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STATE		NAVY		NSRB	DISTRIBUTION
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I. Reconstruction of double trackage and railroad construction and reconstruction.

II. Railroad electrification.

III. Construction of hydro-electric plants.

IV. Locomotive and RR car repair shops.

V. Reconstruction of structures.

VI. The new track-laying machine, type "Rekput"

VII. List of railroad stations for loading petroleum products.

VIII. List of industrial enterprises of the Ministry of Transportation.

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SECRET

I. Reconstruction of Second Track between Riga and Dubulty. -- Cudok, June 18. The second track has just been laid again on the section Riga-Dubulty of the Latvian Railroad System.

On 30 April ballasting had proceeded to km 16.

Restoration of Donbass Railroad Lines. -- Soviet technical press, June 18. Almost two billion rubles have already been invested in the reconstruction of the Donbass railroad arteries during the first two years of the [current] Five-Year Plan. In the area of the Donets Railroad System this restoration has taken the form of increased repair and extension of secondary lines and branches leading to coal mines and enterprises and of increasing the traffic capacity of the important lines : Kursk-Kharkov, Kupyansk-Debal'tsevo, Debal'tsevo-Dolzhanskaya, Gryazi-Severo Donetskaya, etc.

This work is correlated to the increase of coal transports from the Donbass and of raw material and metals from the Krivoy Rog basin.

Last year the reconstruction included the lines connecting the main railroad lines with the coal producing regions. Lines such as "JAMASSWYETIANOVO"-Avdakovo [probably: Yama-Svetlanovo-Avdakovo], Dolzhanskaya-Rovan'ki, which are known in the Donbass under the general designation of mine lines, have been repaired and are already operating. This has made it possible to dispense with detours, to shorten coal shipments considerably and, consequently, to speed up their transport from the Northern Donets area to Moscow.

The completion of the second track between Kursk and Kharkov has made it possible to raise the traffic capacity of the main line connecting Moscow with the Caucasus and the Crimea to the pre-war level. The beginning of operations on the second tracks of the railroads in the south-east, on the lines Gryazi-Severo Donetskaya and Likhaya-Povorino, has considerably facilitated transportation of the output from the mines toward the north and the east.

Reconstruction of structures accounted for a considerable part of last years expenses incurred in reconstructing the

railroad network. More than 10 km of [illegible] bridges and culverts of a total length of more than 10 km could be opened to traffic. Of the bridges, those across the Dnepr near Lisichansk, across the Dnepr, the Dnepr, the Samara, the Northern Donets, and the [illegible] be mentioned. Among the structures, the triple-track construction of the Kharkov junction, [illegible] which permits the parting of three main railroad lines without crossings (at different levels), may be mentioned.

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There existed in the beginning of 1948 the problem entailed in reconstructing the lines of the Donbass to their pre-war traffic capacity.

For this reason the reconstruction of double trackage on the lines Kharkov-Losovaya-Slavyansk, Dnepropetrovsk-Zaporozhskaya, Alekseyevka-Lisichansk-Severino, etc. was undertaken in 1948. It assured a successful [illegible] export of coal and minerals and the full utilization of the railroads.

Simultaneously with this doubletracking, the reconstruction of second tracks on the main lines Kharkov-Kiev, in the Merefa-Losovaya and Losovaya-Slavyansk sectors, Lyubotin-Krasnoye, Volnovakha-Mariupol', etc. will increase traffic capacity considerably, lessened freight transportation distances and consequently lowered transportation costs. Reconstruction of second tracks in the sector Losovaya-Pavlograd-Slavyansk should eliminate the bottleneck on the main railroad line Rostov-Kharkov-Moscow of the South Donets and Stalin Railroad Systems. [illegible]

In 1949 electrification of the sector Dolgintsevo-Zaporozh'ye should be completed, resulting in a cheaper, stronger and faster connection of the Krivoy Rog mining basin with the Donbass.

Traffic capacity of the railroad lines will also be raised by the reconstruction of bridges across the Dnepr, the Northern Donets, and the Don Rivers, and by a reduction in the number of temporary bridges which slow down traffic. Construction of new bridges

across the Kirna and Northern Donets Rivers and the Sivash, and of the bridge across the Dnepr River at Kherson is about to begin.

Extraction of raw material and its transportation to the shops has been streamlined at the great Artemovsk coal plant resulting in almost doubling the plant output. At the Kharkov plant "Komsomolets" ("The Young Communist") a repaired 18-chamber Hoffmann furnace has been put in operation. At the Belgorod coal plant extraction of raw material is performed mechanically. The silicate factory at Pavlograd has been reconstructed in view of the increased production. On the Southeastern Railroad System, the Blagodatinskiy Combine, producer of bricks (briques), lime, and chalk, is under reconstruction.

(Morskoy flot, 9 Apr 48) Before the war Zaporozh'ye was connected with the Donbass by a double track railroad line. At present only one track is in operation.

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(June 48) Reconstruction of the 90 km-long railroad line Kokand - Namangan has just been completed.

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(June 48) Construction of the line Dzhetygara-Chu has been resumed. Besides the 3,500 regular construction workers, 500 kolkhoz farmers participate in the work.

The great new, 450 km long line will cross the Balkhash steppes, half of which are desert, and the Khan Tau range. It will connect the Turkestan-Siberian (Turksib) with the Karaganda Ekibastuz railroad and will make possible coal transportation from Karaganda to the southern part of Kazakhstan and to Central Asia.

Construction of the railroad began last summer. Earthworks were done on 150 km of roadbed, bridges were laid on 98 km of it.

This year a 300 km long embankment will be constructed, 100 km of ties and tracks will be laid, and work trains will run on a 160 km long sector.

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Construction work is in full swing on the Ural side of the line. Several [illegible] several kilometers of track have been laid there and two railroad bridges built. Construction work on the equally Altay side is progressing [illegible] well.

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(Izvestiya, Pravda) Last summer, construction of a new [illegible] 627 km long line in Turkmenistan, between Chardzhou and Bukhara, was begun. In one and a half months 400 km of roadway were constructed by the national method of fast construction. At present, drain pipes have been installed at 16 points over a stretch of 120 km, and tracks have been prepared in the stations and stopping points.

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(Russian press, June 48) Basic work on the construction of the South-Siberian trunk line (Stalinsk-Magnitogorsk) is expected to be completed this [illegible] year and work trains should [illegible] begin to operate on the Stalinsk-Barnaul line.

On the Akmolinsk-Pavlodar line, 170 km of main track and stations must be laid. Here, the creation of industrial and production bases and the preparation of workers quarters [illegible] is coming to a close.

(Pravda) Construction of the great South-Siberian railroad line in the sector Barnaul-Stalinsk is undertaken from both ends and at present approaches its most difficult phase - the crossing of the Salair mountain range.

(Pravda, 17 May 48) Passenger and freight trains operate daily on the 115 km long sector Barnaul-Sorokino of the new line.

Construction of the new railroad line Stalinsk-Magnitogorsk. (Izvestiya)

The builders of the new Siberian railroad trunkline Stalinsk-Magnitogorsk work [at present] in the most difficult sector, the Salair [illegible] mountain range.

The Salair sector is full of obstacles and dangers for the builders. Here, [illegible] 12 million cubic meters of earth have to be [illegible] and [illegible] over [illegible] thousand

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barriers. Bridges of the most modern construction will be built across the streams, the Alambay and Chanych Rivers. In the area of the 140th kilometer, construction of a tunnel has begun. About 90 thousand cubic meters of rubble have already been moved by use of explosives on either side of the mountain range.

Additional data on the Akmolinsk region. (Pravda)

Six kilometers south of the city of Akmolinsk, there are several road and railroad branches serving the plants of the area. Coal for these plants is imported from the Karaganda mines and from the Far East.

- Akmolinsk is connected by railroad to Kartaly and Magnitogorsk on one side, and to Alma Ata on the other, and also to the Transsiberian line. The branch from this latter line starts at Issil [possibly Isil' Kul'].

- Roads in good condition, but not asphalted, connect Akmolinsk with Alma Ata, Karaganda, and Chelyabinsk.

- At Issil, a town of 40,000 population, there is a pig iron foundry.

- Four plants working for National Defense (probably artillery and tanks material) are located at Kartaly.

- Karaganda is a coal mine center. An estimated 40 to 45 trains leave the town daily with coal for the cities of Akmolinsk and Chelyabinsk.

(Rechnoy Transport, 9 Apr 48) Construction of the railroad line Bystrovka-Rybach'ye in the Kirgiz SSR has been completed.

(Pravda, Moscow) The engineers on the construction of the high mountain railroad Kant-Rybach'ye have completed track laying up to Lake Issyk-Kul'. The entire route has been opened to train traffic. The first loaded train convoy passed the gorge of Buzmak yesterday in the direction of the shores of the "Kirgizian Sea".

Opening of the railroad sector Bystrovka-Rybach'ye. (Gudok, 3 Aug 48)

Operation of work trains has begun in the Chu River valley, through the route of the Buzmak gorge, in the direction of Lake Issyk-Kul'. The main railroad line Bystrovka-Rybach'ye has been put in

part of Kirgiz SSR with the country's general railroad network.

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(Pravda) The railroad line Tikhoretsk-Krasnodar, [redacted] destroyed during the war, has been entirely reconstructed.

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Traffic opens on the new railroad line Alspayevsk-Sos'va. (Rechnoy [redacted])

Passenger train traffic has begun on the new railroad line [redacted].

The trains establish a two-way connection between the stations Nadezhdinsk and Sinarskaya along the eastern slope of the Urals.

Railroad Construction in Siberia. Construction of Oil Refineries in Siberia. (June 46)

[redacted] (Far Eastern Construction Company) is constructing a railroad line connecting the Baykal/Amur line with the port of Anadyr' via Seymchan (?) on the Kolyma River.

Work on the line from Petropavlovsk (Kamchatka) to Anadyr' will be completed in 1950.

This work is being done by forced labor among which are 500,000 Soviet soldiers, who had surrendered to the Germans, and 400,000 Japanese.

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Oil refineries are under construction at [redacted], Komsomol'sk, and Sovetskaya Gavan'. Their output will be sufficient to ensure all demands of the Soviet Far East.

(May 46) One of the stations of a branch of the Far Eastern Railroad System link the Far Eastern Coastal area (Primorskiy Kray) is located in the bay of Vanino [redacted], 9 km northwest of Sovetskaya Gavan'.

(May 46) In the bay of Vanino the [redacted] maintains a freight shipping station.

SECRET

II. [redacted]

(May 48) Certain important lines have been electrified since spring 1947 in order to raise the transport capacity of the USSR railroads.

[redacted] lines: [redacted] power plants of Dnepropetrovsk - Dneprostroy.

Transsiberian line [redacted] power plants of the Ural Region and the Kuznetsk Basin [redacted] 220,000 volts, supplying the industries of the Urals and West Siberia (network not yet completed).

The cross-connecting lines, from north to south, in the Volga region are fed by the newly constructed hydroelectric power plants along the Volga:

Uglich power plant (operating since 1946), 220,000 kw

Rybinsk power plant (Operating since 1947), 200,000 kw

Stalingrad South power plant (operating since the end of 1947), 140,000 kw

and along the Samara:

Kuybyshev power plant (not completed), 1,400,000 kw

The difficulties encountered stem mostly from lack of copper. Therefore the Soviet interest in all copper deposits which might lie in their zone of influence (e.g. Mansfeld in Germany).

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Electrification of the Railroad Branch Line Bolshevo-Fryazino.

(Gudok, June 48) Installation of [redacted] electrified branch line between Bolshevo and Fryazino has been completed on the Yaroslavl' Railroad System; 6 new stations have been built, [redacted] total price [redacted] and 28 km of wire fences. Fryazino, [redacted] Electrification of Lines of the Moscow Railroad System.

Electrification of the line Tsvibali-Shaul has been completed. This line, [redacted] Tbilisi-Mtskheta.

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Before the end of 1948 a [illegible] of the following lines will be completed:

1. Semiretchie-Post
2. Semipalatinsk-[illegible]
3. [illegible]

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(Pravda, Moscow, Feb 48) Last year the railroad branch line Kartaly-Taldy Kurgan, [illegible] On New Years Eve the first freight train ran over this line, bringing construction material to Taldy Kurgan.

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(Izvestiya, Moscow, Jan 48) Construction has begun on a branch line of the Sverdlovsk line [Kaganovich Railroad System]. It will begin at the railroad station Oshchepkovo and run to Butka, distant center of the region. [Butka, located southeast of Oshchepkovo, at 63° 45' E 56° 45' N.] The new route will pass through the rich agricultural and forest massifs of the Trans-ural. The construction had been declared of national interest.

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(Pravda, Moscow, Feb 48) Reconstruction work on the electrified section Dolgintsevo-Mikepel' of the Stalin Railroad System is under way. Three sub-stations are already supplied with current and the fourth one is under construction. Transmission lines are ready over a stretch of 100 km.

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XII. [redacted] power plant in [redacted]. (Mar 48)

Construction of the dam of the Kingashmar hydroelectric [redacted] power plant is under way. The water held by this dam will flood a wide area of the Zeya forest, situated in a mountain valley.

The [redacted] timber is at present being removed from the area to be flooded. One million cubic meters of timber has already been cut. A [redacted] sawmill established nearby manufactures boards and ties and was partly instrumental in building the dam. It is also contemplated to float the timber over the Kura River.

Kura hydroelectric power plant at Khrenskaya. (May 48)

The hydroelectric power station at Khrenskaya, south of Tbilisi, has been completed and has begun to operate.

This new source of electric power is to fill the demands of industry and population of the Georgian capital.

Construction of [redacted] power plant at Tyrma. (Apr 48)

Construction work on [redacted] power station is about to begin at Tyrma (Amur Region).

The town of Tyrma is located 350 km northwest of Khabarovsk at the confluence of the Tyrma and Bureya Rivers.

SECRET

IV.(Russian Railway Technical Review, publication of the Ministry of Transportation, June 45). The tender shop at the Voronezh locomotive repair plant, a dead-end type shop, had been destroyed by the Germans. It has been reconstructed according to the former clearances, with low pressure pits. Located below the washing installations. This arrangement makes it impossible to transport by means of any tenders which electric travelling cranes over other tenders which might be in the repair stalls. The questions of a practical arrangement of the interior transportation ways at the plant have not been solved.

The reconstructed locomotive assembly shops of Voronezh, Izyum, and Dneprope[illegible] are at present technically inferior to their pre-war status. Whereas the Voronezh plant formerly ranked among the leading plants, and systematically handled locomotive repairs on the basis of interchangeability of parts, [illegible] close tolerances and precise grading, it now does not fulfill the production plan, and locomotive repairs are actually handled by manual methods.

That's why it takes 12,000 manhours to complete a medium repair on a locomotive of the F.D. series, whereas in 1940 the same repair was done in 8,000 manhours. At the Dnepropetrovsk plant the cost even reaches up to 19,000 manhours.

Until now, certain plants do not have any plans regulating tolerances for the work on parts. Locomotive parts are therefore handled with arbitrary precision, since arbitrary tolerances are permissible for their treatment. At the Voronezh plant, e.g., the weight of a rough casting for the manufacture of piston rings ranges up to 370 kg and the weight of the pistons rings manufactured from it is 70 kg. 80 percent of the weight of the metal is turned into filings on the machine tools.

At the Kamyshin locomotive repair plant, which ranks among

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the leading enterprises, a piston rod for a locomotive of serie E is manufactured by forging a pig of [illegible] kg weight. Of this, [illegible] kg are turned into shavings, and the machined piston rod weighs 178 kg.

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The pioneer technology was, for the first time, applied in 193[illegible] in the Izyum and Voronezh plants. In the Izyum and Voronezh plant shops parts were manufactured and locomotives repaired according to the new technological method, with patterns, instruments, and rational adaptations.

All tests made and all experimental work were systematized according to individual operations. The Voronezh and Izyum plants from month to month systematically fulfilled the production plan by taking over the repair of the powerful locomotives of the F.D. and I.S. series.

However, the great work done for the adjustment and introduction of the new technology was not introduced in the other plants. At the end of 1945, comrades Shiyan and Sychev (the latter is Chief Engineer of the "Proletarskiy" plant) announced that the locomotive repair shops would be organized along serial production methods. A year later the transformation was put into effect at the Dnepropetrovsk plant, resulting in one part of the assembly shop sections being organized along serial production lines and the other part remaining unchanged. Manufacture and repair of parts were performed by visual estimation (selon l'endroit "à vue"), for interchangeability and parts manufacture according to grading and tolerances had not been introduced.

The result of such a "reorganization" was that the output of repaired locomotives at the Dnepropetrovsk plant dropped while the cost of repair went up.

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Editor: do not omit the stress above [illegible] [illegible] [illegible] changes.

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As the Mikhaelograevsk railroad car repair plant, e.g., the manufacture of 1,000 12/60 bolts costs [illegible] and 1,000 ¾-inch nuts cost 23,000 rubles, whereas the sales price of bolts in the industrial enterprises is 1,300 rubles per thousand and for nuts 1,870 rubles. Since the demand in metal parts is almost entirely met by the plants and workshops themselves, the Ministry of Communications loses almost 180 million rubles annually on the manual manufacture of these articles.

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Kalinin Railroad Car Repair Shops. (May 48)

5,000 workers, among them almost 500 women, work at the plant. 80 percent of them are natives of the Ukraine and the Caucasus, the rest have been recruited locally. The MVD furnishes about 1,500 prisoners whose movements around town are under guard. The plant also employed 300 specialised prisoners. Living conditions are primitive and morale is bad; there are frequent fights between natives and Ukrainians.

Monthly salaries range up to 400 - 450 rubles.

Four fifths of the machinery is of German origin and deteriorated through unqualified workers, the rest arrived from Czechoslovakia since the end of 1946. This latter material is new and amply equipped with spare parts. Since 1947, specialised crews are repairing the German machines with salvaged parts.

The Kalinin shops repair 30 to 40 cars daily. Spare parts for the railroad material come from Ural plants and from since 1947 from Czechoslovakia.

Accidents at work are numerous.

A camp with 2,000 PWs is located in town and four more camps with 4,000 PWs are in the vicinity. Except for the 300 specialists working in the plant, the others work on construction and maintenance of buildings and in [illegible].

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At the beginning of 1947, 24 of them were sent to Moscow to attend political courses.

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V. Reconstruction of Structures. (Gudok, June 48)

One crew of the bridge construction train (leader, Kazeli) has just reconstructed the bridge across the Chernyy Tamlyk River, on the Odessa Railroad System. This structure is 29 m high and 110 m long. It was completed 4 days ahead of schedule.

Likewise completed for the 1 May celebrations are the bridges across the Kun'ya River (Kalinin Railroad System), the Suyda River (Leningrad Railroad System), and the Northern Donets River (Southeastern Railroad System).

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VI. New Track-laying Machine, Type "Rekput". (Zhel.Dor. Transport, June 48)

Four test track-laying machines, type "Rekput", will be constructed at the Pushkin plant for mechanical repair of roads. They are to further mechanization of heavy work in rail laying, in cases of complete change or capital track repair.

This new type track laying machine is self-propelled and is mounted on the chassis of a 4-axle railroad car. The machine lifts 0.5 km of old rails in an hour. It can lay the same quantity of rails in 2½ hours.

If rail-laying machines are used for capital repair of tracks, a total of 18 men are needed for laying the tracks. They consist of one brigade leader (railroad foreman), three men operating the rail-laying machine, and 14 men in the so-called lower brigade which performs the track work.

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VII. Railroad Stations Equipped to Load Petroleum Products. (Zhel.Dor. Transport, June 48) Loading stations for petroleum products located on the Kuybyshev Railroad System: Kuznetsk, Neftyanaya, Uvek,

(Apr 48) Loading stations for petroleum products, located on railroad junctions: Saratov, Kuybyshev, Batraki, Ufa, Krasnovodsk.

Other loading stations for petroleum products: Groznyy, Makhach-Kala, Baku, Kryash.

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VIII. List of Industrial Enterprises of the Ministry of Transportation. (Gudok, Moscow) [Enterprises known to be listed in the Industrial Register, OCD, have not been repeated here.]

27 Feb 48:

Railroad car repair plant at Panyutino, manager, G. Cukharev.

The railroad tie tar-impregnation plant at Sarepta has resumed operations after capital repairs.

Locomotive repair plant at Gayvoron, manager, D. Voskoboynik (5 Mar 48)

13 Feb 48:

Railroad car repair plant imeni Kirov at Dnepropetrovsk. Manager, Fedor Timofeyevich Korobov.

Machine plant of the Central Directorate of the Ministry of Transportation. Manager, Aleksandr Vasilevich Khrustalev

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(Pravda)

Machine construction plant "Revolyutsionnyy Trud" at Tambov. Manager, N. Basilov (9 May 48)

Electrotechnical plant imeni Dzerzhinskiy at Losinoostrovskaya. Manager, Idreadov. (9 May 48)

Plant imeni Lenin at Kazan'. Engineer, Tropp. Belongs to the Ministry for Construction of Agricultural Machinery, USSR. (31 May 48)

1 June 48

Railroad car plant at [illegible]. Plant has produced, in excess of the annual plan, 611 all-metal passenger cars.