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The following report, although out of date, may serve to supplement information already known.

1. In October 1947 the following railroads in the MPR had been completed:

- a. Borzya (116-34, 50-25) - Bayan Tumen (Choy Balsan, 114-37, 48-03) line. This line, single-track, broad-gauge, and approximately 350 kilometers in length, starts from the Borzya railway station on the Molotov Line,<sup>1</sup> a branch line of the Trans-Siberian Railway of the USSR, and reaches Bayan Tumen via Eryeentsab (115-45, 49-48). Construction on this line was begun in May 1940 and completed in October 1940. Most of the work was done by prisoners of the USSR.
- b. Bayan Tumen - Tamsag Bulag (117-38, 47-10) line, a light, single-track railway, approximately 300 kilometers in length. It was built for military purposes during 1943 by the Railway Unit of the Soviet Army. It runs via Matad Suma (approximately 115-50, 45-20), and is the main supply line for Tamsag Bulag, a forward defense post for Bayan Tumen.
- c. Bayan Tumen - Bayan Bolag line, a single-track, light railway running northwest for about 30 kilometers. It is mainly used to transport the coal necessary for the operation of the Borzya-Bayan Tumen and Bayan Tumen-Tamsag Bulag railways, as well as to Bayan Tumen, Tamsag Bulag and other cities along the railway.<sup>2</sup> Construction on this line was begun in 1942 and completed in 1943. It is directly connected with the Bayan Tumen-Tamsag Bulag line and has the same gauge.
- d. Ulan Bator (106-53, 47-55) - Nalayha (107-20, 47-47) line, a single-track light railway, 38 kilometers in length, which is mainly used for transporting coal from Nalayha to Ulan Bator, a trip which takes about four hours.<sup>3</sup> Construction on this railway, the first to be laid in the MPR, began in 1937 and was completed in 1939. Most of the work was done by prisoners.

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- e. Kyakhta (approximately 106-30, 50-20) - Chagan Ergi (approximately 106-00, 48-02) line, a single-track, broad-gauge railway, about 40 kilometers long, which is connected to the Kyakhta-Ulan Ude line. This line was laid in 1944 and 1945 and is purely commercial, supplying goods to the areas west of Ulan Bator and transporting materials from these areas to the USSR. Chagan Ergi<sup>4</sup> is a center of trade between the MPR and the USSR, being a port on the Selenge River which can be reached by flat-bottomed steamships, as large as 300 tons, from Ulan Ude. Both the MPR and USSR have customs stations in Chagan Ergi.
2. The Borzya-Bayan Tumen line was one of the most important lines utilized by the Soviet troops in their advance on central Manchuria from northwestern Manchuria in 1945. The necessity for this line had become apparent during the Nomonhan Incident of 1939, when the Soviet forces had to depend on truck transport from Eryeentsab for supplying their front line troops, while the Japanese could get supplies to Nomonhan without difficulty, utilizing the Pai-Tu Railway, from Faich'engtzu (122-52, 45-37) to Tuluerh (40 kilometers northwest of Malon Arshan, approximately 119-58, 47-15), and the western line of the North Manchurian Railway. A Soviet survey for the Borzya-Bayan Tumen line was carried out immediately after peace was concluded in September 1939. The road has become an essential supply line to Bayan Tumen. In 1947 normal traffic on the line was three trains daily, each comprising from 20 to 30 freight cars. No passenger trains were run, but when the passenger traffic was sufficient, passenger coaches were attached to the freight trains. The trip took about 14 hours. Between the end of July and the middle of August 1946 a daily average of about 60 trains operated on this line.<sup>5</sup>
3. In 1947 the traffic on the Bayan Tumen-Iamsag Bulag line consisted of one freight train of about 20 cars each day. The trip took 12 hours.
4. It has been rumored that the following railways were under construction in October 1947: Altan Bulag (106-25, 50-08) - Ulan Bator line<sup>6</sup>, Ulan Bator - Bayan Tumen line, and the Ulan Bator - Dzamin Ude (Ude, 111-00, 44-27) line.<sup>7</sup>

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1. Comment. It is generally believed that the railway line extending to Bayan Tumen branches off from Borzya, but it actually branches off from the 78th Shunting Station next to the Borzya Station, on the Manchouli side.

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2. Comment. There is a coal mine in Bayan Bulag which supplies the coal for the railway lines mentioned and for the eastern part of the MPR. The quality of coal produced is fine.

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Comment. According to the report of another agency, the coal in the Bayan Tumen area is of lower grade than that produced in the Nalayha field.

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3. Comment. The coal from the Nalayha mine is of high quality and is widely used by the power plant and in various industries, as well as for heating in private houses in Ulan Bator.

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Comment. According to another agency, the Ulan Bator-Nalayha line has been converted to broad gauge.

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4. Comment. Chagan Ergi lies 15 kilometers southeast of Suha Baatar (approximately 106-00, 50-00), on the Selenge River. Suha Baatar is also a trading port between the MPR and the USSR.

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5. Comment. The daily operation of 60 trains on a single-track line seems impossible; source may have meant 60 cars, or 6 trains.

Comment. A railway line from Borzya to Eryeentsab existed before

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1939, and this section of the line was still in excellent condition in 1947. The extension of the line, from Eryeentsab to Bayan Tumen, is in bad condition: sand blocks it during the winter and rainy seasons, and in cold weather it is blocked by snow.

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6. Comment. The mistaken notion that such a line was under construction may have developed from a confusion of the Ulan Bator-Nalayha line with a railway extending the USSR line to Kyakhta down to the capital of the MPR, which seemed a logical development. However, the interrogation of prisoners of war, monitoring of radio broadcasts, and study of existent publications failed to develop any evidence that the line was under construction.

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Comment. According to the report of another agency, a broad-gauge railroad from Ulan Bator to Kyakhta existed in May 1950. The same report also mentions the reported construction of a line from Ulan Bator to Naushinskiy, USSR. The existence of both these lines, if two are intended, seems improbable. SO-19254 reported that in June 1948 there was no railway under construction between Ulan Bator and Kyakhta.

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7. Comment. According to a foreign expert on Mongolia, whose knowledge of the area was gained prior to August 1945, the construction of both of these lines is impossible, in view of the environmental conditions. Another source, however, reports that the construction of these lines was announced by the Second Section of the Ministry of National Defense.

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Comment. According to another agency, the line between Ulan Bator and Bayan Tumen has been reported. A map produced by the Cartographic Section, Military Topographers Administration, General Staff of the Armed Forces of the USSR, 1947, shows as under construction the Bayan Tumen-Tamsag Bulag line, with a branch running to Dzuun Bulag (approximately 115-20, 47-00), and a line from Bayan Tumen to Uulza (approximately 112-50, 49-00).

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