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#### IV Decentralization of the Kuybyshev Railroad System

Because of the increase of freight haulings, mainly of petroleum and petroleum products, in the Volga region, the Council of Ministers USSR decided to separate the Ufa division from the Kuybyshev Railroad System and to place it under an independent management, starting on 1 August 1949. The new System will include the sectors of Ufa, Bugul'ma, ~~Ufa~~ Ulyanovsk, Abdolino, and Sterlitamak and will have the following boundaries:

with the Kuybyshev System: stations of Pokhvistnevo, Belyy Klyuch and Inza (all these stations not being included in the new system).

with the Kazan' System: the station of Sel'd (not included)

with the South Ural System: the station of Kropachevo (not included)

The administration of the Ufa System will be located in Ufa.

Moreover, the Bazuluk sector of the Orenburg system, located between the stations of Kinel' and Novosergiyevskaya inclusive, will be attached to the Kuybyshev System.

#### V Railroad Construction in Eastern Finland

In eastern Finland and northern Karelia the following railroad lines are now under construction or in project (see map):

a) A line from Salla to Petsamo, therefore parallel to the Murmansk railroad;

b) A first transversal line joining the two preceding lines, starting from Pike Ozero [Pinozero] on the Murmansk line and ending on the Petsamo line in the region of Komdoro. [Kovdor];

c) A second transversal line starting from Kuolla [Kola] on the Murmansk railroad;

d) An extension towards the west of the line starting at Louki [Loukhi] on the Murmansk line.

The following information is at present available on these different lines.

##### 1. Line (a)

Is now under construction. It starts about 400 meters west of Sallanjoki and runs parallel to the Salla-Kemijarvi line for about

9 km, at a distance of 2.5 km approximately from this latter line; it then runs off northward. The total length of the line will be approximately 300 kilometers. It will pass through the iron mines of Kovdor and Leivova, pass near the nickel mines of Kalasjoki and finally end near the Arctic Ocean on the port of Liinahamari.

At present the line reaches the region of Siikaselka, west of Salla but is not progressing towards the north.

Questioned on the speed of construction of such a line, an officer of the Russian economic service, who was in 1939-1940 chief of supply for the Salla railroad construction works, and who probably will be in charge of a similar job in the new project said:

The construction of the Ruch'i Karel'skiye-Salla Puchin-Salla line started in December 1939, with forced labor manpower. During its best periods the undertaking had 110,000 prisoners and the work was carried out on different sectors simultaneously. By the end of June the first trains were already running. Therefore, in winter, 152 km of track were laid in a little more than 4 months. Thirty thousand prisoners died during this time, but this was unimportant.

2. Line (b)

This line is now almost completed. Information on present activity is still lacking.

3. Line (c)

This line is in operation as far as Pistikentta Restikent and can be easily extended to the line (a).

A reliable source has stated recently <sup>that</sup> the Russians have apparently started the construction of a line joining Kuolla Kola to Liinahamari.

4. Line (d)

The Russians have apparently started to build the extension of the railroad from Lukhi Loukhi Murmansk line to Kiestinki Kesten'ga. Running westward from this starting point towards the Finnish border, the line now apparently ends at Sohjama.

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Although this information is still to be verified, it seems quite plausible if we consider that the program of Finnish railroad construction provides in the near future for the extension of the Kontimäki-Hyrnsalmi towards Taivalkoski, farther north. When someday the railheads of these two lines are connected, the junction of a Finnish line with the Murmansk line will be accomplished.

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