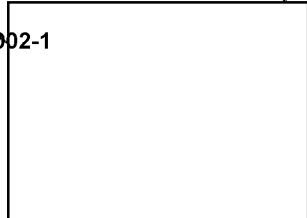


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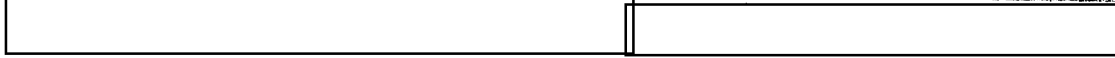
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25X1 Note: The information in this report confirms and amplifies previous reports on Siberian Railways and particularly clarifies which railways under the various Five Year Plans have been completed in Siberia.)

AMUR RAILWAY

- The Soviet Far Eastern or Amur Railway--from Karymskaya (114-20, 51-40) along the Shilka and Amur Rivers to Khabarovsk (Poli) (135-04, 48-28) and Komsomolsk, and from Khabarovsk to Vladivostok--is administered from two centers, Chita (113-30, 52-02) and Khabarovsk. The following are the reasons for the control by these two centers and the lines which are administered from each of the two cities:
 - Chita: Because the former Transbaikalian Railway--from Slyudyanka (103-46, 51-40) to Karymskaya, with branches from Karymskaya to Sretensk (117-42, 52-16) and from Karymskaya to Manchouli (117-29, 49-36)--was included in the so-called Molotovskaya (former Chitinskaya) Railway, which covers the section from Slyudyanka to Svyobodny (former Alekseyevsk 128-08, 51-23) with a branch line from Svyobodny to Blagoveschensk (127-30, 50-18), opposite Heiho (127-28, 50-15).
 - Khabarovsk: This administration center covers the lines from Svyobodny to Khabarovsk and Komsomolsk and from Khabarovsk to Vladivostok. There are branch lines to Birobidzhan (Birobidshan) (132-58, 48-47), from Voroshilov (131-58, 43-48) to Suifenho (131-09, 44-23) and from Vladivostok to Posietto (130-57, 42-42), near the Korean border.

BAIKAL-AMUR MAGISTRAL (BAM)

- In addition to the completed Amur Railway, the main lines of the Baikal-Amur Magistral have also been completed. The main line extends from Taishet (97-50, 58-10) northeast to Bocaibo (114-15, 57-50), gold mining center in the Lena District, then southeast through Aldan (125-22, 58-40) and the Lebedinii (123-57, 54-00 Gold Mines*, and crosses the Amur Railway to Jalinda (Dahalinda) (123-58, 53-30). Full scale exploitation of the railway and the area covered by it will not take place until next year, when such handicaps as water supply and minor details of construction will be completed. This line runs over frozen soil, where the problem of water supply has become one of the most complicated engineering problems.

*Gold mines appear on various maps at the coordinates reported; however, the town of Lebedinii is at (125-25, 58-12).⁷

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3. The BAM also includes some minor lines connecting the areas through which flow the Zeya, Selemja (Selendzha), Bureya and Kerbi Rivers. The branch line from Tygda (126-20, 53-08) to Zeya (127-18, 53-45) is completed. Full scale construction work is proceeding on the line linking Zeya with Ekimchan (133-00, 53-05); this line must be ready by 1948. Ekimchan is already connected with Komsomolsk by rail. Work has started on a line from Ekimchan to the gold mining town of Kerbi (136-29, 52-26) and on to Nikolayevsk (140-51, 53-12). The line from Ekimchan to Kerbi is to be completed by 1948; the line to Nikolayevsk by 1950. Work has also begun on a line from Ekimchan to Udskiye (134-22, 54-29), copper and gold mining center; this line must be completed by 1950 because of its strategic importance with respect to the Kurile Islands.
4. The railway is now in operation from the port of De Kastri (141-49, 51-28), opposite Sakhalin Island, to Sofiyskoye (139-50, 51-34). The rail line is nearly completed from Sofiyskoye to a point (?Sredne-Tambovskoye 137-52, 50-49), opposite Komsomolsk, then south to Sovetskaya Gavan (140-18, 48-56) across the Khrebet Sikhote Alin mountains; this line is expected to be opened no later than 1949. Also nearly completed is the railway connecting the so-called Ussuri Railways from Sovainino (unlocated) with Port Olga (135-20, 43-45), near Vladivostok.

BAIKAL-OKHOTSK MAGISTRAL (BOM)

5. When construction was started on the Baikal-Amur Magistral, work was also begun on the Baikal-Okhotsk Magistral. The latter is now under extremely accelerated construction. The main BOM line connects Bodaibo with Okhotsk (143-16, 59-26), along the Aldan and Gonam Rivers. By special order from Stalin this railway must be completed by 1950. Also under construction is a line from Okhotsk to Kamchatka.

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