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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany/USSR/Poland/ Czechoslovakia	REPORT	
SUBJECT	Summary Report on Transportation in East Germany/USSR/Poland/ Czechoslovakia	DATE DISTR.	20 ^{MAR} 1964
		NO. PAGES	1
		REFERENCES	50X1-HUM

DATE OF INFO.
PLACE & DATE ACQ.

[Redacted area]

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[Redacted] summary report for January 1964 on transportation in East Germany, the USSR, Czechoslovakia and Poland.

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Transportation Summary for January 1964

I. International Transport Relations

COMECON (Council for Mutual Economic Aid) common freight car pool; beginning of operations postponed to mid-1964.

II. USSR

Further equipment of various railroad stretches with automatic block and interlocking installations.

Testing of new types of switches for train speeds of up to 180 kilometers per hour (until now up to 160 km/h).

In 1963, approximately 1,250 track kilometers constructed.

Further electrification and dieselization of various railroad stretches.

First BALTIKA diesel railcar train produced in USSR.

In 1963, 9,000 road kilometers constructed with solid surface in RSFSR; another 8,000 road kilometers planned to be constructed in 1964/65.

Classification of roads; summary table on capacity and characteristics of future roads.

Ten diesel engine freighters and several crude oil tankers to be put into service prior to opening of Volga - Baltic Sea Canal, in spring of 1964.

Total railroad ferry installation for Caspian Sea connection between Baku and Krasnovodsk, and second ferry boat SOVETSKIJ TURKMENISTAN put into regular service (first ferry boat SOVIETSKIJ AZERBAIJAN).

III. Soviet Zone of Occupation of Germany and Berlin Transport Situation.

Planned reduction of personnel strength within Railroad Division Berlin.

Raise of wages of West Berlin railroaders possibly connected with continuous decrease of Reichsbahn personnel in West Berlin.

Changes in management of locomotive personnel and locomotives employed in interzonal traffic.

Retraining of steam locomotive engineers to diesel locomotive engineers.

Temporary discontinuation of S-Bahn operations in West Berlin because of construction of Subway Line H.

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Replacement of Dipl.Ing.K.Leiser, Deputy Transport Minister (responsible for construction and maintenance of transport installations), by Dipl.Ing.K.Sobotta, member of SED Central Committee.

Heinz Wenzel General Director of new "Reisebüro der DDR" (Soviet Zone travel agency).

Due to favorable weather conditions, no further deterioration of continuously strained operational situation. Increased stress on Reichsbahn car and coal situation because of partly disrupted waterway traffic.

Increase in military requirements because of growing training and exercise activities.

In December 1963, personnel exchange movement still main feature of military border crossing traffic.

In commercial border crossing traffic, fuel and grain imports to Central Germany via Rostock and Wismar ports.

In 1963, volume of Reichsbahn freight transportation 261.1 million tons (259.8 million tons in 1962); planned volume in 1964: 276.5 million tons.

Further decrease in number of Reichsbahn passengers; 830 million passengers in 1961; 691 millions in 1962; and 680 million passengers planned to be conveyed in 1964.

Passow - Schwedt/Oder Cracking Plant spur track opened to regular traffic since 1 January 1964.

Beginning of renovation of various railroad lines; employment of construction trains.

1964 Plan envisaging renovation of 450 track kilometers (approximately 400 track kilometers renovated in 1963).

In 1963, at VEB Lokbau Potsdam=Babelsberg, 272 diesel locomotives produced (270 in 1962), including 15 V-180s for Reichsbahn; 1964 plan providing for construction of 35 V-180s.

Remaining 1963 production of diesel locomotives comprising 100, 150, and 180 PS switch locomotives, 600 PS V-60s, and probably one production model of type V-100 and V-180 each (2 x 3-axle).

All diesel locomotives produced in 1963 delivered to Reichsbahn.

In 1964, production of zero series of 50 kc/25 kV a.c. locomotives at VEB Lokbau-Elektrotechnische Werke, Hennigsdorf.

Possible also production of zero series of two types of electric locomotives developed for USSR (120-ton a.c. locomotive for 50 kc and 100-ton d.c. locomotive).

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Plan for rebuilding and modernization of freight cars up to 1970.

In 1963, 661 railroad tank cars delivered by Czechoslovakia.

New railroad passenger car construction plant planned for VEB Waggonbau Bautzen by 1968.

Construction and rebuilding program for passenger cars in 1964.

Dissolution of six equally ranking VE Projektierungsbetriebe des Strassenwesens (nationalized planning enterprises within road sector); establishment of VE Projektierungsbetrieb des Strassenwesens in East Berlin, with five branch offices.

Directives of economic planning program (1964-1970) for increase and for better quality of automobile tires.

Establishment of "Leitkontor Reifenhandel" (main office for tire trading), Potsdam-Babelsberg, responsible for total tire supply.

Increase of public bus line system by Nauen - Velten and Gera - Berlin lines.

1963 motor vehicle freight transport volume increased by 4.3 per cent compared with 1962.

In 1962/63 intense highway bridge building to meet Seven Year Plan (on Highways F-2, F-4, F-5, F-6, Fs 6/81, F-94, F-106, F-169, F-175, F-187, F-193).

Road construction, partly in connection with military installations, completed in areas: (a) Potsdam/Kramnitz - Dallgow/Döberitz, (b) Syrau/Schneckengrün garrison training ground, (c) East German Army Objects Uhlenkrug - Torgelow.

In summer 1964, putting into operation of rebuilt tourist boat SPREE on Soviet Zone inland waterways.

Winter schedule of White Fleet, Dresden.

Inland waterways frozen up from mid-January 1964.

Magdeburg-Rothensee shiplift closed from 25 January to 11 February 1964 because of repairs.

IV. Czechoslovakia

1963/64 plan figures and performances of Czech State Railroads (CSD).

Volume of transshipment in Cierna n.T., on 1 January 1964.

Planning of broad-gauge route to East Slovak Iron Works (VSZ).

Completion of automatic safety installation on Prosenice - Hranice n.Mor. railroad stretch.

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Operating accidents on CSD railroad system.

Status of electrification of Kolin - Jihlava and Horazdovice - Strakovice lines.

Further a.c. test locomotives delivered to operating department (PO) at Plzen; training of electric locomotive engineers.

New prototype of freight car of series ZAC completed at Tatra Car Factory in Ceska Lipa.

Decrease in locomotive coal stocks at Central and South-West Railroads.

Volume of Waidhaus (West Germany) - Rozvadov (Czechoslovakia) border crossing traffic in 1963.

Construction of reinforced concrete tugboat for Elbe-Oder Shipping Company (CSPLD).

Enlargement of Elbe River Harbor Vanov at Aussig.

Planning of natural gas pipeline from Dashava (South of Lvov), Ukrainian SSR, to Sala in Czechoslovakia.

V. Poland

In 1963, volume of freight transportation 300 million tons; number of passengers 865 millions.

According to 1964 transport plan, volume of freight shipments 310 million tons; number of passengers 885 millions.

Kamienna Nowa - Sokolka line in operation since 15 December 1963.

Electric traffic on Kattowitz (Katowice) - Tychau (Tychy) - Bielitz (Bielsko Biala) line since 1 December 1963.

In 1964/65, 632 track kilometers to be electrified.

From 1964 to 1968, electrification of Strzemieszyce - Lublin line.

First gauge changing installation for passenger cars in operation at Przemysl railroad station. Completion of another four installations by summer 1964 timetable.

Moscow - Bucarest through passenger traffic planned.

A total of 152 locomotives and 10 electric railcar trains damaged through operating accidents in third quarter of 1963.

In 1963, increase of damaged electric locomotives from 22.9 to 25 per cent, and of electric railcar units from 19 to 23.3 per cent.

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1964 Plan for rolling stock to be delivered to Polish State Railroads (PKP).

In 1964, delivery of 350 new passenger train cars to USSR. Polish pool of motor vehicles.

Planned output of Polish motor vehicle industry in 1964.

In 1963, road construction program 94 per cent fulfilled; survey on roads completed and/or still under construction.

1964 Plan for construction, improvement and/or repair of roads.

After completion of improvement works, Breslau-Schöngarten airport re-opened to traffic.

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I. International Transport RelationsCOMECON Common Freight Car Pool

The beginning of operations of the COMECON common freight car pool, announced for 1 January 1964, has been postponed to mid-1964. This is apparently due to the reluctant attitude of Rumania and Bulgaria during the decisive conferences of the Standing Transport Commission of COMECON (Budapest 6 - 11 December 1963) and of the Executive Committee of COMECON (Bucharest 17 - 21 December 1963). In October 1963, Popielas, the then Polish Transport Minister, also objected to some stipulations of the planned contract on the common freight car pool. For this reason, he was replaced in his office by Lewinski in November 1963.

Meeting the new deadline will depend on time consuming technical and organizational tasks as the selection and designation of cars and the installation and filling of posts of the central dispatcher office in Prague. This and the diverging interests of the pool partners makes meeting of the deadline unlikely.

The following details have been learned about the common freight car pool:

- Interstate agreement and articles of the common freight car pool were signed by the representatives of Bulgaria, Poland, Rumania, Hungary, Czechoslovakia, Soviet Zone of Germany, and the USSR. They are valid from 1 January 1964.
- For the time being, the articles only stipulate the agreement on the formation of the common freight car pool and some general directives for the functioning of the pool. The future management of the pool is to deal with the still unsolved and disputed problems.
- Approximately 70 per cent of all goods exported and imported between COMECON countries are shipped by rail. It is therefore hoped that the common freight car pool, aiming at restricting dead head runs to a minimum, will bring about considerable economic advantages. With the present procedure of returning cars of foreign railroad administrations empty, about 30 per cent of freight car dead headings have been necessary.

(Example of the Polish State Railroads (PKP) of December 1963: Of an average 8,500 freight cars crossing the Polish borders daily, 2,400 were empty. In late 1963, Polish cars used to remain from 10 - 20 days in the respective foreign country).

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- The East Bloc designation of the common freight car pool is Obshchij Park Wagonov with the official contraction OPW. The three letters will be painted on the freight car beside the designation of the home depot of the car.
- Only cars in perfect condition are to be allotted to the OPW, guaranteeing trouble-free running between routine inspections.
- The common freight car pool aims at accumulating a stock of modern four-axle boxcars and gondola cars (for example for coal, ore and food transports), and of special cars (refrigerator, tank and flat cars).
- Minor repair and maintenance are to be carried out by the railroad division in whose territory the car is employed at the specific time.
- Of the initial issue of about 100,000 cars to the freight car pool, the USSR will allot 3,500 and Poland 36,000. Pending the introduction of the gauge-changing wheel sets on the East Bloc railroads, the Soviet broad-gauge (1524 millimeters), the Soviet freight car limitations, and the smaller clearance limitation of the neighboring European standard-gauge (1435 millimeters) networks will set the limits to a full Soviet participation in the exchange of freight cars across the Soviet border. The 3,500 standard-gauge cars, presumably cars captured in World War II, will only play a minor role in Soviet border crossing traffic. Their allotment is more or less a Soviet gesture to justify Soviet membership, leadership and controlling status in the OPW.
- The daily stock of OPW cars of a member country is to correspond to the number of cars allotted by this country to the pool. In case there are less cars available, the country retaining the cars is to pay a comparatively large sum in rubles rising according to the time of retention.
- Chief organ of the pool is the Council of the Common Freight Car Pool, consisting of representatives of the railroad divisions of the member countries.
- Executive organ is the Central Dispatcher Office of the Common Freight Car Pool in Prague. In cooperation with the main dispatcher offices of the transport ministries of the member countries, this office is to control the daily allocation of freight cars and to supervise the functioning of the total organization.

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II. USSR1. Railroad Transportationa. Automatic Train Stops and Telecommunications

- (1) Automatic blocking and interlocking installations have been introduced among others, on the following railroad stretches:

Shkhuya - Kotelnitch	on Moscow - Perm line
Fastov - Mironovka	on Lvov - Dnepropetrovsk line
Darnica - Grebenka	on Kiev - Poltava line
Penza - Pachelma	on Penza - Ryazhk line
Celinograd - Ekibastus	on Celinograd - Barnaul line.

- (2) Switches used so far on the Soviet railroads (SZD), permitted speeds of up to 160 km/h only. In cooperation with the design bureau of the Main Administration Railroad Tracks and Installations of the Transport Ministry and with the Novosibirsk plant, the Institute for Engineers of Railroad Troops in Leningrad is developing a new type of switches permitting higher train speeds. The first three test models for speeds up to 180 km/h are presently being tested on the Moscow - Leningrad line.

b. Railroad Network

In 1963, the railroad network of the Soviet State Railroads increased by approximately 1,250 kilometers. It totals approximately 127,300 kilometers at present. About half of the completed lines were put into regular service, including the following stretches:

Sukkozero - Yushkozero (90 km)	- West Karelian railroads
Profintern- Buruktal (106 km)	- Extension of the line branching off from Orsk in easterly direction
Peski Celinnye - Volodarskoe (100 km)	- Central Siberian Magistrale
Karasuk - Kamen Ob River	- Central Siberian Magistrale

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Ushinski - Kazimov (70 km) - northern branch line
of Moscow - Kuibyshev
line

Kizit~~er~~erinka - Batajsk - eastern bypass around
Rostov

Provisional traffic has been opened, among others,
on stretches of the following new lines:

Ivdel - Ob = 30 km (total in operation about
190 km), on line leading from
Sverdlovsk area to the north.

Artyshta - Podobas = bypassing Novkuzneck, on
South Siberian Magistrale

Abakan-Taishet = 200 km (the total in operation is
380 km, on South Siberian
Magistrale,

Achinsk-Abalokovo = 103 km, on northern branch
of Transsiberian Magistrale.

c. Electrification/Dieselization

(1) Electrification

By late 1963, electric traffic was opened
among others on the following stretches:

Kaluga - Sukhinichi - on Moscow - Kiev line
Likhaya - Rososh - on Rostov - Liski line
Kungur - Shalya - on Perm -Sverdlovsk line
Novokuzneck - - on South Siberian
Moshdurechensk Magistrale
Nadeshdinskaya - - on Vladivostok -
Usurisk Khabarovsk line

(See Transportation Summaries for April and
November 1963).

Railroad stretches to be electrified in 1964
include:

Fastov - Zdolbunov - on Dnepropetrovsk -
Lvov line

Kirov - Balezino - on Kirov - Perm line
Ryazan - Ryashk - on Moscow - Voronesh line
Penza - Syzran - on Penza - Kuibyshev line
Michurinsk - Rososh - on Michurinsk - Rostov line
Celinograd -Karaganda- on Celinograd - Tashkent
line

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(2) Dieselization

The following railroad stretches, among others, were opened to diesel traffic:

Smerinka - Odessa - on Lvov - Odessa line
 Grebenka - T. Shevchenko - Pomoshnaya - on Konotop - Odessa line
 Zaporoshe - Sevastopol - on Kharkov - Sevastopol line.

d. Rolling Stock

After 6,000 kilometers of test runs, the first Soviet made diesel railcar train "Baltika" was transferred for further testing to the Moscow test track on 10 December 1963. The train was built in the Riga construction plant. It consists of four cars, including two rail motor cars, each with 1,000 BS power, has 416 seats and attains a maximum speed of 120 km/h. Another diesel railcar train is nearing completion at the same plant. Diesel railcar trains so far in use in the USSR were imported from Hungary and were produced by the Ganz firm. Consisting of two rail motor cars and a central trailer, each train can accommodate 284 passengers. In contrast to the Baltika train, which has hydraulic transmission, they have mechanical power transmission. Each of the two railcars has power of 500 PS. They attain a maximum speed of 120 km/h.

2. Road Transportation

- a. In 1963, the RSFSR road net with solid surface was increased by 9,000 kilometers. Another 8,000 solid surface road kilometers are to be constructed in 1964/65.
- b. The USSR road net is classified into five categories (I-V), the first two (I,II) comprising the "superior net" comparable to West German autobahnen and federal highways) and the remaining three (III-V) the Union Republic roads.

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The following table supplies data on the capacity and final characteristics when completed of planned roads, in the five categories.

Capacity and Final Characteristics	Categories				
	I	II	III	IV	V
Average daily traffic density in both directions, number of motor vehicles	over 6,000	6,000 - 3,000	3,000 - 1,000	1,000 - 200	less than 200
Speed in km/h					
a. In general	150	120	100	80	60
b. On difficult stretches in normal terrain	120	100	80	60	40
c. On difficult stretches in hilly terrain	80	60	50	40	30
Number of lanes	4 and more	2	2	2	1
Width of lanes, in meters	3.75	3.75	3.5	3.0	4.5
Width of roadway, in meters	2 x 7.5	7.5	7.0	6.0	4.5
Width of shoulders, in meters	3.75	3.75	2.5	2.0	1.75
Width of roadbed, in meters	27.5 and more	15.0	12.0	10.0	8.0
Type of road surface	I Concrete; asphalt- concrete; asphalt	II Concrete; asphalt- concrete; asphalt	III Asphalt; bitumen	IV Asphalt bitumen light bitumen	
	V Light bitumen				

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3. Inland Shipping

- a. Ten diesel engine freighters are under construction at the Gorki shipyard for river vessels. They are to be completed prior to the opening of the Volga-Baltic Sea Canal in the spring of 1964 and are to be employed on this waterway. The freighters have a displacement of 2,700 tons and attain a speed of 12.5 km/h. In addition, several crude oil tankers, also to be employed on the new waterway, are under construction at the Volgograd shipyard. With a capacity of 5,000 tons, the VELIKIJ, the first of this type tanker has already been put into service. (See Transportation Summary for November 1963).

- b. The complete railroad ferry installation of the ports of Baku and Krasnovodsk on the Caspian Sea was opened to regular traffic on 29 December 1963. Plans provide for a total of five railroad ferry boats to be employed on this connection, each with a transport capacity of 300 passengers and 30 -50 ton-freight cars. Loading of a train on the boat takes one hour and the trip across the Caspian Sea 12 hours. The railroad ferry saves time consuming transloading of goods from train to boat and vice versa and slow transportation on the long rail routes. In addition, the ferry connection facilitates transit freight traffic between the USSR and Iran and Afghanistan. (See Transportation Summary for August 1962).

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III. Soviet Zone of Occupation of Germany and Berlin Transport Situation.

1. Berlin Transport Situation and Interzonal Transport

- a) In 1964, a Reichsbahn subdivision of Railroad Division Berlin, not controlling any West Berlin railroad lines, is to reduce its workforce by 300. Through this measure, personnel is probably to be made available for Reichsbahn operated lines in West Berlin.
- b) Wages of West Berlin Reichsbahn personnel were raised effective 1 January 1964. The new rates also take into account the seniority of the workers. To a considerable degree, the decline in the number of Reichsbahn employees residing in West Berlin, which continued in 1963, was also due to poor pay. The fact that since late 1963 Berlin Ostbahnhof Maintenance Shop has completely or partly handed over the allotment of interzonal train locomotives, running between Berlin and Bebra, to Railroad Division Erfurt, may also account for the decreasing number of Reichsbahn personnel in West Berlin. Locomotive personnel residing in West Berlin had to take over service on this interzonal route from Berlin Ostbahnhof, since August 1961.¹⁾

However, the lack of such locomotive personnel may also be due temporarily to the present courses held at Berlin where steam locomotive engineers who were employed in interzonal traffic between Berlin and West Germany are being trained as diesel locomotive V-180 engineers. Passenger trains running in interzonal traffic will presumably be hauled by V-180s with the beginning of the 1964 summer timetable.²⁾

- c) West Berlin
During several nights in the last third of January 1964, traffic of the North-South S-Bahn line was disrupted between Anhalter and Yorkstrasse railroad stations. Transport was maintained by buses of the West Berlin Transport Company (BVG). The disruptions

1) See also Tpt Summary for December 1963 (III,1.e), (2). The exchange of locomotives at Grosskorbetha, mentioned in the December 1963 summary, probably affected D5/D6 trains only (Paris - Berlin - Paris) because trains D1/D2 (Frankfurt - Berlin - Frankfurt) were routed via Erfurt - Sangerhausen - Güsten at that time.

2) With regard to developments in the stock of Reichsbahn diesel locomotives, see Paragraph III,3,c), Rolling Stock, of this report.

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were necessitated by the construction of Subway Line H which was started in early January. The line is to lead underneath Yorkstrasse S-Bahnhof. (See Tpt Summary for October 1963, Annex 2).

2. Personnel

- a) On 1 November 1963, Dipl. Ing. (graduate engineer) Kurt Sobotta was appointed Deputy Transport Minister, responsible for the construction and maintenance of traffic installations. The now 35 year old Sobotta was a railroad worker and operating employee from 1942 - 1954. Subsequently he followed studies at the Dresden Transportation College until 1959. After one year of employment at the roadway department of Karl-Marx-Stadt (Chemnitz) main station he became responsible for the Transport and Communications Department within the railroad construction department of the SED Central Committee. Previous Deputy Transport Minister Dipl. Ing. Kurt Leiser is to be employed in the Soviet Zone road sector.
- b) Heinz Wenzel was appointed director general of the "Reisebüro der DDR" (travel agency of the DDR) which legally succeeded the Soviet Zone "Deutsche Reisebüro (DER)" (German travel agency) on 1 January 1964. Wenzel used to be chief manager of the DER of the Soviet Zone.

3. Railroad Transportationa) Operations and Traffic

- (1) Favorable winter weather, i.e. little precipitation, saved the Reichsbahn from a further deterioration of the operational situation which had already been strained at the beginning of 1964. However, freezing of waterways caused additional stress to the railroads and its car situation. Accordingly, Reichsbahn coal stocks, stored prior to the beginning of the winter, decreased considerably.
- (2) Similarly to the same period of 1963, Soviet and German Armies demands on the Reichsbahn increased with the growing activities at the anti-aircraft, water, and troop training grounds.

In mid-January, Soviet Army and East German Army transports, including tank shipments, moved from the Thuringia and other Central German areas to Letzlinger Heide; return transports were observed

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at the end of January. From 17 January, loading of boxcars was forbidden in Railroad Division Berlin. As in the preceding months, in December 1963, military border crossing traffic focussed on the exchange of personnel.

- (3) In December 1963, commercial border crossing traffic included fuel and grain imports from Rostock and Wismar ports to Central Germany.

(4) Transport Performances and Plans

(a) In 1963, the Reichsbahn transportation volume amounted to 261.1 million tons, i.e., 0.5 per cent more than in 1962 (259.8 million tons). 1964 plans provide for the volume of freight transportation to increase to 276.5 million tons including 244.4 million tons of domestic goods and the rest of transit freight.

(b) The number of passengers to be conveyed by the Reichsbahn in 1964 is 680 millions (830 millions in 1961; 691 millions in 1962). The decrease is only partly due to the higher number of passengers using motor vehicles. The number of privately-owned cars is still small, and the exclusively nationalized bus lines predominantly support railroad lines. The transfer of passenger transportation from unprofitable secondary railroad lines to VEB Kraftverkehr (nationalized motor vehicle transport) is making only small progress. East German passenger traffic has decreased since 1960 due to strict control of vacationists traffic, restriction of interzonal transport and lessening of foreign tourists traffic.

b) Railroad Improvement, Renovation and Closing of Lines.

- (1) On 1 January 1964, regular traffic was opened on the spur track between Passow and Schwedt/Oder cracking plant. (See Tpt Summary for December 1963). At an exchange point five kilometers from Passow railroad station (on Line 122-d), the Reichsbahn hands over the trains to the industrial railroads and/or takes over the trains with the products of the plant. The cracking plant owns 12 locomotives for employment on the spur track.

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- (2) At the beginning of 1964, work started on the following major renovation projects:

Line No.	Stretch	Construction Train No
162	Cottbus - Berlin	102
159-c	Lübbenau - Senftenberg (lignite line)	801
163	Elsterwerda - Frauenhain	501
168	Werdau - Dresden (electrification under way)	1201, 301, 303
204	Halberstadt - Halle (lime tapping line)	VEB Industrie- bahnbau Bitterfeld
	Tracks 19 through 24 of Leipzig main station	601

The 1964 plan provides for the renovation of 450 kilometers in contrast to the National Economic Plan which envisaged the renovation of 480 track kilometers. (See Tpt Summary for October 1963). In 1963, about 400 track kilometers were renovated. The total Reichsbahn system amounts to approximately 16,660 track kilometers.

- (3) On 1 November 1963, railroad operation was discontinued on the Aschersleben=Hecklinger Strasse - Hakelforst (exclusively) stretch of secondary line No. 205-k. The line is being dismantled from Aschersleben North to Hakelforst (exclusively). Since 1 November 1963, the remaining Hakelforst - Schneidlingen stretch has been open for freight traffic only. Passenger traffic of Line 205-k has been taken over by VEB Kraftverkehr. (See Tpt Summary for November 1963).

c) Rolling Stock

- (1) (a) In 1963, VEB Lokbau "Karl Marx", Potsdam-Babelsberg produced 272 diesel locomotives (270 in 1962), including 15 main line V-180s for the Reichsbahn. Contrary to expectations, the 1963 production program, announced in January 1963 when Locomotive No. V-180 005 was put into service (VIth Party Congress), has been fulfilled. It is therefore possible that the planned 1964 production of 35 ghis type locomotives will be fulfilled unless the program is affected by the Soviet difficulties in supplying railroad material to the Soviet Zone

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at the end of 1963. Together with this prototype's locomotives V-180 003 and V-180 004 which were still employed on the Berlin Outer Ring in 1963, the stock of this construction series is estimated at 17 units.

(b) The remaining 257 diesel locomotives of the 1963 construction program are switch locomotives of 100, 150 and 180 PS, V-60 locomotives of 600 PS also suitable for short transfer runs. The 257 diesel locomotives probably also comprise the two models of the newly developed V-100 locomotive (for light main line service) and of the 2 x 3-axle V-180 locomotive (for lines with reduced permissible axle pressure) which are to be exhibited on the Leipzig Spring Fair.

(c) Unlike the Soviet Zone production of electric industrial locomotives, four-axle passenger train cars, refrigerator cars, etc., which are mainly being exported, all diesel locomotives are presumably delivered to the Reichsbahn.

(2) (a) At VEB Lokbau=Elektrotechnische Werke "Hans Beimler", Hennigsdorf, the zero series production of a 50 kc/25 kV a.c. locomotive is to begin in 1964. Since 1961, two this type locomotives have been running as "DDR (LEW) test locomotives" on the Hennigsdorf - Wustermark stretch. They are eventually to be employed on the so-called Drei Annen Hohne, and/or Tanne, - Blankenburg (Harz) lime tapping Line 205-a. This six-axle locomotive attains a maximum speed of 100 km/h and has the following specifications:

Train Weight	At Gradient	Attainable Speed
3,000 tons	0 ‰	60 km/h
1,200 "	12 ‰	50 km/h
750 "	30 ‰	40 km/h

(b) Furthermore it is planned to put two electric locomotives, developed for the USSR, into zero series production (a 200-ton a.c. locomotive for kf and a 10-ton d.c. locomotive for heavy gradients in open pit lignite mining). However, it is possible that these locomotives belong to the electric locomotives, which according to recent information, do not correspond to Soviet and Polish acceptance terms and have to be rebuilt.

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- (3) By 1970, the Reichsbahn intends to rebuild 20,000 and to modernize 32,000 "Doppelachsen" (double-axle) freight cars.

The rebuilding project involves the merging of small numbers of freight car classes resembling each other (having the same kind of sheet metal bodies for instance) in major classes.

The modernization project involves, among other things, the furnishing of freight cars with Knorr-Einheits Bremsen (KE) (Knorr air brakes), roller bearings, and 100-ton draw-gears, the installation of the latter being connected with the development of the central buffer coupling.

A joint UIC ¹⁾ and OSSHD ²⁾ "Special Committee for Automatic Coupling" is at present determining a uniform central buffer coupling to be introduced in Europe by about 1965.

"Doppelachsen" (double-axes) are a statistical unit through which the Soviet Zone pool of freight cars - in fact consisting also of three- and multiple-axle cars - is theoretically established as a pool of two-axle cars only.

Since the rebuilding program predominantly affects two-axle cars, the number of "Doppelachsen" to be rebuild may also correspond to the number of cars involved. Car classes to be modernized probably include a major number with more than two axles; the number of cars to be modernized will therefore be smaller than the number of "Doppelachsen" to be modernized.

- (4) In 1963, the Soviet Zone chemical industry received 661 railroad tank cars, each of a capacity of 320 hl (32,000 liters), from the Vagonka Tatra plant in Studenka, Czechoslovakia.
- (5) A new plant for the construction of railroad passenger cars is to be built at VEB Waggonbau Bautzen, by 1968. It is to increase the present annual production of 160 passenger cars to 315 cars.

1) UIC = Union Internationale des Chemins de Fer (International Railroad Association); politically neutral; includes railroads of Western and neutral countries and of East Bloc countries except the USSR and Albania.

2) OSSHD = Organizazija Ssotrudnichestva Zhelesnykh Dorog (Organisation for the Cooperation of East Bloc Railroads)

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(6) In 1964, the Reichsbahn is to receive, among other things, the following rolling stock for passenger transport:

- 65 new express train cars
- 40 new Leicht-Verbrennungs-Triebwagen (LVT)
(light internal combustion railcars).

Furthermore,

- 65 express train cars are to be modernized, and
- 284 passenger cars to be rebuilt for commuter traffic.

3. Road Transportation

a) Organization (Structural Changes)

On 1 January 1964, the six equally ranking nationalized planning enterprises VE Projektierungsbetrieb für Autobahnen Berlin, VE Projektierungsbetriebe des Strassenwesens Babelsberg, Dresden, Erfurt, Halle and Schwerin, were dissolved, and "VE Projektierungsbetrieb des Strassenwesens (VEP Sw)" was established in East Berlin, with branch offices in Babelsberg, Dresden, Erfurt, Halle and Schwerin.

b) Motor Transport (Production)

(1) The activation of tire production is a main issue of the 1964-1970 economic planning program. (See Tot Summary for September 1963). Targets of the program include:

- Continuation, initiated in past years, of the tire factories' specialization on specific types of tires.
- Improvement of quality to obtain better running properties. It is furthermore intended that through the better quality about 40 per cent of the used tires can be recapped as against 20 per cent of the present tires.

(2) As of 1 January 1964, the new "Leitkontor Reifenhandel" (main office for tire trading) in Potsdam-Babelsberg, is responsible for all Soviet Zone tire supply and recapping. This office is to cooperate closely with Runderneuerungskombinat (recapping combine) Berlin-Schmöckwitz (where the most important recapping enterprises are to be combined), the district departments of the Deutsche Handels-Zentrale (DHZ) (German Trade Central) Gummi und Asbest (rubber and asbestos) and with the tire industry.

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- (3) In early December 1963, the public bus line system was increased by the following lines:
- (a) Nauen - Bötzwow - Velten.
With this line, VEB Motor Transport took over the conveyance of passengers of the Nauen - Velten railroad line No. 107-m.
 - (b) Gera - Berlin.
Buses cover the 274 kilometer rapid transit connection between Gera and Berlin-Friedrichstrasse in 4 1/2 hours. Since December 1963, they make one trip each way on Mondays and Fridays, and can be boarded or left on intermediate stops at Eisenberg (QB 0450) and Bitterfeld.
- (4) The volume of freight shipped by motor transport increased by 4.3 per cent to 319.3 million tons in 1963, as against 306.3 million tons shipped in 1962.

c) Road Improvement

- (1) Obviously in order to meet the deadlines of the Seven Year Plan (1958-1965), bridge building was intensified in 1962/63. (See Tpt Summary for June 1963). According to the plan, all bridges destroyed during World War II are to be restored and all temporary bridges to be replaced by permanent structures. A total of 1959 autobahn and highway bridges is to be generally repaired and 177 new bridges are to be constructed. The following highway bridge building is under way, and/or has been completed:

Highway F-2

On 7 December 1961, after four years of building, the "Lange Brücke" (UU 6896), a 175 meter long pre-stressed concrete bridge over the Havel River, was opened to traffic.

Southeast of this bridge and adjoining it, the eastern part of a bridge spanning Reichsbahn terrain at UU 6806 was inaugurated on 8 October 1963. The 54 meter long steel structure has a width of about 20 meters including sidewalk, cycle path, streetcar track and three-lane roadway. Building of the bridge is carried out by the semi-nationalized firm of Beuchel & Co., Könnern/Saale. The western half of the bridge is expected to be completed in 1964.

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Highway F-4

In line with the straightening of a stretch from about two kilometers southeast of Nordhausen (PC 2507) to immediately north of Sundhausen (PC 2503), building of concrete bridges is under way at PC 257 042, PC 257 041, PC 257 038 across the "Mühlgraben", and PC 257 037 across the Helme River. The bridges were originally planned to be completed by late 1963.

Highway F-5

In the fall of 1963, building of a bridge was under way near the "Bürgergarten" (public garden) at Grabow (PE 7106). The old bridge no longer meets interzonal transport requirements. Plans provide for the construction of a bypass around Grabow in the spring of 1964. One bridge each over the Elde River and over the canal will be built on this bypass.

Highway F-6

Building of the Hamburger Strasse roadbridge (VS 083 577) at Dresden, begun in October 1961, was nearing completion in the fall of 1963. This prestressed concrete bridge has a capacity of 60 tons and leads across the connecting track between Dresden-Friedrichstadt freight station and the Dresden Elbe River port.

Joint Stretch of Highways F-6 and F-81

Bridge building over the Goldbach (creek) near PC 333 432 between Blankenburg/Harz and Pfeiffenkrug (PC 313 434) was completed in the fall of 1963. The about 15 meter long concrete bridge rests on two piles and has a width of 10 meters including 2 x 1 meter sidewalks. (See Tpt Summary for July 1963, Annex 4.

The grade level crossing of the stretch with the Blankenburg - Drei Annen Hohne and/or Tanne railroad line (Line 205-a) is being replaced by an overpass at PC 340 417. Simultaneously the stretch is being rerouted so as to pass through PC 340 417.

Highway F-94

In connection with the electrification of the Werdau - Reichenbach stretch of Railroad Line No. 173 and with the simultaneous widening and heightening of the line clearance limitation, the road bridge at US 081 121 in Reichenbach, Saxonia, was replaced by a new structure. Closing of the highway at

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Reichenbach since January 1963 has presumably been connected with the building of the new bridge and probably also with road work.

Highway F-106

The "Wismarsche Brücke", spanning the harbor track at PE 592 471 in Schwerin, is being rebuilt and is open for single-track operation only.

Highway F-169

The 13 kilometer Neudorf (US 6762) - west of Döbeln (US 6864) Ostrau (US 7173) stretch, under construction since the fall of 1961, is scheduled to be completed by 1966. (See Tpt Summary for July 1961). In line with this project, five bridges are to be and/or have been constructed at the following sites in Döbeln:

- | | |
|------------------------------|------------------------------|
| At US 664 665 and US 665 663 | across the Freiberger Mulde. |
| " US 665 661 | across a street. |
| " US 666 658 | across Reichsbahn terrain. |
| " US 666 656 | across Highway F-175. |

Two of these bridges were completed in the late fall of 1963.

Highway F-175

At Nossen (US 8058), bridge construction has been under way for several years. The new bridge replaces an old bridge spanning Reichsbahn terrain at US 801 582. Closing of a Nossen street from December 1962 to August 1963 was presumably connected with the project. It is therefore assumed that the bridge has been completed.

Highway F-187

Due to the building of a new structure of the Pappelbrücke (bridge) (UT 350 492) at Picsteritz (UT 3449) west of Lutherstadt-Wittenberg, and to the simultaneous widening of the about 3.5 kilometer long Lutherstadt-Wittenberg - Picsteritz stretch, the highway was closed here between June and late December 1963. In October 1963, the bridge could only be used by buses.

Highway F-193

In connection with the straightening of this highway a new bridge is under construction near Adamsdorf (UV 6821). The six meter high bridge is to span the Neustrelitz - Waren railroad line (No.117) at about UV 699 202. The straightened

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stretch of the highway will be routed from UV 699 210 via the new bridge to UV 702 218.

- (2) Partly in connection with military installations, the following roadwork is under way and/or has been completed:

(a) Potsdam/Krampnitz - Dallgow/Döberitz Area

Highway F-2

In September 1963, the 0.5 kilometer Neufahrland (UU 6515) - Gross Glienicke (UU 7215) stretch was closed until further notice because of Construction work.

Potsdam District, Kreis Nauen

Widening of the Gross Glienicke - Seeburg (UU 7219) stretch, begun in 1963, was partly completed in the fall of 1963. In late 1962, and early 1963, the Seeburg - Dallgow stretch was widened to about nine meters. (See Tpt Summary for November 1962).

(b) Soviet Army Garrison Training Area at Syrau (TR 9303) and Schneckengrün (TR 9099)

In Kreis Plauen of Karl-Marx-Stadt (Chemnitz) district, Ober Neuendorf (TR 9893) - Schneckengrün L II 0 (secondary road) is receiving a concrete surface about 10 meter wide. The stretch from the road crossing at TR 920 991 to Schneckengrün was completed in October 1963 while the stretch from Ober Neuendorf to the road crossing was partly excavated. (See Tpt Summary for February 1963).

(c) East German Army Objects Uhlenkrug (VV 3834) and Torgelow (VV 3443)

In Kreis Pasewalk of Neubrandenburg district, widening of the Uhlenkrug - Torgelow stretch was completed in late 1963. (See Tpt Summaries for November 1962 and June 1963). The entire Pasewalk - Viereck (VV 3634) - Torgelow road is now 10 - 12 meters wide.

4. Inland Shipping

- a) Passenger Steamboat Spree being rebuilt at VEB Aken/Elbe Shipyard is to be put in service on 1 May 1964. The boat will be incorporated in the East Berlin "White Fleet". It is 67 meters long and eight meters wide, can accommodate 85 passengers and will be used on the Soviet Zone inland waterways.

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- b) According to a winter program, set up for the first time, three boats of the Dresden White Fleet will be running on the Dresden - Riesa and Dresden - Bad Schandau lines.
- c) In mid-January 1964, almost all Soviet Zone inland shipping was discontinued because of drifting ice and freezing of the waterways. Icebreakers are being employed on some stretches of the Elbe and Oder Rivers. Also in the East Berlin sector, the most important waterways, having an about 0.40 meter thick ice coating, are being kept open by eight icebreakers to secure commercial and supply transport, in particular coal transport to Klingenthal Power Plant.
- d) Because of repairs, Shiplift Magdeburg-Rothensee, existing for 25 years, was to be closed for all traffic from 25 January to 11 February 1964. Each year, for varying periods, repair work to this plant is customary in January/February; some years ago it was closed for six weeks.

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IV. Czechoslovakia

1. Railroad Transportation

a. Planning and Performance Data

The arrears in freight transportation of the Czech State Railroads (CSD) amounted to 7.4 million tons in late 1963. This can partly be traced back to the fact that the turnaround time of 3.99 days could not be kept and actually amounted to 4.52 days.

Railroad freight transportation is scheduled to amount to 218 million tons in 1964, 9.4 million tons more than the 1963-plan figure. In order to meet this plan figure, the turnaround time of 4.16 days is to be achieved and the loading capacity has to be increased by additional new rolling stock.

b. Border Crossing Traffic

On 1 January 1964, more than 30,000 tons of freight arriving from the USSR in 16 trains (including 8 with iron ore) were transloaded in Cierna n.T. The new de-icing installation put into test operation on 20 December 1963, stopped operating for a few days in mid-January 1964. A number of cars were damaged when unloading them with force.

c. Line Construction

Of the planned 88.4 kilometer long broad gauge stretch USSR/CSSR border to the East Slovakian Iron Works (Vychodoslovenskezelezarny - VSZ) (See Tpt. Summary for December 1963), the 9 kilometer long stretch from the border to Vojany has already been completed. The remaining 79.4 kilometers have to be completed by 1 May 1966. Surveying of the following five planned route sections is underway:

First and second route section to Trebisov (EU 5387), third section to Kalsa (EU 3985), fourth section to Bohdanovce (EU 3089) and the fifth section to Haniska and from there to the VSZ spur track. Near Nizna Mysla (EU 2786) the new route is to be laid on the road bridge spanning at this point the electrified Friendship Line. The new route will run then parallel to the Friendship Line will branch

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off south of Barka into the direction of Haniska. Three large railroad stations, 4 road underpasses, and three bypassings are planned along the new road. In addition 600 bridges have to be constructed or widened and 6.5 kilometers of road have to be rerouted. The special concrete ties which are necessary for the track laying, and which could not be made available for the broad gauge to Vojany, are being produced by the "railroad industry production" in Cana near Kosice starting in January 1964.

d. Train Stopping Devices

By completing the installation of automatic train stopping devices on the Prosenice - Hranice na Morave stretch on 17 December 1963, the Decin - Osti n.L. - Kolin and the Prague - Olomouc - Hranice n.Mor. stretches are now both equipped with a complete installation of train stopping devices. The USSR supported the installation by making available experts and delivering the equipment. The equipment of additional main stretches with relais control and automatic block equipment is being continued with Soviet support, based on the mutual agreement on technical and scientific cooperation which has been extended for another 20 years.

e. General Operational Data

During the third quarter of 1963, a total of 111 accidents in which 9 persons were killed and 144 persons injured, occurred on the CSD railroad net. The material damage amounted to 8 million Kcs. Traffic on the respective stretches was interrupted for 460 hours. A total of 1,307 trains were late, and 93 per cent of the accidents were caused by CSD employees. In additional accidents which occurred in January 1964, 12 persons were killed and 48 persons injured, some of them very seriously. At least two diesel cars, one electric locomotive, one steam locomotive and 30 freight cars were damaged.

f. Electrification

(1) Preparatory work is being continued on the Kolin - Jihlava stretch which is to be electrified by 1965. For the time being, extension and reconstruction activities are carried out at Havlickuv Brod,

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Golcov, Jenikov, Caslav, Lestina and Svetla nad Sazavou railroad stations. Along the entire stretch all telephone cables and safety installations are to be laid underground since the entire stretch is to be fed by alternate current 25 KV/-50 kb.

- (2) Similar activities are being carried out along the Horazdovice - Strakonice stretch of the Plzen - Ceske Budejovice line which is also to be electrified by 1965. Its first stretch from Plzen to Horazdovice has been serving as alternating current test stretch since April 1962.

g. Rolling Stock

- (1) In addition to the two existing alternating current test locomotives of type E-479.0 with silicon rectifiers, Plzena PO (Provozni Oddil) subdivision is to receive 2 locomotives of the same type with IGNITRON rectifiers during the first half of 1964. During the second half of 1964, a new six-axle locomotive with silicon rectifier is to be delivered for test traffic. The engine drivers necessary for this type of locomotives are continuously trained in Plzen. By the end of 1965, a total of 50 trained engine drivers will be available for operating alternating current locomotives.
- (2) The Tatra car factory in Ceska Lipa has completed a prototype of a new type ZAC freight car. The car is 16.5 meters long and has a carrying capacity of 56 tons, has larger side and front doors for the transportation of freight with larger dimensions, and the roof can be moved.

h. Energy Supply

The minimum supply of coal locomotives in the depots prescribed by the CSD Administration for Locomotives and Electro-Technique amounts to 11 days' requirements. The supply in most of the depots of the Central Railroad (seat Olomouc) has sunk to the level of 6 days' requirements and below. Also in some depots of the South Western Railroad (seat Plzen) the coal situation has become critical.

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2. Road Transportation

Border Crossing Traffic

At the Waidhaus - Rozvadov (Federal Republic of Germany - Czechoslovakia) border crossing point, 50,000 passengers and 15,000 motor vehicles crossing the border were registered by the Czechs.

3. Inland Shipping

- a. For the Elbe - Oder Shipping Company (CSPLD) a new iron concrete push barge is presently under construction. The vessel is to be built with pre-fabricated ribs and steel mesh reinforced concrete walls. The 68-meter long and 9.6-meter wide vessel is designed for the transportation of loose material and is to be put into service in the spring of 1964.
- b. At the Elbe coal transshipping port of Vanov near Usti, two additional conveyor belts are to be installed thus bringing the total number to six belts which are to increase the daily transshipping capacity to 4,500 tons of coal.

4. Pipelines.

By 1968, a 520 kilometer long pipeline is to be laid from the Ukrainian natural gas fields near Dashawa (south of L'vov) to Sala in Slovakia via Strazske. The length of the pipeline on Czech territory will amount to approximately 370 kilometers. Beginning in 1970, 1 billion cubic meters natural gas are to be delivered to Czechoslovakia.

V. Poland

1. Railroad Transportation

a. Data and Plannings

- (1) More than 300 million tons of freight were transported in 1963, thus surpassing the revised 1963 transportation freight plan of 298 million tons by 2 million tons. (See Tpt. Summary for November 1963). About 865 million passengers were transported, about 20 millions more than the plan figure.

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- (2) The 1964 transportation plan foresees the transportation of

310 million tons of freight and
885 million passengers.

b. Railroad Extension

(1) Line Construction

On 15 December 1963, the 42 kilometer long single-track standard gauge Kamienna Nowa - Sokolka stretch was opened to traffic after three years of construction. Ninety per cent of the ties are concrete ties, granitic gravel was used for the roadbed. (See Tpt. Summary for August 1963). For the time being, 5 pairs of passenger trains and 2 pairs of freight trains are running on this stretch.

(2) Electrification

- (a) Electrification of the Katowice - Tychy - Bielsko Biala line was completed. (See Tpt. Summary for October 1963).

Since 1 December 1963, electric trains have been using this line. The travelling time on this line has been shortened by 20 minutes and the capacity of the line increased by about 15 per cent.

- (b) In 1964 and 1965, 632 kilometers of electrified lines are to be put into operation including 240 kilometers in 1964 of the following stretches:

Posen - Konin (109 kilometers)
Rzeszow - Medyka (101 kilometers)
Zebrzydowice - Czechowice (30 kilometers).

- (c) In addition, the electrification of the 375 kilometer long main line Strzemieszyce - Lublin via Tunel Sediszow, Radom, Dublin is to be started in 1964 and to be completed by 1968.

Within the electrification program this line is to be prepared for speeds up to 140 km/h.

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(in the previous electrification plan, this line had been listed under "future planning until 1970". The 1963 railroad guide lists this line as being 363 kilometers long).

(3) Gauge-Changing Zone

Beginning with the 1963/64 winter timetable, the first stage of a new gauge-changing installation for passenger trains was put into operation at Przemysl railroad station. Allegedly, this installation is the first of this type to be used by the Polish State Railroads (PKP). Beginning with the 1964 summer timetable, the entire technical installation with additional 4 gauge-changing sets is to be put into operation at Przemysl. The entire installation will enable gauge-changing of about 7 cars per hour.

At a conference held in Lvov, - presumably in early 1963 - attended by representatives of the Transport Ministries of the USSR, Rumania and Poland it was decided to introduce direct passenger traffic from Warsaw to Bucharest by changing wheel sets according to the individual gauge of railway. By establishing the gauge-changing installation at Przemysl the present considerable detour through the CSSR is to be avoided and the Polish/Czech border crossing point at Zebrydowice/Petrovice is to be relieved.

c. Rolling Stock

(1) During the third quarter of 1963, 152 locomotives and 10 electric railcars were damaged or damaged beyond repair. As can be inferred from a statement made by Transport Minister Lewinski, the percentage of damaged locomotives rose from 22.9 per cent to 25 per cent and of railcar units from an average of 19 per cent to 23.3 per cent in 1963.

(2) The 1964 plan envisages the delivery of following rolling stock to the PKP:

- 57 electric locomotives
- 43 electric railcar units
- 140 diesel locomotives (150-800 PS)
- 13 diesel locomotives (2,100 PS)
- 67 diesel railcars
- 7,360 freight cars, including 500 four-axle coal and boxcars.

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- (3) According to an agreement recently concluded the H. Cegielski Works in Poznan will construct and deliver 350 passenger cars to the USSR in 1964.

2. Road Transportation

a. Motor Vehicle Traffic

At present, 1,670,000 motor vehicles broken down as follows are registered in Poland:

177,000 trucks and special motor vehicles
 114,000 prime movers
 16,500 buses
 183,000 cars, including more than 140,000 private cars
 1,175,000 motorcycles and scooters.

For 1964, the Polish motor vehicle industry plans the following production:
 about 24,300 trucks (including about 5,770 STARS, of which 670 will be so-called FURGONS with complete superstructure with door);

2,700 "Warszawa pick ups";
 9,100 "ZUKs"
 3,900 "NYSAs"
 700 semitrailers
 about 3,500 buses including 1,350 of type "Jelcz" and 2,150 of type "SAN"
 about 18,500 passenger cars,
 about 145,000 motorcycles and scooters.

b. Road Construction

In 1963, the road construction plan was fulfilled by 94 per cent. The new road constructions of importance are the following:

Warsaw - Doblin (road for motor vehicle through traffic)
 - 90 kilometers;
 Tomaszow Lubelski (LR 7292 - Jozefow (FA 4694) - Bilgoraj (FB 2200) - 52 kilometers
 Jozefow (EB 582 550) - Annopol (EB 603 376) along Vistula River - 18 kilometers,
 Bialystok (FD 4489) - Korycin (FE 388 240) (section of the road to Augustow) - 39 kilometers.

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The following roads are still under construction or are just being completed:

- Lomza (ED 7293) - Wizna (ED 9295) - 17 kilometers
- Wloclawek (CD 6936) - Duninow (CD 9727) - 26 kilometers (part of the Wloclawek-Plock road extending along the Vistula River)
- Jarocin (XT 7261) - Rychwal (CC 0673) - 36 kilometers.

The first stretch of the Vistula Magistrale from Krakow to Nowy Korczyn (DA 865 725) was opened to traffic. The construction of the entire Magistrale from Krakow to Sandomierz is to be completed next year.

One hundred kilometers of the Warsaw - Katowice - Cieczyn (CA 2914) road were modernized and the lanes of the Czechstochowa - Katowice stretch were widened.

In the Bieszczady (Beskids) (See Tpt. Summary for October 1963, Paragraph V,2) the construction of several road stretches was started in 1963.

In 1964, the following is to be carried out:

Construction of new roads	128 kilometers
Reconstruction of roads	111 kilometers
Improvement of road surfaces	2,700 kilometers

The construction of new roads is concentrated around greater Warsaw, in Katowice Wojewodztwo and around other industrial centers. In the Nikolai (Mikolow) (CA 5060) district a modern interchange is being completed.

3. Civilian Air Traffic

Breslau has again been included in the regular LOT flight table, after completion of reconstruction work at Breslau-Schöngarten Airport. Breslau has now one daily direct flight connection to Danzig in each direction and two flight connections (later 3) to Warsaw and return.

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