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AF FORM 112—PART II
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	2		103

List of Inclosures

1. Fig. 1 -- Romanian Railroad Network in 1949 (Map)
Fig. 2 -- Railroad Network of the "Tara Motilor" Area (Map)
2. Fig. 3 -- Prefabricated Concrete Sections Division of the Metal
Constructions Enterprise of the Romanian State Rail-
roads, Pitesti (Photo)
3. Fig. 4 -- Loading Ramp at the Socola Railroad Station (Photo)
Fig. 5 -- Train of Romanian Tank Cars near Reni (Photo)
4. Fig. 6 -- The Cernavoda Railroad Bridge (Photo)
5. Fig. 7 -- The New Giurgiu-Ruse Railroad Bridge across the Danube
(Photo)
6. Fig. 8 -- Central Part of Upper Tier of the New Giurgiu-Ruse
Danube Bridge (Photo)
7. Fig. 9 -- General View of the Friendship Bridge between Giurgiu
and Ruse (Photo)
Fig.10 -- Entrance to the Friendship Bridge (Photo)
8. Fig.11 -- D-n 2 Narrow-Gauge Tender Locomotive (Diagram)
Fig.12 -- 1 D 2-h-2 Express Train Locomotive (Diagram)
Fig.13 -- 1 E-h-2 Freight Train Locomotive (Diagram)
9. Fig.14 -- Refrigeration Railroad Car (Photo)
10. Fig.15 -- Fifty-Ton Railroad Dump Car (Photo)
11. Fig.16 -- A New Section of 50-ton Tank Cars at the "23 August"
Plant (Photo)
12. Fig.17 -- Fifty-Ton Tank Car Manufactured by the "23 August"
Plant (Photo)
Fig.18 -- Tank Car Made by the "23 August" Plant for Export to
the Chinese People's Republic (Photo)
13. Fig.19 -- Final Assembly of Trucks of 50-ton Tank Cars in
"23 August" Plant, Bucuresti (Photo)
Fig.20 -- Intra-Plant Diesel Locomotive No. 20057 on Railroad
Spur Leading from the "23 August" Plant (Photo)
14. Fig.21 -- Ferroconcrete Bridge across Crisul Repede River at
Oradea, Completed in 1955 (Photo)
Fig.22 -- Wooden Bridge across Siret River at Lutca, Built by
Voluntary Labor Forces (Photo)
15. Fig.23 -- Opening of the Prut River Bridge at the Frontier Point
of Albita (Photo)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	3		103

16. Fig.24 -- The KDP, UTOS, and KD-35 Tractors, Made by the "Ernst Thälmann" Works in Stalin City (Photo)
- Fig.25 -- The "Quadrat" Factory in București Manufactures Tires (Photo)
17. Fig.26 -- Excavator (Photo)
18. Fig.27 -- Scraper (Photo)
19. Fig.28 -- A New Lot of Ambulances is Manufactured in the "23 August" Plant in București (Photo)
20. Fig.29 -- "Mao Tze-dun" Bus, First Romanian Product of This Kind (Photo)
- Fig.30 -- First 27 Tank Trucks for Petroleum Products, Transformed from Trucks in the "Mao Tze-dun" Plant in București (Photo)
21. Fig.31 -- Seventy Four Truck Trailers Were Made in the "Tudor Vladimirescu" Plant for the Vietnam Democratic Republic (Photo)
- Fig.32 -- Last Checkup of a Lot of Trucks in the "Steagul Roșu" Plant in Stalin City (Photo)
22. Fig.33 -- New Type of Tugboat Built in the Romanian Shipyards for Export (Photo)
23. Fig.34 -- Seagoing, 1,200-hp Tug Built in the Galați Shipyard (Photo)
- Fig.35 -- Second, Steel-Hull, 1,200-hp, Fully-Welded Tug Launched in the Galați Shipyard (Photo)
24. Fig.36 -- Seagoing Vessel Built in the Galați Shipyard (Photo)
25. Fig.37 -- View of the Sitenita Shipyard (Photo)
- Fig.38 -- Seagoing, Fully-Welded Steel Fishing Vessels in the Turnu Severin Shipyard (Photo)
26. Fig.39 -- Romanian Excavator (Photo)
- Fig.40 -- Romanian Scraper (Photo)
- Fig.41 -- Romanian MTZ Tractor (Photo)
27. Fig.42 -- Trucks (Photo)
28. Fig.43 -- New Machine Shop in "Gh. Dimitrov" Plant in Arad (Photo)
29. Fig.44 -- A Railroad Car Roof Is Built (Photo)
- Fig.45 -- Trolleybus Manufactured by "23 August" Plant in București (Photo)
30. Fig.46 -- I.A.R. 811 Aircraft On the Ground (Photo)
31. Fig.47 -- I.A.R. 811 Aircraft in Flight (Photo)
- Fig.48 -- Nose of I.A.R. 811 Aircraft (Photo)

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 4 OF 103 PAGES
-----------------------------------	-------------------------------------	-----------------------------------

I. INTRODUCTION**TEXTS on PLANNED-ECONOMY DATA**

The results of the first, 1951-1955 Economic Five-Year Plan were not made public in an official communiqué, but are found interspersed in speeches of communist party personalities who dealt with the subject while presenting reports on past activities and future economic planning to the Second Congress of the Romanian Workers' Party, which opened on 23 December 1955 in Bucuresti (12). A compilation of information available on the results of the 1951-1955 plan from these sources is found in section II of this report.

The second, 1956-1960 Five-Year Plan is a communist-party, and not governmental document, bears the name of "Directives of the Second Congress of the Romanian Workers' Party Relating to the Second Five-Year Plan on Development of the National Economy during 1956-1960," and was published in the press on 29 December 1955. (18) Directives found there on transportation and on industrial production related to transports are also dealt with in section II of this report. The mentioned communist personalities in their speeches touched rather extensively on second (1956-1960) five-year-plan were included into the data submitted in this report--and the names of the speakers added in parentheses--in all cases when they provided supplementary or clarifying information.

SHARE OF TRANSPORTATION AND COMMUNICATIONS IN 1956-1960 INVESTMENTS

The Party Congress Directives allocate 105 to 110 billion lei to capital constructions in the second Five-Year Plan, and 60 to 63 billion lei of it to "construction-assemblies" [construcții-montaje]. (18) Capital constructions in the 1951-1955 period amounted to about 63 billion lei, in comparable prices, so that the new schedule is 67% to 75% higher; 75% of new industrial allocations will go to the development of the petroleum and gas, chemical, steel, electric power, coal, and nonferrous ores industries (Gheorghiu-Dej--14).

The 1956-1960 plan divides capital investments in the following way:

Table No. 1

<u>Field of Activities</u>	<u>Percentages of Total</u>
Industry	ab. 56%
Production means industry: 50%	
Consumer goods industry: 6%	
Construction industry	" 2.5
Agriculture and silviculture	" 12.5
Transportation and communications	" 11.5
Social, cultural, and other activities	" 17.5

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UNCLASSIFIED
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	5		103

During the first years of the plan period, efforts will be mainly directed toward completion and putting into operation of facilities still [1955] under construction. Emphasis is being put on development, re-equipment, and streamlining of existing facilities in order to increase capacities and output, before new constructions are started. (18)

MINISTRIES

Changes in the constitution of Romania relative to the administrative-territorial division of the country and the composition of the government were voted by the Grand National Assembly, and published in the press on 1 April 1956. The transportation ministries now are:

Ministry of Railroads

Ministry of Road, Water and Air Transports. (170)

Previously, the second of the two ministries was referred to as the Ministry of Water and Air Transports. (2)

The subordination of industrial, narrow-gauge, forest railroads is not apparent from data on hand. In 1949, the Ministry of Silviculture was divided into a ministry of the same name, and the Ministry of Lumber Industry. (311) Later, the latter was called for several years the Ministry of the Lumber, Paper, and Cellulose Industries (91) until in January 1956 it assumed its previous name (113). Logging and sawmill units, known in 1952 as IPEIL (lumber production and processing enterprises), have been subordinated to it. (91) In 1953, to 1956, they probably were identical with IFET, which likely means lumber production and transportation enterprises (94, 31, 253). IFETs operate cableways. (301) It is assumed that lumber transportation, including that by rail, other than common-carrier facilities, falls under the Ministry of Lumber Industry.

The "North" and "South" General Managements of Lumber Production and Transportation were in operation by the end of 1955. (136)

POPULATION

A comparison of the Romanian 1948 and 1956 censuses shows the following development (103, 50):

Table No. 2

	<u>Total</u>	<u>Urban</u>	<u>Rural</u>
1948	15,872,624	3,713,139 (23.3%)	12,159,485 (76.7%)
1956	17,589,794	5,475,427 (31.3%)	12,014,367 (68.7%)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	6		103

CENSORSHIP RULES FOR PUBLICATION OF DATA

It was reported in 1956 that among information which may not be published in Romania, are data on railroad and highway traffic, construction of railroads and highways, types and condition of railroad and highway rolling stock, tractor manufacture, and enterprises and working force of heavy industry. (447)

II. ECONOMIC PLANS AND THEIR RESULTSA. RESULTS OF THE FIRST FIVE-YEAR ECONOMIC PLAN (1951-1955)Results of 1955 Economic PlanGeneral

The plan was surpassed among others in the truck, bus, bearing, and automobile tire industries.

The [unspecified] enterprises of the following ministries fulfilled their plans, percentagewise:

Ministry of Railroads	116
Ministry of Water and Air Transports*	121

Industrial production increased as compared with 1954, percentagewise:

Internal combustion engines	149
Bearings	148
Standard-gauge steam locomotives	415
Freight and tank railroad cars	125
Trucks	429

A total of 150 km of forest railroad lines was put into operation, two of which are the Tismana-Tirgu Jiu and Ozana-Cracău-Tirgu Neamț lines**

*The official communiqué, from which the data on 1955 plan fulfillment were taken, places automotive freight, as reported in the text, under the Ministry of Water and Air Transports.

**An emigre source lists the Tismana-Tirgu Jiu and Ozana-Cracău lines, totalling 56 km, as narrow-gauge track. (427) Ozana is the name of a meadow in the environs of Tirgu Neamț (374), but it is not certain whether the place given in source "136" is identical with it.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	7		103

The labor efficiency plan of the "North" and "South" General Managements of Lumber Production and Transportation was not fulfilled.

Shortcomings in the organization of intra-plant transportation of the Steel Kombinat in Reșița were one of the reasons why its labor efficiency plan did not meet schedules.

Railroads

The following percentile fulfillment of the various operational plans of the railroads in 1955 was given:

freight transportation	113*
passenger transportation	99.7*
originated freight	110*
"departed passengers"	107*
average daily freight loading	100
(13% increase over 1954)	

Freight car turnaround time improved in 1955. It was 5.9% below planned schedule, but 10.2% above 1954 fulfillment, and made possible the average daily loading of 1,089 more cars, as computed for the same rolling-stock total.

Operational shortcomings of the Ministry of Railroads caused cancellation of 338 point-to-point (solid) trains; percentagewise, auxiliary locomotive services [switching?] and empty runs of freight cars were not reduced; and the commercial speed of [unspecified] trains was not increased [over 1954 ?].

The Ministries of Lumber, Paper, and Cellulose, of Communal Economy and Local Industry, of Construction, of Construction Materials, of Railroads [sic !], of Food Industry, of Procurement, other ministries, and central economic organizations did not adhere to operational transport plans, so that cancellations and "returns" [reveniri] occurred, which caused overburdening of transport means in certain periods, traffic snags at crossings [incruciași], and non-fulfillment of the solid-train plan.

Consumption of conventional fuel was reduced 7.6% as compared with 1954, resulting in savings of over 128,000 tons of fuel.

*Freight transportation, 113% in ton/km; originated freight, 110% in tons; passengers transported, 107%; passenger/km, 99.7%. (432)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 8 OF 103 PAGES
-----------------------------------	-------------------------------------	-----------------------------------

The rolling-stock park of public transportation was increased by 44 locomotives, 1,676 freight and tank cars (computed as two-axle cars), and 104 passenger cars.

The construction organizations of the Ministry of Railroads fulfilled their capital construction plans 96%.

Highway Transports

Distances of freight carried by automotive facilities of the Ministry of Water and Air Transports increased 40% in comparison with 1954, and plan schedules were fulfilled.

Water Transports

The sea transportation plan was fulfilled 90% for cargo cleared, and 91% by distances cargo was shipped [parcoursul].

The river transportation plan was fulfilled 101% for cargo cleared*, but only 66% by distances cargo was shipped*, due to the fact that transports covered shorter distances than originally planned; this lead to a decrease of the average daily utilization of per ton capacity, and increased costs.

Pipelines

New pipelines for the transportation of crude and gases were put into operation; a new petroleum refinery is being completed.** (136)

Results of First Five-Year Plan (1951-1955)

Reports of three Romanian personalities to the Second Party Congress (14, 108, 17, 16) and an emigre's study on Romanian transportation (427) revealed the following results and shortcomings in the transportation and related fields:

* Cargo cleared, 101% in tons, 66% in ton/km (432)

**Construction of No. 10 petroleum refinery in Moldavia, no location given, was begun during the 1951-1955 period. It is the largest refinery of Romania and southeast Europe, includes a heat and electric power plant and a petro-chemical kombinat, and forms one of the largest industrial compounds of the country. It was partially opened on 1 August 1956. (255) Gheorghiu-Dej in his speech on 30 December 1956 reported that the "new oil refinery in Borzești" was put into operation in 1956. (299)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	9	103	

General

By state planning in the 1948 to 1955 period* it was achieved that at the end of 1955 over 90% of transportation and 100% of industry had been incorporated into the socialist sector of the national economy [state and public property]. The Romanian tractor and truck industries were created during this period, and plants were established and [or] developed which among others specialize in the manufacture of tractors (16 enterprises were organized for tractor and farm machine construction), railroad cars and locomotives, trucks, steam boilers, and internal combustion engines. (Gheorghiu-Dej)

Total socialist, 1955 industrial production increased 2.2 times compared to 1950. Railroad, highway, and water transportation was extensively developed. Group "A" of industrial production (production means) during the years of the five-year period averaged an annual output increase of about 15%, and group "B" (consumer goods), of about 12%. The heavy industry [section] of production means includes over 60% of the country's total industrial production. In 1955, socialist trade distributed over 90% industrial commodities and over 75% food. (Stoica)

Actual five-year investments in industry proved greater than originally planned (51.4% planned, 58% achieved), while the share of transportation and communications was less, that is, was only 11.2% [of capital investments] instead of the planned 16.2%. (427, 108)

Railroads

The existing [1955], three-tiered organization of the railroad establishment, ministry, district management, operational service, leads to duplication and inefficient operation, and generates bureaucracy and shunting of personal responsibilities. The organizational structure of the railroads must be improved. This includes stepping up the activities of the political organs of the establishment and proper selection of its personnel. However, it can not be dismissed that the railroads have to function as a centralized organization, regardless of other considerations.

The railroads are Romania's principal means of transportation, and must be viewed as such. Their technical base [equipment] was developed in the 1948-1955 period, but the volume of investments did not meet targets. Transportation plans were surpassed, but the establishment in the last years had to face the growing needs of the national economy, and so it happened that a number of "traffic sections" [operational divisions], classification facilities, depots, and technical stations were burdened beyond capacity, while the network's way equipment, centralized control and signalling systems and communications did not meet any more the needs of an intensified traffic.

*The first, one-year plan covered 1949, but a less formal economic program had been in operation already in 1948, that is, certain projects had been authorized and begun in 1948. (104)

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APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	10		103

Programmed commercial speed was not attained during the last years. Traffic safety, rentability, and capacity [utilization] have to be improved. Freight car turnaround times and empty runs must be brought down, and train/ton rates bettered (Bodnaraş).

Railroad freight traffic in 1955 was 2.5 times larger than in 1950, and passenger traffic, 1.9 times larger (Bodnaraş), while general railroad traffic increased 2.2 times as compared with 1949 (Gheorghiu-Dej). In the opinion of a 1956 source the statement on "general traffic" conceals the precise tonnage of freight carried, but it would be reasonable to conclude that the volume has at least doubled. The target of the Five-Year Plan had been a volume of 57 million tons, or 2.1 times the 1949 figure, and a t/km aggregate of 12 billion or 1.9 times the 1949 figure. This performance is judged typical for the application of Soviet techniques to the exploitation of a limited rolling stock. In 1949, the turnaround time of freight cars had been 6.8 days, while in 1955 it was reduced to 4.3 days. This increases the effective supply of freight cars by 58 percent, achieved by the increased efforts imposed on the service personnel [locomotive drivers], notably by the "cincisutist" (five-hundred) movement, which encourages engine crews to service locomotives for 500 km in 8 hours, and the "heavy tonnage" [surplus load] movement, designed to increase freight train loads above standards. (427)

The average 1955 daily loading rate of freight cars increased 75% [probably as referred to 1949]. A 1/10 reduction of the freight-car turnaround time in present [end of 1955] conditions permits additional loading of about 260 more cars daily, as computed for the same rolling-stock total (Gheorghiu-Dej -- 108).*

Among others, the following new lines were built in the 1948-1955 period (Gheorghiu-Dej):

Bumbesti-Livezeni [31 km (102)]
Telciu-Viseu [61 km (427)]
Piatra Neamt-Bicaz [P. Neamt-Lunca Strimbului:
14 km (343)]
Bucuresti-Faurei-Tecuci
Tismana-Tirgu Jiu** [narrow-gauge] } [56 km (427)]
Ozana-Cracău [narrow-gauge]

* Turnaround time was reduced to 4.3 days in 1955 (331), or improved 10.2% over 1954 plan fulfillment (136), so that the turnaround time in 1954 can be computed as approximating 4.7 days. However, the communiqué on 1955 plan fulfillment (136) put the average daily-loading increase at 1,089 more freight cars (see page 7).

**Apparently identical with the "Cerna-Jiu" forest railroad, reported as completed on 6 December 1955. (9)

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APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	11	OF	103

The Five-Year Plan had scheduled construction of 373 km, including in it doubling of track. (313) Assuming the approximate length of the București-Făurei-Tecuci line as 180 km and Piatra Neamț-Bicaz as 25 to 30 km, all new lines reported above for the 1948-1955 period as completed can be estimated as totalling about 358 km and thus short of the Five-Year Plan target.

A new bridge across the Danube River [railroad and highway from Giurgiu to Ruse] was also constructed, in collaboration with the USSR, Bulgaria, Czechoslovakia, Hungary, and Poland. (Gheorghiu-Dej).

Gheorghiu-Dej in his report to the Second Party Congress (full text -- 108) criticized the efficiency of the Railroads' "industrial sector" [shops] for its low level of labor efficiency, which in the second quarter of 1955 was 9.6% lower than in the fourth quarter of 1954, although "norm fulfillment" amounted to 193%. Labor efficiency in the shops was 5.2% lower in the third quarter of 1955 as compared to the fourth quarter of 1954, although "norm fulfillment" amounted to 188%.

Highway Transports

In 1955, automotive transportation increased 12 times over 1948 (Bodnaraș) and 4.7 times as compared with 1949 (Gheorghiu-Dej)*.

In the 1948-1955 period, the national-highway network was improved by modernizing over 1,200 km of roads and constructing a total of 15,000 km of bridges. On the other hand, only 15% of the national and province highway total are modern roads. (Gheorghiu-Dej) The rapid development of automotive transportation makes it an urgent necessity to proceed with the modernization and maintenance of the highway network. Since the establishment of the Ministry of Transportation**, a series of measures was taken in order to modernize the highways, and about 400 [road] km were improved in 1955, using the same equipment to do

*Both speakers gave the indexes for "automotive transportation" without further specification. The emigreé study (427) referred Gheorghiu-Dej's figure of 4.7 to "motor truck transport" for no apparent reason. It then computed "1955 performance" along the following lines:

- (a) "truck transport" in 1950 was 106.4% greater than in 1949 (1)
- (b) the 1950 "truck transport" plan called for 49 million ton/km
- (c) hence, 1949 "truck transport" was 23 [23.4] million ton/km
- (d) the 4.7-times increase of 1955 "truck transport" as compared with 1949 gives 108 million ton/km.

Official Romanian texts confirm as "freight" the 1950 ton/km increase of 106.4% over 1949 (1), and the 49 million/ton/km result in 1950 (313).

**Existing in 1947 (389), but split into the Ministry of Railroads and the Ministry of Water and Air Transports in 1953 (444).

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	12	OF	103

the job as that available in 1952, when only 70 km were improved. Still, construction of highways, and their modernization and maintenance lag behind. (Bodnaraş)

The vehicle park increased 5.5 times in 5 years, but facilities are not being used to capacity. Operational shortcomings may be eliminated [partially] by concentrating [pooling] vehicles in the [common-carrier] enterprises. (Bodnaraş)

Water Transports

Water transports in 1955 increased more than 3 times over 1948.

Cargo handling in sea and river ports increased 1.7 times in the five years of the plan, and 1955 labor efficiency in cargo handling 32%, as compared with 1950.

The efficiency rate [randament] of the merchant fleet doubled as compared with 1938.

Still, the cheap water transportation facilities are not being utilized satisfactorily, and traffic capacities of harbors are not being used efficiently. (Bodnaraş)

Air Transports

Air transportation as a means of rapid transfer of passengers, goods, and mail, increased 2.2 times in the five-year period (Bodnaraş), and over 3 times as compared with 1949 (Gheorghiu-Dej).

Pipelines

Official enunciations did not touch upon the operation of pipelines. Available data from current sources are discussed in part VII of this report.

B. SECOND FIVE-YEAR ECONOMIC PLAN (1956-1960)

Planning

General

Total industrial production is planned by 1960 to increase 60 to 65% over 1955, and 70 to 75% of it will be shared by the production-means industries. The rate of annual increase is to be 10 to 10.5% for production means, and 8.5 to 9.0% for consumer goods.

Overhead in republic-level industries [as opposed to local industries] is to decrease at least 15 to 20% as compared with 1955, and in transportation at least 10%, that is, 9% in railroad transportation and 12 to 13% in automotive transportation. (18)

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FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	13		103

A steady development of industry and transportation can be achieved as well by fuller utilization of existing means as also by new capital constructions. Existing transport capacities must be fully utilized, [conditions causing] traffic jams avoided, modern transportation techniques introduced with firmness, qualitative indexes improved, and transportation expenditures reduced. (Gheorghiu-Dej)

The following percentile production increases, to be attained by 1960 over 1955, are anticipated (18):

Table No. 3

<u>Item</u>	<u>Percentile Increase Over 1955</u>
Crude Oil	28%
Natural gas	2.6 times
Pig iron	ab. 2 times
Steel	2 to 2.2 times
Finished rolled products	85 to 90%
Internal combustion engines	2.8 to 3 times
Agricultural tractors (1960 production)	ab. 6,00 complete units and 2,000 engines
Locomotives [unspecified]	ab. 2.5 times
Standard-gauge railroad freight and tank cars	ab. 2 times
Trucks	ab. 5 times
[Automotive vehicles 500% by weight (423)]	
Tires	1.7 to 2 times
Bicycles	ab. 3 times.

Presently manufactured types of locomotives, railroad cars, trucks, and tractors will be redesigned from the point of view of construction, technology, and consumption of construction materials.

At least 3 times more elevating machines and transporters than in 1955 will be manufactured in 1960, in order to promote mechanization of loading and unloading in transportation.

Tractors in machine and tractor stations and state farms are to total at the end of the plan period 37,000, computed as 15 hp units. Manufacture of spare parts for tractors and farm machines will be increased 1.5 to 2 times.

New grain elevators and food warehouses will be built.

Freight transportation by all facilities is to increase at least 50 to 55%. (18)*

*In order to meet economic needs, it is necessary that freight traffic in 1960 reaches 150 to 155% of the 1955 level (Gheorghiu-Dej -- 14 and 108)

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFON-1A1	REPORT NO. IR - 1336 - 57	PAGE 14	OF 103	PAGES
---------------------------	------------------------------	------------	-----------	-------

Long-range development studies, with scientists participating, will be undertaken among others in the fields of railroad and highway transportation. (18)

Railroads

The railroads are Romania's most important transportation branch. Their operational goals can only be attained if organizational shortcomings are done away with, and lack of respect for the common good is overcome. (Gheorghiu-Dej) In the second Five-Year Plan period, the operations of the railroads will have to be oriented toward investments for introducing and expanding up-to-date technical methods and equipment, with a minimum by volume reserved for construction [of facilities]. (Bodnarag) Extension of the network is to contribute to increased railroad traffic capacity. (Stoica) A steady improvement of railroad transportation will have to be achieved by renewing rolling stock, by operating high-capacity diesel-electric locomotives and large-capacity cars, by mechanizing railroad construction and installing heavy rails, and by putting into operation modern telecommunication facilities, central automatic block systems, and equipment for mechanized loading and unloading. (Bodnarag) Portions of the locomotive and car parks are obsolete, and other portions have exceeded their useful life. (Gheorghiu-Dej)

Railroad freight traffic is to increase at least 30 to 35%.

Daily loading of freight cars is to reach in 1960 a level 125 to 130% that of 1955.

Freight car turnaround time by 1960 will be reduced to 3.8 days.

Container traffic will be introduced.

The general statement that manufacture of locomotives and cars will be increased considerably, and that as soon as possible diesel-electric locomotives will be manufactured, was qualified as follows:

Rolling stock is to be increased by 10,500 to 11,000 freight cars computed as two-axle cars, and construction of four-axle tank cars will be continued so that by 1960, 350 to 400 units are completed. The park of [freight] cars with isothermal box lubricators [vagoane izoterm*] will be enlarged by at least 800 cars computed as two-axle units.

At least 500 four-axle passenger cars will be built.

A total of 500 locomotives of increased power and performance [randament] will be manufactured, in order to renew and enlarge the locomotive park.**

*"Izoterme" probably is railroad slang for "cutie de unscare isoterma", that is, isothermal box lubricators, in which a constant temperature of the lubricant below 50° is maintained, so that lubricant carbonization is checked. (379)

**About 500 standard-gauge locomotives for the public transportation network will be manufactured, the construction of high-capacity diesel-electric locomotives will be urgently promoted. (Stoica) 11,000 standard-gauge cars of various types will be built. (Stoica)

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15

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APPROVED 1 JUNE 1948UNCLASSIFIED
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	15		103

The railroad network will be expanded by doubling the tracks on the Vinț [Vințul de Jos]-Ilia, Podul Olt-Sibiu, Războieni-Apahida lines, by extending the length of holding and shunting yards [linii de garare și manevrare], and by increasing the capacity of the Pojorita-Floreni and Deva-Peștera lines*.

In order to promote and insure operation of heavy-load trains, at least 3,000 km of tracks will be equipped with heavy-type rails**, and 80% more bridges now unsuitable [for heavy-load traffic] will be reconstructed and strengthened during the five-year plan period.

The trunk lines will be provided with modern signalling, automatic, and block systems, in order to insure traffic safety and increased throughput capacity***.

At least 200 stations of the same class will be equipped for centralized operation, approximately 75 of them by the electrodynamic system. Automatic block systems will be constructed over at least 300 km, and the operation of 3 to 4 main classification yards will be mechanized. Mechanization of loading and unloading operations in stations with an intensive traffic will be undertaken, so that at least 40% of these stations will be mechanized by 1960.

Maintenance and repair of rolling stock will be improved by providing shops and depots with modern, high-capacity equipment, by streamlining their operations, and by organizing repairs according to the [continuous] production flow method.

* Pojorita-Floreni is a sector of the Dărmănești-Pojorita-Vatra Dornei-Ilva Mica-Dej-Cluj trunk line. Available Romanian sources do not list a Deva-Peștera railroad line. Peștera is a locality north of Deva, in the general direction of Brad. (367) Completion of a new Deva-Brad line was reported in 1951 (345, 331), but it is not listed among passenger lines in operation in 1953 (380), and not shown in a 1954 railroad map of the area (Fig. 2), relative to freight rates.

** Production of rail "49" [49 kg/m], much more resistant than heretofore made types, was reported in 1955. (79)

*** The railroads will be equipped with modern electrodynamic signalling installations, automatic block systems, mechanized shunting installations, and mechanized loading and unloading station equipment. (Gheorghiu-Dej)

**** Literally in the original: "At least 200 equivalent stations will be centralized".

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APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 16	OF 103	PAGES
-----------------------------------	-------------------------------------	-------------------	------------------	-------

In order to open up new areas to forest exploitation, about 2,500 km forest transportation "installations" will be constructed*. (18)

Highway Transports

Public automotive transportation is to increase 2.5 times** in the five-year period. (18)

Improvement and modernization of the highway network is an important objective of the Five-Year Plan. Three (3) times more work will be done in this respect than in the 1951-1955 period. (Gheorghiu-Dej) As road construction becomes more and more mechanized, excavators, scrapers, graders, bulldozers, road rollers, and other large-capacity machines will be manufactured serially. Modernization of highways will include 2,000 to 2,500 road km, and concrete surfacing is to prevail. Capital repair will be done on national and provincial highways.*** (18)

The automotive vehicle park is insufficient. Shortages will be remedied by domestic truck manufacture, which began in 1954. (Gheorghiu-Dej)

The truck plant ["Steagul Rosu" plant in Stalin] and the factories cooperating with it will adopt up-to-date production methods in order to manufacture trucks in large series, so that a production capacity of at least 30,000 trucks, and of spare parts needed for the maintenance of the truck park [in operation] is achieved per annum.**** A new type of diesel engine will be constructed and manufactured.

Tire production is to increase at a rate corresponding to truck manufacture, and carbon black production will be doubled. (18)

The public [common-carrier] automotive transportation will increase its park over 2 times, will attend to the efficient use of available transport means, and will establish an adequately organized repair and maintenance network. (Gheorghiu-Dej)

Public bus and trolleybus transportation [transit] will be extended to 20 more cities, and the existing vehicle park will be enlarged by about 1,200 buses, about 500 streetcars and trailers, and about 200 trolleybuses. (18)

* About 2,500 km of forest railroad lines are to be built. (Stoica)

** At least 2.5 times (Stoica)

***Modernization of 2,200 to 2,500 road km, capital repair of at least 2,000 km of national and provincial highways (Stoica)

**** Stoica, chairman of the council of ministers, anticipated manufacture of 48,000 trucks, ambulances, street sprinklers, bread and meat vans, garbage trucks, and delivery trucks, 200 trolleybuses, and 350 motor streetcars.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 17	OF 103	PAGES
-----------------------------------	-------------------------------------	-------------------	------------------	-------

Water Transports

Water transportation [capacity] is to increase:

River: 60 to 70%

Sea 3 to 3.5 times*

The seagoing merchant fleet will be provided with 5 to 6 large-tonnage vessels and 8 medium and small-tonnage ships.*

The main ports, Constanța, Galați, and Brăila, will be developed (18), and harbors [generally] modernized (Gheorghiu-Dej) and loading and unloading operations in them mechanized, so as to attain mechanized cargo handling in 60 to 65% of all harbors (18).

Air Transports

Civil aviation must renew its fleet (Gheorghiu-Dej) and will be provided with modern aircraft of higher speed and larger capacity [than those operated now]. Equipping the main airports with modern installations will be completed (18). Airfields must be adapted to servicing the larger, speedier aircraft which will be put into operation. (Stoica)

Pipelines

Petroleum trunk-pipeline** throughput is to be increased about 5 times.***

Construction of trunk pipelines for a throughput of at least 5 million tons of crude oil per year from the new petroleum regions [oil fields] to refineries is scheduled. The throughput capacity of pipelines for petroleum products will be doubled. ***

Casing-head gas is to be captured so that in 1960, 85 to 90% of it will be utilized. (18) Production of casing-head gas is to reach 2.3 billion m³ in 1960; 2 billion m³ of it are to be used by the chemical industry and for home consumption. (Stoica)

* The tonnage of the maritime merchant fleet must be increased by building in Romanian shipyards at least 8 medium-size and small vessels and purchasing [abroad] 5 to 6 large ships, so that by the end of 1960 transport capacity expressed in tons [register ?] is 3.5 times larger than in 1955. (Gheorghiu-Dej)

** Petroleum trunk pipeline is a translation of "conducta petrolifera magistrala", which term may include transports of gas.

*** Stoica, chairman of the council of ministers, stated: trunk lines for crude oil and petroleum products will be constructed to accommodate a throughput of at least 5 million tons per annum, in order to meet production increases.

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APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	18		103

The natural [methane] gas production is expected to rise to about 10 billion m³ per year. Trunk pipelines for supply of gas to the Moldavia, Banat, and Ardeal [Transilvania proper] regions will be constructed. (Gheorghiu-Dej) Use of natural gas in industry (as a primary material for chemical plants) and for home use is to be expanded, and the [natural] gas pipeline network lengthened by about 2,000 km.*

The petro-chemical industry will use gas released at petroleum refining, and a new synthetic rubber plant of 50,000 tons final production capacity, gas from petroleum cracking.**

The quantity of gases distributed to the population will be doubled, gas supply systems installed in 8 cities, and existing city networks extended. (18, 14, 108, 17, 16)

C. RESULTS OF 1956 PLAN AND PLAN FOR 1957

As far as known, a communiqué on fulfillment of the 1956 plan and an official text on the 1957 plan were not published, up to 7 January 1957. Both were discussed during the plenary session of the Central Committee of the Romanian Workers' Party from 27 to 29 December 1956. The agenda included: state plan for 1957, state budget for 1957, improvement of the wage system, and change of the method of collecting and stockpiling agricultural products. A report was presented by Gheorghiu-Dej, which included 1956 plan fulfillment and proposals for 1957, and the resolution later adopted by the Central Committee followed the speaker's text to a great extent.

Transportation was mentioned only in the most general terms. Gheorghiu-Dej stated that important manufacturing units were put into operation in 1956, so that the capacity of industry and transportation was increased. Emphasis in the machine-building industry is being put, among others, on the manufacture of transportation means. In 1956, industrial production on a nation-wide basis had increased more than 10% as compared with 1955. The production means industry had increased its output 13%, but the consumer goods industry only about 6%.

Recommendations for the future stressed decentralization with entrusting more responsibility to subordinate units, so that "democratic centralization" may not be overdone, and planning procedures were simplified.

*Over 2,000 km of gas trunk pipelines will be built for supply of gas to the Moldavia, Banat, and Ardeal regions. (Stoica)

**The petro-chemical industry is to use casing-head and natural [methane] gases, and gases from cracking of petroleum. (Stoica) In 1956, a petro-chemical plant was under construction in Brazi near Ploesti. (214) The future synthetic rubber kombinat, which is to use gases released at cracking of petroleum, is distinct from the rubber products kombinat, under construction in 1956, in Jilava near Bucuresti. (111)

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 19 OF 103 PAGES
----------------------------	------------------------------	----------------------

Considerable attention was paid the improvement of the wage system and of the living standard of the masses. In 1956, the wages of a number of worker categories, of engineers, technicians, and administrative employees of industrial, construction, and transportation enterprises were improved, the wage minimum increased, allocations for children introduced, and small pensions raised. Proposals by the Council of Ministers and the Council of the Trade Unions for streamlining the wage system were adopted by the Party during the plenary session, and are expected to increase the nation-wide wage rate by an average of 36%. The net increase of the average wage rate is anticipated to amount to about 15%, with variations in the branch categories from 13% to 25%, as compared with heretofore paid wages. The new work norms and wage rates are being introduced so that their effect will be felt in 1957. (299, 300)

III. RAILROADS

1. The Railroad EstablishmentCENTRAL ADMINISTRATION

The Ministry of Railroads continued in existence in 1956. (170)

Only the following departments of the Ministry were reported in 1954 and 1956:

In 1954: General Directorate of Telecommunications (390)

In 1956: General Directorate of Traction, Cars (159).

RAILROAD DISTRICT MANAGERMENTS

Operation of the following railroad district managements was reported in 1954, 1955 and 1956:

1. Adjud (83)
2. București (390)
3. Cluj (233)
4. Craiova (243)
5. Iași (116)
6. Sibiu (83)
7. Stalin (145)
8. Timișoara (179)
9. Tîrgu Mureș (71)

RAILROAD SERVICE AND MAINTENANCE COMPLEXES

The following were reported in 1956:

1. "Grivița Rosie" in București (32)
2. Ițcani (158)
3. Pașcani (275)
4. Simeria (39)
5. Tîrgu Mureș (119)

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FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 20 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

LOCOMOTIVE DEPOTS

Operation of the following locomotive depots was reported in 1955 and 1956; depots where only locomotive inspection or train formation was given without indicating the existence of a locomotive depot are marked with an X:

Table No. 4

1. Adjud (144)
2. Arad (73)
3. Bacău. In 1955, locomotives of the depot hauled 1,944 trains with plus-loads. The load increase equalled 204 standard-load trains. In January 1956, over 200 plus-load trains were hauled. Requests addressed [in 1956] to the Iași district management for facilitating the operation of plus-load trains by instructing station services to insure free passage, shorten stops at signals, and avoid train cancellation, had no effect as far as the Adjud, Mărășești, and Roman stations are concerned. In Mărășești and Roman trains were often cancelled, and locomotives returned without car sections. One Bacău-depot locomotive can haul a plus load of at least 100 tons per day. This means 1,500 more tons per day, and, in a monthly proportion, 45 more freight trains. (180)
- X4. Bartolomeu [station on Stalin City-Sibiu line]; freight train formation (76)
- X5. Birlad; passenger and freight trains formed and disassembled (241)
6. Botoșani; by 16 February 1956, 18 more engine crews became five-hundred [kilometers per 8-hour shift] men (42)
7. Brăila (41)
8. București-Grivița; train formation (156) The name, București-Grivița, is that used for a classification yard (440) now within the București city area and probably included in the "Grivița Roșie" complex.*

*What probably is a commuter line, was listed in a 1953 timetable (381) with the following stations:

Ghitila [station and classification yard]
 București Triaj Depeu [classification yard's locomotive depot, stop]
 București Triaj [classification yard, station]
 București Triaj Atelierele [shops of classification yard, stop]
 București Automotoare [railcars, stop]
 Militari [stop]; Podul Grant [stop]; Regie [stop]; Cotroceni [stop]
 Panduri [stop]; București Dealul Spierei [station--București West]
 Raheva [stop]; București Filaret [station--București South]

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21

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APPROVED 1 JUNE 1948~~UNCLASSIFIED~~

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	21		103
<p>9. București, "Civiu Stoica" depot (38)</p> <p>10. București-Triaș [classification yard] (133)</p> <p>11. București-Automotoare [railcars] (74)</p> <p>NOTE: "București Grivița" and București Triaș" are in the same area, but are not identical (388), as it follows also from Table No. 7 of this report.</p> <p>12. Buzău: from 1 January to 10 February 1956, 113 trains with plus loads were run on the Mărășești-Ploești route (42)</p> <p>13. Caransebeș (73)</p> <p>14. Cîmpulung Moldovenesc: coal elevator installed in 1955 (68)</p> <p>15. Cluj (137)</p> <p>16. Craiova (90): in 1956 was supplied with the first 150,000 series locomotives made in Reșița (234)</p> <p>17. Dornești: coal elevator installed in 1955 (68)</p> <p>18. Fetești (270)</p> <p>19. Galați (143)</p> <p>X20. Gurahonț locomotive shed (68)</p> <p>21. Iași; was supplied with 2 new industrial steam boilers in 1956 (256); coal elevator installed in 1955 (68); repairs locomotives (116)</p> <p>22. Ițcani (117). Trains with plus loads totalling 8,792 tons were hauled in January 1956, and 30 locomotive crews saved over 400 tons of fuel in the 1 January to 14 February period. The saved fuel would suffice to haul 37 trains with 250-ton loads from Ițcani to Ilva Mica. (42)</p> <p>23. Lonea (295)</p> <p>X24. Lugoj: accommodation trains to Reșița are being dispatched from Lugoj (75)</p> <p>25. Oradea (69)</p> <p>26. Oravița: was equipped with 3 industrial steam boilers in August 1956 (256)</p> <p>27. Pașcani (163)</p> <p>28. Petroșani: coal trains to various parts of the country are being formed in Petroșani [classification yard]</p>				

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 22	OF 103	PAGES
----------------------------	------------------------------	------------	-----------	-------

every day. Many carry plus loads. A crew saved so much fuel driving 5 such trains in June 1956 that 4 [standard load] freight train pairs could have run with it on the Petroșani-Simeria distance. Petroșani depot locomotives hauled 35 plus-load trains in 29 days of June, and 320 tons of fuel were saved. (231)

29. Piatra Olt (76)
30. Pitești (153)
31. Floești (141)
- X32. Predeal locomotive and railroad car inspection (322)
33. Roșiori de Vede (189)
34. Sibiu (72)
35. Simeria (283)
36. Teiuș (76)
37. Timiș Triaj [Timiș classification yard near Stalin City, on Stalin-Intorsura Buzăului line]. Plus-load freight trains are being run on the Stalin City-Predeal distance; in 10 months of 1956, 21,583.5 tons of fuel were saved that way, and 912,000 tons of goods above standard loads carried, that is, loads for which 900 [standard-load] trains would have been needed. A test train carrying 1,503 tons or 443 tons above standard, in June 1956, travelled from the Timiș yard to Predeal according to time schedule. (223)
38. Timișoara (42)
39. Tirgu Mureș (143)
40. Turnu Severin (141)

NOTE: Romanian sources almost without exception report operation of "trains", but not of train pairs (trains in both directions as the sources put it). It is assumed that whenever fuel savings were reported, reference was made to train pairs, that is, to round trips of locomotives, but that hauling plus loads was actually given for either one of both directions; especially in the case of Petroșani coal trains, which hardly bring as much freight to the coal basin as they carry away. Also, hauling plus loads upgrade from Stalin to the Predeal pass may be an achievement, but less so in the opposite direction.

A British railroad man who visited București in 1956, reported that there are several depots in the city*, and described one he had seen *beside those mentioned in this report, that is, București-Grivița, București-Triaj, "Chivu Steica", and București-Automotoare (București Railcars), the depot București-Calători (București Passengers) is known from older sources. (93, 106)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 23 OF 103 PAGES
----------------------------	------------------------------	----------------------

as follows: "Their style of laying out a depot... the turntable is uncovered as are the roads branching away from the turntable until the shed is reached. The shed itself is circular and is deep enough only to take one engine in each stall with a couple of yards to spare at either end. The turntable is electric, the cab is as large as a locomotive". He also reports that the driver prepares his own engine, which is shared by one or two drivers, depending whether it is a two or three-shift engine. (425)

Enlargement of the locomotive depots in Craiova and Turmu Severin in the postwar period was reported. (90)

SHOPS

Operation of the following railroad shops was reported in 1955 and 1956:

Table No. 5

1. "Grivița Roșe" in București (see section rolling stock for data)
2. Central Railcar Shop, București (191)
3. "Constantin David" (formerly București-Triaș) shop (3)
4. "Grivița-Ușilaj" [Grivița-Equipment] shop (76)
5. Buzău, way materials shop (129)
6. Cluj, "16 Februarie" shop; substituted cast iron and pearlitic malleable iron for bronze in bearings, in 1956 (195)
7. Cluj, railroad communication shop (76)
8. Constanța Palas, includes locomotive repair, car repair, and machining sections (125, 140)
9. Galați, "Gh. Apostol" shop (165)
10. Iași-Nicolina, "Ilie Pintilie" shop: operation of its section II, cars, and its locomotive assembly section was reported (445, 280, 40)
11. Oradea (69), zonal shop, repairs passenger and freight cars (41)
12. Pașcani (165)
13. Petroșani, zonal shop (294)
14. Plocești (130)
15. Sighet, repair shop (235)
16. Simeria (176): locomotive and car repair (39)
17. Stalin, Timiș-Triaș shop (160)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 24	OF 103	PAGES
-----------------------------------	-------------------------------------	-------------------	------------------	-------

18. Stalin, railcar shop (186)
19. Timișoara, principal railroad shop (128): the "Timișoara railroad shop" [probably the old one] was also reported (207)
20. Turnu Severin (132)

In 1956, a new prefabricated concrete sections shop was opened in the Romanian State Railroads Enterprise of Metal Constructions in Pitești (306). See Fig. 3

PERSONNEL

In February 1956, Romanian railroad men had the following facilities at their disposal and had organized the following recreation groups:

- 29 clubs
- 207 libraries with over 1 million volumes
- 309 "Red Corners"
- 7 mobile movie units
- 387 show teams
- 47 food supply stations
- 20 stores for railroad personnel
- 13 shuttle trains

The government in the first Five-Year Plan period had allocated 228 million lei for social security of railroad personnel.

In the same period, 6,600 innovations were submitted by railroad men, and effectuated savings of 31 million lei.

There were about 1,300 top workers among the thousands of women employed. (45)

Romanian army personnel is being trained and employed in railroad operations and maintenance work, so that "the smooth flow of traffic is attributable in part to the work of the soldiers in the [army] subunits of the Romanian State Railroads." Soldiers learn the trade as locomotive drivers or firemen, switchmen, line and bridge repairmen, and as administrative employees. The drivers are trained in a school for railroad engineers; some trainees, after completion of the military service, continue as civilian personnel of the Railroads. Track maintenance subunits are commanded by lieutenants. Soldiers also work as traffic-control men, under the direction of [civilian] stationmasters. Railroad troops are also employed in bridge repair and construction. (359)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336- 57	25	103	

2. Network and New LinesNETWORK

Fig. 1 shows the Romanian railroad network as it existed by 1949. The map indicates double-track lines as well as most of the trunk lines completed or built in the postwar period, none of which actually is a double track line, although at least the new, București-Videle-Roșiori de Vede-Caracal-Ţirgovița trunk line had been planned as double-track and the roadbed had been built accordingly (310).

The second Five-Year Plan schedules doubling of track on the Vințul de Jos-Ilia, Podul Olt-Sibiu, and Războieni-Apahida trunk lines (18). This modest program concerns sectors which all are in the central part of the country. While past construction of new railroad lines emphasized development of east-west connections with the exception of the south-north Bumbăești-Livăzeni coal-carrying sector, the planned doubling of track concerns:

Enlarging the capacity of the Vințul de Jos-Ilia sector, which may be considered a link between two north-south routes, Ilia-Lugoș-Turnu Severin and Vințul de Jos-Sibiu-Piatra Olt-Craiova; the latter, in the

Podul Olt-Sibiu sector, also to be strengthened by double track;

Războieni-Apahida was shown in the map of Fig. 1 as double track, apparently erroneously.

An emigre source reported doubling of track on the Vințul de Jos-Ilia sector already in 1953. (331) Information on this, and the Războieni-Apahida sector may be interpreted as meaning that the roadbeds had been widened for double track in the past, and that rails will be laid and way equipment installed in the 1956-1960 period.

Most important of the mentioned sectors is that from Vințul de Jos to Ilia, as the classification yard in Simeria is on this route, from which starts the line to Petroșani [largest steel producing kombinat of Romania]; and a line to Reșița [Oțelu Roșu steel works and Reșița steel kombinat]. The line from Deva to Peștera, whose capacity is to be enlarged during the second Five-Year Plan period, starts also from this sector.

The total railroad network, apparently standard-gauge, was reported as 10,230 km in May 1956 (436), and as 7,363 miles in 1949 (441).

Replacement of conventional rails by welded rails in railroad transportation was studied in the summer of 1956, at the Timișoara Scientific-Research Base of the Academy of Romania. The head of the team, Engineer V. MICLOȘI, reported successful welding of streetcar rails in Romania, and stated that, in order to avoid deformation of 49 kg/m rails (mounted at 15°; at a temperature of 50° a stress of about 52 metric tons develops), special track construction methods

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFQIN-1A1	REPORT NO. TR - 1336 - 57	PAGE 26 OF 103 PAGES
----------------------------	------------------------------	----------------------

must be adopted. He also stated that present technological development allows to attain a speed of up to 170 km/hr in railroad transportation, "a result which it was possible to obtain by constant improvement of rolling stock and trackage". (53)

NEW LINES

News in 1955 and 1956 on construction of new railroad lines referred to industrial lines, either expressly given as, or to be considered by inference as narrow-gauge track. The following were reported:

In February 1956, a 17-km industrial railroad line was under construction at the Alta Tepe [copper ore] mine in the Dobrogea region. (320) Its length indicates that it must provide a connection to the standard-gauge, Medgidia-Tulcea line. (372, 380)

Construction of a railroad from the Baia uranium mines to the USSR frontier in August 1956 was reported by an emigre source, which stated that work on the line was discontinued, for reasons unknown. (337) Baia, located in the Baia Mare province, has no known railroad connection, neither with the Baia Mare-Satu Mare standard-gauge line, nor with the Satu Mare-Bicșad narrow-gauge line. (380, 361)

The right of way for a forest railroad line from Gladna Romina to an unknown terminal was acquired by 1954, but construction had not started by September 1956. (271) The standard-gauge station nearest Gladna Romina is Faget on the Lugoș-Margina-Ilia line. (380, 366)

The Triunghi-Tismanița forest line with 22 bridges was completed and put in operation in August 1956, and with the planned reconstruction of the Triunghi-Apa Neagra forest line is to provide a direct connection of the wooded Tismana and Tismanița massifs with Tirgu Jiu. (262) A locality Apa Neagra is in the Baia de Arama county, Craiova province, due west of Tirgu Jiu. (369, 375) A "Triunghi" is not listed in the available reference sources, and "Tismanița" is the name of a mountain (see above), while "Tismana" is the name of a mountain, a place, a stream, and a monastery, west of Tirgu Jiu but east of Apa Neagra (369). This rudimentary information at least proves that the new railroad must be in an area west of Tirgu Jiu. It probably joins the "Tismana-Tirgu Jiu" narrow-gauge line, given as completed in the communiqué on 1955 plan fulfillment. (136) The relative importance of the entire system results from the fact that the entire area west of Tirgu Jiu, as far as Baia de Arama and the Cerna Valley, was devoid of any railroad facilities in the past. (369) Completion of a Turnu Severin-Baia de Arama railroad line, shown as under construction in the map of Fig. 1, was not confirmed by post-1949 sources. (380)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 27 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

Ozana-Cracău narrow-gauge forest railroad, completed prior to the end of 1955. (14)

In 1955, operation of the narrow-gauge, industrial, prewar railroad from Gavojdia to Nadrag was reported. It services the "Ciocanul" metalworking plant in Nadrag. (81, 373)

BLOCK SYSTEMS AND SIGNALS

A. MOISI, Deputy Minister of Railroads, considers that electrodynamic centralization of switches, signals, etc., can increase traffic capacity on single lines 20 to 30%. Such a system was introduced at the Medgidia station. (82)

CLASSIFICATION YARDS

An October 1953 timetable (380) listed several classification yards as passenger stations, and current 1955 and 1956 sources reported operation of several yards:

Table No. 6

1953 Timetable:Current Sources:

- | | |
|---------------------------|--|
| 1. Baciu Triaj (814j) | - |
| 2. - | Bartolomeu (Stalin City); freight train formation (76) |
| 3. - | Birlad; passenger and freight train formation (241) |
| 4. București Triaj | București Triaj (243) |
| 5. Cămara Sighet Tr.[iaj] | - |
| 6. Dej Triaj | - |
| 7. - | Pestiș-Hunedoara, the classification yard of Hunedoara [steel kombinat] (322)
Pestișul Mare is a stop on the Simeria-Hunedoara branch line, last before Hunedoara station (380) |
| 8. - | Petroșani; coal train formation. (231)
The Petroșani classification yard is shown in a 1928 map as located northwest of the city, on the line to Simeria. (368) |
| 9. Plocești Triaj | Plocești Triaj (142). Details on its equipment and operation are given below |

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APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 28 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

10. Simeria TriaJ -
11. - Socola (Iasi). Grew from 3 lines in 1945 into a huge classification yard. (27)
12. Timiș TriaJ (Stalin) Timiș TriaJ (243)

Information on Romanian classification yards was scant in the 1955-1956 period, and a number were not mentioned at all. The only one described in some detail was Ploesti TriaJ. In 1956, the Ploesti yard had a hub operated automatically, by electricity, and speed was controlled by pneumatic brakes operated by buttons from a control post. Switch engines had two-way radios. The yard included an electric power plant, water tower, and four-story [European fashion] clubhouse. Its modern signalling equipment is of Soviet origin. Freight trains arriving from Cluj, with cars destined for Bucuresti, Birlad, and Giulnița, travel unchanged to Ploesti TriaJ, where they are being divided according to the three destinations. (324, 273) Giulnița is a railroad junction and an agricultural center of some importance, but a small populated place, and the information giving it as the end of a line infers the existence of a classification yard there.

According to A. MOISI, Deputy Minister of Railroads, Ploesti is the first Romanian, mechanized classification yard, while 3 to 4 other main yards are to be mechanized in the 1956-1960 period. Mechanization in Ploesti increased car shunting performance from 0.33 m to 1.4 m per second.

MOISI reported also that approximately 200 switch engines are to be equipped with radio communication facilities up to 1960. Equipment will be mostly of Romanian make. He stated that mechanical shunting increases capacity 2 to 3 times. (46)

The already mentioned 1953 timetable listed the Turda and Tirgu Mures stations as transfer points from standard to narrow gauge lines. (380)

FREIGHT STATIONS

The Romanian 1954 Domestic Freight Tariff listed the following localities, which have several stations handling freight; senders have to specify the station in the bill of lading (388):

<u>Locality:</u>	<u>Table No. 7</u> <u>Stations Handling Freight</u>
1. Alba	Alba Iulia Alba Iulia Cetate
2. Arad	Arad Aradul Nou Bujacul Mare
3. Baia Mare	Baia Mare Baia Mare Fabrica (factory)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
	IR - 1336 - 57	29	OF	103
4. Brăila	Brăila Brăila Port			
5. București	București Baneasa București Dealul Spirei București Filaret București Grivița București Intrepozite [ware- houses] București Mărfuri [merchandise] București O bor București Triaș Herastrău Titan Jilava Pantelimon 16 Februarie			
6. Calafat	Calafat Calafat Port			
7. Caransebeș	Caransebeș Caransebeș Tîglarie [brickyard]			
8. Cîmpina	Cîmpina Cîmpinita			
9. Constanța	Constanța Constanța Port			
10. Craiova	Craiova Jiul			
11. Galați	Galați Galați Port [and Galați-Larga frontier sta. in 1956 (27)]			
12. Giurgiu	Giurgiu Giurgiu Port			
13. Iași	Iași Nicolina Socola [frontier sta. in 1956 (27)]			
14. Oradea	Oradea Oradea Vest [west] Oradea Est [east]			
15. Orașul Stalin (St. City)	Orașul Stalin Bartolomeu Timiș Triaș			

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	30	OF	103
16. Periam	Periam Periam Port			
17. Ploești	Ploești Nord [north] Ploești Sud [south] Ghighiu			
18. Roșiori [de Vede]	Roșiori Roșiori Nord			
19. Satu Mare	Satu Mare Satu Mare Ferestrău [sawmill] Satu Mare Transbordare [transfer to narrow-g.]			
20. Sinnicolaul Mare	Sinnicolaul Mare Sinnicolaul Mare halta [stop]			
21. Simeria	Simeria Simeria Triaj			
22. Sighet	Sighet Sighet halta Cămara Sighet			
23. Tîrgoviște	Tîrgoviste Tîrgoviste Nord			
24. Tîrgul Mureș	Tîrgul Mureș Tîrgul Mureș Nord Tîrgul Mureș Transbordare			
25. Tîrgul Ocna	Tîrgul Ocna Saline [salt mines]			
26. Tirnaveni	Tirnaveni Tirnaveni Fabrica			
27. Timișoara	Timișoara Timișoara Fabrica			
28. Turda	Turda Turda Transbordare			
29. Turnu Severin	Turnu Severin Turnu Severin Est			

The Jilava station in the București area must have gained importance by construction of a large rubber products kombinat with at least 19 buildings there, expected to be completed and put fully into operation by the end of 1957. (111)

Freight handling at the Brăila station or in new, nearby facilities must also be on the increase, as now there is a new reed processing kombinat under construction in the Brăila county, consisting of 7 groups (cellulose, cardboard, rayon, other units, power plant). It will have its own harbor facilities and a railroad spur. (222)

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
APOIN-1A1	IR - 1336 - 57	31	103	

Moreover, the following other stations must have grown because of new, large industrial plants already in operation or in the construction stage:

Birlad	Large bearing plant (162)
Energo Borzești [Crucea de Piatra]	Largest petroleum refinery of Romania and southeast Europe, No. 10, in Borzești, put partially into operation in 1956. It includes a heat and electric power plant and a petro-chemical kombinat. (255, 299) The Borzești heat and electric power plant is to supply power to the petroleum, coal, and other industries in Moldavia, "in the Trotuș Valley," and steam to "petroleum industry enterprises" in Moldavia. (206, 109) Construction of the Borzești soda products plant is included in second Five-Year Plan schedules. (169) The Borzești in question is in the Bacău province, but the choice is between two: one in the Moinești county, and the other in the Tîrgu Ocna county. (376) However, the second only is "in the Trotuș Valley" (363) and is close to a railroad station, namely the former Crucea de Piatra station (between Radiana and Onești stations), now called "Energo Borzești" (363, 380). Salt mines are in nearby Tîrgu Ocna (391), and fields in the Moinești and Tîrgu Ocna areas (150, 172).
Colibași	"Vasile Tudose" plant making spare parts for trucks (198), but allegedly built for construction of aircraft (332). The plant is known to be in the Pitești province (198), and must be either in Colibași north of Pitești, and east of the Ciurmești station on the Pitești-Cîmpulung Muscel line, or at or near the Colibași station, north of Piatra Olt, on the Piatra Olt-Râmnicu Vilcea-Sibiu line (380, 378).
Govora	Soda products plant under construction near Râmnicu Vilcea, on an area of 120 ha. (99)
Năvodari	Construction of sulfuric acid and super-phosphate plant (54).
Podari	Sugar refinery in nearby Livezi--between the Jiu River and the railroad line--and future large food kombinat (210), with electric power plant in Podari (401).

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	32	103	

Roman

Large, seamless pipe rolling mill under construction (169); largest Romanian brick-yard under construction (355), put in operation partially (second unit) in September 1955 (85).

Roznov [Rognov Neamt]

Large azotic fertilizer kombinat near Roznov, in September 1956 in the preliminary construction stage (276).

Finally, it is to be noted that a town, Victoria, was constructed in the Stalin province and is the seat of the new I. V. Stalin Chemical Kombinats (ammonia, sulfuric acid, urea, nitric acid). The town has a new railroad station. (134, 247)

The Galați-Brateș, Făurei, Focșani, and Tecuci stations, all in the Galați province, were mentioned as dispatching solid trains in 1956. (41)

3. Broad-Gauge Links

A. MOISI, Deputy Minister of Railroads, in an article published in 1955, reported that gauge-transfer stations [Stationen für Spurwechsel] have been established at the main frontier points with the Soviet Union [prior to April 1955], so that bringing USSR products to their Romanian destinations was expedited and the transport capacity of the Romanian rail network increased. (82)

Latest available reports on arrivals of Soviet freight trains in the Romanian, Socola Roșe [Iași] and Galați-Larga frontier stations are of January 1957. (308)

Freight passing through Socola is discussed below, in the section on freight. A Romanian 1956 source informs that arrival of Soviet freight trains is communicated by telephone from the Ungheni railroad station, where the Soviet chief of transit gives the necessary data. (27) Ungheni is on the Soviet, eastern side of the Prut River. (364)* Soviet trains come to Socola, and according to the source, Soviet freight cars stand side by side with Romanian cars; transfer of sacs with raw rubber from Soviet to Romanian cars was reported. (27) A loading ramp is shown in Fig. 4.

Freight passing through Galați Larga frontier station is also discussed in the section on freight. However, it has to be mentioned here that Galați Larga has standard and broad-gauge trackage, and that it is in telephone communication with the Soviet station, Reni, from where

*Obviously, the Ungheni bridge across the Prut River has broad-gauge track.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	33	103	

Soviet trains are dispatched. One such train was reported arriving from Reni, composed of 24 cars. The train was disassembled in Galați Larga, the track width of the cars was changed into standard-gauge, and sections dispatched to Hunedoara and Calan. Of 200,000 Soviet cars which arrived in Galați Larga during an unspecified period of time, 80% were 60 ton, and the remainder, 20 ton cars. (27) The unclear statement of the source is interpreted as meaning that the cars had 60-ton and 20-ton load capacities, respectively, and that fully loaded cars were used as the basis of the computation.

A Romanian 1956 source, giving the photo of tank cars as shown in Fig. 5, reported news in a fashion which leaves doubt as to its true content, and therefore is translated here as literally as possible: "Beyond Galați, near the Reni frontier point, a train section awaits the proceed signal. The mechanics still do the last revisions. The way is long. Beginning at București, it passes via Moskva and ends in Pekin. This route now is travelled by a train of tank cars, which will bring the renown of craftsmanship of those in the "23 August" Plant in București to faraway China. The photo shows the train of tank cars at the frontier point. Soon, it will proceed". (28)

According to an official 1954 Romanian source, the Romanian State Railroads are putting at the disposal of the USSR tank cars for liquid petroleum products passing Romania in transit. (386)

4. The Danube Bridges

Fig. 6, 7, 8, 9, and 10 show both, the Cernavoda and Giurgiu-Ruse bridges. Both have single tracks. (428, 84, 347)

5. Rolling Stock

A computation from two sources, one of them communist, allows to compile the following totals of rolling stock owned by the Romanian State Railroads by 1955, while it is not established what portions were actually operated:

Table No. 8

Steam locomotives, part of them oil-fed	3,022	(436)
Diesel locomotives (large)	26	(436)
Selfpropelled diesel railroad coaches (railcars)	191	(436)
Freight cars (as estimated by western source)	ab.56,000	(427)

The total of passenger cars is not known, but a Romanian source reported that in 1952, five times as many were manufactured as in 1951, and in 1953, 150% of the 1952 output. (347)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

~~UNCLASSIFIED~~
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	34	OF	103

The largest diesel-electric locomotive in 1956 in operation in Europe was in Romania, a 4,400 hp unit, supplied by Germany in 1938. (436) Dieselization of standard-gauge railroad traction, emphasized in texts referring to the second Five-Year Plan, was begun by manufacture of a 120-hp, unspecified diesel locomotive in "23 August" Plant. (325) Future supplies of diesel locomotives are anticipated from the German Democratic Republic. (436)

Deputy Minister A. MOISI considers the performance of diesel-electric locomotives 6 times, and their operational radius 4 times that of steam locomotives, while their fuel consumption is 5 times less [in cost] than that of the steam engines. (46)

Romania holds the first place in Europe for operation of diesel railcars and it is expected that the total will be increased to some 230 units by 1960. Railcars are being imported, mainly from Hungary (436), and manufactured in Romania by the "23 August" Plant (358).

Types of 2, standard-gauge, locomotives, and one, narrow-gauge locomotive, and of railroad cars, manufactured in Romania, are shown in Fig. 11, 12, 13, 14, 15, and 43. Fig. 11 shows a narrow-gauge steam locomotive, but manufacture of other type LD narrow-gauge diesel locomotives, powered by a diesel KD-35 engine, was also reported (318).

Welding of locomotive boilers began in 1956. (35, 218)

Manufacture of railroad rolling stock developed considerably during the several last years. Romanian-make railroad cars run on the networks of various European countries, and a substantial export of cars to near and Far Eastern countries in 1956 was anticipated by a communist source. (435)

Among the new freight cars to be put into operation during the 1956-1960 period, 350 to 400 are to be four-axle tank cars. (82)

The following Romanian plants manufacture, and shops assemble, railroad rolling stock (1955-1956 period):

Reșița Steel Kombinat

Own locomotive plant (35)

Separate diesel locomotive section, in operation in 1956 and 1957 (89)

Railroad car repair section, in operation in 1955 (77)

Output: 1926 to 1945: 500 unspecified locomotives

1926 to 1955: 1,000 unspecified locomotives (48)

1955, as compared with 1950: 54% more (215)

planned 1960 output: nearly 4 times that of 1950 (356)

Types built: Type "D2" forest (C.F.F.) locomotives, intra-plant transportation locomotives, unspecified diesel locomotives, 142,000-series [passenger] locomotives in

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	35	103	

1955, and 150,000-series [freight] locomotives in 1956, the latter two standard-gauge, for the Romanian State Railroads. (48, 78, 318, 443, 234)

Introduced in 1956: Welding of boiler parts; die forging of certain parts of forest locomotives. (35, 48)

"23 August" (formerly Malaxa) Heavy Machinery Plant in Bucuresti

Standard-gauge, 120-hp, unspecified diesel locomotives, in 1956 (325)

50-ton tank cars, in 1955 (80, 7)

"2 by 220" selfpropelled railroad coaches (358). The Malaxa pre-war railcar was composed of two units and was 46 m long, seated 136, and developed 220 hp and a 110/hr speed. (434)

"23 August" includes the following sections: forge, boiler shop, electrical motor shop, railroad car shop. (11, 6)

Photos in Figs. 16, 17, 18, 19, and 20 show rolling stock made by the plant.

"Grivița Roșie" Railroad Shops in Bucuresti

General overhaul of locomotives, repair of railroad cars, assembly of locomotives, all for the Romanian State Railroads. Full welding of locomotive boilers manufactured in the Shops began in 1956. Parts (wheels, axle boxes) are currently manufactured. (10, 36, 122, 43, 218, 281, 5)

"Ilie Pintiie" Railroad Shops, Nicolina-Iasi

Includes the locomotive assembly, and No. 2, railroad car sections. (40, 304)

"Gh. Dimitrov" Railroad Car Plant in Arad, Railroad Car Division

Output data: In the first half of 1956, the Railroad Car Division manufactured in excess of plan, 47 freight cars, 14 ore-carrier cars, and 5 passenger cars. (86)
A plant shop and car manufacture are shown in Fig. 43 and 44.

Cars built:

- 25-ton dump car for ores and other material (coke, limestone) to be discharged into elevators and [blast] furnace skips. Weighing, loading, and unloading is automated. (173)
- Open, 2-axle freight car, which, however, weighs 1.5 tons more than similar cars made in the USSR (149)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 36 OF 103 PAGES
----------------------------	------------------------------	----------------------

(c) Prototype of 88-seat, 11-compartment passenger car, which is lighter than the old [proto-] type. (115) It is being introduced into railroad operation. Its passenger capacity is 16 times larger than in heretofore used cars. (46)

"Gheorghe Apostol" Spare Parts Plant of the Romanian State Railroads, Galati

Location: In or near Baladan city section

Output includes: cylindric bumpers for locomotives and railroad cars, brake-shoe holders, bushings. (121, 174)

"Progresul" Road-Building and Heavy Machinery Plant, Braila

Prewar name: "Société Franco-Roumaine de Matériel de Chemin de Fer" (French-Romanian Company for Manufacture of Railroad Equipment)

New shop for type C.F.R. (Romanian State Railroads) wheel and axle machining and assembly was being readied for production in January 1956 (114)

Manufacture of railroad parts reported: cast wheels, steel tires, axles, disks; finishing of wheels for locomotives and cars. The plant manufactures also 120-hp cableway engines. (438, 429, 56, 242)

Bearing Plant, Birlad

Put into operation in 1953 (33)

Manufactures among others bearings for railroad passenger cars (161)

Mention must be made of the "Electroputere" Electrical Machinery Plant in Craiova, which manufactures street-cars. (190) Judging from the inscription "E C" [Electroputere, Craiova] in the form of a monogram on a small, industrial, probably electric, narrow-gauge locomotive as seen on a 1952 photo (321), this type of stock was or is also manufactured. Streetcars and electric mine locomotives are made in the plant's vehicle division. (326, 350)

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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	37	103	

6. Data on Railroad Communications

A research worker of the Institute of Scientific Research of the Ministry of Railroads developed a special capsule of aluminum, magnesium, and iron oxide, combined with other chemicals, which makes soldering of aerial telegraph and telephone wires possible. The hollow capsule, into which the ends of the broken wire are introduced, is covered with an inflammable substance which heats it to 1,500°. The ends of the wire melt and solder perfectly in a few seconds. (96)

Workers of the TC [Telecommunications] No. 1 Section of the Railroads in București received by September 1956 an apparatus for control of the quality of microphone elements and telephone receivers. Resistance of wire insulation can also be checked, and resistance of condenser insulation of automatic long-distance installations, condensers used for signal installations, and switch boxes, can be measured. The apparatus was designed and built by a team of technicians of the București Polytechnical Institute and Engineer Andrei BUZESCU, dispatcher in the General Management for Long-Distance Communications of the Romanian [Ministry of] Railroads. (87)

7. Operational DataEAST-BLOC TRANSPORT CONFERENCE

A conference of ministers in charge of railroad transportation in Bulgaria, Czechoslovakia, Hungary, German Democratic Republic, China, North Korea, Mongolian People's Republic, Poland, Romania, and the USSR was held from 23 to 28 June 1956 in Sofiya. Among the topics discussed were broadening of coordination among the countries participating in the conventions on international passenger and freight traffic, standardization of rolling stock, as proposed in reports of technical commissions, unification of technical installations, traffic rules, and signalization. The conference resolved to establish direct contact between the railroad research institutes of the various countries, to call from time to time scientific and technical conferences for discussion of railroad transportation problems, and to publish jointly a technical and economic journal. (396)

VOLUME OF TRANSPORTS

A Western source computed the following railroad freight traffic development (427):

Table No. 9

	<u>1939</u>	<u>1949</u>	<u>1950</u>	<u>1955</u>
Thousands of metric tons	27,300	27,200	32,500	57,000
1949 index = 100	100	100	119	210

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	38		103

Deputy Minister A. MOISI in 1956 stated that in order to attain a 50 to 55% increase of all freight traffic in 1960, the railroads will have to raise theirs 30 to 35%. (46) In 1955, he had stated that over 80% of freight was carried by rail. In 1954, 60% more freight had been carried than in 1949, and among others transports of coal and petroleum products had increased; 1954 transportation targets were met 101%, expressed in conventional net tons. Empty runs of [freight?] cars were 26.5% less than in 1949. The system of calendar-scheduled planning for transportation of less-than-carload goods was introduced after 1953, and the transportation time of this type of merchandise was shortened 50%. (82)

Another 1955 source put 1954 rail transports of the principal industrial products such as petroleum and derivatives, coal, ores, rolled products, and construction materials, at 57% of the total, by weight, while in 1938 these products constituted 34% of the total. The source also puts all 1954 transports, expressed in ton/km, at 65% over 1950, and reported that they exceeded 1955 goals as established in the Five-Year Plan. Freight carried in 1954 by the railroads amounted to 80% of total freight, by weight. (339)

MOISI feels that the anticipated mechanization of at least 40% of loading and unloading operations by 1960 (of sand, stone, ballast, quarry products, beetroots, potatoes, etc.) should produce time savings which for a 20 workday period would amount to about 450,000 man/workdays. (46)

Railroad freight rates remained unchanged in 1955, and the source reporting it did not expect changes in 1956. (421) A domestic railroad freight tariff had been published in 1954. (382)

RAILROAD CONTAINERS

Provisions on international railroad container transportation are specified in annex 5 of the [East Bloc] Agreement on International Freight Traffic (SMGS), new edition per 1 January 1956. Regulated is the transport of commodities in railroad containers

- (a) with a total weight of 2.5 t in transports with transfer
- (b) with a 1 to 3 m³ volume, provided with rollers, in transports without transfer.

In Romania, railroad container transfer was permitted only in the station, București-Entrepozite, and Socola (Iăși) was listed as the only Romanian frontier station permitted to transfer containers. (420)

A Romanian economic journal considers planned introduction of [domestic] container traffic in railroad and automotive transport operations of great advantage for less-than-carload lots of merchandise, and especially for agricultural products. An average of 250 to 350 lei per 1 ton of merchandise can be saved on wrapping if railroad containers are used, so that for 500,000 t of goods transported in containers in a yearly proportion, a total of 125 to 175 million lei could be economized. (339)

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APPROVED 1 JUNE 1948UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	39		103

FREIGHT TRAIN SPEEDS

In the Romanian 1954 Domestic Freight Tariff, the fulfillment of a railroad contract for transportation of freight on the 370 km distance from Piatra Neamt (located on a secondary freight line) to Bucuresti-Obor was calculated for the guidance of the readers, and the time of fulfillment was given as 13 days, including "dispatch time." (383) A Romanian economic journal found this calculation exaggerated, as only 8 days in it is actual travel time. Freight transports over similar and longer distances, for instance, Bicaz-Bucuresti or Valea lui Mihai-Bucuresti, 390 km and 732 km respectively, are known to have actually taken 3 to 4 days. A number of reasons, including poor functioning of certain railroad services, cause low [commercial] freight-train speed. There still are long stops in technical stations with or without train classification, and in stations in which commercial operations take place [freight stations?]. Actual runs of freight trains comprise only 20% of the turnaround time (including stops in intermediate stations). (339)

FREIGHT

The share in volume of the main products in rail freight, as far as known, was given in section "volume of transports" above, and in section 1 of part IV of this report peak loading periods of grain and agricultural products are discussed. Moreover, international exchanges were listed in Table No. 14 (part V of this report). The latter necessarily comprise surface and water means of transportation, including the railroads at least for carrying goods to sea and river ports, but as most countries listed are overseas, sea transportation must predominate. Otherwise, the only information available was that long coal trains leave from Petroșani [every day] to Hunedoara, Reșița, and Bucuresti (137), and data on train traffic in two frontier stations, Socola and Galați Larga, which are discussed below. The mentioned stations, reported already for broad-gauge links in this report, happen to be the only ones ever mentioned in available current sources as Romanian-Soviet frontier freight stations. Reported arrivals of Soviet freight trains in these stations, Soviet merchandise imported to or transited through Romania, and Romanian goods exported to the USSR, are listed separately for each station.

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APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	40	103	

Table No. 10Soviet Merchandise Arriving in Socola Station (67, 70, 308)

Date of Arrival	Number of Cars per Train	Merchandise Imported	Merchandise Transited
First train in 1955	--	among others coke, petroleum-industry equipment, profiled steel, synthetic rubber, electrical apparatus; large boiler and heavy equipment for power plant under construction	not given
1 to 22 January 1956 (No. of trains unknown)	--	9,966 t rolled steel products, 8,000 t coke for blast furnaces, nearly 2,500 t coke for casting, 231 t asbestos, 600 t chemical products, over 2,000 t fertilizers, almost 1,000 t machines (lathes, planers, precision machinery for penicillin and bearing plants [Iasi and Birlad] considerable amounts of magnesite brick for among others Hunedoara and Cimpia Turzii	not given
1 January 1957 one train reported	29	Total load 1,200 t of which listed: refractory brick, "coal oil" for railroad ties [Impregnation], rolled steel products, pig iron, fertilizers.	250 t merchandise in transit (probably such as specified at left)

Soviet freight comes to Socola from the Urals, Leningrad, Moskva, Khar'kov, Kiev, Stalingrad, the Caucasus, and Siberia. Rolled products are dispatched from Socola to the "23 August" and "Mao Tze-dun" plants in Bucuresti, artificial wool to the [textile] plants in Buhași, Sibiu, and Bucuresti. Penicillin is also imported. In 11 months of 1956, the following Soviet commodities passed through

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APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	41	103	

Socola: 300,000 t coke, 30,000 t refractory brick, 55,000 t "coal oil" for impregnation of railroad ties, 10,000 t fertilizers, and tens of thousands tons construction materials, rolled steel, industrial installations, chemicals, and others.

During an unspecified period after 15 December 1956, 450,000 tons of grain are to come from the USSR to Socola, for Romania.

Romanian exports via Socola to the Soviet Union consist of food, wine, cement, fruit. An average of 5 Romanian trains arrives in Socola daily, with merchandise for the USSR. (27)

Table No. 11

Romanian Exports via Socola to the Soviet Union (27)

Train arrival in Socola	Number of Cars per Train	Merchandise Exported
5 December 1956, unspecified No. of trains	all trains: 305	among others, wine, fruit
13 December 1956, unspecified No. of trains and cars	in 19 cars of total in 29 cars of total in other 5 cars	wine processed fruit tobacco

Table No. 12

Soviet Merchandise Arriving in Galati-Larga Station
(272, 27, 306, 88)

Date of Arrival	Number of Cars per train	Merchandise Imported	Merchandise Transited
8 September 1956, train No. 3713	---	rolled products, pipes for the petroleum industry	for Bulgaria, unloaded in Socola: various goods
1 to 8 September 1956, No. of trains unknown	---	among others, over 13,700 t ores, 5,273 t rolled products, nearly 400 t chemical products and special oils [lubricants], 130 t spare parts for automotive vehicles and machinery, substantial quantities of medicines, precision equipment and	not given

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	42	103	
Table No. 12 (Con't)				
Date of Arrival	Number per Train	Merchandise Imported	Merchandise Transited	
.apparatus for ship construc- tion, equipment for electric power plants				
Prior to 15 Dec 56:				
1 train	24	19 cars with ores 1 car with sheet metal 4 cars with steel	not given	
1 train	17	5 cars with ores 2 cars with ferro- alloys 3 cars with steel 1 car with powdered magnesite 2 cars unspecif.	not given	
1 to 12 Dec 56,	600	sheet metal, pig iron, pipes, steel, radio apparatus, ferro-manganese, fertilizers, various machinery, rolled pro- ducts, various rolled products, automobile and tractor parts, medi- cines, special petroleum products, tractors, exca- vators, trucks, iron ore	not given	
2 January 1947, one train	---	1,287 t among others: ores, pipes, steel, rods, spare parts for industrial equipment, sheet metal	not given	
2 January 1957 other trains than that above, but No. unspecified	---	900 t various goods plus transit merchandise		

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 43 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

In the fall of 1956, 4 to 5 Soviet trains arrived daily in the Larga station, carrying among others iron ore, nonferrous materials, rolled products, equipment and installations for new Romanian plants and factories, automotive vehicles, tractors, and various spare parts. There were also complete trains with transit merchandise for Bulgaria and Yugoslavia. (272) Several days prior to 15 December 1956, 5 cars with apparatus for the București television station had arrived in Larga from Reni. (27)

Romanian exports via Galați-Larga by mid-December 1956 consisted among others of lumber, furniture, plywood parquetry, naphthenic acids, cooperage and barrels, storm lanterns, glassware and leather goods. (27)

FREIGHT TRUNK LINES

To the main lines existing in 1952*, one more was added in 1954 (383):

Dărmănești-Vatra Dornei-Ilva Mica-Dej.

CUSTOMS OFFICES, FRONTIER CROSSINGS, TRANSIT ROUTES

In 1954, the country was divided into 4 regional customs inspectorates:

- I, București, with 15 customs offices and 7 branch offices
- II, Arad, with 8 customs offices and 9 branch offices
- III, Oradea, with 7 customs offices and 11 branch offices
- IV, Galați, with 6 customs offices and 9 branch offices.

Railroad stations with customs units (birouri de vamă) were: Arad, Brăila, București Intrepozite, București Nord, Calafat Port, Cămară Sighet, Carei, Constanța Port, Curtiști, Episcopia Bihorului, Galați Transbordare, Giurgiu Port, Giurgiu Frontiera, Iași, Medias, Negru Voda, Orșova, Oradea, Stalin City, Radauți, Salcota, Socola, Timișoara, and Valea lui Mihai. (387)

The Romanian 1954 Domestic Freight Tariff includes per ton rates for renting tank cars carrying petroleum products destined for export by land or water, or for [fuel] supply to sea and Danube vessels, and specifies the following frontier exit points (stations), which have privileged rates, while rates to other unnamed stations are higher:

Giurgiu
Constanța Port
(Palas) Constanța City, new receiving yard
Negru Voda
Galați
Socola (Iași). (386)

* See page 53 of report "Transportation in the Economic Plans of Romania", (AF728123)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 44 OF 103 PAGES
----------------------------	------------------------------	----------------------

Opening of the following railroad transit routes was reported in 1955:

USSR-Yugoslavia

Railroad freight traffic for shipments to and from the USSR, between Romania and Yugoslavia, was established on 1 October 1955. The station chiefs in Jimbolia and Stamura Moravița (both in Romania) are responsible for further dispatch of shipments arrived at their stations. The following [Romanian-USSR] frontier crossings were opened to the traffic:

Galați-Reni
Socola-Ungeny [Ungheni]
Vicșani-Vadul Siret
Valea Vișeuului-Berlebach
Halmeu-Chernyy Ardiv. (416)

East Germany-Greece

Route No. 1, that is, one of the two routes for railroad freight traffic between the German Democratic Republic and Greece, established as of 1 November 1955, runs via Czechoslovakia, Hungary, Romania, and Bulgaria, and uses the following Romanian frontier crossings:

1. Hungarian-Romanian: Biharkeresztes-Episcopia
2. Romanian-Bulgarian: Giurgiu-Ruse. (417)

West Germany-East Germany-Romania

Opened on 1 December 1955. (419)

8. Shortcomings

Operational shortcomings as they follow from statements and recommendations in the texts relating to planning and plan fulfillments, and also some factual data were included in part II and this, the third part of the report. They are being attributed by the critics mostly to the human factor, that is, indifference and neglect, rather than to shortage or failure of rolling stock and equipment, or administrative over-centralization. The Deputy Minister, A. MOISI, in 1955 gave the following examples of poor operations, for which not always the railroad staff was responsible:

It had happened on the Luduș-Mihail de Cîmpie, Sf. Gheorghe-Brețou, and Meșidia-Tulcea lines that loaded cars were standing idle 2 to 3 days before they were dispatched.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	TR - 1336 - 57	45	103	

Such stations as Iasi, Comănești, Suceava, Bacău, Galați, Timișoara, Craiova, and Tirnaveni [all important from the viewpoint of freight] did not follow instructions that cars which had arrived loaded with less-than-carload express merchandise had to be returned after unloading to the București-Mărfuri station, where, as a result shortage of cars for such transports was being felt.

A number of ministries and industrial plants did not adhere to the transportation plans they had worked out for themselves and then submitted [to the Railroads], and had cancelled a number of planned transports only to request later, during the same plan period, supply of cars not scheduled in the plans. The enterprises of the Ministry of Food Industry, for instance, cancelled about 18% of their transportation-plan requirements, and then dispatched 30% of goods outside plan schedule. Units of the Ministry of Construction reversed 26% of their plans and dispatched 15% of loads outside plan schedule.

While 1955 railroad transportation targets were 6.2% over those in 1954, the structure of the [general] transportation plan became more complex and demanding. MOISI felt that enterprises ought to be indoctrinated that they have to utilize available transport capacities as much as possible in the first 6 months of the year and dispatch all bulk goods (stone, gravel, brick) during this period, so as to make it possible for the Railroads to use available capacity in the second half of the year for winter supplies and transportation of harvest yields [grain] and products of the season [tubers, vegetables].
(82)

Another example is that of the Banița station, from which limestone is being dispatched to the [blast furnaces of the] Siderurgical Kombinat in Hunedoara and the "Victoria" steel works in Calan. The Banița limestone quarry had made a contract, in force in 1956, for supply to the two plants of 300 tons of limestone daily but with the Banița station management for supply of 200 freight cars daily [to load] 2,000 tons of limestone]. The quarry, however, was not able to utilize even the ordered 200 cars, and had to cancel requests for about 1,500 cars and pay, including penalties, over 80,000 lei for them. Weather conditions were unjustly blamed for the quarry's miscalculation, because the weather had been good in April 1956, that is in the period when it happened. (212)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 46	OF 103	PAGES
-----------------------------------	-------------------------------------	-------------------	------------------	-------

IV. HIGHWAY TRANSPORT

1. Automotive Routes and Transportation. Shortcomings

ROUTES

Only the following automotive routes were mentioned among those operated by I.R.T.A.s (Province Automotive Transport Enterprises) in 1956:

Tirgu Jiu-Tismana passenger and freight lines

Tirgu Jiu-Baia de Arama (via Bradiceni) passenger and freight lines (248)

Drăgășani-Dobroteasa daily bus line, opened 16 May 1956 (224).

FREIGHT TRAFFIC

Computation by a western source shows the following automotive freight development (427):

Table No. 13

	<u>1949</u>	<u>1950</u>	<u>1955</u>
Millions of ton/km	23	49	108
Index (1949 = 100)	100	213	470

Trucking of lumber by I.R.T.A. enterprises from sawmills was reported in 1956. (155)

Transportation of grain and other agricultural products by automotive common-carrier facilities in 1954 was 56% over the 1953 volume. These facilities shared with over 13% in agricultural-product transportation by common-carrier means. Peak periods for transportation of grain [by all means] are the third and fourth quarters of the year, and of potatoes, sugar beets and vegetables, the period from August to November. In 1954, 83% of all grain carried in a yearly proportion by automotive [common-carrier] facilities fell into the third and fourth quarters of the year. (339)

REPAIR FACILITIES

The following repair facilities were reported in 1956:

ISAR, the Automobile-Repair State Enterprise in Ploesti (285)

A large automobile repair shop under construction in the Mureșeni section of Tirgu Mureș. (291) However, opera-

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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency) APPEN-1A1	REPORT NO. IR - 1336 - 57	PAGE 47 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

tion of the "Main Automobile Repair Shops" in Tirgu Mureş had been reported already in 1954. (32)

SHORTCOMINGS

Two cases of poor automotive transportation services were in 1956 news:

- (a) The first is due to improper road maintenance. The Tirgu Jiu base of the [Craiova] I.R.T.A. in the summer of 1956 was provided with 2 new buses for routes with a heavier traffic, but inspite of this it was not in a position to insure satisfactory services to passengers. The poor condition of the highways in the Craiova province and more specifically in the Tirgu Jiu county, maintenance of which is the responsibility of the Craiova province, Tirgu-Jiu county, and Baia-de-Arama county councils, hampers smooth operation. Buses break down, and passengers have to await repair in bus stations or en route. From May to July the road in the Bradiceni-Dumbrava sector remained dug up and was not repaired, so that the Tirgu Jiu-Baia de Arama passenger and freight lines had to be rerouted via detours dozens of kilometers long. (248)
- (b) I.R.T.A. of Timișoara did not provide proper commuter services to the workers of the Reșița Steel Kombinat in 1956. The I.R.T.A. base in Reșița quarelled with the Kombinat management over stipulations of the contract to supply a certain number of special buses for the workers, claiming that the Kombinat did not provide it with proper information how many were needed, while the Kombinat management complained that buses supplied were insufficient, overcrowded because boarded also by persons who did not belong to plant personnel, and that timetables were not adhered to, so that late arrivals caused the loss of over 50,000 work hours to the Kombinat [probably for the period the old contract, since expired, was in force]. The Kombinat' grievances included also poor maintenance of vehicles by I.R.T.A. and neglect by the Reșița county and Oravița county councils to keep roads in good repair, so that a commuter line for Văliug residents could not even be opened because the road was unusable. A new transportation system imposed by the State Arbitration in 1956 improved travel conditions somewhat, so that late arrivals ceased and transportation costs to the Kombinat were lower, but the parties continued quarelling as buses still were leaving from Reșița with 2 to 4 hour delays and took 2 to 4 hours to cover 30 to 40-km distances. (254)

2. Network and MaintenanceNETWORK

The first Five-Year Plan text did not include construction of new roads or highway bridges. (313) Nevertheless, the Giurgiu-Ruse railroad and highway bridge was built in the 1951-1955 period, (346) and construction of several bridges given below has, or may have, started before the end of 1955. Construction of new roads or bridges

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	48	103	

is not specified in the text of the second Five-Year Plan. (18) Data on actual road construction in 1956, in paras (b) and (c) as below, do not refer to "national", that is, first class highways, but to roads for which local administrations were responsible. The following information on road and bridge construction was available:

Roads

(a) Bujor county, Galați province. Existence of the Galați-Oancea highway was reported in 1956. (251) It does not follow from the news that this is a new or modernized road, but construction of a new highway over this distance had been announced in a Romanian 1953 emigrant source (331).

(b) Hunedoara county. A mountain road between Teliuc and Ghelar [two iron ore mines] was built in 3 years and completed by February 1956. (44)

(c) Stalin province. A total of 122 km of new highways was built in the province during the 1949-1955 period. (152)

Bridges

(1) Crișul Repede River. A reinforced concrete bridge at Oradea, over the Crișul Repede, was completed in 1955. (221) See Fig. 21.

(2) Gilort River. By October 1956 there still was a wooden, about 100 m, girder-and-strut bridge over the Gilort River, on the Filiași-Tirgu Jiu national highway (342), which crosses the Gilort near Satu Nou (371). A new ferroconcrete bridge with two end spans, each 19.81 m, and two middle spans, each 37.92 m, is planned, and is to use the substructure of a 115-m five-span bridge, construction of which was discontinued after flood damage in 1953 (342).

(3) Prut River bridges. A West-German source in October 1953 had reported construction of 5 "railroad and highway bridges" across the Prut River, near the localities Leușeni, Epureni, Leova, Cahul, and Reni. (433) The information below from communist sources confirms completion of two, or perhaps even three, of them; they were given clearly as highway bridges, but their location was designated differently from the German source, or an attempt was made to conceal it.

These bridges are:

(a) Albița-Leușeni bridge. Construction of a permanent highway bridge across the Prut River opposite Albița in the Huși county was begun in 1954. It was built at the place where two concrete piers of the old bridge, destroyed during the war, still remained. The new bridge makes it possible to resume at this frontier point normal Romanian-Soviet highway traffic and navigation on the Prut

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AF FORM 112—PART II
APPROVED 1 JUNE 1948UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	49		103

River, which had been interrupted when only the old, wooden [temporary] bridge existed [which impeded passage of vessels]. The new bridge was opened on 22 July 1956. (246) It is shown in Fig. 23. Albița is a locality on the Romanian side of the river, and Leușeni is in Bessarabia. (365)

(b) Giurgiuilești bridge. Its opening was reported in 3 news briefs:

Soviet source of 12 August 1956: A new highway bridge between Romania and the USSR was built "where the Prut and Danube rivers meet". (397)

Soviet source of 23 August 1956: A large steel highway bridge, "crossing the [Prut] river on the Soviet-Romanian border", was opened on 22 August 1956. The news was datelined Vulkaneshty [Vulcanesti] (398), which is a place in Bessarabia, on a road following the Prut River but at a certain distance from it. Vulcanesti is about halfway between Reni (Giurgiuilești) and Cahul [Kagul] (370). Consequently, the source may have reported completion of a bridge near Reni (in Bessarabia), which is east of Giurgiuilești (Bessarabia), or a bridge near Cahul (Bessarabia), to which corresponds Oancea on the Romanian side. (370) Oancea is the terminal of the Galați-Oancea highway (see above).

Romanian source of 25 August 1956: A new highway bridge across the Prut River near Giurgiuilești was opened in August 1956. (62)

(4) Siret River. A wooden bridge at Lutca was reported in 1956 as built by voluntary labor. (148) It is shown in Fig. 22.

MAINTENANCE, SURFACING

Shortcomings were noted above, in this part of the report (Tirgu Jiu-Baia de Arama and Reșița areas).

Yearly programming of road maintenance by local administrations appears to be divided into two stages, and, while the texts are not clear enough on the subject, maintenance work seems to be interrupted at harvest time, marking the end of the first stage. The following work was reported:

Craiova province.

People's councils in the Craiova province in 1956 undertook a large action for maintenance and repair of roads. The province council invited the councils of all other provinces to take part in a road-maintenance contest, divided into two stages, the deadlines being the 23 August and 7 November respectively. The Craiova province council

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	50	103	

pledged to meet 50% of the whole year's program of road repair and maintenance in the period between the spring and summer agricultural campaigns, and to complete during this time repair and maintenance work on 1,800 [linear] m of bridges and culverts, and on reinforcing 500 m of road sides. The project [for the whole year ?] includes maintenance work on 3,000km of roads, expressed in 600,000 manual-labor man/workdays and 400,000 vehicle/workdays. (211) In an unspecified period prior to January 1957, 6,500 km of roads in the Craiova province had been repaired and newly constructed. This information is included in an article which discusses development of the province's whole transportation network in postwar times. (90)

Galati province.

The first stage of 1956 road maintenance was to include surfacings roads with at least 200,000 m³ of gravel and sand, digging 1,900 km of ditches [along the roads], redevelopment and maintenance on 1,300 km of province, county, and commune roads, and building and re-building 46 km of dams for the protection of the roads. (225)

Stalin province.

In the 1949-1955 period, 4,636 km of roads were paved with stone [macadam] in the province. (152)

Alba Iulia-Zlatna highway.

A sector of 12 km was paved with stone [macadam] by February 1956. (139)

Bucuresti-Urziceni-Buzau highway.

Asphalting of this highway was completed by 20 December 1956. (297)

3. Road Machinery, Automotive Rolling Stock, and Tire Plants

The only road machinery plant currently reported in the 1956-1966 period is "Progresul" in Braila, and road machines are only part of its production.

Rolling stock and parts, and tire manufacturing plants are listed below in this order, alphabetically by locations. Only "Steagul Regu" in Stalin, "Vasile Tudose" in Colibasi, "Triumf" in Timisoara, and "Victoria" in Floresti should be considered, according to information on hand, as specializing, that is, manufacturing trucks and engines, automotive parts, spark plugs, and tires, respectively. "Ernst Thälmann" in Stalin is basically a tractor plant, but it is by no means certain whether at present manufacture of aircraft does not prevail (see also part VI of this report).* All others are

*In 1953, the plant allegedly was expected to make only 1,400 tractors per year, that is, 1/3 of production capacity, and aircraft. (412)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	51		103

machine-building plants having a diversified production program, if the plant in Roman which makes automotive parts and of which little is reported, is excluded.

Three types of tractors were reported made in 1956, namely the KDP [KDP-35], KD-35, and UTOS (Fig. 24); UTOS-2 is a wheel tractor.* (216, 258) Romanian excavators and scrapers are shown in Fig. 26, 27, 39, and 40.

The plants listed below are reported only for their part of production related to highway traffic:

Road Machinery

"Progresul" Road-Building and Heavy Machinery Plant, Brăila

Own, new oxygen plant, opened 20 July 1956 (244)

Reported 1956 output: 0.25 m³ excavators on tires, 0.5 m³ scoop excavators, 1.5 m³ scrapers, KD-35 bulldozers, stone crushers, cement mills, 10-ton road rollers with simplified controls, compressors (124, 173, 354). According to June 1956 information the [0.25 m³ scoop ?] excavators manufactured in the plant are considered having engines of a larger capacity than necessary, so that a new excavator was designed, which will have an 80-hp engine but a higher output than the old one. Other achievements are: reduction of the road rollers' weight by 300 kg and of the 0.5 m³ excavator's by 100 kg, and replacement of the mechanical by hydraulic drives in the KD-35 bulldozer. (228)

Rolling Stock and Parts

Bacău Metalworking Plant, Bacău

Casting of spare parts for tractors and trucks. (302)
The plant makes tractor axles and caterpillar rolls. (167, 227)

"23 August" Heavy Machinery Plant, Bucuresti

Output: 1,000-hp electrical motors and automotive ambulances in 1956. (15, 21) The photo of an ambulance is shown in Fig. 28. In 1955, the prototype of a 750-v trolleybus for the Bucuresti transit system was worked out and road-tested. (Fig. 45) The trolley bus has room for 39 seated and 41 standing passengers, but can accommodate up to 100; it is 10 m long and 2.50 m wide, its treads are 700 mm from the ground, and it develops a speed of 18 km/hr, while streetcars in use at that time developed 13 km/hr. "23 August" also makes special machines for the manufacture of MTZ.

Manufacture of the MTZ tractor took place in the 1951-1955 period, according to Fig. 41, in which it is shown.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	52	103	

tractor tires, which are being produced by the "Victoria" tire plant in Florești. (8)

"Mao Tze-dun" Machine-building Plant, București

1956: Buses (Fig. 29); the first bus was assembled on 22 July 1955 (395, 320). Tank trucks for petroleum products (Fig. 30), transformed from trucks manufactured in Stalin City ["Steagul Roșu" Tractor Plant]; they travel to București by their own power; the first 27 were to be completed by the end of August 1956. (20)

"Tudor Vladimirescu" Thresher Plant, București

In 1956, division III, trailers, completed 74, 3-ton truck trailers (Fig. 31), for the Vietnam Democratic Republic. (216) It supplied 135 trailers to the port of Constanța, prior to 30 August 1956. (409)

"Vasile Tudose" Plant, Colibasi

This is a new plant, put into operation after January 1953, which manufactures parts for trucks. (332, 198) Production of gear boxes, and of parts for the new rapid diesel engine made in the "Steagul Roșu" Plant in Stalin, was reported in 1956. (51, 264)

"Magazul" Plant, Floești

Manufacture of tractor trailers was reported in 1956 (126)

Roman State Metalworking Plant, Roman

1956 output reported: cylinder blocks for I.A.R. and KD-35 agricultural tractors, pinions for KD-35 tractors, and other spare parts. (123, 185, 268)

"I.C. Frimu" Works, Sinaia

1955: jet pump nozzles for tractors. (352)

1956: parts for the rapid diesel engine made in the "Steagul Roșu" Truck Plant in Stalin. (264)

"Ernst Thälmann" Tractor Plant, Stalin [former "Sovromtractor"]

Production: In 1956: KDP, UTOS, and KD-35 tractors (357), as shown in Fig. 24. A new type of KDP-35 tractor was being put out (351), and the UTOS-2 tractor, modernized (261).

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	53	103	

"Steagul Rosu" Truck Plant, Stalin

Production: Trucks (Fig. 32 and 42), on the model of the Soviet ZIS-150 truck. (394) Trucks made in May 1956 were about 170 kg lighter than the old ones. (204) The first, new speed-diesel truck engine developed by the plant was being assembled into a truck on 20 August 1956. (264, 261)

1955 above-plan output: 1,503 trucks (51)

Anticipated 1960 annual output: 30,000 trucks (112)

1956 above-plan production pledges: 200 trucks, 150,000 bearings, 100 tons electric-furnace steel, construction of a set of rapid diesel engine prototypes, construction of a truck with two differential gears. (238)

"Strungul" Plant, Stalin

Originally a machine tool plant (344). In January 1956 subordinated to the General Directorate of Petroleum and Mining Industry Equipment of the Ministry of Metallurgy and Machine-Building. (250)

Equipment newly manufactured in 1956: mud pumps, hydraulic reducers for MTZ tractors, selfpropelled dump cars for the construction industry. (236)

Reported 1956 output: Selfpropelled street sprinklers which can be used for removal of water from flooded areas and for fire fighting. (178)

Spark Plugs

"Triumf" Factory, Cluj

It was criticized in May 1956 for manufacturing spark plugs for automobiles, its main item of production, of poor quality. (196)

Tires

"Quadrat" Rubber Products Plant, Lucuresti

In August 1956 and perhaps earlier, the factory made also automobile tires (405), as shown in Fig. 25.

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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	54	OF	103

"Victoria" Chemical Plant (formerly Banloc-Floresti), Floresti

In 1956, manufactured rubber tires and inner tubes for most types of automobiles operated in Romania. About 700 tires above [monthly] plan were manufactured in the first 20 days of June 1956. (228) It makes also MTZ tractor tires. (8)

"Zorile" Rubber Products Kombinat under construction in Jilava

The large compound with more than 10 buildings with a total floor space of 65,000 m², occupying an area of 30 ha, in 1956 was expected to be put into full operation by the end of 1957. Actually, anticipated tire production was not reported, but only manufacture of conveyor belts, transmission belts, strainers, rubber hose, tubes for removal of mud from drill wells, clothes, protective footwear, and mass consumer goods. (111) However, in view of the "kombinat" character of the plant, production of tires and inner tubes is likely.

V. WATER TRANSPORTA. GeneralAUTHORITIES

In 1956, the Ministry of Road, Water and Air Transports included the General Management of Civil Navigation (47), and operation of the D.R.N.F., Regional Managements of River Navigation in Braila and Galati was reported for the same year (127, 240); the Regional Management of Civil Navigation in Constanta existed in 1952 (107).

OVERALL WATER TRANSPORTATION DATA

Engineer Mihai SEMENESCU, Assistant General Manager of Civil Navigation in an article published in March 1956 discussed the development of Romanian water transportation, and stated that it [Civil Navigation] participates with only about 15% in all cargo traffic but comes immediately after rail transportation. Romania's commercial river fleet in 1944 consisted of 94 units. The water transportation volume in 1948 had been 2.5 times that of 1944. With nationalization of industry [in 1948], state water transportation capacity had increased by 200,000 [metric ?] tons, and in 1955 the transportation volume was over twice larger than in 1948. These results are due to increases in repair and harbor facilities on the Danube river and on the sea. Heavy cargo unloading machinery increased 50%, and light mechanical intra-harbor transportation means, which replaced manual labor and animal traction, increased 10 times. Work mechanization in harbors increased from 18% in 1948 to 40% in 1955. Time required for ships loading and unloading operations decreased 50%

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	55	103	

as compared with 1948. Overhead did not drop, but was even 16.83% higher in 1955 than programmed. Delays in ship repairs in several yards in 1955 amounted to 766 days, a loss comparable to 82,520,000 ton/km. The Constanța, Brăila, and Galați harbors are to be developed in the 1956-1960 period, and loading-unloading indexes are to attain an average of 60 to 65% in 1960 [no basis for comparison was given]. The light signals along the Danube navigation channel are to be doubled, and its dredging promoted. (47)

New developments in the years 1955 and 1956 are to be noted especially in Danube traffic, ship construction, and exports by sea.

THE DANUBE

The Danube with its delta came to the fore during this time. Multi-purpose study of the Danube Delta by researchers and scientists may concern mainly reed production and its industrial processing, fisheries, agriculture, etc., but will be followed, as is anticipated, by development of port facilities, power production, construction of special vessels, and population transfers and increases. As a press report on a 1956 scientific conference on the Danube Delta puts it, "work on improving Danube-Delta navigation for the last 100 years centered on the Sulina Canal, but did not keep pace with the needs of the area. Now, other means of navigation in the Danube mouth are being sought." (230) Reed, growing there on an area of 260,000ha (66), is already being exploited, and, as reported in part III of this report, a reed processing kombinat with its future own classification yard and harbor facilities is under construction near Brăila. (49) Regulation of large areas in the Delta now forming floating islands, totalling some 100,000 ha, is intended for enlarging reed-production possibilities and improving fisheries, and also to facilitate local navigation. (230, 30)

Marshal TITO's visit to Romania in June 1956 led to a joint declaration which among others stressed the study and implementation of a huge hydroelectric project in the Iron Gate [Portile de Fier] sector of the river (229), and other hydroelectric projects down the river all along its course from Turnu Severin to Brăila were later discussed in the Romanian press. One of the Romanian planners, Professor Pavel DORIN, in an article on variants of the Iron Gate power project, published in the press, reported that a dam or dams to be constructed there will enable seagoing vessels to proceed as far up river as Beograd, and that regulation of the river simultaneous with the construction of power plants may increase the water traffic potential in both directions to 60 to 80 million [metric] tons per year, that is, to ten times the present traffic. (263) A joint Romanian-Yugoslav study commission in session from 24 September to 2 October 1956 at Orșova reached unanimous conclusions on research preparatory to adoption of an Iron Gate power project, that is, recognized identity of views on the technical and economic possibilities, and a protocol on the subject was to be submitted to both governments. (448, 282) Prof. DORIN considers that from a technical point of view an Iron Gate power project can be completed in 10 years. He feels that damming the river there and in other portions of its lower course will lessen inundations and hinder the flow of solid deposits now carried by it into the Danube Delta. (263)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	56		103

Data on ship construction, mostly river vessels, and overseas export are given in the respective sections of this part of the report, below.

RESCUE AGREEMENT

An agreement between the USSR, Romania, and Bulgaria on collaboration of rescue organizations of the three countries for saving life and helping ships and aircraft in distress, on and over the Black Sea, was signed in Moskva in September 1956. (399)

B. Inland Waterways

1. Network

The possibility of resumption of Prut River navigation in the future appears likely since the completion of the Albița-Leușeni highway bridge, discussed in part IV of this report.

2. Fleet and Carrier

NAVROM, the Romanian State Navigation Company, in 1956 as far as known continued as the sole common carrier in sea and river navigation. (192)

The 1956-1960 plan does not specify construction of river vessels, but intensive ship construction in the last 2 years indicates that an effort is being made to renew and increase the Romanian river fleet.

The following data on types of Danube vessels were taken from an article in a professional transportation journal, and may also be considered as an introduction to the section "shipbuilding" of this part of the report:

From the point of view of navigation conditions and the configuration of banks and adjacent areas, the navigable part of the Danube is divided into 5 sectors, namely:

Regensburg (Germany)-Gönyu (Hungary)

Gönyu-Moldova Veche

Moldova Veche-Turnu Severin

Turnu Severin-Brăila

Brăila-Sulina.

The speed of the water in these sectors varies from 3.8 to 18 km/hr.

The most difficult of all is the Moldova Veche-Turnu Severin sector, that is, the Iron Gate and the Rapids. There, the draft of ships is

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APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 57 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

being limited to a maximum of 2.10 m, although the depth would permit larger drafts. The normal draft in the first 4 sectors of the Danube is 2 m, while in the Brăila-Sulina sector it is limited to 24 feet for maritime vessels. Draft limitations caused in the past development of vessels by increasing their length and width, and, to a lesser degree, their height. The change-over from wooden to steel transport vessels brought about the following progress:

	<u>Wooden Vessels</u>	<u>Steel Vessels</u>
Length	30 m	70 m
Width	5 m	9 m
Lateral height	1.80 m	2.50m
Loading capacity of towing barges	100 [metric] t	1,000 [metric] tons

The type of ships described above, called "Dunarea de Sus (Upper-Danube) vessel, was being used especially for import, export, and transit traffic with the West, while the "Greek type" Lower-Danube vessel, conditioned by the possibility of giving it a larger draft, but also by limited warehousing and land transportation means of grain in the past, had been built originally by Greek shipbuilders for the transportation of grain to Brăila and Sulina and as floating grain-storage facilities. The "Greek-type" towing barges had the following dimensions:

Length	50 m to 75 m
Width	8.50 m to 11 m
Maximum draft	3 m to 4.30 m
Tonnage	1,000 [metric] t to 2,000 t.

Larger barges had been built only exceptionally. The fact that Danube vessels had been built in foreign shipyards and ordered by private owners resulted in a diversity of types by shape, tonnage, draft, construction material, and systems of propulsion. However, the former Romanian State River Navigation Administration [NFR] had followed a certain line for towing barges, which were ordered serially with "Upper Danube" vessels predominating, and for tugs, which were adapted to specific navigation sectors. Maintenance and operation of a fleet of towing and self-propelled transport vessels of various types can [now] be insured only with much effort due to difficulties in the procurement of spare and exchange parts. It is uneconomical due to the old engines in use, which are characterized by low revolution rates and a large consumption of fuel and lubricants. Problems also exist in the fulfillment of tug operational plans and in the transfer of navigation personnel from one ship to another, lack of space for

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 58	OF 103	PAGES
----------------------------	------------------------------	---------	--------	-------

the (navigation and engine room) personnel as work on ships is now being done in 2 and 3 shifts, the dimensions of the hatches on towing barges which are too small, differences of height of the ships, and the fact that stockpiling of spare parts [on board the ships] is impossible.

In the view of the author it is necessary to limit steel towing ships to a few types, corresponding to the Danube sectors and future or existing canals. Only the "Upper Danube" towing barge should be selected from the two types now forming the Romanian river transportation fleet, as it can be operated without difficulty in all 5 Danube sectors and on the canals. New tankers [tank barges] should be of the same type as those built previously. The problem of choosing proper types of tugs is somewhat more difficult because of mechanical equipment and propulsion machinery. Tugs with steam engines and paddle wheels have the advantage of allowing overcharge of the engine, of a good propulsion performance, reduced draft, and ample space in the hull for accommodating the crew. Their disadvantages consist of the heavy weight of the steam engine (about 50 kg per hp), large consumption of steam, small operational pressure of around 8 atm and a low revolution rate, and the large superstructure. The blade-wheel tugs of the Romanian river fleet are being used in the difficult sectors of the Danube, where the current is swift and the depth low. Their power varies between 600 hp and 1,000 hp. Steam-engine, screw-propelled tugs have the advantage of allowing overcharge of the engine and their smaller dimensions, they can be operated during floe drifts, and have a reduced superstructure. Their disadvantages consist of the still rather heavy engine (about 30 kg per hp), large steam consumption, small operational pressure of about 12 atm, larger draft than that of the paddle-wheel tugs, and limited space for accommodating the crew.

Steam-engine, screw-propelled tugs of the Romanian river fleet are being used in the middle and lower sections of the Danube and in ports for hauling, that is, where the current is slow and the depth over 2 m at low water. These tugs have from 80 to 400 hp. Tugs constructed in Romania during the last several years all have internal combustion engines, of various powers. (341)

3. Danube Traffic

VOLUME

According to Professor DORIN, it totals 6 to 8 million metric tons in both directions per annum. (263)

The following data on transportation by river of agricultural products [grain prevailing] were given in a 1955 article on the role of transportation generally, in servicing agriculture: "In 1954, river transportation (almost exclusively on the Danube) of the main agricultural but 18% of all river transports. In 1954, the railroads carried over 80% of agricultural products transported by common carriers, and automotive public facilities, 13% [year unspecified, but probably 1954]."

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APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	59		103

Over 50% of goods exported yearly in the 1937-1938 period by Danube were grain and other agricultural products. Small vessels should be built for navigation on the Mureş, Siret, and Olt rivers." (339)

TRAFFIC AGREEMENTS WITH RIPARIAN COUNTRIES

After establishment of the Danube Commission [1948], Romania had concluded conventions with the Soviet Union, Czechoslovakia, Hungary, and Bulgaria, by which Danube transport conditions and tariffs were unified, and which were followed by towing agreements, and agreements on mutual assistance in case of shipwreck and on lease of vessels. Relations in these matters with the mentioned countries are considered close by the official Romanian press agency which issued the brief, and "Navrom" collaborates intensively with the Soviet navigation organizations, "Sovfracht" and S.D.G.P. [probably Soviet State Danube Steam Navigation] in Izmail, and also with similar organizations of the other riparian states [above]. "Navrom" agencies exist in Budapest and Bratislava.

A short time before the beginning of May 1956, in order to develop relations in Danube navigation matters with other Danube countries, Romania concluded conventions similar to those mentioned above with Yugoslavia and Austria, and Romanian navigation agencies were to be opened soon, in Beograd and Wien. (192)

NAVIGATION CHANNEL MAINTENANCE

Romania's share in keeping the Danube navigation channel in good order, as stipulated in the international conventions on Danube navigation, was removing some 80 shipwrecks from harbor areas and the channel. (192) A portion of these ships was repaired and put back into operation.

Danube light signals along the navigation channel [up to about 1955, in the postwar period] increased 89%, and are to be doubled by 1960. The rate of dredging the channel and harbor areas [in 1955] attained 135% by volume as compared with 1948. (47)

An old stone dike below the water surface, located in the vicinity of the Giurgiu harbor, and which endangered navigation so that the area had been closed to shipping, was removed in the summer of 1956. (249)

4. Freezing Over^{of} the Danube

Sources on hand never clearly indicated whether ice-breaking is being done by ice-breakers or other ships, like tugs, used for the purpose. Breaking of ice near Braila by the ships, Deva, Banat, Milcov, and Romania, was reported in March 1956. (168)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	60	103	

5. Danube Ports and Cargo

In January 1957, in an article describing the transportation network in the Craiova province, it was reported that freight turnover in the 5 Danube ports, Turnu Severin, Cetate, Calafat, Bechet, and Corabia, had increased. (90)

According to Romanian information quoted in a Swiss source, Danube-Delta shipping rates had been lowered as of 1 August 1955. (418)

The Romanian river fleet effected Danube transports of a considerable volume for other countries, in the last several years; among them are Czechoslovakia and the German Federal Republic [West Germany]. The 1955 [river-to-sea and sea-to-river] transit of commodities in the Braila and Galați harbors exceeded the 1954 transit volume by 20%. (192)

Agreements between [West] German navigation companies and Romanian navigation and forwarding organizations, concluded in June 1955, opened the Danube to German shipping from Regensburg to Galați. Transshipment [river to rail] in Regensburg (including transshipment in Passau), during the first half of 1955 comprised 2,000 tons of commodities imported from Romania. (415)

At the time of reporting it, December 1955, Austrian Danube shipping did not yet participate in deliveries to the Soviet Union. Such transports were still being effected by vessels of the East Block countries. Austrian tank barges at around that time went regularly to Romania and Hungary, but carried only fuel oil from these countries to Linz. (422)

A new method of timber rafting on the Danube was reported in June 1956. The first large rafts, which carry several tiers of timber and have a construction different from the usual rafts, were floated from the river islets Casa Pădurii and Vadin as far as Corabia. They are easily manipulated, with no interference to regular river navigation, and each, serviced by 6 to 8 raftsmen, can carry 100 to 150 m³ of wood. In only few days, over 1,000 m³ of timber, floated on the Danube, reached Corabia. (55)

C. Maritime Navigation

1. Seagoing Merchant Fleet and Sea-River Traffic from Constanța

Latest available information gives the following 1952 tonnage of the Romanian seagoing merchant fleet (441):

Sovromtransport [now NAVROM] 7 vessels totalling 26,365 register? t

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	61	103	

SMR [Romanian Maritime Service]* 3 vessels totalling
3,078 [register ?] t

If the 1952 aggregate of 29,443 tons is assumed to have remained substantially the same in 1955 (as far as known the Romanian press did not report purchase or construction of large seagoing freighters or passenger ships in the 1952-1955 period), then the anticipated increase by 3.5 times of the maritime merchant fleet by 1960 (Gheorghiu-Dej -- 14) should mean a fleet of approximately 93,000 tons.

The following information was available on combined sea-river freight and passenger traffic from Constanța [via Sulina] upstream the Danube:

- (a) Some time prior to 30 May 1956, 2 river towing barges of NAVROM, loaded with [unspecified] ore, sailed from Constanța across the Black Sea and then upstream the Danube to Bratislava (Czechoslovakia). This was the first combined maritime-river transportation effected by the Romanian river fleet. Usually, transit merchandise is being unloaded in Constanța, carried by rail to a Danube port, and then transhipped into towing barges. Elimination of transshipments and rail transportation lowers cost and frees a substantial volume of railroad-transport capacity for other needs. NAVROM has sufficient facilities to expand combined sea-river traffic. (52)
- (b) Early opening of a Constanța-Brăila passenger line was reported on 5 June 1956. (217)
- (c) The NAVROM ship, Libertatea, in July 1956 carried passengers, mail, and parcels on the Constanța-Sulina-Tulcea-Galați route. (232) "Libertatea" in 1952 had been reported as a training vessel. (92)

Loading and unloading in the port of Constanța is now [August 1956] 55.48% mechanized. Mechanical equipment has increased from 3 cranes in 1944 to 18 electric, rail-mounted cranes and 7 truck-mounted cranes. The port has also lift trucks [for stacking], truck trailers, tractors, and other equipment. During 1956 alone, the port's mechanized pool has received 135 Romanian "Tudor Vladimirescu" [plant in București] trailers, 55 Czechoslovak ZETOR-25 tractors, and 8 Soviet lift trucks. (63)

* Name of the prewar state shipping company. However, a British 1956 directory of shipowners (437) lists only NAVROM, with 11 vessels.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	62	103	

VI. AIR TRANSPORT

1. Carrier and Flight Schedules

CARRIER

According to a 1956 source TAROM, the Romanian Air Transports Company, continued as the sole Romanian common carrier. (24)

DOMESTIC FLIGHT SCHEDULES (17 October 1955 through 15 October 1956,

Domestic Flight Schedule In Force Beginning 17 October 1955 (4)

1. BUCUREȘTI-STALIN CITY-TÎRGU MUREȘ-CLUJ Route

Dep. 8:15	București	Arr. 14:05
Arr. 10:50	Cluj	Dep. 11:20

2. BUCUREȘTI-GALAȚI-TULCEA Route

Dep. 8:25	București	Arr. 14:20
Arr. 9:30	Galați	Dep. 13:15
Dep. 9:55	Galați	Arr. 12:50
Arr. 10:20	Tulcea	Dep. 12:25
Dep. 10:45	Tulcea	Arr. 12:00
Arr. 11:10	Galați	Dep. 11:35

3. BUCUREȘTI-CLUJ-ORADEA Route

Dep. 8:35	București	Arr. 14:50
Arr. 11:25	Oradea	Dep. 11:55

4. BUCUREȘTI-BACĂU-IAȘI Route

Dep. 8:50	București	Arr. 13:50
Arr. 11:15	Iași	Dep. 11:35

5. BUCUREȘTI-TIMIȘOARA-ARAD Route

Dep. 9:05	București	Arr. 15:00
Arr. 11:50	Arad	Dep. 12:15

6. BUCUREȘTI-CLUJ-BAIA MARE Route

Dep. 9:25	București	Arr. 14:30
Arr. 12:10	Baia Mare	Dep. 12:45

7. BUCUREȘTI-SIBIU-TÎRGU MUREȘ-CLUJ Route

Dep. 9:40	București	Arr. 16:00
Arr. 12:40	Cluj	Dep. 13:05

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APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	63	103	

8. BUCUREȘTI-SIBIU-DEVA Route

Dep. 10:00	București	Arr. 15:10
Arr. 12:20	Deva	Dep. 12:50

Domestic Flight Schedule In Force Beginning 16 April 1956 (19)

1. BUCUREȘTI-TIMIȘOARA Route

Dep. 6:30	București	Arr. 10:45
Arr. 8:30	Timișoara	Dep. 8:45

2. BUCUREȘTI-CLUJ Route

Dep. 6:40	București	Arr. 10:00
Arr. 8:10	Cluj	Dep. 8:30

3. BUCUREȘTI-CLUJ-BAIA MARE Route

Dep. 7:05	București	Arr. 11:55
Arr. 9:20	Baia Mare	Dep. 9:40

4. BUCUREȘTI-GALAȚI-TULCEA Route

Dep. 9:15	București	Arr. 14:15
Arr. 10:15	Galați	Dep. 13:15
Dep. 10:30	Galați	Arr. 13:00
Arr. 10:55	Tulcea	Dep. 12:35
Dep. 11:10	Tulcea	Arr. 12:20
Arr. 11:35	Galați	Dep. 11:55

5. BUCUREȘTI-CONSTANȚA Route (beginning 15 June 1956)

Dep. 9:30	București	Arr. 11:45
Arr. 10:30	Constanța	Dep. 10:45

6. BUCUREȘTI-SIBIU-CLUJ Route

Dep. 9:50	București	Arr. 13:50
Arr. 11:45	Cluj	Dep. 12:00

7. BUCUREȘTI-STALIN CITY-TÎRGU MUREȘ-SIBIU Route

Dep. 10:10	București	Arr. 15:10
Arr. 12:35	Sibiu	Dep. 12:50

8. BUCUREȘTI-SIBIU-CLUJ-SIBIU Route

Dep. 15:15	București	Arr. 9:05
Arr. 16:20	Sibiu	Dep. 8:00
Dep. 16:40	Sibiu	Arr. 7:45
Arr. 17:10	Cluj	Dep. 7:15
Dep. 17:30	Cluj	Arr. 7:00
Arr. 18:00	Sibiu	Dep. 6:30

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	64	103	

9. BUCUREȘTI-TÎRGU MUREȘ-CLUJ-TÎRGU MUREȘ Route

Dep. 15:25	București	Arr. 9:10
Arr. 16:55	Tîrgu Mureș	Dep. 7:40
Dep. 17:15	Tîrgu Mureș	Arr. 7:25
Arr. 17:35	Cluj	Dep. 7:05
Dep. 17:50	Cluj	Arr. 6:50
Arr. 18:10	Tîrgu Mureș	Dep. 6:30

10. BUCUREȘTI-CLUJ-BAIA MARE Route

Dep. 15:55	București	Arr. 8:30
Arr. 18:05	Baia Mare	(no stops en route)
		Dep. 6:30

11. BUCUREȘTI-BACĂU-IAȘI Route

Dep. 16:00	București	Arr. 8:45
Arr. 17:45	Iași	Dep. 7:00

12. BUCUREȘTI-TIMIȘOARA-ARAD Route

Dep. 16:10	București	Arr. 8:55
Arr. 18:40	Arad	Dep. 6:25

13. BUCUREȘTI-ORADEA Route

Dep. 16:25	București	Arr. 8:35
Arr. 18:30	Oradea	Dep. 6:30

14. BUCUREȘTI-SIBIU-DEVA Route

Dep. 16:35	București	Arr. 8:15
Arr. 18:30	Deva	Dep. 6:30

15. BUCUREȘTI-CONSTANȚA Route (beginning 15 June 1956)

Dep. 16:45	București	Arr. 19:00
Arr. 17:45	Constanța	Dep. 18:00

Seven (7) lines of the above summer flight schedule of TAROM had overnight stops at terminals, that is, airplanes left from Băneasa airport (București) in the evening to:

Timișoara-Arad
Bacău-Iași
Oradea or Baia Mare
Tîrgu Mureș-Cluj
Cluj-Sibiu,

and returned to București in the morning. At the same time, TAROM began servicing the following routes twice a day:

București-Cluj-Tîrgu Mureș
București-Cluj-Sibiu
București-Tîrgu Mureș-Sibiu.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 65 OF 103 PAGES
-----------------------------------	-------------------------------------	------------------------------------

These (3) lines were serviced by airplanes reserved for them exclusively. (184)

Domestic Flight Schedule In Force Beginning 15 October 1956 (24)

1. BUCUREȘTI-TIMIȘOARA-ARAD Route

Dep. 8:15	București	Arr. 14:00
Arr. 10:55	Arad	Dep. 11:20

2. BUCUREȘTI-TIMIȘOARA Route

Dep. 8:25	București	Arr. 12:50
Arr. 10:25	Timișoara	Dep. 10:50

3. BUCUREȘTI-ORADEA Route

Dep. 8:35	București	Arr. 13:20
Arr. 10:45	Oradea	Dep. 11:10

4. BUCUREȘTI-SIBIU-CLUJ Route

Dep. 8:55	București	Arr. 13:35
Arr. 11:00	Cluj	Dep. 11:30

5. BUCUREȘTI-CLUJ-BAIA MARE Route

Dep. 9:10	București	Arr. 14:40
Arr. 11:40	Baia Mare	Dep. 12:10

6. BUCUREȘTI-TÎRGU MUREȘ-CLUJ Route

Dep. 9:25	București	Arr. 14:20
Arr. 11:40	Cluj	Dep. 12:05

7. BUCUREȘTI-SIBIU-DEVA Route

1, 3, 5*

Dep. 9:45	București	Arr. 14:15
Arr. 11:50	Deva	Dep. 12:10

8. BUCUREȘTI-BACĂU-IAȘI Route

2, 4, 6**

Dep. 10:00	București	Arr. 14:50
Arr. 12:10	Iași	Dep. 12:40

*Meaning flights every first, third, and fifth day of the week.

**Meaning flights every second, fourth, and sixth day of the week.

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	66		103

9. BUCUREȘTI-GALAȚI-TULCEA-CONSTANȚA Route

2, 4, 6

Dep. 10:15
Arr. 13:00

București
Constanța

Arr. 16:05
Dep. 13:30

An innovation, not practiced in previous winter schedules, were the flights to Constanța combined with stopovers in Galați, so that the two important seaports had direct air services.

INTERNATIONAL FLIGHT SCHEDULES

TAROM was equipped with IL-14 Soviet aircraft, which were put into operation at the beginning of 1957 for service on the București-Beograd and București-Praha-East Berlin lines, and are expected to service other international lines in the future. The IL-14 have 24 seats, reclining chairs, a larger cruising speed than aircraft heretofore operated by TAROM, and are equipped with radio-navigational apparatus for all-weather flying. (303, 309)

A Romanian-Soviet agreement on technical cooperation in the field of civil aviation was signed in Moskva on 3 January 1956. (393, 110)

A Romanian-Hungarian civil aviation agreement was concluded in București on 3 February 1956. (131)

A Romanian-East German air-service agreement was signed in București by or before August 1955, and regular passenger flight services began Saturday, 19 May 1956 by TAROM and Deutsche Lufthansa aircraft. (413, 200, 336)

A Romanian-Yugoslav air-service agreement was signed in Beograd on 1 February 1956, and the București-Beograd line was opened on 8 June 1956. Flights by TAROM aircraft, as announced on 6 June 1956, were scheduled for Tuesdays and Fridays, that is, twice a week. (184, 220)

The USSR-Romania-Bulgaria Black-Sea rescue agreement was already reported in part Water Transports.

As far as known, the first international schedule of flights from and to Romania ever published in current sources is that given below. It indicates the companies servicing the lines and types of aircraft in service of these companies, gives local times, and lists the numbers of the individual schedules of the companies and the days flights take place, by numbering the days of the week. Aeroflot is the Soviet, Lot the Polish, DLH (Deutsche Lufthansa) the East-German company. The Czechoslovak company is given by "OK," and the Hungarian, by "MA." "OK" is the international aircraft marking of Czechoslovakia, but "MA" is either a condensation of the Hungarian abbreviation "Malev" or a misprint for "HA," the international aircraft marking of Hungary.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	67	103	

International Flight Schedule In Force Beginning 7 October 1956 (25)
(published by TAROM)

BUCUREȘTI-BUDAPEST-PRAHA-BERLIN

Local Times

TAROM, MA LI-2	TAROM 2101	OK 567	MA 376	DLH 613
OK, DLH DC-3	1, 6	2, 4	5	7
București	8:00	8:00	8:00	8:00
Budapest	10:00	10:00	10:00	9:20
Budapest	10:50	10:50	10:50	10:05
Praha	12:55	12:55	12:55	11:45
Praha	13:45	-	13:45	12:30
Berlin	15:20	-	15:20	13:35

BERLIN-PRAHA-BUDAPEST-BUCUREȘTI

Local Times

TAROM, MA LI-2	TAROM 2102	OK 568	MA 375	DLH 612
OK, DLH DC-3	2, 7	1, 3	4	6
Berlin	7:00	-	7:00	8:45
Praha	8:35	-	8:35	9:50
Praha	9:15	8:50	9:15	10:35
Budapest	11:20	10:55	11:20	12:15
Budapest	12:00	11:40	12:00	13:00
București	16:00	15:40	16:00	16:10

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AF FORM 112—PART II

APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)		REPORT NO.		PAGE		OF		PAGES	
AFOIN-1A1		IR - 1336 - 57		68		OF		103	
<u>BUCUREȘTI-BUDAPEST-WARSZAWA</u>									
Local Times									
LOT		LOT, LI-2				LOT			
224						223			
5						5			
6:00		București				15:25			
11:05		Budapest				11:25			
11:45		Budapest				10:40			
14:45		Warszawa				7:40			
<u>BUCUREȘTI-BEOGRAD</u>									
Local Times									
TAROM		TAROM, LI-2				TAROM			
2103						2104			
3		5				3			
8:10		8:10				15:55			
9:30		9:30				12:35			
<u>MOSKVA-BUCUREȘTI-SOFIYA</u>									
Local Times									
AEROFLOT		AEROFLOT		AEROFLOT		AEROFLOT		AEROFLOT	
123		125		IL-12		126		124	
2, 5		daily				daily		3, 6	
6:00		7:40		Moskva		18:45		20:15	
8:40		10:20		Kiyev		16:10		17:40	
9:40		11:10		Kiyev		15:20		16:40	
11:10		12:40		Odessa		13:50		15:10	
12:10		13:30		Odessa		13:00		14:10	
12:40		14:00		București		10:30		11:40	
13:25		14:45		București		9:45		10:55	
15:40		17:00		Sofiya		9:30		10:40	

Special, in addition to regular, flights were scheduled by Deutsche Lufthansa in November 1956, to București and Sofiya with intermediate stops in Praha. (402)

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	69	103	

SPECIAL SERVICES

In May 1956, on the basis of an agreement between the Central Management of Distribution and Dispatch of the Press, Ministry of Post Offices and Telecommunications, and TAROM, transportation of newspapers by special airplanes was resumed [from București] to Baia Mare, Oradea, Timișoara, Arad, and Iași. Daily, dozens of thousands of copies are being transported and reach readers several hours after issue in București, being distributed at the places mentioned above and in some 60 distribution centers in the various provinces. Transportation of newspapers to Tulcea is done by planes of the regular passenger air service. Special air service for the transportation of newspapers were to be extended, according to the source, also to other places in the future (205)

"Aviasan," Romanian medical aviation, expanded over the years from 1946 on, and, as it follows from the tabulation below, by about October 1956 had the following stations:

- (a) The first station is known to have been established at Băneasa airport (București), in 1948 (316), but medical air services were operated already in November 1946 (312).
- (b) Five new stations, in Arad, Cluj, Constanța, ~~Chiati~~, and Iași, were installed in the period from 1946 to 1950 (349) for 1949, three stations (two in București, and in Iași) or four (București, Iași, Cluj, Arad) were reported in 2 different sources (345, 312); existence of two stations in București was confirmed in 1954 (317)
- (c) New stations were opened from 1950 to 1956 in Bacău, Craiova, Deva, Oradea, Stalin City, Suceava, Timișoara, and Tîrgu Mureș (349)
- (d) Operation of a station in Pitești was reported in 1956 (241).

Assuming that 2 air-medical stations in București still exist, this brings the total to 16.

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 70	OF 103	PAGES
----------------------------	------------------------------	---------	--------	-------

The following statistics on air-medical services were compiled from several sources (349, 312, 105, 353, 23):

Table No. 15

Air-Medical Operations

Period	Hours flown	Km flown	Doctors Carried	Patients Carried	Medicines transported (includ. parachuting), kg
1948	300	40,000	25	12	6,000
1949	4 times of the 1947-1948 period	6 times of the 1947-1948 period	--	--	--
1950	4,200	--	790	322	25,000
1951	--	--	ab.1,200	721	61,000*
1954	--	700,000	double the physicians of 1949	over1,200	7 times the 1949 medicines
1946-1956 decade	38,000	4,200,000	--	5,880	275,000

2. Aircraft Production

Romania's first postwar plane, as reported in a 1955 source, was manufactured by Industria Aeronautica Romina [I.A.R. -- Romanian Aeronautical Industry] in Stalin. It was first flown in 1949. It is a sport and trainee, low cantilever, two-seater (side by side) aircraft and has dual controls. It is of mixed construction. (431) See Fig. 46, 47, and 48.

Two other planes with the I.A.R. marking were reported in 1956, the first of the two already in production. They are the I.A.R. 814-M.R.² transport and medical aviation plane, and the I.A.R. 817 multipurpose plane. The first has 2 engines, a retractable landing gear, and uses 50 liters of gasoline for 100 km. Its medical version was designed for service between cities [regular landing facilities]. The I.A.R. 817 carries normally a crew of three, is of mixed construction and has a three-wheel, fixed landing gear. It is used for medical transportation from and to places of difficult access, and can be used for postal communications, air photography and topography, rescue missions, detection of schools of salt-water fish, air hauling, and spraying and dusting of forests and farm areas. It has one power plant and a device which allows to reduce speed to a minimum in case of need. (34, 424)

*The 1951 figure includes TB vaccines for 960,000 children. Some 170 localities were supplied currently with medicines. (105)

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	71		103

The I.A.R. plant was identified by a Romanian source as the "Ernst Thälmann" Tractor plant in Stalin (348), which is known to be the successor to the prewar I.A.R. plant.

VII. PIPELINES

1. Throughput Potentials

Second Five-Year Plan targets call for the following ~~1955~~ output of crude oil and natural (methane) gas, as compared with 1955:

	<u>Crude Oil</u>	<u>Natural Gas</u>
<u>1955</u>	10,575,000 tons (260)	3.9 billion m ³ (planned) (313)
<u>1960</u>	28 % over 1955* (18)	2.6 times over 1955** (18)
	13,500,000 tons (260)	approx. 10 billion m ³ (120)

The rather unclear text on the second Five-Year Plan goals for pipeline operation and the speeches referring to it (part II of this report) may be interpreted as petroleum [crude and products] trunk-pipeline extension by 1960 to 5 times the 1955 throughput, including pipelines of at least 5 million ton throughput per annum from new petroleum regions to refineries and doubling of petroleum-product pipelines.

While there is no data on hand what the capacity of crude and products trunk lines was in 1955***, it is to be noted that a 1954 Yugoslav source informed of the existence of a pipeline from Ploesti to Turnu Severin, which must be considered as a newly established facility, never reported before, beside the old trunk pipelines from the Ploesti area to Giurgiu and Constanța (426), the latter now dividing at Făurei into the Constanța and Galați-Reni branches (319).

The Ploesti-Turnu Severin pipeline is likely to run through the new oil fields in Oltenia [west of Ploesti] (330, 266), and perhaps via Tirgu Jiu, where allegedly a new refinery was or is to be constructed, according to a 1953 source (330). Undoubtedly also the new, Borzesti refinery and chemical compound (see page 31 of this report) has or will have pipeline connections with nearby oilfields near Tirgu Oena and Moinești (172, 150) and with petroleum product trunk lines such as that to Galați-Reni.

The 2,000-km increase of natural-gas pipelines, scheduled for construction in the second Five-Year Plan (18), will have to take care of the production increase of 6.1 billion m³ (10 billion minus 3.9 billion), provided heretofore existing pipelines have been used to full capacity, and casing-head gas capture and use was not included in the throughput capacity of the new overland lines, specifically reported below. Anticipated casing-head gas capture of 2.3 billion m³ in 1960 (17) represents almost one fourth of natural gas production in the same year.

*Approximately 13,536,000 tons

**Approximately 10.14 billion m³

*** The first Five-Year Plan had scheduled construction of petroleum pipelines for a 2,600,000-ton throughput annually (338)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	72	OF	103

2. Natural-Gas Overland Pipelines, Planned or Under Construction

Available texts emphasize that the new natural-gas pipelines, totalling at least 2,000 km, are to start from the Ardeal [Transylvania proper] region, or, in other words, from the Transylvanian plateau. This is only natural as it is the gas-bearing area of Romania. Directions were variously given as spanning the country toward the west, north, and south, running to industrial centers in Ardeal [itself], or in the Banat, Moldavia, and Muntenia regions, or to the Hunedoara, Timișoara, Arad, Bacău, Iași, and Baia Mare provinces, and to București. (197, 169, 120) These rather vague data mean that the pipelines will go star-like in all directions. The Banat can be roughly identified as the western direction or the Timișoara and Arad provinces (with Hunedoara province on the way), the Baia Mare province is northwest of the Ardeal, Moldavia includes the Bacău and Iași provinces, and the Prahova Valley and București are in Muntenia. The information further implies extension of some of the pipelines close to the Romanian frontiers or crossing them (Arad, Baia Mare, Iași).

Basically, three overland lines were reported as planned, the two first of them as given below already under construction in 1956. Fragmentary information from several sources shows the following development:

- (a) A 445 km pipeline which crosses the Ardeal region, in 1956 was under construction toward the northwestern part of Romania. (197) The Sarmaș [east of Cluj] to Hungary pipeline was reported under construction since the spring of 1955 (446), and a Romanian-Hungarian pilot plant for processing natural gas, located 16 km from Buciumeni, nearing completion in January 1956 (404). A Romanian-Hungarian agreement on construction of a natural gas pipeline for supply of gas to Hungarian industries was signed in Budapest on 21 August 1956. (265) There is no assurance, however, which of the several Buciumeni in Romania could have been meant. None of them points to a direction due west, toward Hungary, starting from a place located on the Transylvanian plateau. (337) If, on the other hand, the Hungarian source which reported the location (404) meant a Bucium or Buciumi, it may be one of the places in the Satu Mare (Baia Mare province) area, not far from the Hungarian border, or in the Cluj area. (377, 362) This interpretation would indirectly confirm 1955 news from another Hungarian source that a gas pipeline from Romania to Hungary is to run to the Tizamenti Vegyiművek (Tisza Chemical Works), located in the vicinity of Tizapalkonya (400), a locality in the northeastern portion of Hungary, so that the new pipeline would be running from Sarmaș in a northwesterly direction, through the Baia Mare province, into Hungary.
- (b) The so-called Transcarpathian gas pipeline toward the southern part of the country, crossing the Carpathians along the Prahova Valley, was reported under construction in 1956, (197) and, obviously the same, a welded pipeline, was given in another source as crossing the Carpathian Mountains at 1,400-m altitudes and running from the Transylvanian natural

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	73	OF	103

gas deposits to the Prahova Region and București. It neared completion in September 1956. (269) A 30-km sector from Rîșnov to Sinaia, portion "of the Saroa-Cîmpina [Prahova Region] trunk line, "was put into operation in December 1956, and finishing work in the Breaza-Cîmpina and Copșa Mica-Brateiu sectors was nearing the end, at the same time. (296) Another source reported that the Copșa Mica-Brateiu sector, leading from the Copșa Mica gas deposits, had been completed on 9 October 1956 and was to be linked to the "Sarog-București" trunk line, which supplies gas to the Prahova Petroleum Region and București. (281)

The layout of the trunk line, according to the above data, may be: Sarog-Brateiu-Rîșnov [near Stalin city]- Sinaia-Breaza-Cîmpina-[Balcoi-Ploești]-București, with a Copșa-Mica-Brateiu branch joining the line at Brateiu. It is not apparent from the sources on hand which portions had been under construction in 1956, and which may have been completed at an earlier time.

- (c) A Soviet 1952 monograph showed the Sîngeorgiu de Pădure [Maghiar autonomous province]-Bacău natural-gas pipeline as planned in an appended map, and in the text specified that it was a project of the [first] Five-Year Plan. (442) A Yugoslav 1954 source mentioned a planned 500-km natural-gas pipeline to run from Transylvania to Bacău. (426) As reported above, Romanian 1956 sources included in the planned natural-gas pipeline network one leading to Moldavia or, put otherwise, to the Bacău and Iași provinces, that is, due east beyond the city of Bacău. Information on the construction of such a pipeline was not in the news, up to about 7 January 1957.

3. Expansion of Public-Supply Networks

Such expansions were reported for:

București. The 1956 public supply program called for laying of pipes on 24 km of streets (208)

Cluj. The natural-gas pipeline network in May totalled 129 km with 24,193 users. Construction of a new, 24-km, high-pressure, welded pipeline from Turda to Cluj was started on 23 May 1956. (205) In 1953, there was a chemical plant processing natural gas in Cluj. (407)

Miercurea Nirajului Area. Peasants in 1956 installed a natural-gas pipeline from Miercurea Nirajului to Ungheni. (27)

Stalin City and Province. In 1956, up to the beginning of August, the natural-gas pipeline network in city and province was extended by 5,355 km. Among the [small] localities connected with the network are Șura Mare, Daia, Sacadate, Cornățel (Sibiu area), Bahna (Mediaș area), and Laslau Mare (Tirnaveni area). (259)

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 74	OF 103	PAGES
----------------------------	------------------------------	------------	-----------	-------

2. Traffic Volume Data

News on conclusion of trade agreements between Romania and other countries often enumerate types of goods to be exchanged. Such lists are seldom complete, and usually end with "etc." A number of agreements reported concerns overseas countries and then shipping by sea is obvious. Others seem to leave the choice between rail and water transportation, or clearly rail transportation must be predominant. For the sake of completeness, data on all these agreements were compiled into the table below, which is followed by additional information on sea traffic from and to Romania. Press news on trade agreements were rather accidental, and often did not spell out for which year the agreements were to be in force. Only agreements concluded in 1955 and 1956 were chosen for the tables, and, if their validity could not be otherwise established than by inference, the respective year was put in parentheses.*

Table No. 14

Data on Romania's International Goods Exchanges

<u>Contracting Party and Year of Validity</u>	<u>Imports to Romania</u>	<u>Romanian Exports</u>
ALBANIA, 1956 (175)	chrome ore, copper, citrus fruit, olives	industr.equipment, petrol. prod., chemi- cal prod., construc- tion materials
AUSTRIA, protocol on 1956/57 commodity lists (219)	steel, rolled products, magnesite, industr. equ., textile fibres, consumer goods	industrial prod., chemical products, petrol.products, grain, fodder, pigs and cattle
One-year goods exchanges allegedly to total 29 million dollars (337)		
BULGARIA, 1955 (410)	ores, food, industr. products	petroleum products, machinery, chemicals
BULGARIA, 1956 (411)		petroleum products, petroleum industry equipment, tractors and parts, chemicals, salt

*Information on Romania's trade exchanges are included in Appendix C to the study "Foreign Assistance Activities of the Communist Bloc and their Implications for the United States, prepared for the Special Committee to Study the Foreign Aid Program, United States Senate, No. 8, March 1957."

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UNCLASSIFIED
(CLASSIFICATION)AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	75	OF	103
<u>Contracting Party and Year of Validity</u>	<u>Imports to Romania</u>	<u>Romanian Exports</u>		
BURMA, three-year agreement, signed 7 Feb 56 (135)	rice, other agric.prod., minerals, lumber,rubber, raw cotton	petroleum and coal production equipment, electrical equipment, machine tools, construction machinery, unspecified machines, tractors		
CEYLON, first agreement ever concluded (1956) (161)	no data	no data		
CZECHOSLOVAKIA, protocol on mass consumer goods, validity beginning 1 July 1956 (209)	bicycles and parts, porcelain and faience household ware, textiles, cameras, musical instruments	asbestos-cement slabs, pocketknives, colored earths, brushes and brooms		
EGYPT, 1955 (181)	The 1954 trade agreement had laid the foundations to larger exchanges, which for 1955 were anticipated four times larger than in 1953			
FRANCE, 1955 (332)	no data	no data		
EAST GERMANY, 1956 (226)	primary materials for textile industry, basic chemicals, fertilizers, machinery, machine tools, unspecified installations, chemical products	drilling equipment, ores, chemicals, lumber industry products, food and agricultural products		
WEST GERMANY, agreement between Agroexport and Ostausschuss for about second half of 1956 (245)	no data	no data		
WEST GERMANY, 1956 (305)	rolled products, machines and installations, primary textile materials, chemicals, medicines and drugs, animal and vegetable fats	agricultural products, chemical products, reed, lumber industry and petroleum products		

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AF FORM 112—PART II
APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336-- 57	76		103
The value of exchanges per each country was anticipated for 125 billion marks				
<u>Contracting Party and Year of Validity</u>	<u>Imports to Romania</u>	<u>Romanian Exports</u>		
GREECE (1957) (288)	cotton, cotton fibres, ores, tobacco, olives, citrus fruit	industrial equipment, tractors, farm machines, chemical, lumber and lumber-industry, and petrol products		
HUNGARY, agreement for 1956 (203)	machines, industrial equipment, communication materials, apparatus, rolled products, aluminum	lumber and petroleum prod. chemicals, construction materials		
protocol on mass consumer goods, in force beginning 1 July 1956 (209)	radio receivers, pickups, cooking units for aragaz fuel, meat grinders, stainless tableware, silk and cotton prints	wooden household ware, wooden farm implements, colored earthenware, glass and other household ware		
INDONESIA (1957) (290)	rubber, coffee, tea, condiments, sisal and vegetable fibres, hides and furs	complete brick and cement manufacturing equipment, river and sea vessels, construction machinery, various industrial equipment, petroleum and mining industry equipment		
JAPAN (1956) (335)	no data	no data		
Exchanges to total 1 million pound sterling				
LEBANON (1956) (166)	(from Lebanon and Syria) cotton, cotton thread, citrus fruit, raw materials for Romanian industry	(to Lebanon and Syria) lumber, electrical equipment, chemical products, construction materials, textiles food, machinery for industrial development		

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	77	OF	103
Contracting Party and Year of Validity	Imports to Romania	Romanian Exports		
NORWAY, extension of agreement from 1 June 1956 to 31 May 1957 (237)	food, lumber-industry equipment, aluminum, ferroalloys, cellulose base fibres, soda fibre wrapping paper, fish	fuel oil, lathes, textile products, hardwood lumber, petroleum products, grain, fruit		
	Contingents of goods for the period are 35% higher than those of 1954.			
	Note: The data on goods exchanges, with the exception of fuel oil, were given in the source as between Romania and the Northern countries including Norway.*			
POLAND (1955) (333)	coke, chemical products, textiles, cellofiber, machines	petroleum products, pyrite, agricultural products, petroleum industry equipment		
POLAND, 1956 (164)	coke, rolled products, raw materials for the light industry, chemical products, machinery, mass consumer goods	petroleum products, grain, food, chemical products, machinery, mass consumer goods		
	The 1956 volume for goods exchanged was anticipated to be twice higher than 1955 goods exchanges			
SYRIA (1956) (118)	flax, cotton, cotton thread, raw hides, hemp, edible oils	industrial equipment, machine tools, tractors, drilling installations, rolling stock, dyes and paints, chemical and pharmaceutical products, lumber products, paper, cardboard, petroleum products		
*The source mentioned trade agreements with Finland, Denmark, and Iceland, and a convention between the Romanian "Technimport" organization and the Swedish Committee "Sukab" for development of trade relations				

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UNCLASSIFIEDAF FORM 112—PART II
APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	78	OF	103

**Contracting Party
and Year of
Validity****Imports to Romania****Romanian Exports**TURKEY, survey of
goods exchanges
(199)Romania's exchanges with Turkey developed as
follows, in dollars:

	<u>Imports</u>	<u>Exports</u>
1953	705,000	510,000
1954	6,592,500	7,175,000
1955	3,680,000	7,115,000

The 1955 decrease of Turkish imports to Romania
allegedly is due to restrictions stemming from
Turkey's obligations toward the European Payment
Union.

1954 imports:

cotton, fruit, tropical
produce, fish, tanning
materials, rice

1954 exports:

resinous lumber,
cement, reinforcing
steel, chemicals,
plate glass, indus-
trial equipmentUSSR, agreement con-
cluded in 1955 for
unspecified period
(392)industrial equipment,
automotive vehicles,
tractors, combines,
rolled steel products,
nonferrous metals, iron
ore, cottonpetroleum products,
fishing vessels,
barges, merchandise
previously exported1956 goods exchange
protocol
(138)cotton, rolled steel
prod., iron ore, coke,
nonferrous metals,
industrial equipment,
farm machinery, auto-
mobilespetroleum products,
fishing vessels,
towing barges,
furniture, meatspecial protocol
signed on or about
1 April 1956
(171)equipment for a tele-
vision center, a composi-
tion rubber factory, and
an electrolytic caustic-
soda plant

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VIETNAM Dem. Republic
(183) technical and
economic assistance
agreement for
1956-1957tractors, farm ma-
chinery and imple-
ments, electrical
machines, trailers
(among others)NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—
31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.
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AF FORM 112—PART II
APPROVED 1 JUNE 1948**UNCLASSIFIED**
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	79	103	

Contracting Party
and Year of
ValidityImports to RomaniaRomanian Exports

trade agreement (1956)

tea, lumber, agricul-
tural products, crafts
commoditieselectrical motors,
electrical equip-
ment, machinery,
mass consumer
goodsYUGOSLAVIA, agreement
signed in the summer of
1955
(334)wire, steel pipes,
manganese [or magne-
sium?], cellulose,
electrical machinery,
fishpetroleum
[products], paper,
oil paints,
machinery

According to Gheorghiu-Dej, Romanian 1955 foreign trade exchanges doubled those of 1950, and were carried on with 62 countries; 70% of the exchanges took place with the USSR and the people's democracies. (14) Romanian imports in 1955 increased 60% over 1950. The Romanian foreign trade enterprises in 1955 and the first 6 months of 1956 had concluded agreements with firms of 70 foreign countries, while five years previously, only 33 such countries had trade relations with Romania. In the first months of 1956, trade relations with, among others, Great Britain, France, the German Federal Republic, Italy, Finland, Austria, Turkey, and Argentina developed substantially. Requests received by the Romanian Chamber of [Foreign] Commerce include chemical products and light bulbs from France, porcelain ware, textiles, chemical products, organic and anorganic dyes, and paper, from Turkey, wine and food from West Germany, cement, construction materials, rolling stock, bearings, electrical apparatus and accessories, heavy-industry products, chemical products, textiles, and musical instruments from India, and chemical products and plate glass from Australia. Other countries interested in Romanian merchandise were among others Switzerland, Greece, Japan, Egypt, Syria, Lebanon, Iraq, Jordan, Ethiopia, Morocco, Sudan, Tunisia, Madagascar, Union of South Africa, Malaya, Ceylon, Mauritius, and Singapore. (78) Among more important transactions, by February 1956 were reported: 500,000 m² of window panes for the U.S.A., 5,000 electrical calculators for India, cement to the region of the Persian Gulf and ports of the Red Sea, with 100,000 tons and 150,000 tons respectively to be delivered during 1956. (146)

Drilling rigs and other petroleum industry equipment have been exported to Communist China, Bulgaria, Czechoslovakia, Poland, East Germany, and supposedly also to India. Allegedly, more than 80 % of Romanian petroleum exports go to the USSR and the East-Bloc countries. (403) A type of tugboat constructed for export is shown in Fig. 33.

In 1955, Romanian and foreign vessels carried nearly 480,000 tons of merchandise to India, Red China, Burma, Indonesia, Ceylon, Saudi Arabia, Pakistan and other Oriental countries [via Suez Canal]. Other 400,000 tons of goods passed in transit through Romania, for other countries [via Suez Canal?]. In the first quarter of 1956, goods imported to, and exported from Romania via Suez amounted to 290,000 tons, to which transited merchandise of 64,000 tons should be added. During 7 months

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) AFOIN-1A1	REPORT NO. IR - 1336 - 57	PAGE 80	OF 103	PAGES
-----------------------------------	-------------------------------------	-------------------	------------------	-------

of 1956, Romanian vessels carried via Suez nearly 50% more goods than in the entire year of 1955. NAVSOM freighters servicing Middle East countries via Suez Canal are Ardealul, Fr. Engels, and Flehanov. (277)

D. Shipbuilding1. General Data

A German communist source expressed the opinion that Romanian shipbuilding developed considerably during the last several years. Small and medium-size sea and river vessels are being exported for the first time in history, and 1955 exports exceeded 1952 production 3 times. (435) A tug built for export is shown in Fig. 33.

According to the already quoted Mihai SEMENESCU, activities in shipyards developed, taking 1950 as the 100 index rate (47), as follows:

	<u>1955</u>
Total production	270 %
Repairs	230 %.

Romanian sources in about the two last years stopped designating individual shipyards in one port by previously used names such as Nava Roşie, Danubiu, "1 Mai," etc. like in Brăila, and in 1956 with one exception used consistently only the term "şantierele navale" followed by the name of the port. The term is in plural (the singular is seldom used) and may as well mean one or several shipyards. With no evidence to the contrary, and as obviously achievements reported in the press are always credited to a specific plant and never to an indefinite group of, for instance, "shipyards," it is felt that now there are but single shipyards per each port city, no doubt in some cases consolidated from the several existing before. The one known exception is discussed under Brăila, below.

2. Shipyards

Shipyards are given below, as reported in 1955 and 1956, in alphabetical order by locations.

Brăila"Şantierele navale Brăila" (Brăila Shipyard)

Reported in April 1956 for a riveting job on a towing barge being repaired (187)

"Atelierele navale 'Viitorul' Brăila" ("Viitorul" Marine Shops, Brăila)

The shops in December 1956 were identified as the [consolidated] former "Viitorul" shipyard in Brăila and the "Portul Roşu" shipyard in Galaţi, and reported for construction of a dormitory vessel (307)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	81		103

Both instances above are the only available news of 1956, and so it is not to be excluded that shipyards and shops really are one and the same plant.

Constanța

Maritime Shipyard of NAVROM in Constanța (151, 193)

Two tugs of a new type, 180 hp, were under construction in August 1956, and were to be completed by 31 December 1956. They are especially constructed for navigation in the Danube Delta, can develop considerable speed in narrow waterways, will haul pontoons carrying materials and machines and dormitory vessels [in the reed exploitation operations], and will supply light to the ships serviced. (100) At a later date, construction of 180-200 hp river tugs and dormitory vessels (pontoons) for reed exploitation personnel was reported; 14 dormitory vessels had been delivered prior to 23 November 1956. (289)

In October 1956 the shipyard launched a completely welded motor launch, having a KD-35 tractor engine and reversing gear. The launch is destined for researchers in the Danube Delta, develops a 15 km/hr speed, can carry a cargo of 2,000 kg, and has electrical installations for night navigation. Ten (10) more such launches were under construction in October 1956. (65)

Galati

Galati Shipyard

General Data. Labor efficiency in 1955 increased 129.46%, in comparison with 1950, and overhead in 1955 dropped 21.37% below that planned, both resulting in an equivalent of 5,128,000 lei saved. Unexcused absences in the 1951-1955 period were equal to the time two, 1,000-ton towing barges could have been built. (147) Labor efficiency in welding increased 400% [in 1956] after the new Soviet equipment had been installed, with which 4 mm to 30 mm sheets can be welded. (177)

The plant was retooled (101) and has a new assembly shop (97).

Production Program and Output in 1956

Construction of medium-size seagoing freighters (37) See Fig. 36.

Tugs. Seagoing 900-hp and 1,200-hp tugs (356), the latter for the first time in the shipyard's history (298). The 1,200-hp seagoing tugs are steel-hull, fully welded vessels, assembled by the block-sectional method. The second such tug was launched 31 March 1956, another, identified as order No. 352, in April 1956, and the fourth, in August 1956. (239, 173, 202, 60, 257) Tugs built in Galati are shown in Fig. 34 and 35.

Fishing craft (356), apparently identical with the motor boats [Galupe] for fisheries, fitted with KD-35 [tractor] engines, as reported by another source (298)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	82	OF	103

Towing barges. All of the 1956-program, 1,000-ton barges are steel-hull, welded vessels of corrugated sheet. They are about 50 t lighter than the riveted barges made in previous years, and of a stronger construction. Beginning 1 January 1956, the shipyard launched monthly two, 1,000-ton barges, while in previous years one every two months had been launched. As of July 1956, the yard builds and launches three, 1,000-ton barges per month. The sixth barge was launched 31 May 1956, and the tenth, by the end of July. (173, 101, 213, 98)

Serially, 2,000-ton, covered towing barges for grain (194)

First, selfpropelled, 1,000-ton, welded barge, with a superstructure of corrugated plate. It is to be mass-produced. [Usually] it is [to be] towed by a tug, but can be propelled from the stern. (64)

Tank barges of 1,000 and 2,000 tons. (356)

A new floating dock, which was under construction in July 1956. (57)

Flatboats [bacuri] of 100 tons (298); six were under construction in August 1956, destined for transportation of reed harvested in the Danube Delta (257).

Giurgiu

Giurgiu Shipyard (432), also called Marine Shops in Giurgiu (323)

The first, self-propelled ferryboat built there was launched in August 1956. It will be operated between the two shores of the Danube, and has two engines, each of 45 hp. (267) The news did not spell out where it will be operated, but presumably not over the Giurgiu-Ruse distance, where the new railroad and highway bridge makes ferrying unnecessary.

Oltenita

Oltenita Shipyard (Fig. 37)

Development. The increase of the yard's personnel by 300% (over an unspecified period of time), noted in March 1956, (151) points to a considerable enlargement of facilities. The shipyard includes machine, carpenter, and joiner shops, and has its own foundry, which [among others] casts drums of anchor windlasses for towing barges. (182)

Output:

Tags (293)

Passenger ships (293)

Steel fishing vessels (293)

Petroleum tank barges (293)

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APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	83	103	

Barges. Steel-hull, riveted, 1,000-ton towing barges. The first barge of the 1956 production program was launched 27 April 1956, another, given as No. 17, was to be launched from slipway No. 1 by the end of July, and the 18th was launched by 3 November. (182, 188, 252, 284) Consecutive numbering of barges may refer to all ever built by the shipyard, as the dates of launchings above make it highly improbable that 18 were built in 1956. Anticipated early launching of the No. 1, 1,000-ton towing barge was reported on 28 July 1951. (314)

Arc-welded, floating, landing stages; welding only recently [prior to April 1956] had replaced riveting. (182)

Floating pumping stations, towed by tugs, for irrigation. The first, called after Iosif Glisci, was launched by 20 June 1956. It has three, 120-hp engines, and three pumps with a 400 liter/sec flow capacity [each]. (182, 95)

Prior to 13 November 1956, three 75-hp, 60 m³/hr capacity, scoop dredgers for reed exploitation were completed, and three more were under construction at that time. (287, 293)

Turnu Severin

Turnu Severin Shipyard

Construction Method. In the last several years, ships were being welded and assembled by the block sectional method. (293)

Output

Petroleum tank barges. The first petroleum tank barge ever built was launched 2 August 1956. It was constructed according to Soviet blueprints, is welded, and has modern equipment including that for fire fighting. (59)

Steel-hull fishing vessels. Nos. 599 and 600 were put out prior to the end of November 1956. No. 600 is the 184th built in the shipyard since 1952. (292) An 8 April 1949 brief had it that the "Dinamica" shipyard in Turnu Severin "recently" had built a number of 72-ton fishing vessels, and No. 2, 1,000-ton fishing vessel had been launched. (29) The seagoing fishing vessels shown in Fig. 38 are fully welded steel constructions and have radio-navigation equipment. (61)

Construction of floating electric power stations was begun by mid-March 1956. They are to supply power to reed harvesting machines in the Danube Delta. Their electrical equipment is supplied by the "Electroputere" plant in Craiova. (157)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948~~UNCLASSIFIED~~

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	84	103	

VIII. INDEX OF REFERENCES

<u>Name and Place of Publication</u>	<u>Number</u>	<u>Page</u>	<u>Column</u>	<u>Date of issue</u>
<u>ROMANIAN PUBLICATIONS</u>				
<u>Newspapers</u>				
1. Adeverul, Bucuresti	17990	3		2 Feb 51
2. Informația Bucureștiului, București	414	1	1	27 Nov 54
3.	612	4	7	19 Jul 55
4.	687	4		15 Oct 55
5.	696	1	3-4	26 Oct 55
6.	698	1	1-3	28 Oct 55
7.	717	1	5-7	21 Nov 55
8.	722	1	top left	26 Nov 55
9.	730	1	1	6 Dec 55
10.	731	1		7 Dec 55
11.	744	1	2-3	22 Dec 55
12.	745	1		23 Dec 55
13.	745	2	2-4, top	23 Dec 55
14.	746	2-5		24 Dec 55
	(condensed speech of Gheorghiu-Dej)			
15.	748	1	1-2	27 Dec 55
16.	748	2		27 Dec 55
	(condensed speech of Bodnaraș)			
17.	749	2-3		28 Dec 55
18.	750	2-3		29 Dec 55
19.	841	4		14 Apr 56
20.	955	1	1-2	28 Aug 56
21.	956	1	3-5	29 Aug 56
22.	988	1	bottom	5 Oct 56

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	85	OF	103
23. Informația Bucureștiului, București	990	1	5-7	8 Oct 56
24.	992	4	6-7	10 Oct 56
25.	994	4	5-7	12 Oct 56
26.	999	2	6-7	18 Oct 56
27.	1049	2	4-6	15 Dec 56
28.	1052	1	center	19 Dec 56
29. Libertatea, București	1397	1	4-5	8 Apr 49
30. Munca, București	1940	3	1-3	8 Jan 54
31.	1957	1	1	28 Jan 54
32.	1960	2	1	31 Jan 54
33.	1969	1	2	12 Feb 54
34.	2561	1	6-7	14 Jan 56
35.	2563	1	3-5	17 Jan 56
36.	2568	1	4-5	22 Jan 56
37.	2579	1	3-4	4 Feb 56
38.	2582	1	7	8 Feb 56
39.	2584	3	1-7	10 Feb 56
40.	2595	1	4-5	11 Feb 56
41.	2586	1	6-7	12 Feb 56
42.	2587	1	6-7	14 Feb 56
43.	2588	1	5-6	15 Feb 56
44.	2592	1	.	19 Feb 56
45.	2592	2	1-2	19 Feb 56
46.	2592	2	1-6	19 Feb 56
47.	2624	2	3-7	28 Mar 56
48.	2636	2	1-6	11 Apr 56

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	86	OF	103
49.	2650	1	3	27 Apr 56
50.	2656	1	4-5	6 May 56
51.	2665	1	4-5	17 May 56
52.	2676	1	4-5	30 May 56
53.	2688	1	6-7	13 Jun 56
54.	2691	1	4-5	16 Jun 56
55.	2696	1	6	22 Jun 56
56.	2715			14 Jul 56
57.	2716			15 Jul 56
58.	2729	1	4-6	24 Jul 56
59.	2735			4 Aug 56
60.	2737			7 Aug 56
61.	2750	1	1-2	20 Aug 56
62.	2755			25 Aug 56
63.	2759			29 Aug 56
64.	2789			27 Sep 56
65.	2804			12 Oct 56
66. Neuer Weg, Bucuresti	1700	3	1-3	30 Sep 54
67.	1781	1	3	6 Jan 55
68.	1811	1	3	10 Feb 55
69.	1813	1	1-2	12 Feb 55
70.	1814	1	3	13 Feb 55
71.	1814	1	5	13 Feb 55
72.	1815	1	6	15 Feb 55
73.	1816	1	3	16 Feb 55
74.	1817	1	2	17 Feb 55
75.	1817	1	4-6	17 Feb 55

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	87	103	
76. Neuer Weg, București	1818	5	5-6	18 Feb 56
77.	1820	1	4	20 Feb 56
78.	1820	2	photo	20 Feb 56
79.	1828	1	4-5	2 Mar 55
80.	1854	1		1 Apr 55
81.	1860	1	1-3	8 Apr 55
82.	1867	3	1-6	16 Apr 55
83.	1867	3	3	16 Apr 55
84.	1922	3	top	21 Jun 55
85.	1987	1	3	7 Sep 55
86.				8 Jul 56
87.				11 Sep 56
88.	2395	1	4	3 Jan 57
89.	2396	1	5	4 Jan 57
90.	2396	1	7	4 Jan 57
91. România Libera, București	2271	3	3	19 Jan 52
92.	2541	2	4	1 Dec 52
93.	2541	3	4	1 Dec 52
94.	2744	5	2	28 Jul 53
95. România Libera, București	3639	1,2		20 Jun 56
96.	3640	1	4-5	21 Jun 56
97.	3672			19 Jul 56
98.	3674	1		31 Jul 56
99.	3674	3	1-4	31 Jul 56
100.	3677			3 Aug 56
101.	3681			8 Aug 56

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	88	103	
102. Scânteia, București	1035	1	5-6	2 Feb 48
103.	1073	5	7-8	17 Mar 48
104.	1312	3		29 Dec 48
105.	2247	2	5-6	17 Jan 52
106.	2272	1		14 Feb 52
107.	2283	2	4-5	27 Feb 52
108. Scînteia, București	3474	2,3,4		24 Dec 55
	(full text of Gheorghiu-Dej's speech)			
109.	3483	1	4-5	4 Jan 56
110.	3483	4	5	4 Jan 56
111.	3487	1	6-7	8 Jan 56
112.	3487	2	1-3	8 Jan 56
113.	3488	3	1-2	10 Jan 56
114.	3489	1	4-5	11 Jan 56
115.	3492	1	1-2	14 Jan 56
116.	3494	1	5	17 Jan 56
117.	3494	3	2	17 Jan 56
118.	3495	3	2-3	17 Jan 56
119.	3495	2	1	18 Jan 56
120.	3499	1	3	22 Jan 56
121.	3500	2	1	24 Jan 56
122.	3502	1	4-6	26 Jan 56
123.	3503	1	3-5	27 Jan 56
124.	3503	1	4-5	27 Jan 56
125.	3503	3	4	27 Jan 56
126.	3504	2	6	28 Jan 56

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	89	103	
127. Scinteia, Bucuresti	3505	2	1	29 Jan 56
128.	3507	1	7	1 Feb 56
129.	3509	3	4	3 Feb 56
130.	3509	3	5	3 Feb 56
131.	3510	2	4	4 Feb 56
132.	3510	3	1-2	4 Feb 56
133.	3510	3	3	4 Feb 56
134.	3511	1	2-4	5 Feb 56
135.	3514	1	1-2	9 Feb 56
136.	3515	1,2		10 Feb 56
137.	3516	1	3-4	11 Feb 56
138.	3517	1	6-7	12 Feb 56
139.	3517	2	5	12 Feb 56
140.	3522	1	3-4	18 Feb 56
141.	3523	1	3	19 Feb 56
142.	3523	1	4	19 Feb 56
143.	3523	1	5	19 Feb 56
144.	3523	1	6	19 Feb 56
145.	3530	3	2	28 Feb 56
146.	3531	3	4-5	29 Feb 56
147.	3535	3	1-3	4 Mar 56
148.	3536	2	top center	6 Mar 56
149.	3537	1	2	7 Mar 56
150.	3537	1	3	7 Mar 56
151.	3537	2	1	7 Mar 56
152.	3538	1	4	8 Mar 56

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	90	103	
153. Scinteia, Bucuresti	3538	3	3	8 Mar 56
154.	3539	2	3	9 Mar 56
155.	3543	2	1	14 Mar 56
156.	3543	2	4	14 Mar 56
157.	3544	1	3	15 Mar 56
158.	3544	3	5	15 Mar 56
159.	3545	3	3	16 Mar 56
160.	3545	3	4	16 Mar 56
161.	3547	3	4	18 Mar 56
162.	3547	3	4	18 Mar 56
163.	3551	1	4	23 Mar 56
164.	3551	3	4-5	23 Mar 56
165.	3553	3	2	25 Mar 56
166.	3554	3	1-2	27 Mar 56
167.	3556	2	7	29 Mar 56
168.	3557	1	6	30 Mar 56
169.	3557	2	4	30 Mar 56
170.	3559	2	1-3	1 Apr 56
171.	3560	1	3-4	3 Apr 56
172.	3562	2	5	5 Apr 56
173.	3563	1	4-5	6 Apr 56
174.	3564	1	4	7 Apr 56
175.	3564	3	3-4	7 Apr 56
176.	3565	1	4	8 Apr 56
177.	3567	1	4-6	11 Apr 56
178.	3567	2	5	11 Apr 56

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	91	103	
179. Scinteia, Bucuresti	3568	1	3	12 Apr 56
180.	3568	1	4-5	12 Apr 56
181.	3569	3	1-2	13 Apr 56
182.	3570	1	5-7	14 Apr 56
183.	3573	3	4-5	18 Apr 56
184.	3574	2	6-7	19 Apr 56
185.	3575	1	top	20 Apr 56
186.	3579	2	6	25 Apr 56
187.	3583	1	2-3	29 Apr 56
188.	3583	1	4-5	29 Apr 56
189.	3584	1	4-5	1 May 56
190.	3584	2	4-5	1 May 56
191.	3585	1	6	3 May 56
192.	3586	3	4-5	4 May 56
193.	3586	3	7	4 May 56
194.	3587	1	1-3	5 May 56
195.	3587	1	6	5 May 56
196.	3590	1	3-4	9 May 56
197.	3592	1	4-5	11 May 56
198.	3593	1	6-7	12 May 56
199.	3594	4	6-7	13 May 56
200.	3595	1	3-4	15 May 56
201.	3597	2	7	17 May 56
202.	3598	1	7	18 May 56
203.	3599	3	6-7	19 May 56
204.	3560	1	4-5	20 May 56

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	92	103	
205. Scintela, Bucuresti	3604	1	3	25 May 56
206.	3604	1	6-7	25 May 56
207.	3606	1	5	27 May 56
208.	3608	1	2	30 May 56
209.	3608	2	4	30 May 56
210.	3609	1,2		31 May 56
211.	3609	1	5	31 May 56
212.	3609	2	1-2	31 May 56
213.	3610	1	1-2	1 Jun 56
214.	3611	1	4-5	2 Jun 56
215.	3612	2	3	3 Jun 56
216.	3612	2	4	3 Jun 56
217.	3613	2	3	5 Jun 56
218.	3614	2	4-7	6 Jun 56
219.	3614	3	3	6 Jun 56
220.	3614	3	3-5	6 Jun 56
221.	3615	1	6-7	7 Jun 56
222.	3622	1	6-7	15 Jun 56
223.	3622	2	6-7	15 Jun 56
224.	3623	1	7	16 Jun 56
225.	3623	2	7	16 Jun 56
226.	3624	3	4-5	17 Jun 56
227.	3626	1	2	20 Jun 56
228.	3632	1	6-7	26 Jun 56
229.	3633	1	1-4	27 Jun 56

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10

AF FORM 112—PART II
APPROVED 1 JUNE 1948~~UNCLASSIFIED~~

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	93	OF	103
230. Scinteia, Bucuresti	3635	1,3		29 Jun 56
231.	3636	1 1		30 Jun 56
232.	3638	1 7		3 Jul 56
233.	3639	1 3		4 Jul 56
234.	3641	1 2-3		6 Jul 56
235.	3631	2 7		6 Jul 56
236.	3643	1 4-5		8 Jul 56
237.	3644	3 4-5		10 Jul 56
238.	3645	1 4-5		11 Jul 56
239.	3648	1 3-4		14 Jul 56
240.	3648	2 5-6		14 Jul 56
241.	3649	1 3-4		15 Jul 56
242.	3649	1 3-5		15 Jul 56
243.	3650	1 1		17 Jul 56
244.	3654	1 5		21 Jul 56
245.	3656	1 5-6		24 Jul 56
246.	3656	1 5-7		24 Jul 56
247.	3657	1 4-7		25 Jul 56
248.	3657	2 1-2		25 Jul 56
249.	3657	2 3		25 Jul 56
250.	3658	2 1-3		26 Jul 56
251.	3661	1 1		29 Jul 56
252.	3661	1 6		29 Jul 56
253.	3663	2 5		1 Aug 56
254.	3664	2 4-5		2 Aug 56
255.	3666	1 2-4		4 Aug 56

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	94	103	
256. Scintela, Bucuresti	3667	3	3	5 Aug 56
257.	3667	3	3	9 Aug 56
258.	3670	2	4-5	9 Aug 56
259.	3670	3	1-2	9 Aug 56
260.	3672			11 Aug 56
261.	3673	1	5	12 Aug 56
262.	3678	1	1-2	18 Aug 56
263.	3679	1,2		19 Aug 56
264.	3680	1	2-3	21 Aug 56
265.	3681	5	1-2	22 Aug 56
266.	3686	1	3	29 Aug 56
267.	3687	1	4-5	30 Aug 56
268.	3687	1	1-7, bottom	30 Aug 56
269.	3692	1	3-6	5 Sep 56
270.	3692	3	1	5 Sep 56
271.	3693	2	6-7	6 Sep 56
272.	3696	1	3	9 Sep 56
273.	3698	1	5-7	12 Sep 56
274.	3709	1	5	25 Sep 56
275.	3712	1	1	28 Sep 56
276.	3713	1	5	29 Sep 56
277.	3714	1	4	30 Sep 56
278.	3715	1	5	2 Oct 56
279.	3721	1	5	9 Oct 56
280.	3721	2	3	9 Oct 56
281.	3722	1	1	10 Oct 56
282.	3722	2	1-2	12 Oct 56

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	95	103	
283. Scinteia, Bucuresti	3740	2	2	31 Oct 56
284.	3743	1	5-6	3 Nov 56
285.	3746	1	7	6 Nov 56
286.	3748	1	5-6	9 Nov 56
287.	3751	1	5	13 Nov 56
288.	3751	2	3	13 Nov 56
289.	3760	1	1-2	23 Nov 56
290.	3764	2	6-7	28 Nov 56
291.	3765	1	3-4	29 Nov 56
292.	3766	1	5	30 Nov 56
293.	3766	1	top	12 Dec 56
294.	3778	1	1	14 Dec 56
295.	3778	1	2	14 Dec 56
296.	3783	1	1	20 Dec 56
297.	3783	1	4	20 Dec 56
298.	3787	1	2	26 Dec 56
299.	3791	1,2,3		30 Dec 56
	(speech of Gheorghiu-Dej)			
300.	3796	1,2		6 Jan 57
301.	3798	1	1	9 Jan 57
302. Scinteia Tineretului, Bucuresti	2187	2		15 May 56
303.				19 Oct 56
304.	2369	1	6-8	16 Dec 56
305.	2374	3	5	22 Dec 56
306.	2376	1	2-4	24 Dec 56

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	96	103	
307. Scinteia Tineretului, Bucuresti	2378	1,3		28 Dec 56
308.	2382	1	1-2	3 Jan 57
309.	2389	1	3-4	11 Jan 57
310. Universul, Bucuresti	182	1	1-3	13 Aug 47
311. Viața Capitalei, Bucuresti	172	1		23 Nov 49
312.	257	1	4-6	7 Mar 50
313.	496	2-4		16 Dec 50
314.	684	1	2-4	28 Jul 51
<u>Periodicals</u>				
315. Aviația Sportiva (Sport Aviation), Bucuresti	1	12,13		Jan 51
316.	9,	12,13		Sep 52
317.	11	9	2	Nov 54
318. Bulletin d'Informations de la Chambre de Commerce de la Re- publique Populaire Roumaine (Infor- mation Bulletin of the Chamber of Commerce of the Romanian People's Republic), Bucuresti	5	6-7		May 55
319. Comunicări Statistice (Statistical News), Bucuresti	13	15		15 Jun 46
320. Constructorul (The Builder), Bucuresti	318	1	5-6	18 Feb 56
321. Flacara (The Flame), Bucuresti	3	6		Jul 52
322.	4	20	4	15 Feb 55
323.	24	3		15 Dec 55
324.	4	12		15 Feb 56
325.		6 frontcover inside		15 Mar 56.

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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	97	OF	103
326.	8 frontcover inside	15		Apr 56
327.	9	15		1 May 56
328.	16	7 top		15 Aug 56
329.	23	17		1 Dec 56
330.	La Nation Roumaine (The Romanian Nation) Paris	108	1,3	1 Mar 53
331.		123	3	1 Nov 53
332.		141	4 4	Jan 55
333.		146	4 2	Jun 55
334.		146	4 3	Jun 55
335.		156	4 3	Apr 56
336.		158	4 3	Jun 56
337.		160	4 3	Aug 56
338.	Petrol și Gaze (Petroleum and Gases), București	1	1	1951
339.	Probleme Economice (Economic Problems), București	9	77-88	Sep 55
340.	Revista Transporturilor (Transportation Review), București	4	143	Apr 56
341.		6,212-217		Jun 56
342.		10,391-393		Oct 56
343.	La Roumanie Nouvelle (New Romania), București	61	3 5-6 16-28	Feb 51
344.		75	6 1-2 16-30	Sep 51
345.		76	6 3-4 1-15	Oct 51
346.		139	1	1 Jul 54
347.		139	1,4	1 Jul 54
348.				1 Aug 56

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AF FORM 112—PART II
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(CLASSIFICATION)**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	98	103	
349. La Roumanie Nouvelle (New Romania), Bucuresti				1 Sep 56
350. Rumänien Heute (Romania Today), Bucuresti	3	14		1955
351.	3	25, bottom		1955
352.	5	9		1955
353.	8	16		1955
354.	9,	8,9		1955
355. Stiinta si Cultura (Science and Culture) Bucuresti	2	14	1	Feb 54
356. Stiinta si Tehnica (Science and Technology), Bucuresti	7			Jul 56
357.	7	9		Jul 56
358.	8	inside frontcover		Aug 56
359. Viața Militara, Bucuresti	7			Jul 56
<u>Monographs</u>				
360. Economic Development of the People's Republic (unpaged), Bucuresti	(49)			1954
361. Ghidul Drumurilor din România (Road Guide of Romania), Bucuresti	maps 4 and 5			1928
362.	maps 5, 11, and 12			1928
363.	maps 14 and 22			1928
364.	map 15			1928
365.	map 15 (4b)			1928
366.	map 19 (1e)			1928
367.	map 19 (3b and 3c)			1928
368.	map 27 (4b)			1928
369.	maps 27 and 34			1928

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APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	99	103	
370.	Ghidul Drumurilor din România (Road Guide of Romania), București	maps 32, 31, 24, and 23		1928
371.		map 35 (1b)		1928
372.		map 39 (2a)		1928
373.	Guide de la Roumanie (Guide of Romania) București	34		(1939)
374.		420		(1939)
375.	Index Alfabetic al Localităților din R.P.R. (Alphabetical Index of Localities of the Romanian People's Republic), București	121		1954
376.		151		1954
377.		159		1954
378.		194		1954
379.	Lexiconul Tehnic Român (Romanian Technical Lexicon), București, Vol. III	339	col.1	1951
380.	Mersul Trenurilor (Railroad Timetable), București	all pages		4 Oct 53
381.		table 135		4 Oct 53
382.	Tariful Local de Mărfuri, Partea I, Dispoziții Tarifare (Domestic Freight Tariff, Part I, Tariff Regulations), București	all pages		1954
383.		45 to 47		1954
384.		113		1954
385.		113, map		1954
386.		144 to 145		1954
387.		163		1954
388.		171 to 172		1954

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APPROVED 1 JUNE 1948**AIR INTELLIGENCE INFORMATION REPORT**

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	100	OF	103
<u>Telephone Directories</u>				
389. Bucuresti 1947 Tel. Dir., Bucuresti	175			1947
390. Bucuresti 1954 Tel. Dir., Bucuresti	38			1954
391. September 1949 Telephone Directory for the Provinces, Bucuresti	27			Sep 49
<u>FOREIGN PUBLICATIONS</u>				
<u>Newspapers</u>				
392. Izvestiya, Moskva (Russian)	58	4	4-5	10 Mar 55
393.	1	4	5-6	4 Jan 56
394.	8	3	2-3	10 Jan 56
395.	8	3	3	10 Jan 56
396.	159	4	5-6	5 Jul 56
397.	189			12 Aug 56
398.	201	1	1-2	23 Aug 56
399.	218	3	3-4	12 Sep 56
400. Nepszava, Budapest (Hungarian)	158	1		7 Jul 55
401.	56	1		4 Mar 56
402. Neues Deutschland, Berlin (German)	268	2	7	9 Nov 56
403. New York Times, N.Y. (English)	18		1	23 Oct 56
404. Szabad Nep, Budapest (Hungarian)	2			2 Jan 56
405. Trybuna Ludu, Warszawa (Polish)	233	4 top		21 Aug 56
406.	278	4	1-2	5 Oct 56
407. Vechernyaya Moskva, Moskva (Russian)	5	3	6	7 Jan 53
408. Zemedelako Zname, Sofiya (Bulgarian)	2429	1 bottom		22 Jun 54
409.	2430	1 bottom		23 Jun 54

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	101	103	
<u>Periodicals</u>				
410. La Bulgarie d'Aujourd'hui (Bulgaria of Today), Sofiya (French)	3	7		Feb 55
411.	6	14		Mar 56
412. Die Brücke zum Westen (Bridge to the West), München (German)	9	17	1	Sep 54
413. Cronica Româneasca (Romanian Chronicle), Free Europe Press, N.Y. (in Romanian)	31	2		3 Aug 55
414. Deutsche Eisenbahn Technik (German Railroad Technology), Erfurt (German)	9	371 to 372		Sep 55
415. Internationale Transport Zeitschrift (International Transportation Journal), Basel, Switzerland (in German)	31	1783	2	4 Aug 55
416.	41	2374	1	13 Oct 55
417.	43	2499	1	7 Sep 55
418.	47	2654	1	18 Nov 55
419.	50	2907	2	16 Dec 55
420.	50	2911	2	16 Dec 55
421.	52	3041		30 Dec 55
422.	52	3042		30 Dec 55
423. Inwestycje i Budownictwo (Investments and Construction), Warszawa (Polish)	11	5 to 8		Nov 56
424. Křidla vlasti (Wings of the Fatherland), Praha (Czech)	10	303		15 May 56
425. Locomotive Journal, London (English)		96 and 97		3 Mar 56
426. Nafta (Petroleum), Zagreb Yugoslavia (in Croatian)	2	60		Feb 54

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	102	103	
427. News from behind the Iron Curtain, N.Y. (English)	4	11 to 16		Apr 56
428.	4	13, map		Apr 56
429. Ogoněk (The Little Flame), Moskva, (Russian)	28	16		15 Jul 53
430.	34	9		22 Aug 54
431. Skrzydlata Polska (Winged Poland), Warszawa (Polish)	1	backcover		2 Jan 55
432. Statisticky obzor (Statistical Review), Praha (Czech)	5	234 to 239		1956
433. Der Sudetendeutsche (The Sudeten-German), Detmold (German)	43	8	2	24 Oct 53
434. La Vie du Rail (Life of the Rail), Paris (French)	408	47 and 48		(1953)
435. Die Wirtschaft (Economy), Berlin (German)	2	11	3	12 Jan 56
436.	18	12	4-5	3 May 56
<u>Monographs</u>				
437. Directory of Shipowners, Shipbuilders, and Marine Engineers, London (English)	354			1956
438. La Grande Roumanie (Great Romania), Paris (French) (unpaged)				1929
439. Luftgeographische Beschreibung der Balkanländer, 1 Band, Ost-Balkan (Air-Geographical Description of the Balkan Countries, Vol. 1, East Balkan), Berlin (German)		section A15, plate 15b		1943
440. Puti Soobshoheniya Rumynii (Transportation Network of Romania) Moskva (Russian)	100 and 101 (map)			1945

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
AFOIN-1A1	IR - 1336 - 57	103	OF	103
441.	The Statesman's Yearbook 1955, London, 1955 (English)	1342 to 1350		1955
442.	Stroyki sotsializma v stranakh narodnoy demokratii (Socialist Constructions in the Countries of People's Democracy), Moskva, (Russian)	146 to 150 and appended map		1952
443.	World Railways 1952-53, London (English)	402		(1953)
<u>Press Bulletins and Reviews</u>				
444.	American-British Press Review, Bucuresti, No. 1953-20 (in English)	10		25 Jan 53
445.	All Romanian newspapers of			17 Feb 53
446.	BIRE, Paris (in French)	48		1 Mar 56
447.	BIRE, Paris (in French)			1 Aug 56
448.	Jugopres -- Yugopress, special economic bulletin, No. 141 (Beograd) (in English)	1		10 Oct 56

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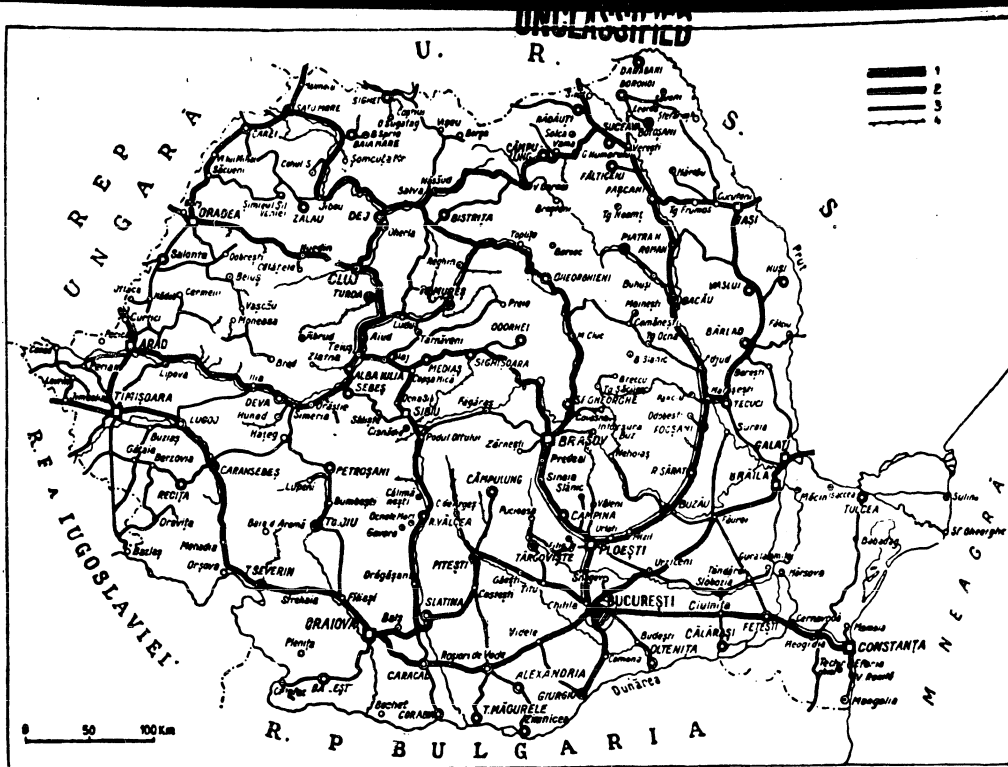


Fig. 1 1087304
Romanian Railroad Network in 1949

- 1. Double track;
- 2. single track;
- 3. narrow-gauge;
- 4. under construction

Source: P: News from behind the Iron Curtain, New York, No. 4, April 1956, p.13, reproduced from M: Geografia Republicii Populare Române (Geography of the Romanian People's Republic), București, 1949

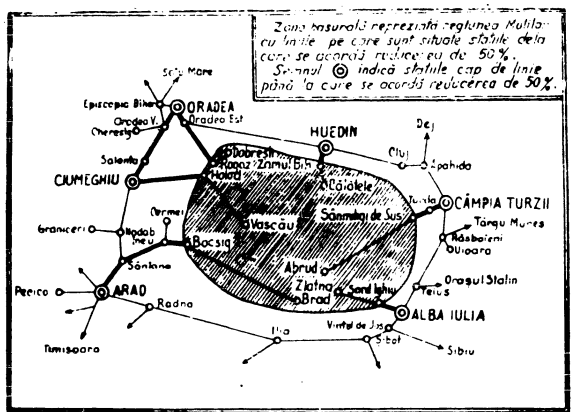


Fig. 2 1087304
Railroad Network of the "Tara Motilor" Area

Source: M: C F R Tariful Local de Mărfuri (Romanian State Railroads, Domestic Freight Tariff), Part, Tariff Regulations, București, 1954, p. 113

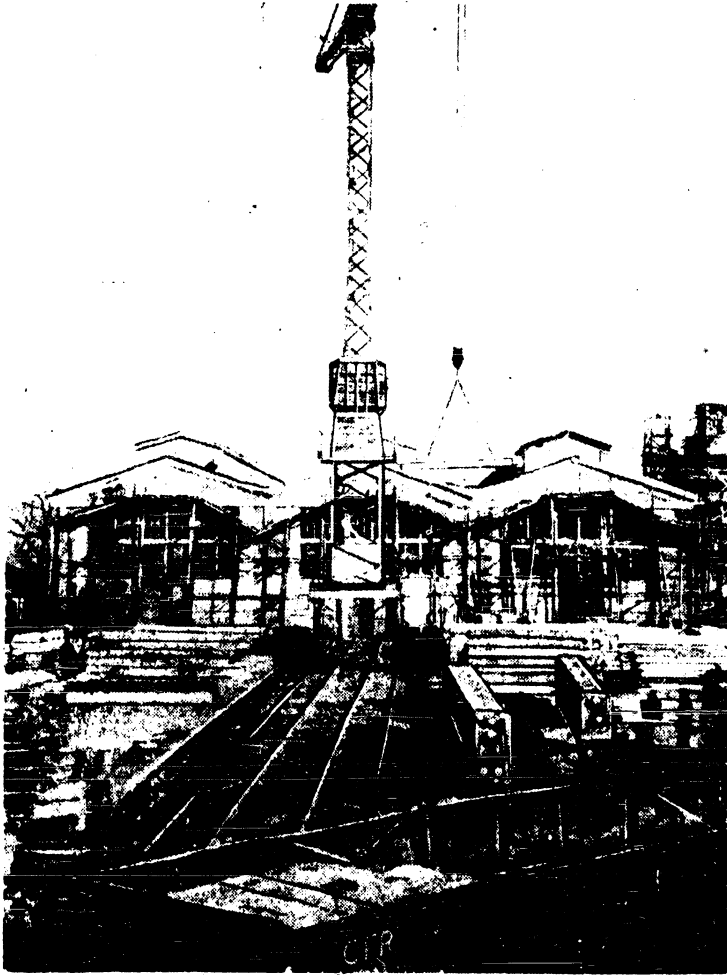
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IR - 1336 - 57

29 April 1957

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Fig. 3

Prefabricated Concrete Sections Division of the Metal
Constructions Enterprise of the Romanian State Railroads,
Pitești

Source: N: Scinteia, București, No. 2376, 24 December 1956,
p. 1, bottom

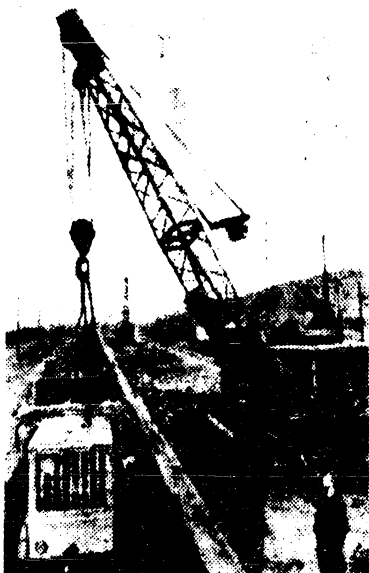
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IR - 1336 - 57

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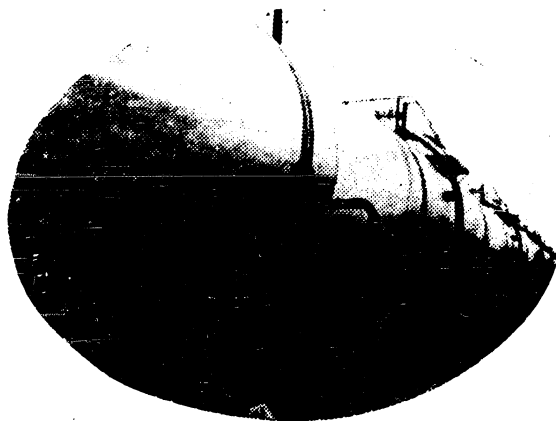


1007104

Fig. 4

Loading Ramp at the Socola Railroad Station

Source: N: Informația Bucureștiului, București, No. 1049, 15 December 1956, p. 2



1007104

3

Fig. 5

Train of Romanian Tank Cars near Reni, Awaiting the Proceed Signal

Source: N: Informația Bucureștiului, București, No. 1052, 19 December 1956, p. 1

Inclosure #3 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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Fig. 6

1097364 - 4/

The Cernavoda Railroad Bridge

Source: M: Luftgeographische Beschreibung der Balkanländer, 1. Band, Ost-Balkan (Air-Geographical Description of the Balkan Countries, Volume 1, East-Balkan), German General Staff of the Army, Berlin, 1943, section A15, plate 15b

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IR - 1336 - 57

29 April 1957

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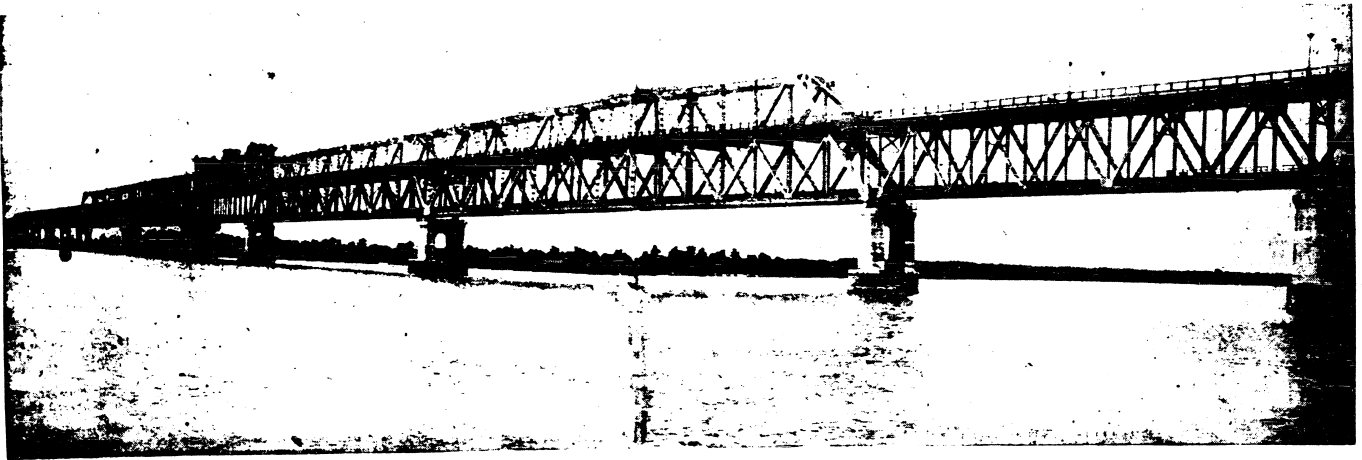


Fig. 7

The New Giurgiu-Ruse Railroad Bridge across the Danube

Source: N: Zemedelsko Zname, Sofiya, No. 2429, 22 June 1954,
p. 1, bottom

Inclosure #5 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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Fig. 8

Central Part of Upper Tier of the New
Giurgiu-Ruse Danube Bridge

Source: N: Zemedelsko Zname, Sofiya, No. 2430, 23 June 1954,
p. 1, bottom

Inclosure #6 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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Fig. 9

General View of the Friendship Bridge between Giurgiu and Ruse

Source: P: Ogonĕk (The Little Flame), Moskva, No. 34, 22 August 1954, p. 9, top



Fig. 10

Entrance to the Friendship Bridge

Source: P: Ogonĕk, Moskva, No. 34, 22 August 1954, p. 9, bottom

Note: The same photo was published in the N: Zemedelsko Zname, Sofiya, No. 2429, 22 June 1954, p.3, with the caption: "First Railcar Crosses the New Bridge Over the Danube"

Inclosure #7 to AFOIN-1A1

IR - 1336 - 57

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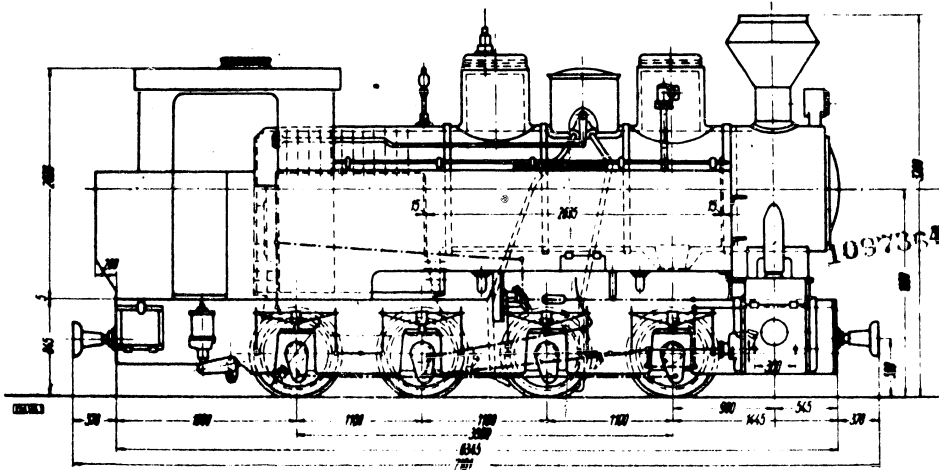


Fig.11 D-n 2 Narrow-Gauge Tender Locomotive 1097364

Source: P: Deutsche Eisenbahn Technik (German Railroad Technology), Berlin, No. 9, September 1955, p. 371

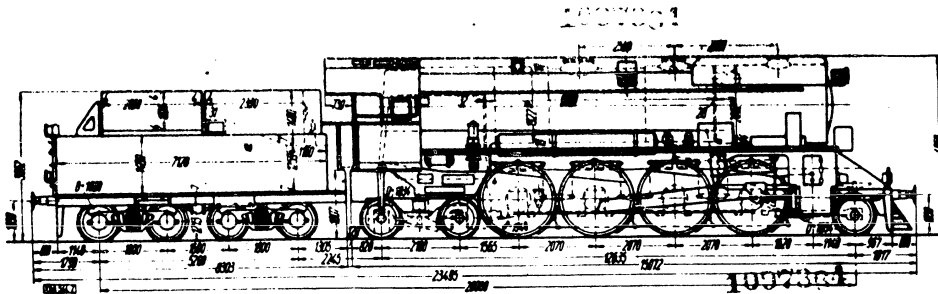


Fig.12 1 D 2-h-2 Express Train Locomotive

Source: P: Deutsche Eisenbahn Technik, Berlin No. 9, September 1955, p. 372, top

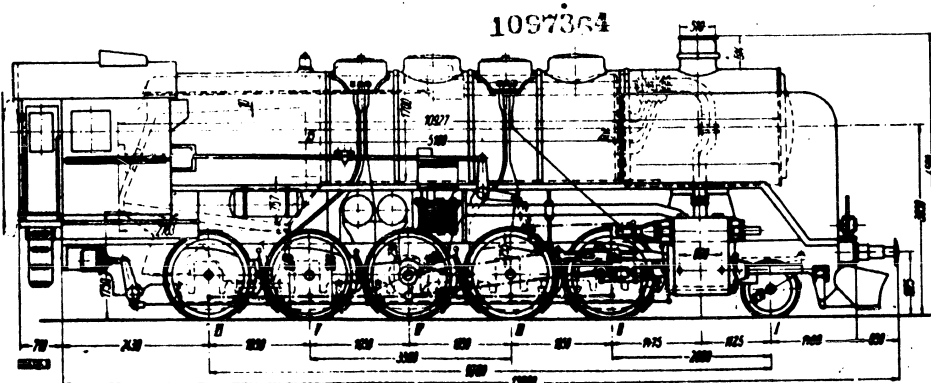


Fig.13 1 E-h-2 Freight Train Locomotive

Source: P: Deutsche Eisenbahn Technik, Berlin, No. 9, September 1955, p. 372, bottom

Inclosure #8 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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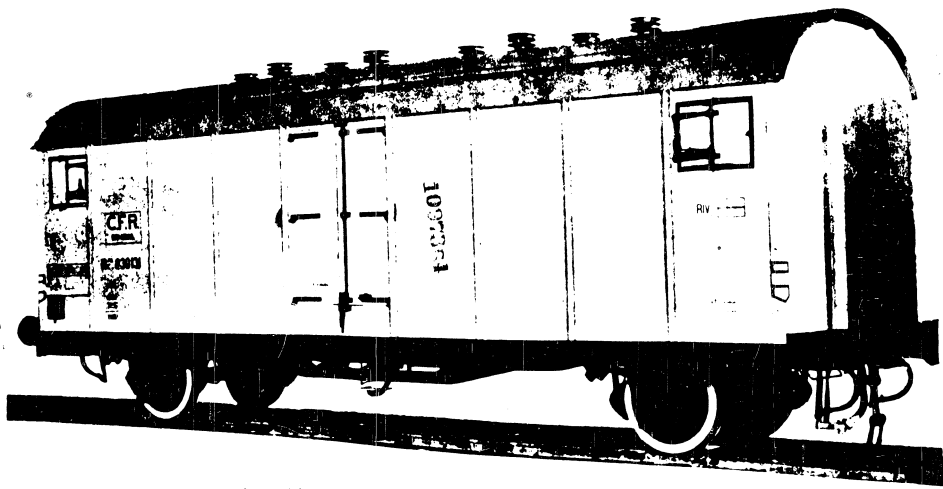


Fig. 14 Refrigeration Railroad Car

Source: M: Economic Development of the Romanian People's Republic, Bucuresti, 1954 (unpaged)

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IR - 1336 - 57

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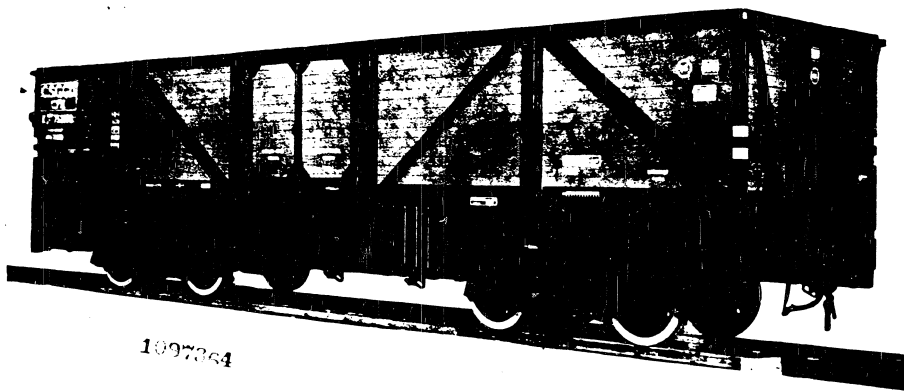
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29 April 1957

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Fig. 15 Fifty-Ton Railroad Dump Car

Source: M: Economic Development of the Romanian People's Republic, București, 1954 (unpaged)

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IR - 1336 - 57

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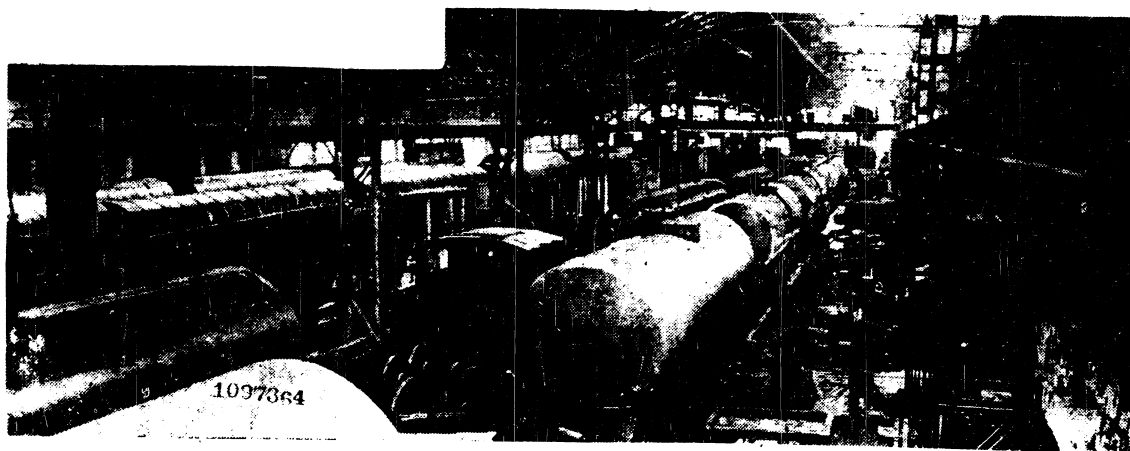


Fig. 16 A New Section of 50-ton Tank Cars Will Leave the "23 August" Plant

Source: N: Informația Bucureștiului, București, No. 717, 21 November 1955, p.1, top

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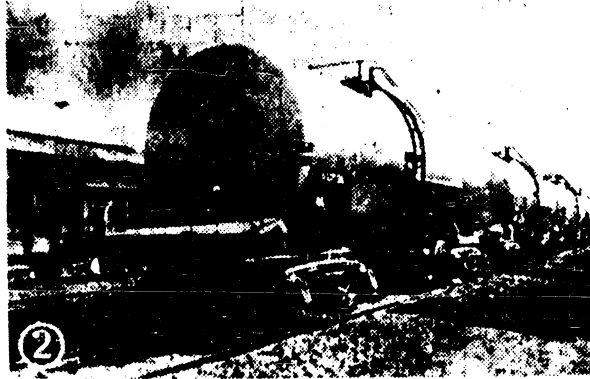


Fig. 17 Fifty-Ton Tank Car Manufactured by the "23 August" Plant for Export to Albania

Source: N: Informația Bucureștiului, București, No. 988, 5 October 1956, p. 1, bottom

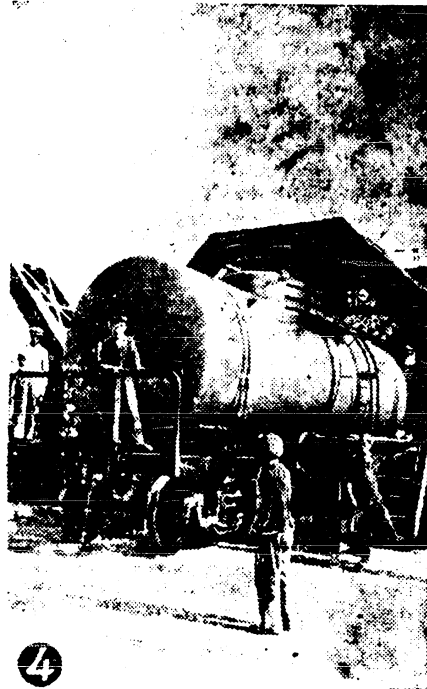


Fig. 18 Tank Car Made by the "23 August" Plant for Export to the Chinese People's Republic

Source: N: Informația Bucureștiului, București, No. 988, 5 October 1956, p. 1, bottom

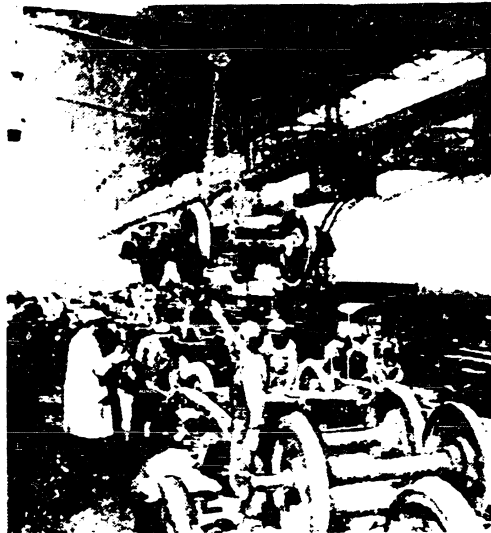
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IR - 1336 - 57

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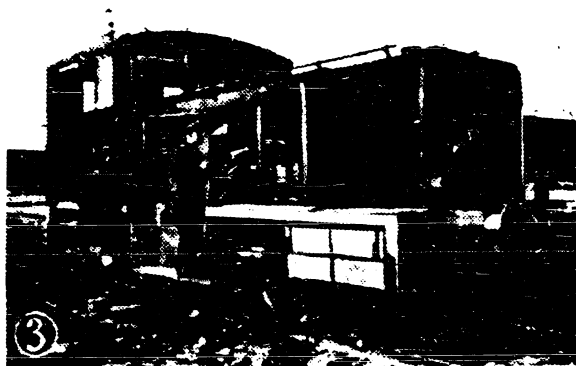
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10-27521

Fig. 19 Final Assembly of Trucks of 50-ton Tank Cars in "23 August" Plant, București

Source: N: Trybuna Ludu, Warszawa, No. 278, 5 October 1956, p. 4, top left



10-27521

Fig. 20 Intra-Plant Diesel Locomotive No. 20057 on Railroad Spur Leading from the "23 August" Plant

Source: N: Informația Bucureștiului, București, No. 988, 5 October 1956, p. 1, bottom

Note: The description of the photo in the newspaper does not specify whether the locomotive was manufactured or repaired in the plant

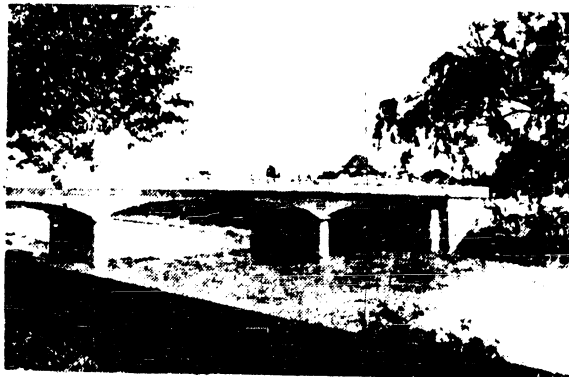
Inclosure #13 to AFOIN-1A1

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29 April 1957

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Fig. 21 Ferroconcrete Bridge across Crişul Repede River at Oradea, Completed in 1955

Source: N: Scinteia, Bucureşti, No. 3615, 7 June 1956, p. 1, bottom right



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Fig. 22 Wooden Bridge across Siret River at Luţca, Built by Voluntary Labor Forces

Source: N: Scinteia, Bucureşti, No. 3536, 6 March 1956, p. 2, middle photo of 6

Inclosure #14 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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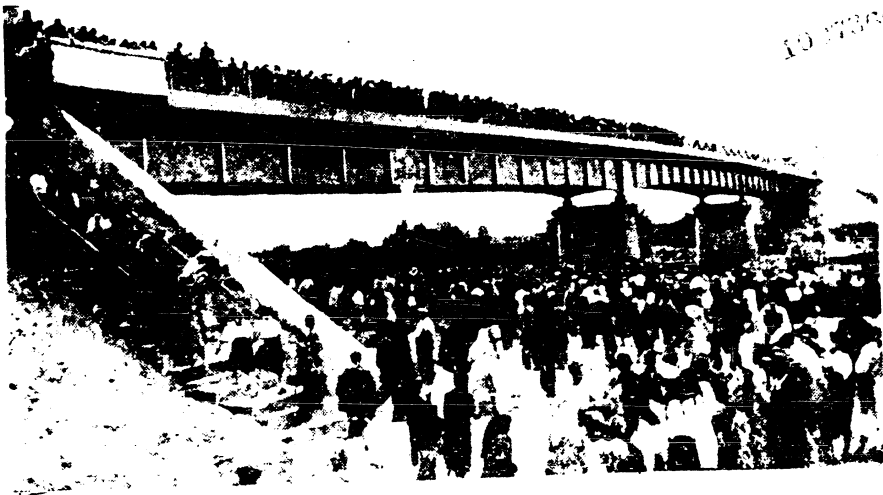


Fig. 23 Opening of the Prut River Bridge at
the Frontier Point of Albița

Source: N: Munca, București, No. 2723,
24 July 1956, p. 1, top

Inclosure #15 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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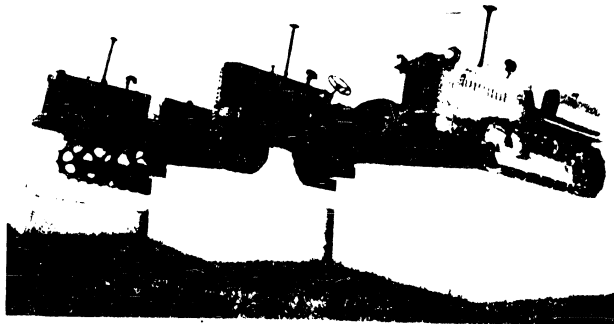


Fig. 24 The KDP, UTOS, and KD-35 Tractors, Made by the "Ernst Thälmann" Works in Stalin City

Source: P: Știința și Tehnica (Science and Technology), București, No. 7, July 1956, p. 9, top



Fig. 25 The "Quadrat" Factory in București Manufactures Tires

Source: N: Trybuna Ludu, Warszawa, No. 233, 21 September 1956, p. 4, top left

Inclosure #16 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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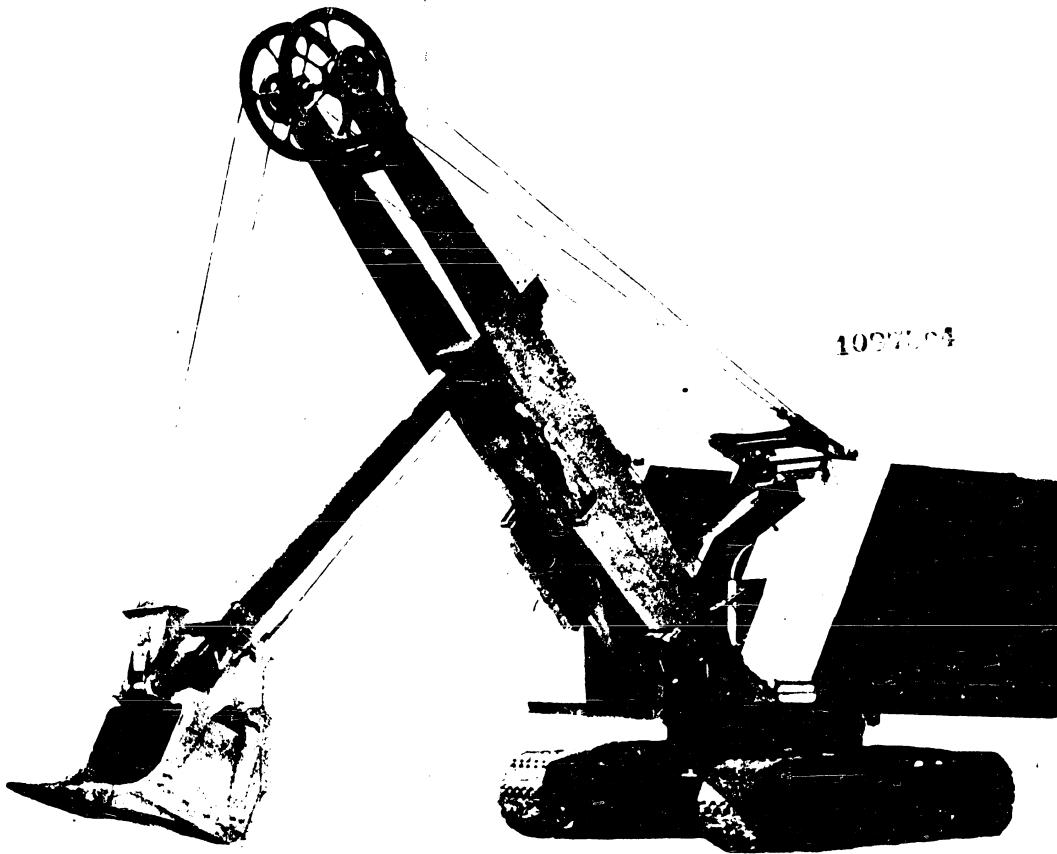


Fig. 26 Excavator

Source: M: Economic Development of the Romanian People's Republic, București, 1954, unpaged

Inclosure #17 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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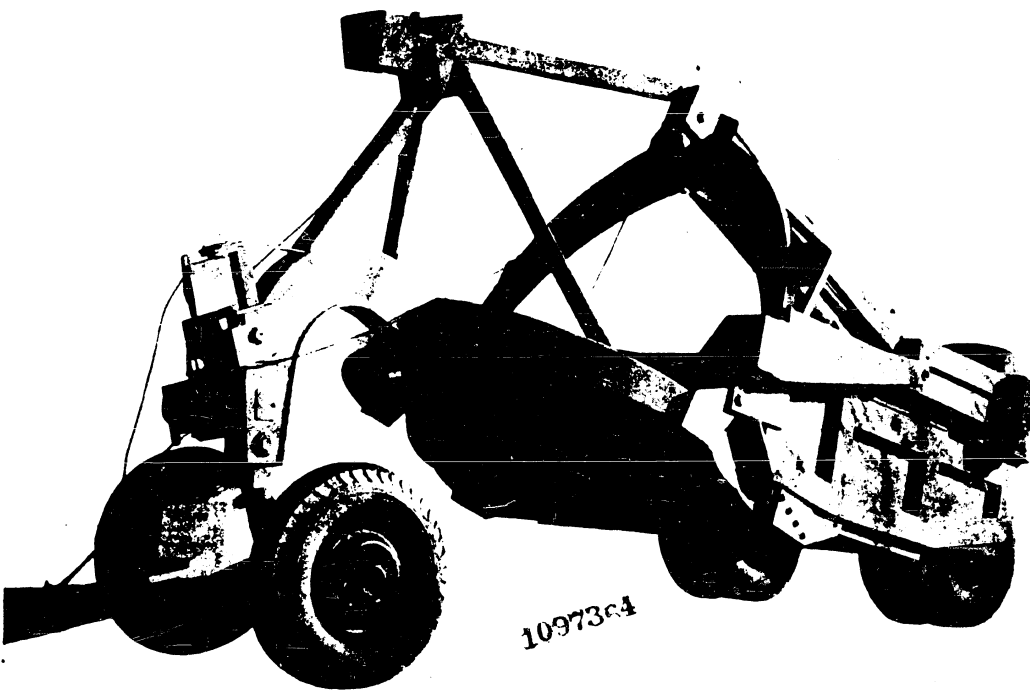


Fig. 27 Scraper

Source: Economic Development of the Romanian People's
Republic, București, 1954, unpagged

Inclosure #18 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

18

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Fig. 28 A New Lot of Ambulances is Manufactured in the "23 August" Plant in București

Source: N: Informația Bucureștiului, București, No. 956, 29 August 1956, p. 1, top

Inclosure #19 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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Fig. 29 "Mao Tze-dun" Bus, First Romanian Product of This Kind

Source: P: Flacara (The Flame), Bucuresti, No. 9, 1 May 1956, p. 15

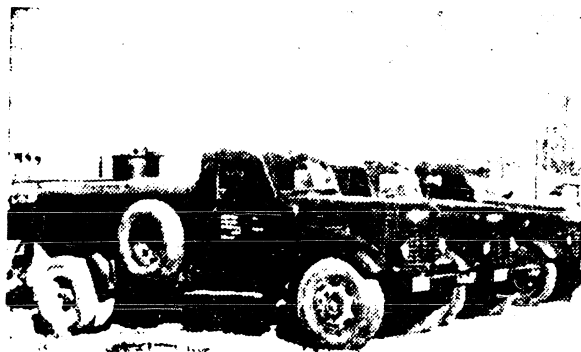


Fig. 30 First 27 Tank Trucks for Petroleum Products, Transformed from Trucks in the "Mao Tze-dun" Plant in Bucuresti

Source: N: Informația Bucureștiului, București, No. 955, 28 August 1956, p. 1, col. 1-2

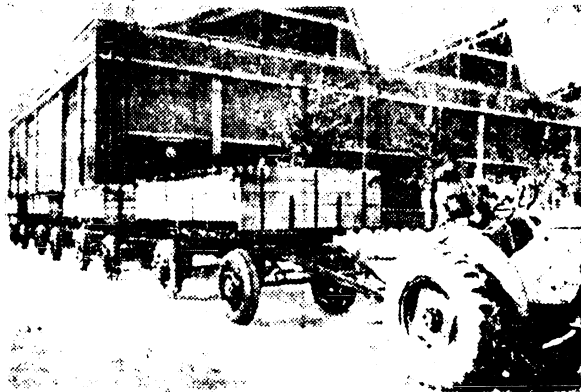
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IR - 1336 - 57

29 April 1957

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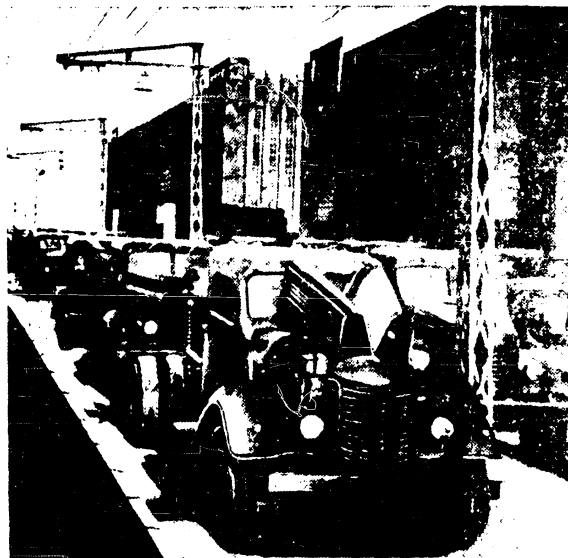
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Fig. 31 Seventy Four Truck Trailers Were Made in the "Tudor Vladimirescu" Plant for the Vietnam Democratic Republic

Source: N: Informația Bucureștiului, București, No. 999, 18 October 1956, p. 2, right



10/27/56

Fig. 32 Last Checkup of a Lot of Trucks in the "Steagul Roșu" Plant in Stalin City

Source: N: Scinteia, București, No. 3748, 9 November 1956, p. 1, col. 5-6

Inclosure #21 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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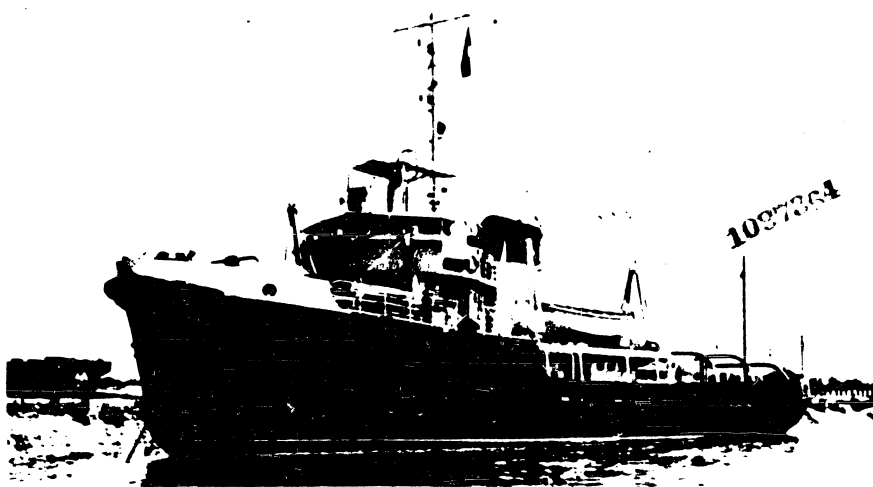


Fig. 33 New Type of Tugboat Built in the
Romanian Shipyards for Export

Source: P: Flacara (The Flame), București, No.16,
15 August 1956, p. 7, top

Inclosure #22 to AFOIN-1A1

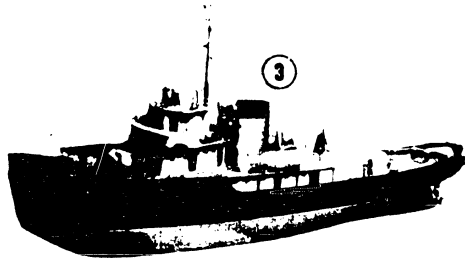
IR - 1336 - 57

29 April 1957

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Fig. 34 Seagoing, 1,200-hp Tug Built in the Galați Shipyard

Source: P: Știința și Tehnica, București, No.7, July 1956, p. 9, bottom left

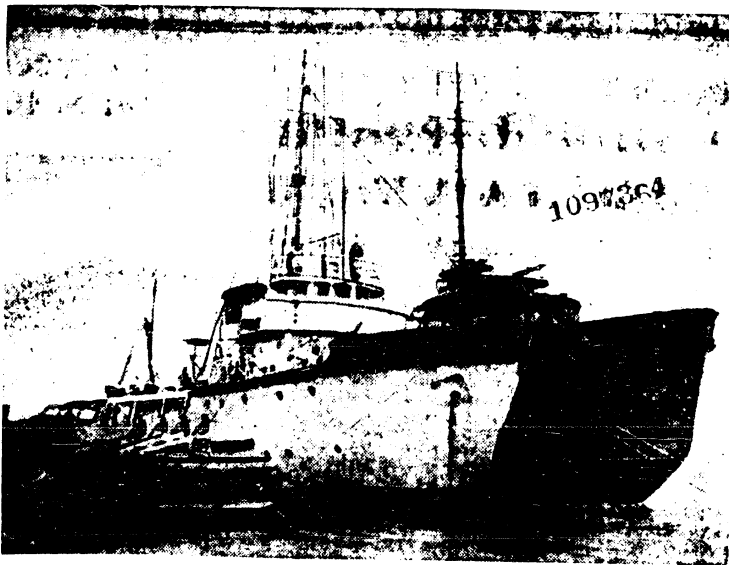


Fig. 35 Second, Steel-Hull, 1,200-hp, Fully-Welded Tug Launched in the Galați Shipyard

Source: N: Scînteia, București, No. 3563, 6 April 1956, p. 1, top

Inclosure #23 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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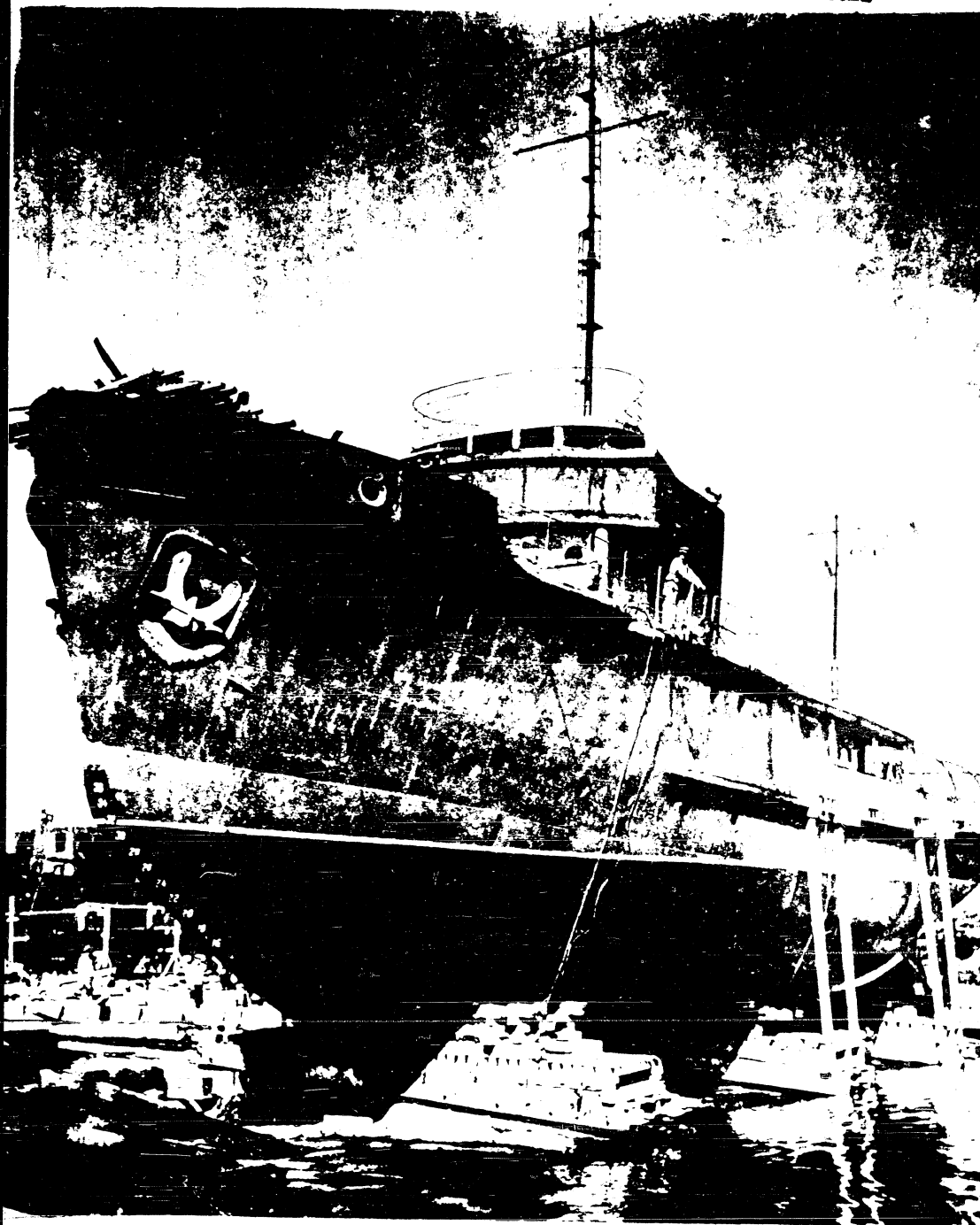


Fig. 35 Seagoing Vessel Built in the Galati Shipyard,
Ready To Be Launched

Source: Pr. Flacara (The Flame), Bucaresti, No. 23,
1 December 1952, photo facing page 17

Inclosure 24 to AFOIN-141

IR - 1536 - 57

29 April 1957

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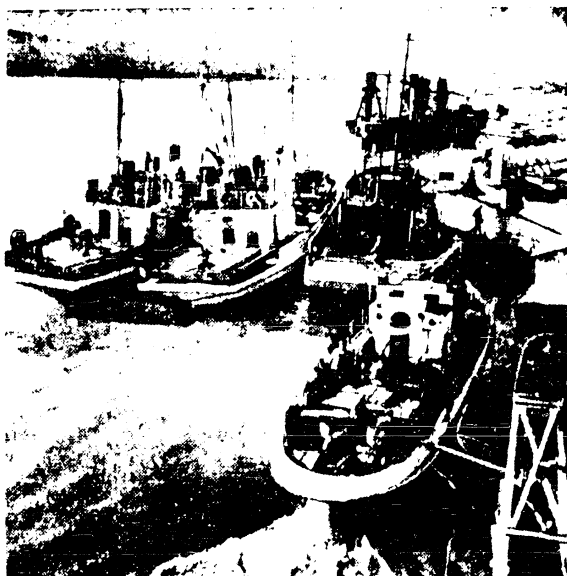


Fig. 37 - View of the city of Bucharest

source: Tricolor, Bucharest, No. 3776, 17 December 1966, p. 1, top

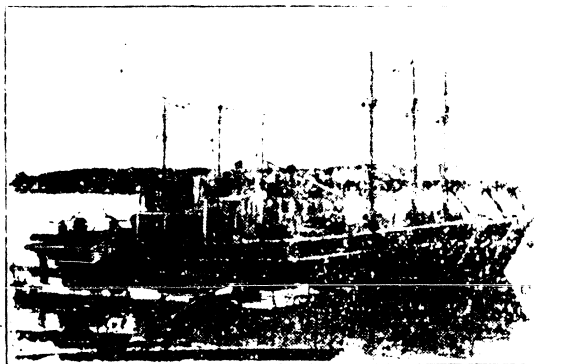


Fig. 38 - Fishing, fully-armed steel fishing vessels in the Turmu-Lavaria fish yard

source: Tricolor, Bucharest, No. 3776, 20 August 1966, p. 1, top left

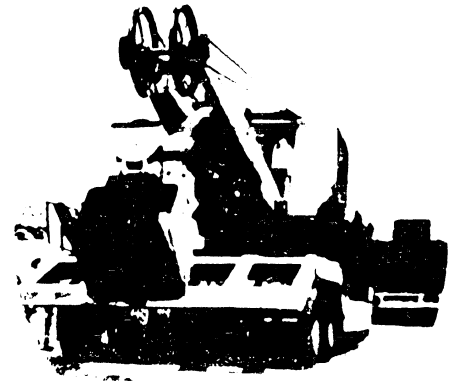
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17 - 1336 - 37

17 April 1967

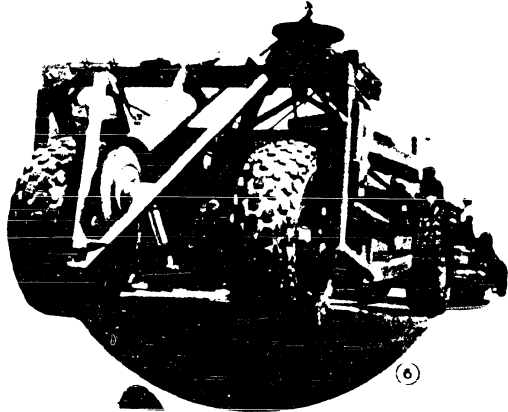
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Fig. 39 Excavator Built During the First Five-Year Plan Period
Source: P: Rumänien Heute (Romanian Today), București, No. 12, 1955, p. 2, top right



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Fig. 40 Scraper Built During the First Five-Year Plan Period
Source: P: Rumänien Heute, București, No. 12, 1955, p. 2, second from top, right



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Fig. 41 M72 Tractor, Built During the First Five-Year Plan Period
Source: P: Rumänien Heute, Bucuresti, No.12, 1955, p.2, bottom left

Inclosure #26 to AFOIN-141

IR - 1336 - 57

29 April 1957

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IR - 1336 - 57

29 April 1957

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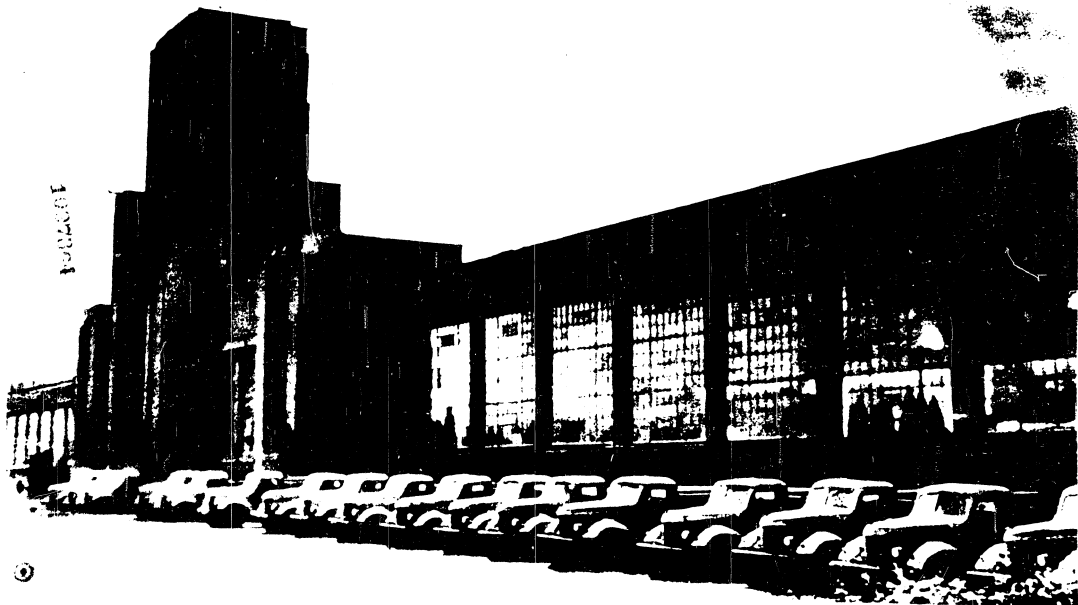


Fig. 42 Trucks

Source: P: Rumänien Heute (Romania Today), București, No. 12, 1955, p.3, top

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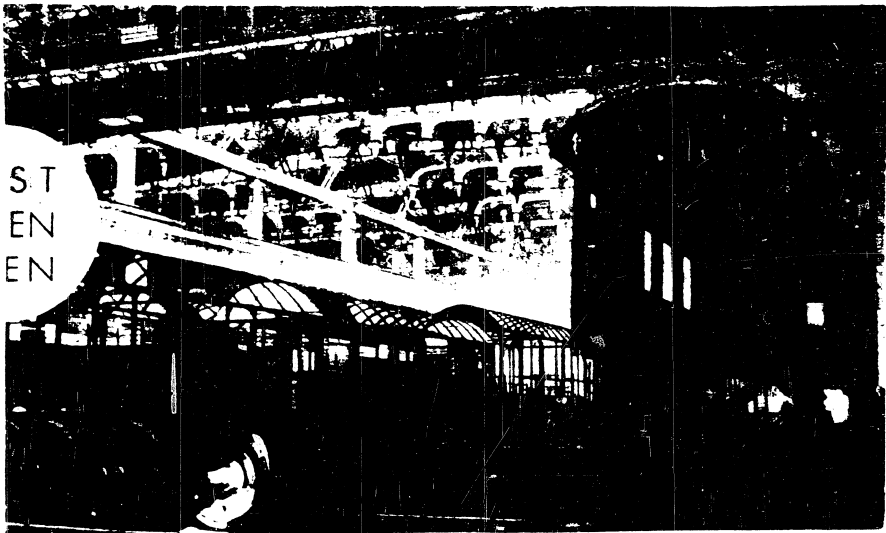
Inclosure #28 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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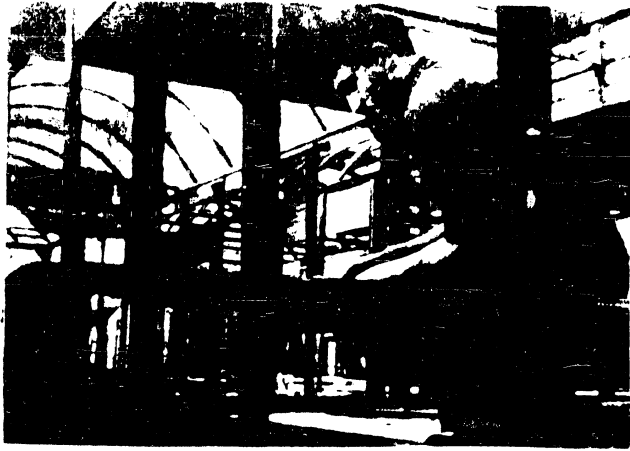
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Fig. 43 New Machine Shop in the "Ch. Dimitrov" Plant in Arad

Source: P: Rumänien Heute (Romania Today), București, No. 12, 1955, p. facing page 16, top

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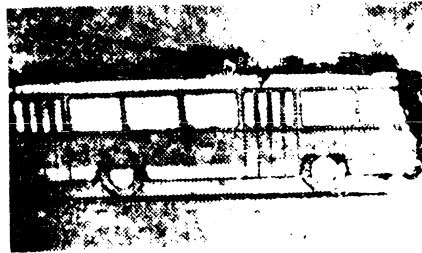
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Fig. 44 Teodor Ana, Employed by the "F. Dimitrov" Plant in Arad Does the Work of Four and Makes One Wooden Car Roof Every Day

Source: P: Rumänien Heute (Romania Today), Bucuresti, No. 12, 1955, p. facing p. 16, center



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Fig. 45 Trolleybus Manufactured by "23 August" Plant in București

Source: N: Informația Bucureștiului, București, No. 722, 26 November 1955, p. 1, top left

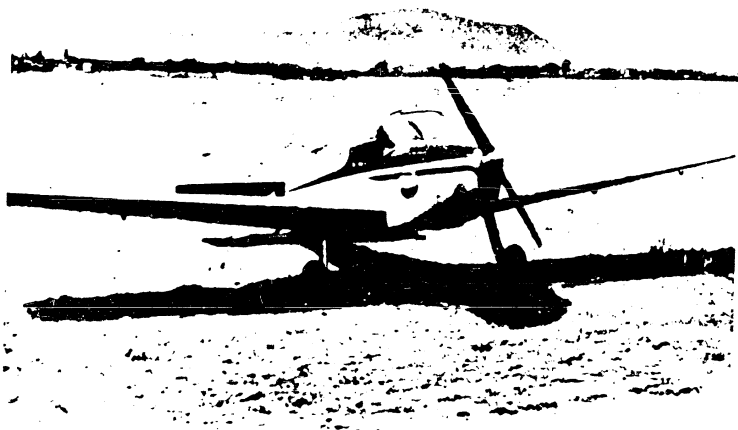
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IR - 1336 - 57

29 April 1957

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Fig. 46 Romanian I.A.R. 811 Aircraft

Source: P: Aviația (Aviation), București, No. 10,
October 1949, p.1, top left

Inclosure #30 to AFCIN-1A1

IR - 1336 - 57

29 April 1957

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Fig. 47 Nose-diving I.A.R. 811 Aircraft

Source: P: Aviația (Aviation), București, No. 10, October 1949, p. 1, bottom right



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Fig. 48 Nose of I.A.R. 811 Aircraft

Source: P: Aviația, București, No. 10, October 1949, p. 2, top left

Inclosure #31 to AFOIN-1A1

IR - 1336 - 57

29 April 1957

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