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THIS IS UNEVALUATED INFORMATION

[Redacted]

- 25X1 1. The Margecany (R49/E16)--Kysak (R49/E25)--Kosice railroad is being double-tracked.* The work is being carried out with maximum speed and it is expected that the line will be finished during 1950.
- 2. The new line near Banska Stiavnica (Q49/C53) has settled as a result of poor construction. This line was laid by the Czech Youth Movement.
- 3. Construction on engine and firing sheds (sic) for 250 locomotives and repair shops at Prague-Vrsovice will be started in mid-1950.
- 4. Two types of adjustable gauge locomotives are at present in use in Czechoslovakia. These are the Skoda 498 and the Kolben 475.**
- 5. The following traffic was reported at Cernou pri Copu railroad station in April 1950:***
 - a. An average of three trains per week bound for the USSR. Each train consists of 45 cars carrying Praga R.N. trucks.
 - b. Fifty trains per week bound for the USSR carrying rails and pipes.
 - c. Two to three trains per week bound for the USSR carrying leather and textiles.

25X1 [Redacted]

25X1 Comment: Axles are believed to operate on a sort of sleeve system. The axles are held in place by wedges which can be removed when changing from normal to broad gauge. With the wedges removed the locomotive is run slowly over a conversion line allowing the axles to expand until they reach their final position for the new gauge. Then the wedges are reinserted, locking the axles in place. [Redacted]

25X1 [Redacted]

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