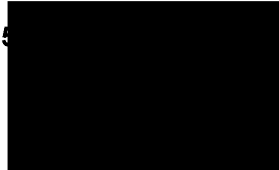


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CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

123352

COUNTRY USSR

DATE: 25X1A6a

SUBJECT Roads, Railroads, Bridges, (a) (b) (c) (d)

INFO. [Redacted]

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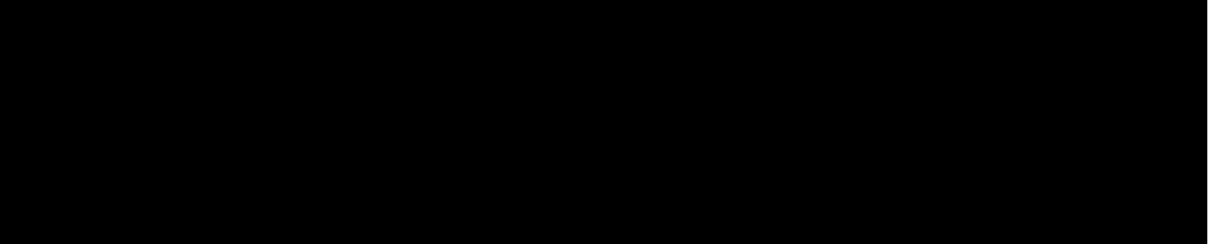
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ORIGIN [Redacted]

SUPPLEMENT

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1. Bridges

1. Chardzhou (39°05'N, 63°35'E)

Single track bridge carrying the Trans-Caspian Railroad over the Amu Darya near Chardzhou. The bridge is described as more than 3 km long and high enough above the high-water mark to permit passage of all types of river boats. At both ends of the bridge there are sidings, each several kilometers long. Railroad ties are laid ladder-wise on steel girders supported by piles. During the war German attempts to bomb the bridge failed because the bombs fell through the interstices into the water. A river port fronting the shore for 700 - 1000 meters on both sides is situated below the bridge. A large part of the traffic over the bridge is said to be composed of trains carrying kerosene from Krasnovodsk to Bukhara.

2. Tashkent

Single track railroad bridge spanning the Syr Darya south of Tashkent. The bridge is similar to the one at Chardzhou, about 2 km long, and of steel construction. There are several sidings at either end of the bridge.

3. Yurga I (55°47'N, 84°47'E)

Bridge carrying double track railroad over the Tom River at a point 7 km north of the railroad station of Yurga I. The bridge is of steel, 500 meters long and has a clearance of 15 meters above the high-water mark.

4. Shar'ya

Six km west of Shar'ya (58°23'N, 45°32'E) is a wooden single track railroad bridge over the Vetluga River, built in 1943. The bridge is approximately 19 meters above the normal water level.

CLASSIFICATION ~~CONFIDENTIAL~~

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Document No. [Redacted]  
NO CHANGE in Class. [Redacted]  
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Auth. [Redacted] 4 APR 77  
Date: 24 APR 1978 By: [Redacted]

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~~CONFIDENTIAL~~II. Railroads

1. The Solikamsk-Fechora section of the contemplated Archangelsk-Irkutsk line was completed in May 1946.
2. The railway line from Frunze through Kant and Rybacha to the Chinese border was 67 km. short of completion by 2 May 1946. No industrial developments exist along this line.

25X1A [REDACTED] Comment: The Soviet press announced in July - August 1946 that a line was being constructed from Kant to Rybacha; 78 kms. were reported to be unfinished, but the Kant - Bystrovka sector was said to be in operation at that time. According to a report of August 1947, the Bystrovka - Rybacha sector, being built under the 1946-50 Plan, is 72 kms. long. There has been no previous mention of extending this line to the border.)

3. By March 1946, 24 km of track had been laid on the Vakhtan-Shar'ga railroad, which is expected to be 88 km long. 3000 workers were employed on the line.

4. By May 1946, lines for the electrification of the Chelyabinsk-Ziboust-Ufa railroad were complete, but no electric locomotives were yet in operation.

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[REDACTED] between 12 and 30 trains pass through Chimkent every 12 hours.

6. After the completion of the single track Komsomolsk-Sovietskaya Gavan railroad in 1945, the penal colonies which had supplied labor for it were transferred to the Komsomolsk-Nikolayevsk railroad project, a single track line which was half finished in July 1946. [REDACTED] This contradicts [REDACTED] which reported that the line was complete by December 1945.)

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7. Serov (Nadezhdinsk) is a railroad hub with three yards, one of which, composed of 20 sidings, was built in 1943 and is connected by double track lines with nearby bauxite, copper, gold, and coal mines. One track from Serov to Nizhni-Tagil was being electrified in March 1946, and electric trains were to be in operation by June of that year.
8. The Sverdlovsk freight yard was augmented in 1945 by 7 new sidings; as of April 1946, the yard consisted of 27 tracks, each 3 km long. The main passenger station at Sverdlovsk has 12 or 13 tracks.
9. A coal yard, under the command of a Gol SUGAT, supplies 2500 tons of coal daily to 170 locomotives at Sverdlovsk. These locomotives are assigned to runs from Sverdlovsk to Kazan, Novosibirsk, Asbest, Chelyabinsk, and Sinarskaya. Of these locomotives, 45 are of U.S. manufacture, Model E.A., and 60 of Soviet make, Model F.D. The others are of various older types.
10. Between 1943 and 1945, 6 new sidings were added to the freight yards at Nizhni-Tagil; in March 1946 the yards had 24 tracks, each 3 km long.
11. For the continuation of the Sverdlovsk, Nizhni-Tagil, Blagodad (south of Kushva), Serov, Starakola (unlocated) single track line, a new railroad yard was established 200 km from Starakola (direction unspecified). The yard comprises 5 tracks, each 3 km long, and a turntable.
12. [REDACTED] between 1944 and 1945 a new railroad was built between Sverdlovsk, Alapaevsk, and Nizhni-Tagil. [REDACTED] Probably not a new line but conversion from single to double track.) (Alapaevsk - 57°51'N, 61°42'E)

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I. Roads

1. In May 1946 construction of a road between Verkhotur'ye (58°53'N, 60°50'E) and the Abatsky-Tedny II (?) copper mines was resumed, after having been abandoned in 1941. Because the road had not been completed, the mines were not in operation.
2. A single lane asphalt highway along the entire length of the Trans-Siberian Railroad is said to have been under construction in the spring of 1946. Labor was supplied by German and Japanese prisoners of war. In the Penza area 600 prisoners were assigned to each 25-kilometer stretch. 25X1A2
3. A concrete highway between Leninabad and Chayrukh-Dairon was constructed in the spring of 1946. At the same time the Frunze-Kara-Balti highway was widened to 9 meters. This road has a gravel bed and a clay surface.
4. In March 1946 a project to widen the Moscow-Gorki asphalt highway from 8 meters to 12 was begun. <sup>25X1A</sup> ~~Comment: See [redacted] for information of a later date on the fortifying of this road.~~ 25X1A2g
5. The highway from Frunze to Khorog (37°29'N, 71°40'E) has been completely modernized. 25X1X6

7. Airfields

1. Bezenchuk (approximately 53°N, 49°25'E.) was the site of an army and navy flying school from 1942 until the end of the war. The school instructed 1500 officer candidates at a time. Only single engine training craft were used. The present status of the field is unknown.
2. Petrovskoe (45°20'N, 42°50'E). An airfield was built 500 meters from the railroad station in 1942. The field surface, of rolled gravel, turns muddy in rainy weather. There is one runway, 1 km long.
3. Hankala, a village 8 km from Grozni (43°19'N, 45°42'E), is the site of an airfield constructed in 1942. The field is 1000 meters long and 600 meters wide, and is surrounded by mountains. It has a 1-kilometer runway built of fitted hexagonal concrete blocks, 2 meters across and 18 to 20cm thick. The field is kept dry by a drainage system. Twin engine aircraft land there. <sup>25X1A</sup> ~~Comment: This probably is the airfield shown on AAI Aeronautical Chart, sheet 325, as being on the eastern outskirts of Grozni. If so, the length of the runway given above is less than that given on the map.~~
4. Makhaoh-Kala (43°N, 47°30'E.). From 20 to 30 km SSE of the town is an airfield built near a small railroad station in 1942. The field is 1000 meters long and 600 meters wide, with a rolled sand surface. It is closed during rainy weather and open to medium bombers in dry weather. There is one runway, 800 meters long.
5. Starobelsk (49 15'N, 38 45'E.). 14 km WNW of the town is an airfield constructed in 1941. The field is 600 by 800 meters in size and has no permanent structures. It has a concrete surface on a mixed gravel and sand base.

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