around the power plant under construction at Vetschau (VT 3637) was put into operation in September 1962. The bypass road is a stretch of Highway F-115 and runs parallel to the Berlin-Cottbus superhighway.
- (4) The neglected Highway F-194, a stretch of the north-south Ruegen-Berlin connection, is to be improved between Demmin and Stavenhagen. The Wolkwitz - Stavenhagen (26 km) stretch of this highway has been closed until further notice since July 1962.

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- (5) The Boetzow (UU 7435) - Schoenwalde (UU 7331) road, which had been closed since January 1962 because of repairs and the construction of a new road bridge over the RR line, has been re-opened to traffic.

b) Motor Vehicle Traffic

The new tire plant in Gittersee near Dresden started production on 1 October 1962. Plans provide for the production of 100,000 new tires for trucks and tractors and 80,000 recapped tires for motor vehicles in 1963. By 1965/66, the plant is to have the largest production capacity of its kind.

5. Inland Shipping

From 1000 hrs on 19 October to 1300 hrs on 20 October, and from 1300 hrs to 2000 hrs on 23 October 1962, shipping was blocked because of military training activities of the Elbe River, between Rogatz (PD 80) and Kehnert (PD 90) and on the Havel Canal.

6. Civilian Air Traffic

- a) Air traffic of the intrazonal flight network has been reduced in the 1962/63 winter timetable of the Deutsche Lufthansa (DLH) (East). Air connections are available only between Berlin-Schoenefeld and Dresden, Erfurt, Leipzig and Barth respectively.
- b) During the six winter months, the DLH (East) will serve the same foreign lines from Berlin-Schoenefeld to the Communist countries as in the summer months; however, the number of flights has been reduced considerably. Interflug, the subsidiary company of the DLH (East), is not listed in the winter timetable.

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IV. CzechoslovakiaRailroad Traffic1. Operations

- (a) Transloading arrears on the first quarter of 1962 (7 percent) at Cierna n.T. station (border crossing point CSSR/USSR) could not be balanced completely despite increased performances (up to 40,000 tons per day). Effective 1 June 1962, the handling of transloading has, therefore, been reorganized in accordance with the 'socialist competition campaign'.
- (b) In July 1962, arrears in freight transportation by the CSD increased by another 700,000 tons, totaling 7.7 million tons. Despite special arrangements made (returning coal trains to carry potatoes) to meet the increased requirements of fall traffic (about 220,000 RR cars), the arrears are not expected to be ironed out by the end of 1962.

2. Electrification

- (a) On 28 September 1962, the Hranice n.M. - Polanka n.O. (45 km) stretch was opened to regular electric traffic. The electrification of the remaining stretch (33 km) to Petrovice (border crossing to Poland) will be completed still in 1962. (See Transportation Summaries for June 1962, para IV, 1b, and September 1962, para 1, 3).
- (b) The opening to electric traffic of the Aussig (Usti n.L.) - Karbitz (Cheborovice) stretch, on 1 October 1962, has resulted in a considerable increase in the clearance capacity of Aussig junction. The previously necessary changing of locomotives had caused heavy strain to the station and long waiting periods for trains on the open track. The electrification of the total Aussig - Bruex (Most) line is planned to be completed by late 1963.

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3. Rolling Stock

- (a) The proportion of steam locomotives in the locomotive park of the CSD is 71 percent; about one third of these meet modern requirements. Because of the slow development in changing over to electric and Diesel operations, steam locomotives will have to be employed for some years to come and will require careful maintenance. However, due to shortage of material and poor quality of replacement parts (partly rejects), repair work is frequently unsatisfactory.
- (b) The quota of damaged freight cars has increased so much lately, that the Czechoslovakian repair shops are unable to meet the excessive demands. Some coal mines and foundries have started to carry out repairs at their plants.

4. Coal Situation

In late September and early October, stocks of locomotive coal decreased so much on RR installations of some CSD divisions that the continuation of operations was endangered. Partly there was less than one day's requirement available.

V. Poland

Railroad Traffic

1. Line Construction

The Sidra - Rozanystok (FE 5845) stretch of the new Sokolka - Kamienna Nowa line (north of Bialystok; cross connection in the gauge-changing zone) under construction since 1959, is to be completed by late 1962. (See Transportation Summary for March 1961, para IV, 1 a).

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2. Electrification

On 29 September 1962, the Kutno - Konin (79 km) stretch was put into electric operation. (See Transportation Summary for September 1962, para IV, 2).

3. Bridge Construction (Gauge-Changing Zone)

On the Medyka - Przemysł/Zurawica line, another RR bridge is under construction immediately north of the bridge over the Wiaz River (also called Jarek; a tributary of the San River). The bridge will presumably be double-track; its completion is planned for 1963. The clearance capacity of this important gauge-changing line will thus be increased considerably.

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