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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY USSR
SUBJECT Soviet Railway System
25X1A



PLACE ACQUIRED (BY SOURCE)
DATE ACQUIRED (BY SOURCE)
DATE (OF INFO.)

ORR NO.	
DAS NO.	
OCI NO.	

DATE DISTR. 3 MAR 54

NO. OF PAGES 15

NO. OF ENCLS.

SUPP. TO REPORT NO.

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I. General

1. The total present length of the railway system of the Soviet Union is 123,000 km. Of this, 33,000 km (26.8 percent) are double tracked; 22,000 km (16 percent) are provided with automatic block signal systems; 45,000 km (36.5 percent) are new style heavy construction. About 40 percent of the total mileage is of light construction (rails under 30 kg per meter, without specially prepared roadbed or else not replaced for a long time).
2. The track gauge is 1.524 meters, in contrast to the standard European 1.436 meters.
3. The rails are preponderantly old and worn out. The maintenance of the tracks and rolling stock varies and in part is inadequate.
4. The distances between stations vary between 8 and 30 km.
5. The main lines connecting the Soviet Union with other European countries and those connecting the large industrial centers have modern equipment (block and signal systems). Changes in the direction of modernization have been planned and are under way on the lines connecting the larger Siberian industrial centers. The ordinary lines in the Asiatic USSR, especially Turkestan, Central Siberia and the Far East, are not yet very efficient.

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6. The prevalence of generally level country makes possible the use of locomotives of limited capacity for long and heavy trains. Since the light roadbed construction permits only low speeds (average 19 km per hour), the attempt is made to offset this disadvantage by the use of heavier trains (up to 2,000 tons).
7. The electrification of the railways is pushed ahead lately, especially in the Moscow and Leningrad areas and the most important industrial districts (Donbas, Ural, Ausbas ~~/sic/~~) and in the mountainous regions of the Caucasus.

II. Administrative Organization

1. The Ministry of Transportation is responsible for the operation, maintenance and development of the railway lines. The ~~Transport~~ ^{Transport Equipment} Construction Ministry is responsible for construction and maintenance of the rolling stock. The railway system is divided administratively into ten railway zones, and the zones are subdivided into numerous administrative districts.
 - a. Northeast Zone (headquarters Leningrad) comprises the districts of Kirev-Murmansk, Archangel, Pechora (Kotlas-Vorkuta), Leningrad, Ottobre (Leningrad-Moscow line), Kalinin, Estonia, Litau.
 - b. East Zone (headquarters Minsk). Districts: Lithuania, Kaliningrad (ex-Königsberg), White Russia, Brest-Litovsk.
 - c. Southeast Zone (headquarters Kiev). Districts: Kiev, Vinnitza, Kovel, Lvov, Odessa, Kishinev.
 - d. Central Zone (headquarters Moscow). Districts: Yaroslav, Gorki, Moson-Ryazan, Moscow-Kursk, Moscow-Donbas (Valuiki), Moscow-Kiev, Moscow (Outer Circle).
 - e. Donets Zone (headquarters Kharkov). Districts: Donets North, Donets South, Kharkov, Voronezh-Likhaya, Stalingrad, Lower Dnieper and Crimea (Stalino).
 - f. Caucasus Zone (headquarters Krasnodar). Districts: North Caucasus, Ordzonkidze, Azerbaijan, Transcaucasia.
 - g. Volga Zone (headquarters Kazan). Districts: Kazan, Kuibyshev, Orenburg, Ryazan-Ural (Saratov).
 - h. Ural-Siberian Zone (headquarters Sverdlovsk). Districts: Perm-Molotov, Sverdlovsk, Chelyabinsk-South Ural, Tomsk, Karaganda.
 - i. Middle East Zone (headquarters Tashkent). Districts: Turkestan-Siberia, Tashkent, Ashkhabad.
 - j. Far East Zone (headquarters Krasnoyarsk). Districts: Krasnoyarsk, East Siberia, Tranabaikal-Chita, Amur, Far East-Khabarovsk, Primorsk-Vladivostok, Sakhalin,

Atlantic Russia.

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III. Main Railway Lines

By main lines, double-track lines are signified: They have a total length of 33,000 km. They are divided into main lines running from Moscow, and main lines connecting other centers with each other.

Main lines running from Moscow:

1. Moscow-Leningrad (651 km). This line has the heaviest traffic in the entire Soviet Union, with an average of about 80 pairs of trains daily. The following branch lines run from the Moscow-Leningrad line:

At Chudovo, a line to Posadnikovo and Volkonstriye on the Leningrad-Murmansk line. A second branch to Novgorod.

At Okalovka, a branch to Neboletsi (sic) on the Leningrad-Dimitrov line.

At Bologoye, a branch to Yaroslav and one to Pskov.

At Likhoslavl, a branch to Veliki Luki on the Moscow-Riga line.

The Leningrad-Moscow main line is provided with a signal system and is of heavy construction. A large part of the line was newly built after 1945. The most vulnerable places on the line are three: the Volga bridge at Kalinin, the rail junction at Bologoye, and the Volkhov bridge at Chudovo.

2. Moscow-Riga main line (922 km) has the following branches:

At Novosokolniki, a branch to Dno-Batstakaya (sic)-Leningrad, and another to Nevel-Polotsk and Vitebsk.

At Rezekne, a branch to Pskov and another to Daugavpils.

At Krustpils, a branch to Daugavpils and another to Jelgava-Tukums-Ventspils (on the Baltic).

At Plavinas, a local line to Malona-Kupuna-Gulbens-Ape.

At Riga, a recently electrified line 369 km long to Tallinn.

The entire Moscow-Riga line is heavy construction and has been completely rebuilt since 1945. It has about 60 pairs of through trains daily. The sensitive points on this line are the railway junction at Novosokolniki, the crossing (Duna bridge) at Krustpils, and the railway junction at Riga.

3. Main line Moscow-Minsk-Kaliningrad and Minsk-Brest Litovsk. The Moscow-Minsk line is 747 km long. It forks at Minsk into the Minsk-Vilna-Kaliningrad line, 522 km long, and the Minsk-Brest line, 349 km long.

a. The Moscow-Minsk line has the following branches:

At Vyazma, three branches: to Rzhev on the Moscow-Riga line; to Tula, on the Moscow-Kharkov line, and to Bryansk on the Moscow-Kiev line.

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At Smolensk, three branches: to Vitebsk; to Roslavl and Bryansk; and to Sukhinki on the Moscow-Kiev line.

At Orsha, four branch lines: to Vitebsk, to Lepel, to Mohilev, and to Orshiev (Kritshev).

b. The Minsk-Kaliningrad (Königsberg) line has the following branch lines:

At Molodechno, a branch to Polotsk and Veliki Luki, and a branch to Lida-Mosty-Volkovysk (double tracked).

At Vilna, three branches: to Grodno; to Lida and Baranovichi, and to Pabrade (sic) and Daugavpils.

At Kaunas, a branch line to Radviliskis.

At Cerniakovsk (Insterburg), three branches: to Korsze (Korschen), double track; to Goldap, and to Sovlezzsk (Tilsit) and Klaipeda (Memel).

The Minsk-Brest Litovsk line has the following branches:

At Baranovici, four: to Lida and Vilna; to Volkovysk and Bialystok (double track); and to Luminetz.

This line has been completely rebuilt since the war, double-tracked and of heavy construction. The daily capacity is about 70 pairs of trains. There is a special transfer yard at Brest for trains from the Soviet Union to Poland and vice versa. The line gauges are different.

4. Moscow-Kiev-Lvov-Batovo (sic) main line connects Moscow with southeastern Poland, Czechoslovakia and Hungary. It has a length of 1,600 km with the following branch lines:

At Tikhonov-Pustaya, a branch to Vyazma and another to Tula.

At Sukhinici (sic), three branches: to Smolensk; to Falansovaya-Roslavl; to Gordscevo (sic) on the Moscow-Kharkov line.

At Bryansk, four branches: to Orel (double-track); to Gomel and Kalinkovichi (double-track); to Smolensk; and to Vyazma.

At Navlya, an important double-track branch to Lvov and Kharkov. This line was improved in 1949-1950.

At Konotop, a line to Kursk. This line is double-tracked and was rebuilt with heavier construction after the war and provided with an automatic signal system. Its capacity is about 60 pairs of trains daily.

At Bachmach, a line to Gomel, and another to Romodan and Kremenchug.

At Kiev, some branches of second-rate importance.

At Mezhin, a branch to Chernigov and Gomel, and another to Priluki and Grebenka.

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At Pastov, a very important double-track line 415 km long to Platikatki (sic). It was built completely new, but in light construction.

At Kazatin, an important double-track line 415 km long through Berdichev, Rovno and Kivertsy (sic) to Brest.

At Kalinovka and Vinnitza, some local lines.

At Shmerinka (sic), two single-track but important branches; one through Vapnyarka (sic), Rudnitsa, Sloboodka, Kotovsk and Nazdalayya (sic) to Odessa; the other to Oknitsa (sic), Chenovskiy, Beltsi, Ungeni, Kishinev, Benderi, Bessarabskiy, Prut, Reni and Ismail.

At Grechany, a local line to Kamenets-Podolsk.

At Tarnopol, a line to Stepaneshty, Delisten (sic) and Bakhiv (sic), on the Rumanian border.

At Lvov, the main line from Moscow divides into two important lines. One goes to Przemysl, and the other to Batovo, Ciop and Uzhgorod on the Czechoslovakian border. The Moscow-Konotop section of this line was double-tracked in 1946 to 1950. The rest of the line was relaid with heavier construction after the war. This line carries very heavy traffic. Its daily capacity is about 70 pairs of trains. The line is of great strategic importance because it connects Moscow with all southeastern Europe. It has many vulnerable points, such as the crossings of the great rivers like the Dnieper and the Dniester.

5. Main line Moscow-Tula-Orel-Kharkov-Lozovaya-Rostov connects Moscow with the southern Ukraine and Crimea. It is 1,351 km long and has the following branch lines:

At Tula, a double-track line to Uzlevaya, and a second one to Kaluga-Tikhinova (sic) on the Moscow-Kiev line.

At Orel, a double-track line of 549 km Orel-Biransk-Gemel-Kalinkovichi.

At Kursk, a double-track line, Kursk-Lgov-Vorozhda-Konotop, with 60 pairs of trains daily.

At Sarayevsk and Belgorod, local branch lines.

At Kharkov, a branch to Gotnya-Lgov-Navlya, double-track with about 70 pairs of trains daily; another double-track branch 350 km long to Yama-Nikitovka-Debalzevo.

At Lozovaya, a double-track line 179 km long to Zaporozhe, and from there a single-track line to the Crimea through Pedorovka-Melitopol-Dshankoy-Simferopol-Sevastopol.

At Konstantinovka, an important double-track line 170 km long to Yasinovataya-Stalino-Voinovkha-Mariupol; newly rebuilt, but of light construction.

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At Nikitovka, an important junction point from which various lines run to south Russia.

At Gorlovka, an electrified double-track line to Debalzevo.

At Taganrog, an important connection to the Black Sea.

At Rostov, lines to the Caucasus.

The Moscow-Rostov main line was heavily damaged during World War II. It was completely rebuilt with heavy construction and an automatic signal system. Its daily capacity is about 70 pairs of trains.

6. Main line Moscow-Ozherelye-Valuyki-Kupyansk-Debalzevo (Rostov).
 - a. This line is 966 km long with the following important junction points: Oshereleye; Uzlovaya (double-track branch to Tula); Volovo; Elec (Yelyetz); Kastornaya; Stary Oskol; Valuyki; Kupyansk (branches to Kharkov and Belgorod); Popasnaya; Debalzevo. At Valuyki a branch line goes off to Liski-Poverjine-Blashov-Rtishchevo-Penza-Syzran; 1,100 km long and double-tracked.
 - b. At Debalzevo, an important 497 km branch line to Yasinovataya-Dayepropetrovsk-Piatikhatki-Dolgintsevo-Krivoi Rog.
 - c. Most of the Moscow-Debalzevo line was built after the war. It is heavily constructed with automatic signal system and has a daily capacity of about 70 pairs of trains.
7. Main line Moscow-Ryazan-Liski-Millerovo-Rostov-Armavir-Baku, 2,550 km long. Its main junction points are as follows:
 - Kolonna, junction point of the electrified line from Moscow.
 - Ryazan, where the 3,818 km trans-Siberian line to Inzasiban (sic)-Kuybyshev-Chelyabinsk-Omsk-Novosibirsk-Stalinsk begins.
 - Ryazhsk (sic), line to Vernadovka and Penza.
 - Michurinsk, line to Tambov, Rtischevo and Saratov.
 - Gryazi
 - Otroshka (sic)
 - Liski, junction point for the line Valuyki-Syzran.
 - Millerovo, line to Kondrashevskaya and Voroshilovgrad.
 - Likhaya, line to Stalingrad.
 - Zverevo, line to Debalzevo.
 - Rostov

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Batsisk (sic)

Kushchevskaya

Sosika (sic)

Tikhoretsk, lines to Kuberle-Stalingrad and Krasnodar-Novorossiisk.

Armavir, branching-off point of the South Caucasus line to Tuspec-Sukhumi-Poti-Samtredia (Batum-Shorapani-Kashuri-Stalinir-Tiflis, where another branch goes off to Leninakan-Erivan-Dzhulia-Mindzhiyan-Osmanli-Noviesaliani (sic)-Astara on the Caspian Sea.

Novinomysskaya

Mineralnyye Vodi, departure point for two electrified branches, to Pyatigorsk and Kislovodsk.

Georgievsk

Prokhladnaya, branches to Nalchik and Astrakhan

Larg Koch (sic)

Beslai (sic)

Gronzi (sic) [Groznyi]

Gudermes

Shamkhal

Makhachkala

Baladzari (sic), line to Sabuski (sic)

Baku

This line is of heavy construction from Moscow to Prokhladnaya and is double-tracked with automatic signal system between Gudermes and Makhachkala. The daily capacity is about 70 pairs of trains. The rest of the line is single track but strongly built. Here the daily capacity is about 30 pairs of trains.

8. Main line Moscow-Ryazan-Inza-Syzran-Kuibyshev-Vladivostok. This line is 9,283 km long. The main junction points are:

Ryazan

Kustarevka

Russyevska (sic)

Inza

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Syzran, branch line to Stalingrad-Likhaya

Kuibyshev

Kinél, branch line to Chekalov and Orsk

Krótoska (sic), junction point of two branch lines under construction: one to Surgut and Agriz, the other to Sterlitamak.

Chishai (sic) junction point of the South Caucasus line to Tashkent, Ufa

Vyazovaya

Berdych, branch lines to Bakal and Druzhino (sic)

Politayevo (sic)

Chelyabinsk, branch line to Turkestan through Kartaly, Orsk, Kandagso (sic), Arzisk, Tashkent, Samarkand, Bukhara, Stalinabad near the Afghan border.

Kurgan, branch line to Sverdlovsk

Petropavlovsk, branch line to Akmolinsk and Karaganda, whence local lines run to Lake Balkash.

Omsk, junction point with the other line from Moscow via Kazan-Sverdlovsk-Tyumen.

Yurga, beginning of the line to Alma Ata near the Chinese (Sinkiang) border.

Taiga, branch line to Tomsk

Achinsk, branch line to Abakan

Krasnoyarsk

Tayshet

Irkutsk

Ulan-Ude

Chita

Kaganovich

Skovorodino

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Dezhnevskaya branch line to Komsomolsk and Sovetskaya Gavan opposite the island of Sakhalin.

Khabarovsk
 Kuzbyshev
 Iman
 Vladivostok

This line has recently been improved and the European section heavily rebuilt to a daily capacity of 80 pairs of trains. The Asiatic section is in very poor condition. Parts of the line have been electrified, viz., the section Ufa-Chelyabinsk-Kurgan, and the section Novosibirsk-Birsk-Novo-Kuznetsk (Stalinsk), 449 km. (Parallel to the main line.)

9. Main line Moscow-Gorki-Kirov-Sverdlovsk-Tyumen-Omsk, 2,753 km. This line was opened to traffic in 1950, relieving the European section of the Trans-Siberian line. It has the following principal junction points:

Orskhova-Suyevskaya
 Novsky, branch line to Ivanovo
 Vladimir, connecting line to Ryazan
 Gorki, branch line to Arzamas-Russayevska
 Kotelnichi, line to Buze-Vologda
 Kirov, line to Kotlas
 Tar (sic), line to Verkhnya Komsols (sic)
 Sverdlovsk
 Pibanshur (sic), line to Agriz (sic).
 Chaikovskaya (sic).
 Molotov, electrified line to Selikamsk and Chusovskaya (sic)
 Kuzino, line to Berdyansk
 Sverdlovsk, electrified line to Goroblago-Darskakaverkh (sic)-Otrurie-Bogoslavsk (sic) and lines to Kurgan and Chelyabinsk.
 Boganovich, line to Egorshino (sic), Alapai (sic), Evsk (sic), Osvaserev (sic) and Polumuchinichy (sic).
 Tyumen
 Omsk

This line is of heavy construction with an automatic signal system and has a capacity of 60 pairs of trains daily. The Sverdlovsk-Kurgan section will be double-tracked, which will considerably shorten the journey to Omsk.

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10. Main line Moscow-Arkhangel. This line is 1,092 km long. Its principal branch lines are at the following points:

Zagorsk

Aleksandrov

Yaroslav

Danilov, branch line to Bui-Kirov (sic)

Konosha-Vologda, starting point of the line connecting Moscow with the Pechora basin, via Kotlas, Mezhog, Ukhta, Keshva (sic) and Vorkuta. This line is 1,563 km long and was completely overhauled in 1950 and 1951.

Obozerkaya (sic) (Malye Ozerki?) line to Onega.

Ishkogorko (sic)

This line is double-tracked as far as Obozerkaya, with heavy construction and an automatic signal system. The daily capacity is about 60 pairs of trains. The line branching off at Konosha is electrified as far as Vorkuta. The rest of the stretch from Konosha to Koshva will be electrified. The Moscow-Aleksandrov section has also been electrified, and the section from Aleksandrov to Yaroslav is being converted for electric service.

IV. Regional Railway Networks

1. Karelo-Finnish Network. Center at Leningrad with the following lines:
 - Leningrad-Murmansk, 1,450 km.
 - Leningrad-Viborg (Vipuri), 150 km, double-tracked.
 - Leningrad-Pskov, 276 km, double-tracked.
 - Leningrad-Senkovo-Moscow, single track.
2. Baltic Network. Center at Riga with the following lines, all single track:
 - Riga-Tallinn, electrified
 - Riga-Pskov-Leningrad
 - Riga-Kaunas
 - Riga-Kaliningrad (Königsberg).
3. Ukrainian Network. Center at Kiev, with the following single-track lines:
 - Kiev-Korosten-Kalinkovichi
 - Kiev-Fastov-Zhitomir

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Kiev-Kazatin-Berdychev

Kiev-Kazatin-Khristinovka

Kiev-Fastov-Tsvetkovo

Kiev-Nezhin-Chernikov

Kiev-Poltava

4. Odessa Network. Center Odessa with the following lines:

Odessa-Ismail

Odessa-Berneret (sic); this line splits into three branches, to Reni, to Frut and to Ungheni on the Rumanian border.

Odessa-Kotovak (sic)

Odessa-Kholosovka (on the Ukrainian Bug)

5. Lower Don Network. Center, Kharkov, with the following lines:

Kharkov-Poltava

Kharkov-Konstantinograd-Dniepropetrovsk

Kharkov-Zaporozhye Apostolovo-Nikolayev and Kherson

Kharkov-Zaporozhye-Melitopol-Simferopol-Sevastopol

6. Caucasian Network. Center, Rostov, with the following lines:

Rostov-Bataisk-Sask (sic)

Rostov-Kushevskaya-Eisk (sic)

Rostov-Tichoretsk-Krasnodar-Novorossisk

Rostov-Armavir-Batum

7. Volga Network. This is more of a transit system for the lines from Orel, Turkestan and the Caspian Sea to Moscow, the lower Don and the Caucasus. It has three important junction points: Stalingrad, Saratov and Syzran.
8. The Ural Network. This network serves principally the Ural industrial district. It is connected with the Western Zones by the following independent lines:

Sverdlovsk-Molotov-Kirov-Bui (sic), a single-track line connecting with the Konosha-Moscow line at Vologda and Danilov.

Sverdlovsk-Kazan-Kanash-Miron-Kurovskaya (sic)-Moscow; single track except the section Kurovskaya-Moscow which is double-tracked.

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Chelyabinsk Kuibyshev-Syzran; double-tracked and electrified as far as Dioma (sic). This line continues to Moscow via Syzran-Russyevka-Ryazan-Moscow (partly double-track), and to Donbas via Syzran-Penza-Povorino-Liski-Valuyki-Kupyansk-Debalzevo (double-track).

Kendshask (sic)-Lietsk(sic)-Saratov; single-track. This line continues from Saratov by a single-track line to Tambov-Michurinsk-Ryazan, and a single-track line Saratov-Stalingrad-Salsk-Tikhoretsk to the Caucasus.

Orsk-Chichayev (sic)-Kinel; a single-track line connecting Kinel with the Chelyabinsk Kuibyshev line.

9. Turkestan Network. This net serves the zone south of the Aral Sea and Lake Balkash, between the Caspian Sea and the Altai Mountains. It is connected with the Ural network through the single-track line Aralsk-Kandagach-Lietsk (sic) and with the West Siberian network through the single-track line Chiu(sic)-Mointy-Zharin-Karaganda (newly built in its southern part), and the Turksib line: Alma Ata-Semipalatinsk-Barnaul.
10. West Siberian Network. This network serves the zone between the Urals and Lake Baikal, particularly the Karaganda mining region and the industrial district of Kuznetsk. It is connected with the Ural system by three lines:
 - Tayshet-Novosibirsk-Omsk-Chelyabinsk; double track.
 - Omsk-Tyumen-Sverdlovsk; single track.
 - Abazan (sic)-Novokuznetsk-Barnaul-Kulunda-Pavlodar-Akmolinsk-Kartaly-Magnitogorsk; single-track line, still partly under construction.
11. Far East Network. Consists of the double-track main line Tayshet-Irkutsk-Chita-Skovorodino-Khabarovsk-Vladivostok, with the following branch lines:
 - At Ulan-Ude, single-track line to Ulan-Bator (Urga) in Outer Mongolia.
 - At Chita, a single-track line to Blagoveshevka (Manchuria)
 - At Dezhevka (sic), a single-track line to Komsomolsk
 - At Voroshilov, a single-track line to Manchuria and Korea.

A new line will be added to the Far East network by 1960. Its prospective route is:

 - Tayshet-Bratsk-Chula (sic)-Ribskino (sic)-Bodaybo-Mambuka (sic)-Ustinieksha (sic)-Tyndinskly-Botekhino-Chekunda-Komsomolsk. There will be two branch lines: one at Chula to Vitim and Yakutsk, and one at Tyndinskly to Gorelyy.

V. Present State of Railway Construction

1. The Konosha-Kotlas-Vorkuta line is 1,536 km, single-track, and is already in normal operation.
2. The line along the Volga-Zlovilya (sic)-Saratov-Syzran-Kindisk (sic)-Kova (sic)-Zeleny Dol- is 1,021 km long, single-track. It was completed in 1950 and is in regular operation.

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3. The Adler-Sukhumi Black Sea line is 115 km long, single-tracked, electrified, and in regular operation.
4. The Caspian Sea line, Astrakhan-Chervlennaya-Uzlovaya (sic), is 442 km long, single-tracked, and handling regular traffic.
5. The Lake Balkash line, Mointy-Berkul (sic), is 450 km long, single-tracked, and not yet in regular operation.
6. The Amu-Darya line, Chardzhou-Kungrad, is 650 km long, single-tracked, is in normal traffic.
7. Kusbas line is under construction. It branches off from the Kinel-Ufa line to Styrlitamak-Tukan.
8. The Tukan-Byeloretsk line, 120 km long, single-tracked, was recently completed and is in regular operation.
9. The Byeloretsk-Magnitogorsk line is about 100 km long and is under construction.
10. The Magnitogorsk-Kartaly line, 141 km long, double-tracked, has been in service since 1945. It is being electrified at the present time.
11. The Kartaly-Akmolinsk line, 805 km long, single-tracked, has been in service since 1945. It is being double-tracked and electrified at the present time.
12. The Akmolinsk-Pavlodar line, 138 km long, single-tracked, is not yet fully in service.
13. The Pavlodar-Kulunda line, 138 km long, single-tracked, is in regular operation.
14. The Kulunda-Barnaul line, 420 km long, single-tracked, is not yet in full service.
15. The Barnaul-Altaysk (Altayskoye) line, 15 km long, single-tracked, is in regular service.
16. The Altaysk-Guryevsk line, about 200 km long, single-tracked, is not yet in regular service.
17. The Guryevsk-Byelovo line, 28 km long, single-tracked, is in service.
18. The Byelovo-Novokuznetsk line, 114 km long, double-tracked and electrified, is in full service.
19. The Novokuznetsk-Abakan line is 260 km long. It is not certain whether it has been completed, but it is not yet in regular service.
20. The Abakan-Tayshet line, 650 km long, is under construction.
21. The Issyk-Kul-Frunze-Ribacie (sic) line, 136 km long, single-tracked, is in service.
22. The Semipalatinsk-Malinovoye-Ozero (sic) line, 110 km long, is under construction.

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23. Whether the Aralsk-Baykonur (sic) line, 330 km long, has been completed, is not certain, but it is not in service.
24. The Sosva-Alapayevsk line, 150 km long, single-tracked, is in service.
25. The Karakum line, Urgenu (sic)-Takhta, 122 km long, was apparently built to facilitate work on the Turkmen canal.
26. The line to the Zimiliansk dam, Kuberle-Morozov-Skaya (sic), is under construction.

VI. The Heavily Built or Recently Improved Lines

1. The Moscow Outer Belt, about 300 km long.
2. Konosha-Kotlas-Vorkuta; 1,536 km.
3. Serov-Sosva-Alapsievsk (sic); 250 km.
4. Likhaya-Stalingrad-Saratov-Syzran-Kazan; 1,512 km.
5. Astrakhan-Chevolennaya-Uslovaya; 452 km.
6. Kartaly-Akmolinsk; 805 km.
7. Akmolinsk-Karaganda-Mointy; 577 km.
8. Mointy-Berkul (sic); 450 km.
9. Akmolinsk-Pavlodar-Barnaul-Birlovo; 1,250 km.
10. Novokuznetsk-Abakan; 260 km.
11. Frunze-Ribache (sic); 136 km.
12. Zverevo-Debazovo (sic).
13. Leningrad-Murmansk; 1,450 km.
14. Moscow-Yaroslav; 275 km.
15. Magnitogorsk-Kartaly-Chelyabinsk; 415 km.
16. Chardzhou-(Leninsk)-Kungrad; 650 km.
17. Likhaya-Stalingrad-Saratov-Syzran-Kazan; 1,512 km.
18. Zaporozhye-Apostovo-Doghitzevo (sic); about 182 km.
19. Goroblagodatskaya-Sverdlovsk; 195 km.
20. Evov-Chep; 269 km.

- end -

SECRET

SECRET/US OFFICIALS ONLY



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755.21	N	755.52	329N
755.22	N	755.52	119N
755.221	N	755.52	229N
755.11	N	755.52	317N
755.211	527N	755.213	329N
755.211	317N	755.213	119N
755.211	35M	755.211	117N
755.211	65M	755.211	217N
755.211	315N	755.211	328N
755.211	225N	755.211	6747N
755.211	234N	755.211	128N
755.211	414N	755.211	219N
755.211	27M	755.211	113N
755.211	827N	755.211	323N
755.211	627N	755.211	613N
755.211	224N	755.211	129N
755.211	228N	755.211	324N
755.211	427N	755.211	529N
755.211	4N	755.211	212N
755.211	637N	755.211	417N
755.211	218N	755.211	937N
755.211	321N	755.211	232N
755.211	947N	755.211	624N
755.211	347N	755.211	414N
755.211	59N	755.211	714N
755.211	137N	755.211	124N
755.211	247N	755.211	342N
755.211	619N		
755.211	719N		
755.211	519N		
755.211	117N		
755.211	6N		
755.211	544N		
755.211	1N		
755.211	7N		
755.211	9N		
755.211	2N		
755.211	39N		
755.211	59N		
755.211	837N		
755.211	324N		
755.211	19N		
755.62	39N		
755.213	117N		
755.213	217N		
755.213	8N		
755.213	328N		
755.213	347N		
755.213	747N		
755.213	218N		
755.213	131N		
755.213	128N		
755.52	23N		
755.213	32N		
755.213	42N		
755.213	119N		
755.52	219N		
755.213	219N		
755.214	113N		
755.52	113N		
755.52	613N		
755.213	613N		
755.213	129N		
755.52	129N		
755.52	313N		
755.213	324N		
755.214	324N		
755.52	324N		
755.52	529N		
755.213	312N		
755.213	212N		
755.213	523N		
755.213	619N		
755.52	228N		