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COUNTRY East Germany/USSR/Poland/ Czechoslovakia

SUBJECT Summary Report on Transportation in East Germany, the USSR, Poland and Czechoslovakia

REPORT

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August 1963 summary repo[illegible] transportation in East Germany, the USSR, Poland and Czechoslovakia. (35 pages in German, 33 pages English translation)

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TRANSPORTATION

SUMMARY

AUGUST 1963

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Transportation Summary for August 1963

I. International Transport Relations

Conference on preparations for the opening of the northern Mosyr (USSR) - Plock (Poland) - Schwedt (Soviet Zone of Occupation Germany) pipeline branch from the USSR to the Western Satellites.
Scheduled opening: late December 1963.

Multi-purpose heavy freight cars in the Satellite area (suitable for the transportation of armored vehicles).
See Annex 1.

II. USSR

Comparative transportation by all traffic units during the first half of 1963.

70 per cent share of electric and diesel traction in railroad freight traffic.

Progress of RR line construction.

Actual performance of electric, diesel and steam locomotives in 1955, 1961 and 1962.

Road construction in 1963.

Roads opened for traffic between 1959 and 1962.

III. Soviet Zone of Occupation of Germany

Increase of railroad share in freight traffic from the Federal Republic of Germany to Berlin (West) because of low water levels impeding inland shipping.

Travels from Federal Republic of Germany to Soviet Zone increased by 40 per cent compared with first half of 1962.

Only about 4,000 Reichsbahn employees still residing in West Berlin.

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Reichsbahn budget for railroad installations in West Berlin is to amount to 2 million DM in 1963 and to 3 million DM in 1964.

Restrictions of inland shipping in "border waters" between West Berlin and East Berlin.

Facilitation for West German ships to pass Soviet sector of Berlin.

Withdrawal of Soviet Zone ships from West Berlin waters on occasion of second anniversary of erection of wall.

Transportation by three traffic units during first half of 1963.

Satisfactory operational situation, sufficient coal supply, growing difficulties in supply of Reichsbahn cars.

High military demands on Reichsbahn due to training activity.

Double-tracking of Koethen - Bernburg line now declared "main point of effort."

Probable double-tracking of Wegeleben - Halberstadt stretch.

Construction of a new ramp in Satzkorn suitable for loading of tanks.

"Klappdeckelwagen" (hinged roof boxcars) of some Reichsbahn car series renamed "Gedeckte Wagen" (boxcars).

At present about 400 km of roads blocked because of construction work.

Repair work on the autobahn bridge over Elbe River near Vockerode; planned double-lane construction.

Improvement of F-80, F-102, F-192 and F-194 highways.

Road construction in connection with military installations in areas of Wittstock/Neuruppin Airfield.

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Decrease and partial stoppage of inland shipping due to low water levels.

During the 1963 Leipzig Fall Fair entire Leipzig traffic to be dispatched from Schkeuditz Airport.

Change of name of Soviet Zone Lufthansa.

IV. Czechoslovakia

Freight transportation arrears of Czechoslovak State Railroads (CSD) risen to about 14 million tons.

Employment of military railroad engineers with CSD.

New road bridge over Otava River near VQ 412 770 (Burg Zvikov).

Danube Bridge in Bratislava blocked to trucks because of repair work.

V. Poland

Tense operational situation of railroads continue.

Completion of Kamienna Nowa/Sidra stretch (gauge-changing zone) and Osieck - Pilawa stretch by late September 1963.

Electrification of Debica- Rzeszow West stretch by late September 1963.

Percentages of defective locomotives ranging between 12% and 40% in June 1963.

Planning of new road connection between Elblag (Elbing) and Gdanks (Danzig) with new bridge over Vistula River.

Bridge construction near Bohnsack (Dead Vistula, Gdansk district) and Annopol (Vistula, Lublin district).

I. International Transport Relations

1. Pipelines from the USSR to the Western Satellites

(see also Transportation Summary July 1963, Annex 1, Paragraph 2.a)

The preparations for the opening of the about 1,150 km long northern pipeline from Mosyr (USSR) - Plock (Poland) to Schwedt (Soviet Zone of Occupied Germany) were subject of a conference held by specialists from the USSR, Poland and the Soviet Zone of Occupation of Germany in Warsaw; the conference ended on 17 August 1963.

Judging from the progress of the work so far, the plan is likely to be fulfilled on schedule.

Late September 1963	:	Completion of the bedding of pipes in the Polish (appr. 670 km) and Soviet Zone (25 km) sections.
Late October 1963	:	Completion of compression tests and technical examinations of the pump stations.
7 November to mid-December 1963 (Anniversary of the October Revolution)	:	Filling up of the Polish section from the USSR
Late December 1963	:	Opening ahead of schedule. (Originally planned for early 1964).

It is taken into consideration to fill the pipes simultaneously from the West and the East, which would require the crude oil to be transported by rail to the Oder River. This would speed up the filling, and the opening of the pipe branch could possibly take place in early December 1963.

2. Multi-Purpose Heavy Freight Cars in the Satellite Area

(suitable for the transportation of armored vehicles) For details see Annex 1).

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II. USSR

1. General Transportation

Transportation by all public traffic units during the first half of 1963:

	a. billion ton/km	b. million tons	plan fulfilment in per cent (corresponding 1962 figures in parenthesis)
Railroads	885	1,047	a) 105 (106) b) 99.7 (103)
Motor vehicles	16	920	a) 102 (108) b) 99 (103)
Inland shipping	39	89	a) 92 (100.2) b) 99.5 (99)
Crude oil pipelines	43	89	a) 102 (121) b) 101 (112)

The share of electric and diesel traction in railroad freight transportation amounted to 70 per cent.

2. Railroad Transport

a) Construction of New Lines

The progress of construction work on lines mentioned below is as follows:

- Abakan - Tayshet line (eastern section of the South Siberian Magistrale). From Abakan to the second tunnel near Dsheb (area of the Sayan Mountains with 5 tunnels) more than 210 track kilometers have been laid and at the same time opened to work train traffic. About 50 km of tracks have been laid from Tayshet to Abakan.

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The tracks from the West and the East are to meet at the Krol' Pass. In the western section, a railroad bridge with 11 piers over a 60-meter wide gorge at the so-called "Kozinsk Curve" has been completed.

In addition, construction of and track laying in the longest tunnel of the entire stretch, the so-called "Manskiy Tunnel" (2.5 km), were completed; on 1 July 1963, this tunnel was opened to work train traffic.

- Mikun' - Koslan Line (northwestern branch of the Konosha - Vorkuta line)

Provisional train traffic is performed from Mikun' up to Kilometer Stone 85. The tracks have been laid up to Kilometer Stone 101. Construction work, including the piling up of the railroad embankment, has been started from Koslau.

- Reshoty - Boguchany Line (northern branch of the Transsiberian Magistrale)

So far, almost 100 km of tracks have been laid.
The railroad bridge over the Biryusa River has recently been completed.

- Tavda - Sotnik Line (Sverdlovsk - Egorshino - Tavda stretch)

Construction work on this line has reached kilometer point 200; so far, 45 km of tracks have been laid as far as the Kumbay swamp area.

b. Operating and Performance Data

The average actual performance of the individual types of locomotives in 1955, 1961 and 1962 was the following:

			1955	1961	1962
Daily running performance in km	(1)	electric locomotives	382.2	575.7	579.0
	(2)	diesel locomotives	362.1	494.5	491.0
	(3)	steam locomotives	277.3	319.7	315.5
Daily running period in hours	(1)		9.38	12.28	12.08
	(2)		9.65	11.79	11.45
	(3)		7.72	8.27	8.03
"Technical speed" (km/h) (average speed of locomotive with train irrespective of stops	(1)		41.8	48.5	49.5
	(2)		37.0	42.9	43.6
	(3)		36.7	39.3	39.8
"Line speed"(km/h) permissable cruising speed of locomotive with train, stops being included	(1)		30.0	38.8	39.8
	(2)		26.5	32.1	32.5
	(3)		24.3	26.3	26.1
Daily transportation in thousands of gross t/km	(1)		641	1,125	1,169
	(2)		531	1,067	1,056
	(3)		355	446	433
Weight of trains (gross tons)	(1)		2,070	2,422	2,468
	(2)		1,795	2,391	2,406
	(3)		1,730	1,914	1,901

3. Road Transport

Road Net

a) The following roads under construction are scheduled to be completed by late 1963:

Odessa - Balta (101 km)

Berdyansk - B. Tokmak (85 km)

Dnyepropetrovsk - Doneck (43 km)

Gorki - Kazan'

Sverdlovsk - Chelyabinsk

Lyudinovo - Kirov - Shaykovka (Kaluga area)

Elista - Divnoe -(Calmuck Autonomous SSR)

Barnaul - Novosibirsk (section in the Altay area)

Syktyvkar - Vitsinga (Komi Autonomous SSR)

Millerovo - Veshenskaya (Rostov area)

Bataysk - Sal'sk (Rostov area)

Kaluga - Fertsikovo - Tarusa

Omsk - Tara

Alekseevka - Abakumovo (Ryazan' area)

Ishim - Kazanskoe (Tyumen'area)

Syktykar - Pezmog (Komi Autonomous SSR)

Biysk - Smolenskoe - Belokuricha (Altay area)

b) Among others the following roads are being newly constructed or improved:

Leningrad - Murmansk

Perm - Krasnovishersk (450 km)

Kuybyshev - Ufa - Chelyabinsk (with reinforced asphalt top layer)

Kashira - Tambov - Borisoglebsk - Volgograd (with cement concrete top layer on more than 900 km)

Voronesh - Shakhty
Balkashino - Atbasar
Frunze - Osh
Kemerovo - Promyshlennaya

c. Roads opened to traffic between 1959 and 1962 included:

Simferopol' - Alushta - Yalta (100 km)
Kiev - Odessa (with asphalt and/or cement concrete top layer)
Belaya -Cerkov - Odessa } Ukraine
Lemeshi - Trosna }

Murmansk - Pechenga
Novo-Sergievka - Sharlyk (Orenburg area)
Yshim - Vikulovo (125 km) (Tyumen area)
Zalesovo - Togul - Biysk (Altay area)
Petropavlovsk - Ma'revka } (Kasakhstan)
Kustanay - Dem'yanovka }
Pospelikha - Kur'ya - Tret'yakovo (155 km) (Altay area)
Kashina - Efremov - Voronesh with access roads Khlevnoe -Lipeck and Lopatkovo - Efremov (545 km)
Ryazan' - Penza (338 km)
Kursk - L'gov (147 km)
Vladimir - Ivanovo (109 km)
Gorki - Shakhun'ya (224 km)
Tamov - Shack
Shumikha - Ust' - Uyskoe (159 km) (Kurgan area)
Omsk - Russkaya Polyana (146 km)

III. Soviet Zone of Occupied Germany

1. Interzonal Transport and Berlin Traffic Situation

a) Interzonal Traffic

(1) Low waterway water levels affected interzonal freight traffic between the Federal Republic of Germany and West Berlin. Since the ships could only be loaded 20 to 30 per cent of their carrying capacity, the available total transport capacity was insufficient, particularly because unprofitableness caused some ship owners to discontinue operations. Owing to this development, railroad freight traffic between the Federal Republic of Germany and West Berlin increased to such an extent that in July only one train of the daily 13 freight trains agreed upon was omitted and in mid-August all 13 trains were employed. In 1962, a total of over 16 per cent (an average of 2 trains per day) of all freight trains conceded by the Soviet Zone of Occupied Germany for traffic between the Federal Republic of Germany and West Berlin was omitted due to competition by motor vehicles and inland shipping. In March 1963, on account of the complete discontinuation of inland waterway traffic caused by freezing, as much as 14 freight trains (15 - 17 March) and 15 freight trains (18 - 31 March) per day had been allowed by the Reichsbahn for traffic between the Federal Republic of Germany and West Berlin. Thus, average daily traffic in March was 1 train in excess of the number originally agreed upon.

In 1962, freight transportation from the Federal Republic to West Berlin was performed by:

Inland shipping	36.6	per cent
Motor vehicles	35.2	per cent
Trains	28.1	per cent
Airplanes	0.1	per cent

(2) The interzonal railroad passenger traffic between the Federal Republic of Germany and the Soviet Zone increased by more than 40 per cent during the first half of 1963 compared with the same period in 1962. Traffic was so heavy in July 1963 that the trains were excessively crowded, although a seasonal interzonal train (see Transportation Summary for May 1963) was operating again for the first time since 1961. The Soviet Zone authorities are evidently granting more permits of stay to citizens of the Federal Republic of Germany than in 1962, because the increase in interzonal passenger traffic continued in August 1963. On the other hand, no private Soviet Zone tourists have been observed in interzonal traffic from the Soviet Zone to the Federal Republic of Germany.

b. Berlin Traffic Situation

(1) The number of Reichsbahn employees residing in West Berlin decreased to about 4,000. Until 13 August 1961, more than 6,000 West Berlin residents had been employed with the Reichsbahn. Since only a part of the vacancies can be filled by newly hired personnel, such as apprentices, this figure is expected to undergo a farther decline.

(2) For maintenance and upkeep of Reichsbahn installations on West Berlin territory 2 million DM have been allotted in the 1963 budget and 3 million DM in the 1964 budget of the Reichsbahn. The funds are mainly to be used for the improvement of the road beds, especially of those stretches within the Berlin Inner Ring.

In 1962, the Soviet Zone Transport Ministry had allotted only 1.5 million DM for such purposes (see Transportation Summary for February 1962).

Although the amounts allotted for 1963 and 1964 are rather small in view of the poor condition of the installations, which results from neglect over a number of years, their gradual increase suggests an undiminished interest of the Reichsbahn in continuing to exercise the right of operation of Reichsbahn installations on West Berlin territory granted to the Reichsbahn by the occupation powers.

(3) (a) Under the additional Soviet Zone measures in the border area around West Berlin, effective from June 1963, freighters, technical vessels, and tug boats (holding the required documents) are allowed to navigate on the "border waters" between West Berlin and East Berlin only from sunrise till one hour before sunset. The "border waters" include those stretches of the Spandau Canal, Spree River, Britz ancillary Canal and Teltow Canal which are located along the sector line, as well as the harbors within these sections.

(b) Since August 1961, ships from the Federal Republic of Germany were allowed to pass the Soviet Sector of Berlin only when they joined convoys which moved every day at fixed hours in both directions (between Marschall Bridge and Baumschulenweg) under Soviet Zone police escort. This impediment has been loosened since May 1963, (see Transportation Summary for July 1963).

(c) On 13 August 1963, the second anniversary of the erection of the wall, as during President Kennedy's visit to Berlin, all Soviet Zone ships were withdrawn from West Berlin waterways.

2. General Transportation

During the first six months of 1963, the three Soviet Zone inland traffic units hauled 274.7 million tons of freight. The arithmetical half of the amount of freight transported in 1962 is 288.7 million tons.

Freight traffic broken down according to traffic units:

Freight in million tons	Railroad	Motor vehicles	Imland shipping	Total
Arithmetical half of 1962	129.9	153.1	5.7	288.7
First half of 1963	123.9	146.2	4.6	274.7
Variation	- 4.6%	- 4.5%	- 19.3%	- 4.9%

The fact that the above figures for the first six months of 1963 are below the arithmetical half of 1962 probably does not reflect a real decline of freight transportation, because it is quite normal for freight traffic to go up during the second half of the year. Only inland shipping, owing to the freezing of waterways in early 1963 and the low water levels since the end of the first half of 1963, has suffered an actual loss in freight transportation which is unlikely to be recovered during the second half of 1963. However, this will have no effect on the total annual amount of freight transported by the three traffic units, since the share of inland shipping is very small (0.5 per cent in 1962).

3. Railroad Transport

a. Operations and Traffic

Although special train passenger traffic placed an additional burden on railroads, the operational situation remained satisfactory.

In addition, the continuing holiday traffic (see Transportation Summary for July 1963) the participants of the Leipzig Sports Festival had to be returned from Leipzig at the beginning of August 1963.

Even though fall freight traffic is starting only gradually, difficulties in the procurement of cars are growing. Efforts are being made to shorten car turnaround time by improving unloading efficiency and speeding up dispatching procedures between RR districts and/or subdistricts. In the second quarter of 1963 car turnaround time was 3.3 days (1962: 3.4 days).

The coal situation is good.

Soviet Army demands on the Reichsbahn were high; they were caused by divisional exercises which started in early August 1963 and involved units from all army areas, including surface-to-surface missile units, and by subsequent exercises at army level during the 2nd decade of August. Together with other troop units pioneer training was continued at the known pioneer training sites. In addition, AAA units were transported to Wustrow firing range.

The concentration of rolling stock observed at switch yards in East Berlin in late July 1963 and the intensified repair work of flat cars in the RAW (Reichsbahn Repair Shop) Berlin-Warschauerstrasse were obviously connected with the impeding increased military demands on the Reichsbahn during August 1963.

b. (1) Improvement of Railroad Lines

The double-tracking of the Koethen - Bernburg stretch of Line 203 has been declared "main point of effort" and is to be completed in 1963, possibly before the elections to the People's Chamber (Volkskammer) on 20 Octobdr.

(2) There are again indications that the Wegeleben - Halberstadt stretch of Line 204 presently under construction is also being double-tracked. On former double track stretches whose second track had been dismantled after World War II, a general overhaul is usually carried out by laying the new track on the empty rail bed while railroad traffic continues on the old track. If the stretch is to remain single-track, the old track is dismantled as soon as the new track is ready. For this reason it is in most cases only after completion of work possible to determine whether such a RR line has again been double-tracked.

Double-tracking of the Wegeleben - Halberstadt stretch is also suggested by the fact that it is located on the "lime transportation route" (Kalkabfuhrroute) on which limestone is shipped from the Drei Annen -Hohne Tanne - Blankenburg (205 a) line to the big chemical plants in the Halle area. Along with the further expansion of this industry, Line 204, which is still partly single-tracked, is to be wholly double-tracked from Halberstadt to Halle. However, this plan is unlikely to be realized before 1966. As of this time, the new Blankenburg (Harz Mts) freight yard, located on the lime transportation route, is also to be completed; it is to increase the clearance capacity of Line 205a (see Transportation Summary for March 1963).

(3) The construction of a new loading ramp in Satzkorn, begun in January 1963, is to be completed in 1963. The ramp will be suitable for loading and unloading of tanks.

c. Rolling Stock

The previous KmmK (Klappdeckelwagen) (hinged roof boxcars) with Construction Series Numbers 21-20-01 through 21-22-98 are presently redesignated into Gmmk (Gedeckte Wagen) (boxcars) with Construction Numbers 09-01-01.

4. Road Construction

a. In July 1963, about 60 kilometers of highways and primary roads (LIOs) were closed to traffic because of construction work. Forty-five kilometers of these 60 kilometers are to be opened to traffic still in 1963. At present, a total of 400 road kilometers are closed to traffic.

b. Following autobahns and F-highways have been improved or are being improved:

Autobahn Berlin - Hermsdorfer Kreuz

Repair is underway on the autobahn bridge near Vockerode (UT 176 489) over the Elbe River because of sinking of the bridge piers. This bridge is furthermore to receive a second roadway, the eastern roadway having been closed down for some time.

Highway F-80

On this highway, the "Zwölfbogenbruecke" (bridge with 12 arches) and the "Sechsbogenbruecke" (bridge with 6 arches) which spanned the flood area of the Saale River at QC 040 076 west of Halle/Saale were dismantled in July 1963 because of the diking of the river. The dam filled for this purpose provides space for another and wider roadway which is to be paved with small cobblestones.

Highway F-102

The 7.5 kilometer Brandenburg - Forede stretch (UU 2918), closed to traffic since September 1962, is to be straightened and widened until late 1963.

Highway F-192

The road which had been left in a very poor state of repair has been closed to traffic since February 1963 due to construction work at the 17 kilometer stretch Penzlin (UV 2444) to Klein Plasten (UV 5835). The road is to be widened and construction to be completed by late July 1963.

Highway F-194

The widening of the road between Stavenhagen and Wolkwitz (26 km), begun in July 1962, has been completed in late June 1963. The road was reopened to traffic (see Transportation Summary for October 1962).

c. In connection with military installations following road constructions are under way:

Area of Troop Training Ground Wittstock/Neuruppin Airfield

(Potsdam District/Kreis Neuruppin)

Widening to 8-9 meters of the 4.5 kilometer stretch of LIO 7 between Neuruppin and Steinberge (UU 4978), closed to traffic since January 1961, is still under way.

In the spring of 1963, the trees were cut down along the section from the bifurcation of LIO 7 near UU 522 702 to Katerbow (UU 3041) of Neuruppin - Wittstock LIO. The road is to receive an appr. 0.35 meter deep foundation and an appr. 0.20 meter thick concrete top layer and is to be widened to about 7 meters.

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5. Inland Shipping

During July 1963, inland shipping further decreased due to the continuous sinking of the water levels. Shipping on the Elbe River from the Czechoslovakian border to Magdeburg stopped completely. On the Oder River ships could only be loaded to 45 per cent of their loading capacity.

6. Civilian Air Transport

On occasion of the Leipzig Fall Fair, the entire air transport will be dealt with at Schkeuditz airfield (between Leipzig and Halle/Saale); Leipzig-Mockau airfield will be closed during the fair. During the 1963 Leipzig Spring Fair, air transport was handled by Schkeuditz airfield, opened to civilian traffic for the first time, and by Leipzig-Mockau airfield.

The German Lufthansa (Soviet Zone of Germany), renamed on 31 August 1963 into "Interfluggesellschaft fuer internationalen Flugverkehr mbH. der DDR" (Interflug Air Line for International Air TrafficLmtd) and the Interflug made arrangements for the following special Leipzig Fair flights to be carried out in addition to the regular flights:
Schkeuditz - Wien - Schkeuditz
Schkeuditz - Copenhagen - Schkeuditz
Schkeuditz - Prague - Schkeuditz
(2 flights daily in both directions)
Schkeuditz - Berlin-Schoenefeld airport central - Schkeuditz
(daily 7 flights in both directions).

IV. Czechoslovakia

1. Railroad Transport

a. Operations

Through the "Schwertonnagebewegung" (heavy tonnage movement) (see Transportation Summary for August 1962, para IV. 2), designed to eliminate the difficulties in freight transportation, an additional 26 million tons were transported in 137,000 heavy tonnage trains during the first six months of 1963. However, simultaneously, 162,000 other trains failed to transport over 52 million tons because they were not loaded to capacity.

The poor car situation could not be eased despite the introduction of sunday shifts at repair shops, RR car depots and shippers' enterprises. Freight transportation arrears of the Czech Railroads (CSD) therefore increased to about 14 million tons by late August 1963.

b. Employment of Railroad Pioneers

For the support of the civilian personnel and for training purposes railroad pioneer units are regularly employed in railroad modernization works, i.e., at present in the general overhaul of the Kojetin (Kojetein) - Ostrava (Maehr. Ostrau) line and in the installation of modern train stopping devices. At Prague-Vrsovice, Pilsen (Plsno) and Aussig (Usti n.L.) Kolin and other railroad stations, more than 800 specialists are engaged in the operational and repair services.

2. Road Transportation

Bridge Construction

a. On 1 August 1963, a new bridge over the Otava River near Zvikov Castle at VQ 412 770 was opened to traffic. The 250 meter long "Decktyp" (deck type) prestressed concrete bridge was erected by cantilevering out; it extends between two abutments and rests on three reinforced concrete piles 30 meters above the 40 meter deep Lake Orlik which was formed by the filling of the dam near Orlik-Zlakovice.

b. The Danube bridge in Bratislava (Pressburg) is being repaired between 14 August and 1 November 1963 and is therefore closed to truck traffic. Traffic is rerouted via Komarno.

3. Civilian Air Transport

A TU-104/A of the Czechoslovakian Air Lines (CSA) was destroyed during refilling at Bombay (India) airport. The CSA has therefore only 4 TU-104-As left for employment.

V. Poland

1. Railroad Transportation

a. Operations

The operational situation of the Polish State Railroads (PKP) continuous to be strained. In view of the imminent fall transports (root harvest, winter supplies) it will be almost impossible to make up for the arrears (appr. 8 million tons) in addition to the appr.160 million tons scheduled to be transported during the second half year (1963 annual plan: 308 million tons).

b. Track Laying

The following lines are to be completed by September 1963:

- The single track stretch Kamienna Nowa - Sidra (appr. 20 km) as the last section of the important Suwalki - Sokolka cross connection in the gauge-changing zone,
- The second track of the Osieck - Pilawa (10 km) stretch of the Skierniewice - Lukow line (see Tpt Summary for May 1963).

c. Electrification

The 1963 electrification program (see Transportation Summary for January 1963) has proceeded almost on schedule. After the Tornow-West - Debica stretch had been opened in June/July 1963, the continuation to Rzeszow West as well as the stretch from Warsaw Gdansk (Danzig)Railroad Station at Warsaw to Warsaw Praga are to be completed by late September 1963-

d. Rolling Stock

Repairs

In June 1963, the rate of damaged locomotives amounted to:

Steam locomotives	appr. 12 per cent
Electric locomotives	appr. 25 per cent
Diesel locomotives and railcars up to	40 per cent.

2. Road Transportation

a. Road and Bridge Construction in the Area of Elblag (Elbing) - Gdansk (Danzig)

A new road is to be constructed from Elblag (Elbing) to Gdansk (Danzig) via Nowy Dwor Gdansk (Tiegenhof). Surveying is under way. This road is to join the Kaliningrad (Königsberg) - Braunsberg - Elblag (Elbing) autobahn.

The Kalinningrad - Elblag autobahn is still interrupted by a destroyed bridge near Maciejewo (Maternhofen) DF 299 238, a by-pass is probably available.

Within the framework of the new road construction from Elblag to Gdanks, a new high bridge (Hochbruecke) over the Vistula River is to be constructed in the Kiezmark (Kaesemark) - Nw. Koscielnica (Neumuensterberg) area. At present, a pontoon bridge is used in the summer and a ferry boat in the winter.

There are indications that a new autobahn-like concrete road extends between Gdanks and Lebork (Lauenburg), but the road is allegedly closed to traffic.

b. Bridge Construction

(1) A pioneer bridge was constructed over the Dead Vistula River at Sobieszewo (Bohnsack) at appr. CF 588 240. The ferries are no longer operating.

(2) The wooden bridge over the Vistula River near Annopol (Lublin District) destroyed by floods, was reconstructed and has been opened to traffic. Simultaneously, preparations were started for the construction of a new road bridge over the Vistula River. This bridge is to be constructed of pre-fabricated reinforced concrete components the assembly of which is to start in 1964.

1. Prior to World War II, the specifications of the European freight cars met military requirements. During the war, the construction of special RR cars with a larger capacity and loading gauge became necessary because of the heavier tanks to be transported.

2. Due to Soviet military requirements, a major number of special cars of Type RRym, each to carry two armored vehicles of the dimensions of T 34/85 and T 54 Tanks, were built in the Soviet Zone of Occupation in Germany, between 1950 and 1958. This type of car can be used in commercial freight transport to a limited extent only and is therefore uneconomic.

3. Beginning in 1952, at first in POLAND, and during recent years in CZECHOSLOVAKIA and BULGARIA, a large number of four- and multiple-axle heavy duty cars were constructed which, after the removal of their front and side walls, and/or superstructures, could be used as flatcars for the transport of tanks. However, in designing these cars, efforts were made so as to meet booth military and general commercial requirements. A large number of these cars can be changed to broad gauge axles.

   No such cars have been noted as yet in HUNGARY and RUMANIA. However, it must be presumed that there is a trend towards employing similar multi-purpose cars.

4. The following types of multi-purpose heavy duty cars have been noted so far:

SOVIET ZONE	(DR)	RRym RRly OOr
POLAND	(PKP)	WWyt (17 W) WWyt (401Z)
CZECHOSLOVAKIA	(CSD)	Na Oa Paoj Paon Paov Raj
BULGARIA	([illegible] N)	(classification unknown)

For specifications, photos and sketches of the various cars see Annex.

5. The <u>total stock of heavy-duty flatcars</u>, including multi-purpose cars, with more than 30 ton capacity for the transportation of armored vehicles, is assumed to be as follows:

SOVIET ZONE	5 200 units
POLAND	7 000 "
CZECHOSLOVAKIA	6 000 "

With this stock, all conceivable military requirements for troop transportation within the framework of a build-up movement can be fulfilled.

July 1963

Soviet Zone of Occupation of Germany
German State Railways
"Deutsche Reichsbahn" (DR)

Multi-Purpose Heavy-Duty Freight Cars

a) RRym — Heavy-duty flatcar with about 600 millimeter (mm) high drop ends and drop sides.

b) RRly — Heavy-duty flatcar with about 600 m high drop ends and drop sides.

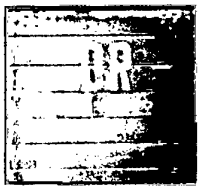
c) OOr — Heavy-duty gondola car with 2 000 mm high detachable ends and sides.

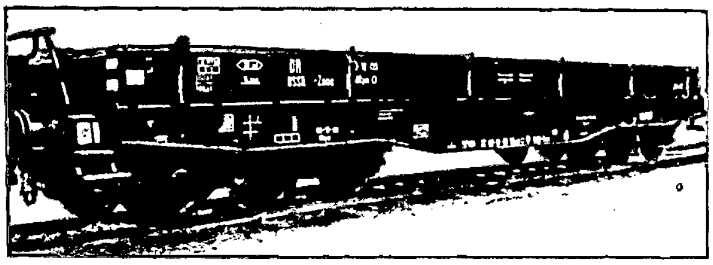
a and b) Changeable to broad gauge and gauge-changing wheel sets; equipped with UIC roller bearings; eventual installation of central buffer coupling possible; platform railing also hinged.

c) Changeable to broad gauge wheel sets; eventual installation of central buffer coupling possible.

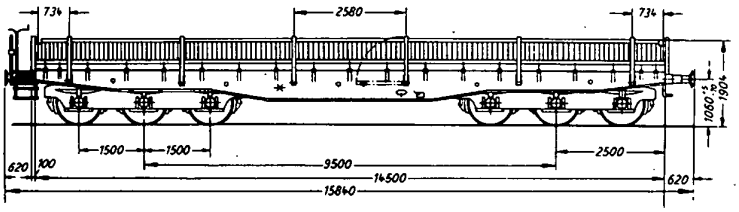
	RRym	RRly	OOr
Year of construction	1950/58	1958/60	1954
Length of load	14.36 m	18.48 m	12.43 m
Width of load	2.78 m 2.96 m +	2.56 m	2.69 m
Capacity	80 - 89 tons	50 - 52 tons	50 - 52 tons
Axles	6	4	4
Production plan	VEB Waggonbau NIESKY/OL		
Estimated Stock	About 1,700	About 600	About 200

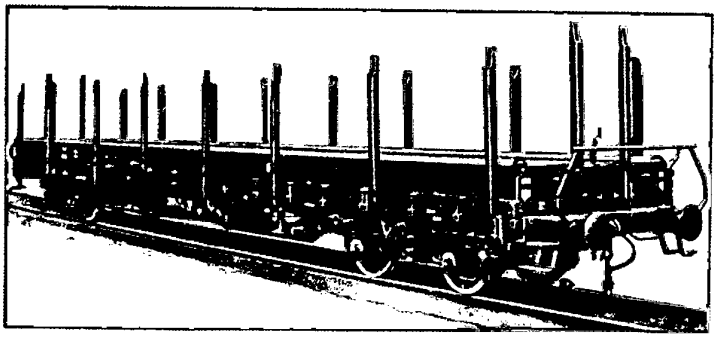
+) Width of load with sides dropped



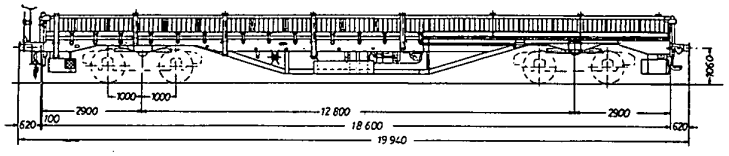


RRym

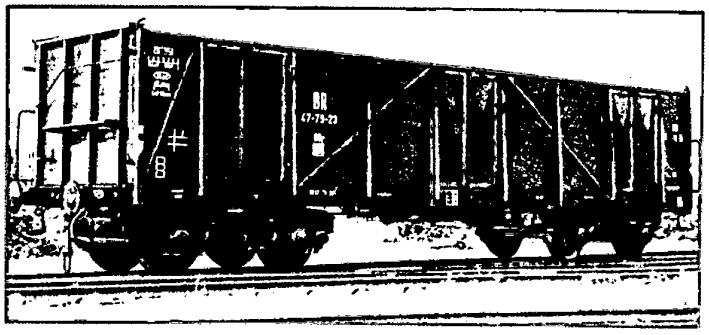




RRly



OOr



July 1963

Poland
Polish State Railways
"Polskie Koleje Państwowe" (PKP)

Multi-Purpose Heavy-Duty Freight Cars

a) WWyt (17W or 17W/3) Gondola car with 2 000 mm high detachable ends and sides.

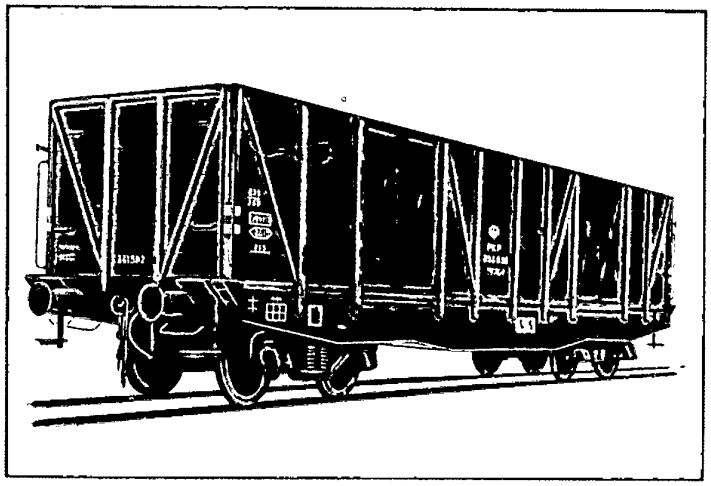
b) WWyt (Type 401 Z) Gondola car with 950 mm high detachable ends and sides.

Suitable for high speed (100 km/h); with hinged plates permitting tank vehicles to move from one car to the other.

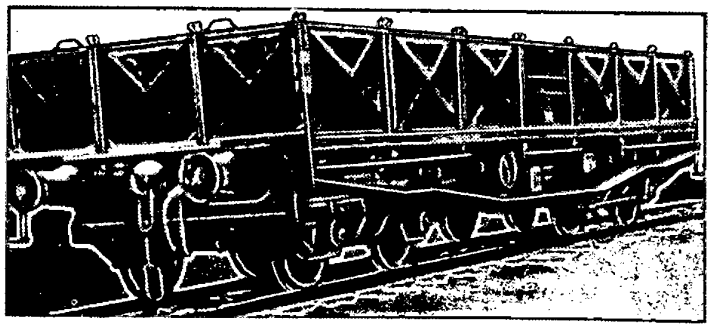
	WWyt (17W)	WWyt (401Z)
Year of construction	1952 - 58	beginning 1961/62
Length of load	About 12,00 m	11,00 m
Width of load	" 3,10 m	3,10 m
Capacity	" 60 tons	60 tons
Axles	4	4
Production plant	RR Car Factory SCHWEIDNITZ	Huta im "M.Nowotki" OSTROWIEC
Estimated stock	About 4,400	About 700

PKP

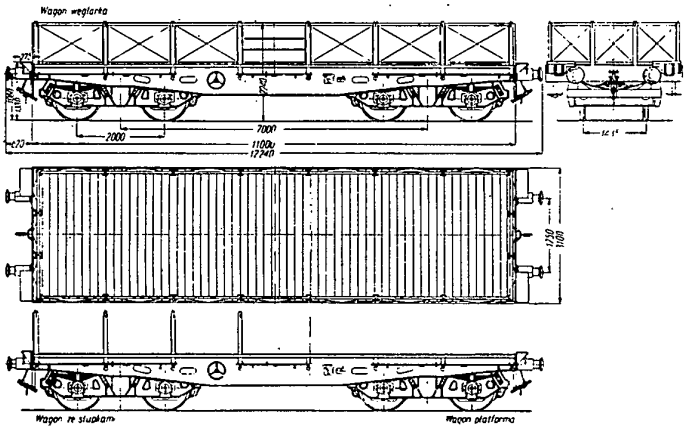
WWyt
(17 W)



WWyt
(401 Z)



WWyt
(401 Z)



SECRET

July 1963

CZECHOSLOVAKIA

Czechoslovak State Railways
"Československé Státni Dráhy" (ČSD)

Multi-Purpose Heavy-Duty Freight Cars

a) Na — Flatcar with about 600 mm high drop ends and drop sides.

b) Oa — Flatcar with pivoted bogie and with detachable stanchions.

c) Paoj — Flatcar with 1, 3, 4, or 5 detachable bulk freight containers for transportation of cement, etc.

d) Paon — Gondola car with attachable 600 mm high drop ends and drop sides.

e) Paov — Gondola car with attachable 1,000 mm high drop ends and drop sides.

f) Raj — Bulk freight container car with four presumably detachable containers.

b) 16 detachable side and four end stanchions; suitable for high speed (100 km/h); reinforced end and side mountings; bottom suitable for heavy load; roller bearings; shipments of a length of 30 m and a weight of 116 tons can be loaded on two coupled cars.

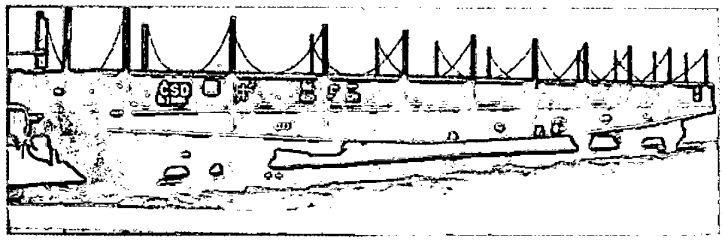
d) Built in two types:
1) "Domestic Type", larger than RIV car limitation, and
2) "International Type"; suitable for high speed (100 km/h).

	Na	Oa	Paoj	Paon	Paov	Raj
In operation since	1957	1962	1957	1956	1956	1959
Length of load	18.40 m	14.00 m	14.00 m	14.00 m	14.00 m	LoB 14.54 m+
Width of load	2.56/ 3.00 m	3 m ?	3.05 m	3.05 m	3.05/ 3.15	2.95 m
Capacity	55 tons	58 tons	36-40 t	52 t	52 t	57 t
Axles	4	4	4	4	4	4
Productions plant	Tatra Č.Lipa STUDÉNKA	Tatra Poprad	?	Tatra ?	Tatra ?	Tatra STUDÉNKA
Estimated stock	?	?	?	1.800?	1.100?	?

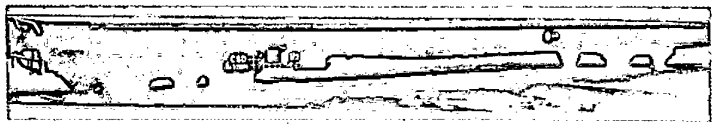
+) Length over buffers

SECRET

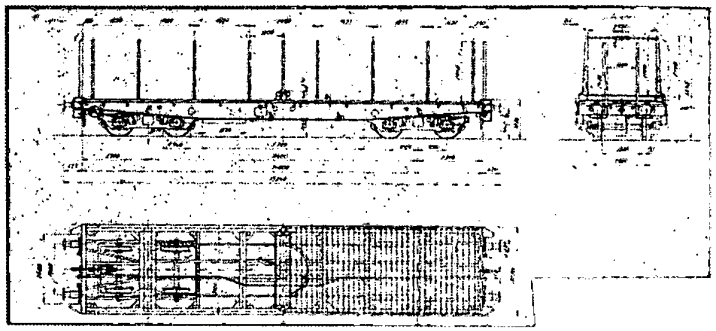
Na



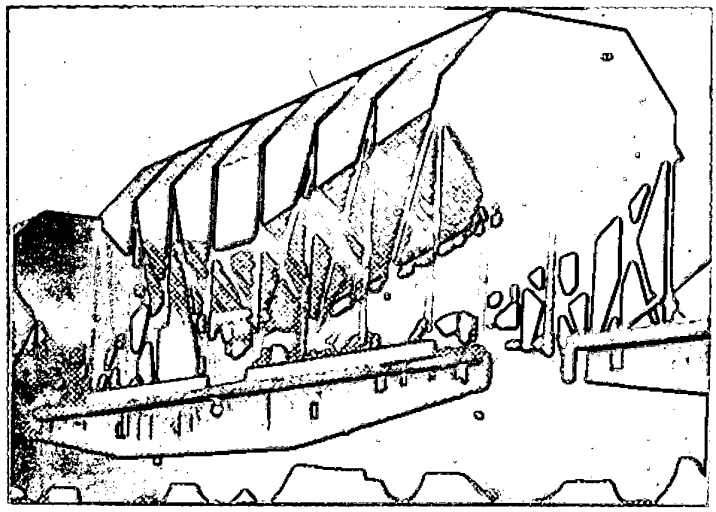
Na



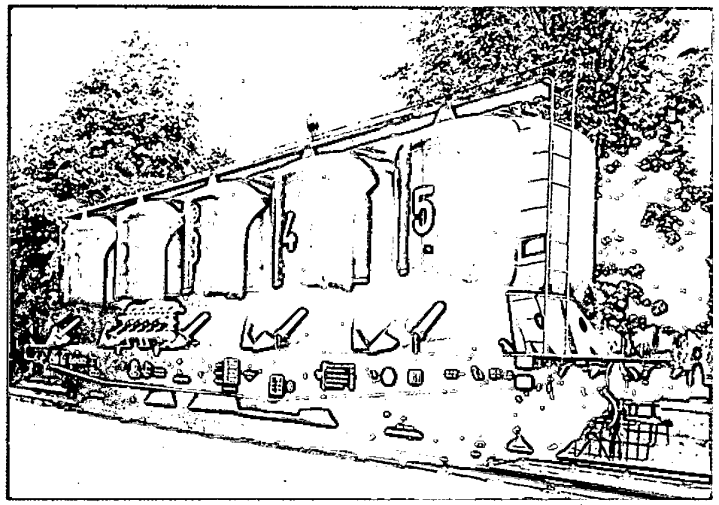
Oa



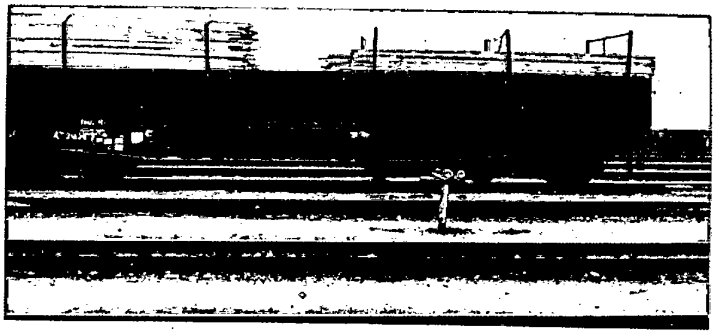
Paoj
(1 Behälter/Container)



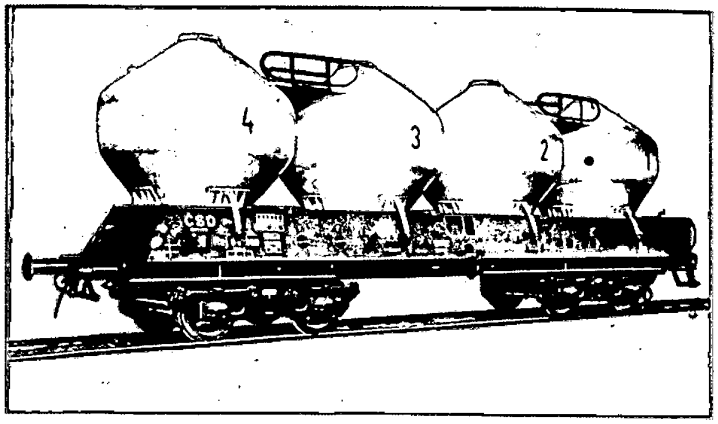
Paoj
(4 oder 5 Behälter/Container)



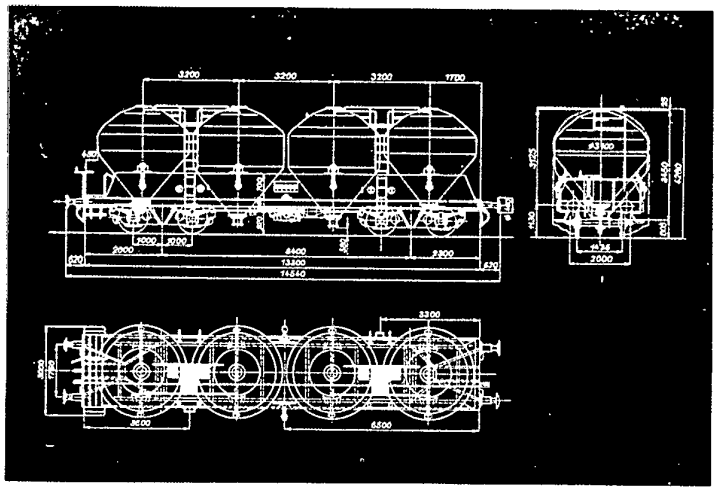
Paov



Raj
(Inlandsausführung/
for internal traffic)



Raj
(Internationale Ausführung/
for international traffic)



July 1963

BULGARIA

Bulgarian State Railways

Bulgarski Darzavni Zeleznitzi (BDZ)

Multi-Purpose Heavy-Duty Freight Cars

Flatcar with seven detachable bulk freight containers for transportation of cement.

Attachable ends and sides; roller bearings; eventual installation of central buffer coupling Type SA-3 possible; hand brake and brakeman's caboose hinged; bottom suitable for heavy load; use at high speed permissible (100 km/h).

Year of Construction	1962/63
Length of Load	18.50 m
Width of Load	2.86 m
Capacity	56 tons
Axles	4
Production Plant	RR Car Factory "Cherveno sname" BURGAS
Estimated stock	?

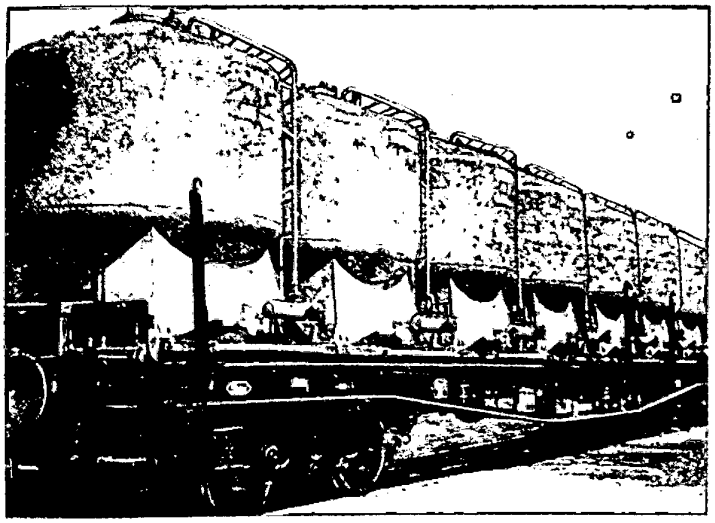
БДЖ
BULGARIA

Plattenwagen

mit 7 abnehmbaren
Schüttgutbehältern
zur Zementbeförderung

Flat Car

with 7 removable
containers for transport
of cement



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