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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY: Yugoslavia
 SUBJECT: Railroads, Roads and Labor Conditions
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 SUPPLEMENT

A. Railroads

1. Belgrade-Skoplje-Veles-Bitolj. This line has been repaired and the service is regular. Many of the bridges were destroyed during the war, but most of them were repaired during 1945. The iron bridge across the Vardar at Skoplje and the one across the Kadina between Skoplje and Veles have been rebuilt. The bridge across the Topolaka, 9 kms from Veles towards Bitolj, was rebuilt in concrete in 1945.

2. Skoplje-Djevdjelija-Salonica. This line is not yet completely re-established. During the war two of the bridges across the Vardar between Klisura and Mirovce were destroyed. In order to avoid the rebuilding of these bridges, a difficult and costly undertaking, a new line was being constructed during the winter of 1944-45 on the right bank of the Vardar. The distance of 14 kms. During 1946 the earth work was completed and the bridge rebuilt and part of the railway line. At the [Redacted] the railway line was not yet completed. Forced labor was employed on this work under the supervision of Russian engineers.

3. Veles-Stip-Kocane. This line is not yet operating although it is in good condition except for the principal bridge across the Vardar at Veles which was destroyed by the Yugoslav army in 1941. This bridge is in the course of reconstruction, and it is hoped that it will be ready by the spring.

4. Skoplje-Kacanik-Kosovska Mitrovica-Belgrade. All the tunnels and bridges on the portion of the line between Skoplje-Kacanik were destroyed and traffic was only resumed in the autumn of 1946. Forced unpaid labor was employed on this work.

5. Kumanovo-Gjujeseva. This line was begun by the Bulgarians during the occupation and is intended to connect Skoplje and Sofia. The earth work, bridges, and some of the tunnels are completed. The largest tunnel at Gjujeseva, which is 700 meters long, is not yet ready. Another year of intensive work is required to finish this line.

6. Kocane-Gorna Dzhumaya. This is a strategic line begun by the Bulgarians during their occupation and intended to connect the Vardar and Struma valleys. The rails have not yet been laid, but it is thought that this line will be ready in about six months.

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-2-

7. Skoplje-Tetovo-Gostivar-Kicevo-Ohrid. This line, which was built by the Germans during the first war, was very quickly repaired in 1945. Traffic is now normal.

8. Zivojna-Kenali. This is a narrow line, 9 kms. long, built in 1945-46 by EAM refugees from Greece to connect the coal mines at Zivojna with Kenali station on the Bitolj-Salonica line. This is a purely industrial line serving the coal mines and timber forests.

9. Sarajevo-Doboj-to the north. This line has not been used for some time as a result of continual acts of sabotage in the district.

B. Roads

1. During 1945 all the principal roads were provisionally repaired by forced labor. Iron and concrete bridges which were destroyed have been replaced by wooden ones. All the repair and construction works are guarded.

2. The following roads have been repaired and can carry vehicles not exceeding eight to ten tons:

(a) Belgrade-Nis-Skoplje-Djevdjelija

(b) Skoplje-Veles-Bitolj-Greek frontier

(c) Skoplje-Kumanovo-Kriva Palanka-Sofia

(d) Skoplje-Tetovo-Gostivar-Debar (Debar-Ohrid). This road has been repaired, and the stone bridge across the Drim has been replaced by a wooden one. Vehicles must not exceed five tons.

3. The following roads have been repaired and can carry vehicles not exceeding five to six tons:

(a) Bitolj-Kicevo-Gostivar-Skoplje

(b) Bitolj-Ohrid (Debar)

(c) Ohrid-Kicevo

(d) Veles-Stip-Kocane-Gorna Dzhumaya. A combined railway/road bridge is under construction across the Vardar at Veles.

(e) Stip-Radovista-Strumica-Doiran

(f) Stip-Sv. Nikola-Kumanovo

(g) Skoplje-Kacanik-Kosovska Mitrovica

(h) Bitolj-Novak-Starovina. This is a new road under construction. Several thousand workmen are employed on it under Yugoslav and Russian engineers. It is a strategic road intended to supply the Greco-Yugoslav frontier sector Dobro Polje-Marvika-Sokol-Kajmakalan, namely the important mountain region in the direction of Epirus and Salonica.

C. Labor Conditions

1. At Kakanj (50 kms. from Sarajevo) a recent act of sabotage in a coal mine caused the death of 300 miners.

2. In the district Vlasenice - Han Pijesak (Javor Planina) all the inhabitants have been deported to Russia by rail via Rumania as a reprisal for the assistance they gave to the Chetniks.

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