

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR(Ukrainian SSR)	REPORT	<input type="text"/>	25X1
SUBJECT	Road Construction in the Carpatho-Ukraine	DATE DISTR.	28 August 1953	
		NO. OF PAGES	6	
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PLACE ACQUIRED	<input type="text"/>	REFERENCES	<input type="text"/>	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. Following are corrected spellings for some place names appearing in the report:

- Page 1, Para 1a: Stryy for Stryl
- Page 2, Para 1b: Ruske Komarovce for Ruske Koma - Rovce
- Page 2, Para 1c: Turja River for Turija River
- Lesarna for Lesana
- Page 3, Para 1e and f: Mukachevo for Muckachevo

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC				
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25 YEAR
RE-REVIEW

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- (4) Three to four kilometers northeast of Tucholka Village, for about a two kilometer stretch the road was modified. [redacted]
- (5) All bridges on this road from Uzhgorod to L'vov, except the temporary wooden bridge over the Latorica River three kilometers northeast of Mukachevo, were replaced by new, reinforced concrete ones. The Mukachevo bridge was supposed to be replaced later in 1952 or 1953. The entire road was completed in June 1952, except for one section northeast of Verbjaz which was scheduled to be completed by the end of 1952. 25X1
- b. The oblast road: Mukachevo - Vel. Louchky - Cervenovo - Ruske Koma - Rovce - Chlumeč - Hluboka [redacted] was urgently needed, since the very fertile area west of Mukachevo had not had any road which was serviceable throughout the year. The only roads were dirt ones which were unusable in fall and spring. The need for a good road for motor vehicle use throughout the year became especially important after the large kolkhozy were organized in this area (Vel. Louchky was the largest grain kolkhoz in the Carpatho-Ukraine). Construction of this road started in Summer 1950, and it was completed in 1951. The new road was actually built from Vel Louchky to Hluboka connecting the old roads Mukachevo - Cop and Mukachevo - Uzhgorod. Sections of these roads - Mukachevo - Vel Louchky and Hluboka-Uzhgorod - were repaired and reconstructed. The new section Vel Louchky-Hluboka was metaled, six meters wide, and covered with asphalt cement; in addition to this, on each side of the asphalt pavement was a gravel shoulder one meter wide, making the entire width eight meters. A large number of reinforced concrete bridges had to be erected along this section. The road was built by Kolkhoz workers under the supervision of skilled labor from the Uzhgorod Oblast Road Administration (OblDorOtdel). 25X1
- c. The oblast road: Mukachevo - Kustanovice - Nem. Kucova - Stanovo - Jablonovo - Zaluz [redacted]. Construction of this road had started in the beginning of 1951, and the road would probably be completed by 1953. In addition to serving the adjoining kolkhozy, this road was to facilitate transportation of timber from the Hat forest. It was planned as a white, metaled road (without the use of asphalt cement), six meters wide. Construction work was done by kolkhoz workers under the supervision of the Mukachevo Okrug Road Administration (OkrDorOtdel) and its skilled workers. 25X1
- d. The oblast road: Mukachevo - Lalovo - Zaluz - Dunkovice - Vlachovo - Vel. Kopana [Maps W-17 and X-17]. This was a white metaled road, five meters wide, badly damaged during World War II. Reconstruction started in Spring 1951, and was scheduled to be completed in 1953. The project called for a six meter, metaled, asphalt cement road with reinforced concrete bridges. By the end of 1951 work had been completed on the section from Mukachevo to a point two kilometers south of Lalovo. The Uzhgorod OblDorOtdel and Mukachevo OkrDorOtdel were in charge of construction and supplied machinery and skilled labor.
- e. Reconstruction of the oblast road: Kolesino (four kilometers north-east of Mukachevo) - Selestovo - Belebovo - Vys Vyznice - point 250 - point 299 - and probably all the way up to Poroskov to the road leading along River Turija [Map W-17]. The need for reconstruction became especially acute with the construction of a new sawmill close to point 250. Several other sawmills in the area, one of which was in Lesana (south of point 299), had increased their output since the end of World War II. Thus, the main reason

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for reconstruction was damage done to this road (while, metaled, no asphalt cement) by the heavy traffic of timber-loaded trucks down to Mukachevo. Reconstruction on this road was limited to repairs. The original width of six meters was to be retained. Reinforced concrete bridges were to be built along the entire length of the road. Work started early in 1951 and was probably to be completed by 1953. Manpower came from adjoining kolhozy, and work was done under the supervision of the Muckachevo OkrDor-Otdel.

- f. Construction of a railroad: Muckachevo - Berezinka - Zofie - Drahobratovo - Novoselice - Ilnice

2. [redacted] there were some other roads in the Carpatho-Ukraine either built or reconstructed [redacted] 25X1

3. In reference to the entire problem of communications reconstruction in the Carpatho-Ukraine, [redacted] roughly, has been the background of historical and political development in the area since 1938: 25X1

- a. From World War I until 1938, the Carpatho-Ukraine was a part of Czechoslovakia; the gravitation of trade, commerce, and consequently the gravitation of all main communications during this period was directed toward the West, mainly to the large Slovak center of Kosice.
- b. Later, from 1938 and especially 1939 until the end of 1944, when the area was occupied by Soviet troops, the Carpatho-Ukraine was annexed by Hungary, and the gravitation of national life was to the South, mainly to Budapest. However, due to war conditions, no communications projects worth mentioning were undertaken during this period; the original communications connecting this area with the West were either neglected or completely abandoned, and no new roads were built connecting the area with the South.
- c. The Soviet Army occupied the Carpatho-Ukraine late in 1944. In May 1945 the area was officially incorporated into the USSR (which made Kiev the new point of gravitation); from 1945 to 1950 no large road construction or reconstruction projects were undertaken by the Soviets. The main reason for this, as I understand it, was that the creators of the fourth Five Year Plan (1945-1950) were mainly concerned with the reconstruction of industrial centers and populated localities destroyed or damaged during World War II. In addition, from 1947 to 1949 the Carpatho-Ukraine underwent collectivization reform. There were not sufficient financial means left during this period to undertake any large scale road construction projects, and activity in this respect was limited almost exclusively to the most urgent repairs and maintenance of communications. The fifth Five Year Plan, launched in 1950, fully recognized the necessity of reconstruction of the communications system in the Carpatho-Ukraine and allocated considerable funds for this purpose.

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