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1. Broad-gauge railroad lines in the Baltic and Kaliningrad areas are as follows:

	Route	Gauge in mm	Number of tracks	Remarks	50X1-HUM
001	Rohukula - Keila - Tallinn	1,524	1	1	
002	Paldiski - Keila	1,524	1		
003	Tallinn- Komarovka	1,524	1		
004	Tapa (Local line)	1,524	1		
005	Rakvere - Port of Kunda	1,524	1		50X1-HUM
006	Sonda - Port of Aseri	1,524	1		
007	Kohtla - Kukruse	1,524	1		
008	Narva (Local line)	1,524	1		
009	Tapa-Tartu-Petseri-Irboska	1,524	1	Section Tartu-Petseri was dismantled by the Germans 1941 - 1944.	
010	Tartu - Valga	1,524	1		
011	Valga - Petseri	1,524	1		50X1-HUM
012	Riga - Daugavgriva	1,524	1		

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Route	Gauge in mm	Number of tracks	Remarks
013 Riga - Vecaki - Pulkule- - Rujiena	1,524	2	Section Riga-Vecaki in operation 1949. Section Vecaki-Saulkrasti to be reconstructed by May 1950. This line links up with the important Estonian narrow-gauge railroad network.
014 Riga - Ergli - Madona - - Lubana	1,524	(?)	Section Riga-Ergli not operating autumn 1948. No information re section Ergli-Lubana.
015 Riga - Ieriki - Gulbene- -Abrene - Ritupe	1,524	(?)	Daily passenger traffic to Leningrad March 1949.
015a Abrene - East	1,524	2	New line; in existence April 1949; built since 1944; route not known.
016 Ieriki - Valka	1,524	(?)	In operation March 1949.
017 Panalniesi - Volodkina and Tulceva - Ziguri	(?)	(?)	No definite information.
018 Riga - Tukums	1,524	1&2	Section Riga-Riga Strand double track. While railroad bridge across River Lielupe was under repair, trains to Ventspils proceeded via Jelgava.
019 Ventspils - Tukums - -Jelgava (Jelgava)	1,524	1	
020 Liepaja (Liepaja)-Uoesmuiza -Auldiiga	(?)	(?)	This line was extended by the Germans 1941-1945 to Ventspils. <span style="float: right;">50X1-HUM</span> [redacted] changed to broad gauge after 1945. <span style="float: right;">50X1-HUM</span> Existence doubtful.
021 Pavilosta - Uoesmuiza	1,524	(?)	
022 Liepaja - Aizpute	(?)	(?)	Prior to 1939 was narrow gauge. <span style="float: right;">50X1-HUM</span> [redacted] it was changed to broad gauge. This line runs close to Soviet airfields at Cirava and Darbe.
023 Liepaja - Rucava	1,524	(?)	Prior to 1939 narrow gauge. The Germans changed it during the war to normal gauge. <span style="float: right;">50X1-HUM</span> [redacted] changed to broad gauge after 1945.
024 Liepaja - Gluda - Jelgava - Krustpils - Zilupe	1,524	(?)	

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	Route	Gauge in mm	Number of tracks	Remarks	50X1-HUM
025	Riga - Krustpils- Daugavpils - Indra	1,524	(?)		
026	Plavinas - Madona - Gulbene	1,524	(?)		
027	Liepaja - Mazaikiai(Mazeikiai) - Siaulai(Siauliai)	1,524	(?)		
028	Kretinga - Darbenai - - Priekule	1,524	(?)		
029	Mazaikiai - Gluda	1,524	(?)	In 1948 trains from Riga to Liepaja went alternatively via Saldus and Mazaikiai.	
030	Riga - Jelgava - Siaulai	1,524	(?)	March 1949, daily passenger traffic Riga-Kaliningrad, and Riga-Lvov, via Jelgava and Vilnius.	
031	Klaipeda - Kretinga - - Kuziai	1,524	(?)		
032	Siaulai - Griva - - Daugavpils	1,524	(?)		
033	Daugavpils-Rezekne-Abrene	1,524	(?)		
034	Klaipeda - Pagegiai	1,524	(?)		
035	Kaliningrad - Sovietsk - (Sovetsk) - Mankiskiai	1,524	(?)	See Remark on line 030.	
036	Velziai - Trakai - Vilnius	1,524	(?)	See Remark on line 030.	
037	Vilnius - Vilnia - Pabrade- - Griva	1,524	(?)		
038	Pabrade - Pastovai	1,524	(?)		
039	Vilnia - Molodeczno (Molodechno)	1,524	(?)		
040	Kaunas - line 036	1,524	(?)		
041	Palemonas - Kaisiadorys (Kayshadoris)	1,524	(?)		50X1-HUM
042	Chernyakhovsk - Kaunas	1,524	(?)	changed to broad gauge.	
043	Chernyakhovsk - Sovetsk	1,524	1	Situation in 1948	
044	Kaliningrad - Chernyakhovsk	1,524 1,435	1 1	Situation as in 1948 and April 1949.	
045	Stalluponen(Nesterov) - -Sovetsk	1,524	(?)		

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	Route	Gauge in mm	Number of tracks	Remarks
046	Kaliningrad - Neu-Kuhren (Pionerskiy)	1,524	(?)	
047	Kaliningrad - Baltisk (Baltiysk)	1,524	(?)	
048	Fischhausen - Palmnicken	1,524	(?)	
049	Kaliningrad - B Arntenstein	1,435	(?)	
050	Kaliningrad - Braniewo	1,435	(?)	
051	Kobbelbude - Glebock	1,435	(?)	
052	Lowenhagen- Friedland	1,435	(?)	
053	Wehlau (Znamensk) - Friedland	1,435	(?)	
054	Friedland - Skandawa	1,435	(?)	
055	Chernyakhovsk - Skandawa	1,435	(?)	
056	Chernyakhovsk - Goldap	1,435	(?)	
057	Gumbinnen(Gusev)-Goldap	1,435	(?)	
058	Goldap - Stalluponen	1,435	(?)	
059	Kazlu - Ruda - Varena	1,524	(?)	Existence of section Alytus - Varena doubtful.
060	Sestokai - Trakiszi	1,524	(?)	Existence doubtful.
061	Kuznica - Gardinas(Grodno)	1,435 1,524	1) 1)	Transshipping points Lososna and Gardinas.
062	Gardinas - Trakai(Trakay)	1,524	(?)	
063	Gardinas - Mastai	1,524	(?)	
064	Line 063 - Ezerai	1,524	(?)	
065	Mastai - Molodeczno	1,524	(?)	
066	Vilnius - Lyda - Baranowice (Baranovichi)	1,524	(?)	

2. Narrow-gauge railway lines are as follows:<sup>3</sup>

101	Port of Virtsu - Rapla	750	
102	Tallinn - Turi - Moisakula- - Rujiena - Valka - Gulbene	750	
103	Koikula - Valga	750	Originally built to avoid Latvian territory; its present existence is doubtful.

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	Route	Gauge in mm	Number of tracks	Remarks
104	Tallinn - Sorve - Vaana	750		
105	Raasiku - Port of Joesuu	750		
106	Narva (local line)	750		
107	Tamsalu - Turi	750		
108	Jarvakandi line	750		Glass factory Jarvakandi
109	Lelle - Parnu	750		
109a	Vanna - Vandra - Line 109	750		
110	Parnu - Lavassare	750		
111	Sindi - line 109	750		
112	Parnu - Moisakula	750		
113	Riiseseija - Ainazi - Puikule- - Smiltene	750		
114	Pale - Staicele	750		
115	Vaiste line	750		Line for transport of timber
116	Mustve - Sonda	750		This is the line to the main oil-shale area in Estonia.
117	Sita - Burzava	600		
118	Meitene - Bauska	600		
119	Daudzeva - Viesite - Skapiskis	600		
120	Viesite - Silini - Jekabpils	600		
121	Silini - Akniste	600		
122	Ventspils - Mazirbe	600		At present chiefly of military importance, since it leads into prohibited zone of Latvia.
123	Mazirbe - Dundaga - Ciruli- - Valdgale - Talsi - Stende	600		Same as 122.
124	Ventspils - Dundaga	600		Same as 122.
125	Ciruli - Roja	600		Same as 122.
126	Valdgale - line 125	600		
127	Valdgale - Mersrags - -Berzciems - South	600		Same as 122. Section Mersrags - Berzciems and beyond was built by the Germans during 1941-1944 for a coast-guard detachment.

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	Route	Gauge in mm	Number of tracks	Remarks	50X1-HUM
128	Darbenai - Sventoji		unknown		
129	Klaipeda - Jokubavas	750			
130	Klaipeda - Dviliai - - Gargzdai	750			
131	Dviliai - Aisenai	750			
132	Silute - Naumiestis	unknown			
133	Pagegiai - Smalininkai	unknown			
134	Joniskis - Zeimelis	unknown			
135	Siaulai - Birzai	1,000mm			
136	Line 135 to Linkuva	unknown			
137	Joniskelis - Panevezys - -Svencionelias - Lentupis - -Kanstantinava	(1,000mm		Panevezys - ) Section Svencionelias)	
138	Jonava - Ukmerge	750			
139	Kazlu-Ruda - Vilkija	unknown			
140	Marginkonis - ?	unknown			
141	Line 065 to Vija	unknown			
142	Line 065 to Piesievice	unknown			
143	Dukstas - Druja	unknown			

3. Transshipment points and tracks in the Baltic and Kaliningrad areas are as follows:

- a. Kaliningrad and area (54-45N, 20-30E)
- b. Chernyakhovsk and area (54-39N, 21-50E)
- c. The whole line between Kaliningrad & Chernyakhovsk
- d. Kuznitsa (53-31N, 23-41E)
- e. Lososna (53-39N, 23-46E)
- f. Grodno (53-41N, 23-51E)
- g. The whole line between Kuznitsa and Grodno.

Railway Bridges

Latvia

4. Railway bridges which were damaged by retreating German troops were repaired by Soviet Army engineers, using wood as material. Bridges thus repaired were still in use in autumn 1948.

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- 5. The longest wooden railway bridge was the one across the River Daugava in Riga; railway traffic on this bridge moved at slow speed. Lines 012, 018, and 030 run over this bridge. 50X1-HUM
- 6. Only two permanent railway bridges were under construction: one (on line 016) across the River Gauja at Strenci, and a new steel railway bridge (on line 018) across the River Lielupe between Lielupe and Priedaine. 50X1-HUM
- 7. All bridges are strongly guarded. For example, the bridge across the River Gauja at Strenci was guarded by a detachment of 45 Soviet soldiers.
- 8. The railway bridge across the River Milgravis in Riga was repaired in July 1948 and the temporary wooden bridge removed. Line 013 runs over this bridge.
- 9. The railway bridge across the River Daugava near Daugavpils was repaired and traffic resumed in January 1949. Line 032 runs over this bridge.
- 10. The railway bridge across the River Jugla in Riga was in operation in July 1949. The bridge is of steel, length 50 to 60 meters, showing signs of repair work. Line 015 runs over this bridge.

Kaliningrad Area

- 11. The railway bridge in Sovetsk (Tilsit) across the River Nemunas (Koenigin Louisenbruecke) was not damaged during the war. Military guards were observed at both ends of the bridge in 1949.

1.  Comment : Information relating to lines 001-011 is not later than 1944. 50X1-HUM

2.

3.  Comment: The impression formed  was that all narrow-gauge lines in the Baltic area were of single track.

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