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COUNTRY USSR (Siberia)
SUBJECT Construction of the Baikal-Amur Railroad Line

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[Redacted]

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1. The bridge across the Angara River about 3 km south of Bratsk is on the newly constructed Taishet-Bratsk railroad line. It is 900 to 1,000 meters long and has six concrete piers which are protected against floating ice by stone facing extending 5 meters above the water level. The bridge piers are 140 meters apart. Double T-girders 35 cm high support a 2 meter high steel truss superstructure. The usable width of the bridge is 4 meters. The roadway is 11 meters above the stream at mean water and 7 meters at high water. The river banks are of natural rock. The banks slope 60° at the bridge and for a distance of 200 meters on either side of the bridge. In mid-April 1950, the abutments and six piers of the bridge were completed. The steel construction was about half finished. The completion date for the bridge was September 1950. (1)

2. From Komzomolsk a railroad line runs along the western bank of the Amur River southwest to Khabarovsk. Another line on the eastern bank of the Amur river runs northeast to Nikolayevsk. (2) A third line, running to the west, joined the Trans-Siberian railroad line at a point between Irkutsk and Krasnoyarsk. According to Soviet convicts, the latter line was built only recently. (3) About 180 km west of Komzomolsk, a line branches off to the south from this third line. [Redacted] this branch line, stated that Ugal was 40 to 50 km from Komzomolsk, via this railroad line, and that Isviskove (sic) was 200 km beyond Ugal. (4) Isviskove, which is a large marshalling yard with 16 tracks, is connected with Khabarovsk by a railroad line 150 km long. [Redacted]

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3. According to Soviets, work on the railroad line [Redacted] was already started in 1936. Construction work was allegedly interrupted during the war and was not resumed until 1948. In February 1950, the line was nearing completion. Work in the Ugal section was supervised by a Rumanian engineer who had been in the U.S.S.R. since 1933. About 20,000 men were employed on the construction of the single-track Soviet-gauge line which had a broken stone ballast and wooden ties.

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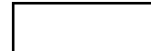
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4. [redacted] that it was planned to build a tunnel under the Amur River west of Khabarovsk in order to insure a safe route to the Soviet-Chinese border in case of war. [redacted] 25X1
- [redacted] 25X1

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- [redacted] comments.
- (1) The bridge over the Angara River near Bratsk is in the western section of the new Baikal-Amur railroad line. The statement confirms previous information. [redacted] However, one [redacted] stated that the bridge was only 200 meters long.

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- (2) The railroad line from Komzomolsk to Khabarovsk, which branches off to the northeast from the Trans-Siberian railroad line near Volochayevsk west of Khabarovsk, is a single-track Soviet-gauge line which has been in operation for a long time. According to previous plans, the railroad line from Komzomolsk to Nikoloyevsk was to follow the western bank of the Amur River. In this case, however, the line would have to cross large swamps and it therefore appears probable that the line is to be built along the eastern bank of the river, particularly since the highway to Nikoloyevsk follows the same course. Information as to whether the line is already completed is not available.

- (3) The third railroad line is the so-called Baikal-Amur railroad line which runs to Taishet via Ust Nimanskoe, Tinda Novaya, Vasilyevka, Bodarka, Kirensk-Sibirski, Ust Kut and Bratsk where it joins the Trans-Siberian railroad. Only the western and eastern sections of this newly constructed line are believed to be completed, while work on the stretch between Seya and Kirensk-Sibirski is probably still under way.

- (4) The line to Isvestkovi is a link between the Baikal-Amur and the Trans-Siberian railroad lines. It branches off from the former railroad line near Ust Nimanskoe and runs to Isvestkovi on the Trans-Siberian railroad line via Tyrna on the Bureya River. It is believed that the Isvestkovi

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[redacted] is the Isvestkovi railroad junction on the Trans-Siberian railroad line. The Isvestkovi-Tyrna section of the line has been serviceable for some time, while the northern section as far as Ust Nimanskoe is still under construction. The pinpoint location of Ugal ob Urgal could not be determined. It is believed that it is located between Ust Nimanskoe and Tyrna. The distances in kilometers, [redacted] 25X1

[redacted] appear to be erroneously estimated.

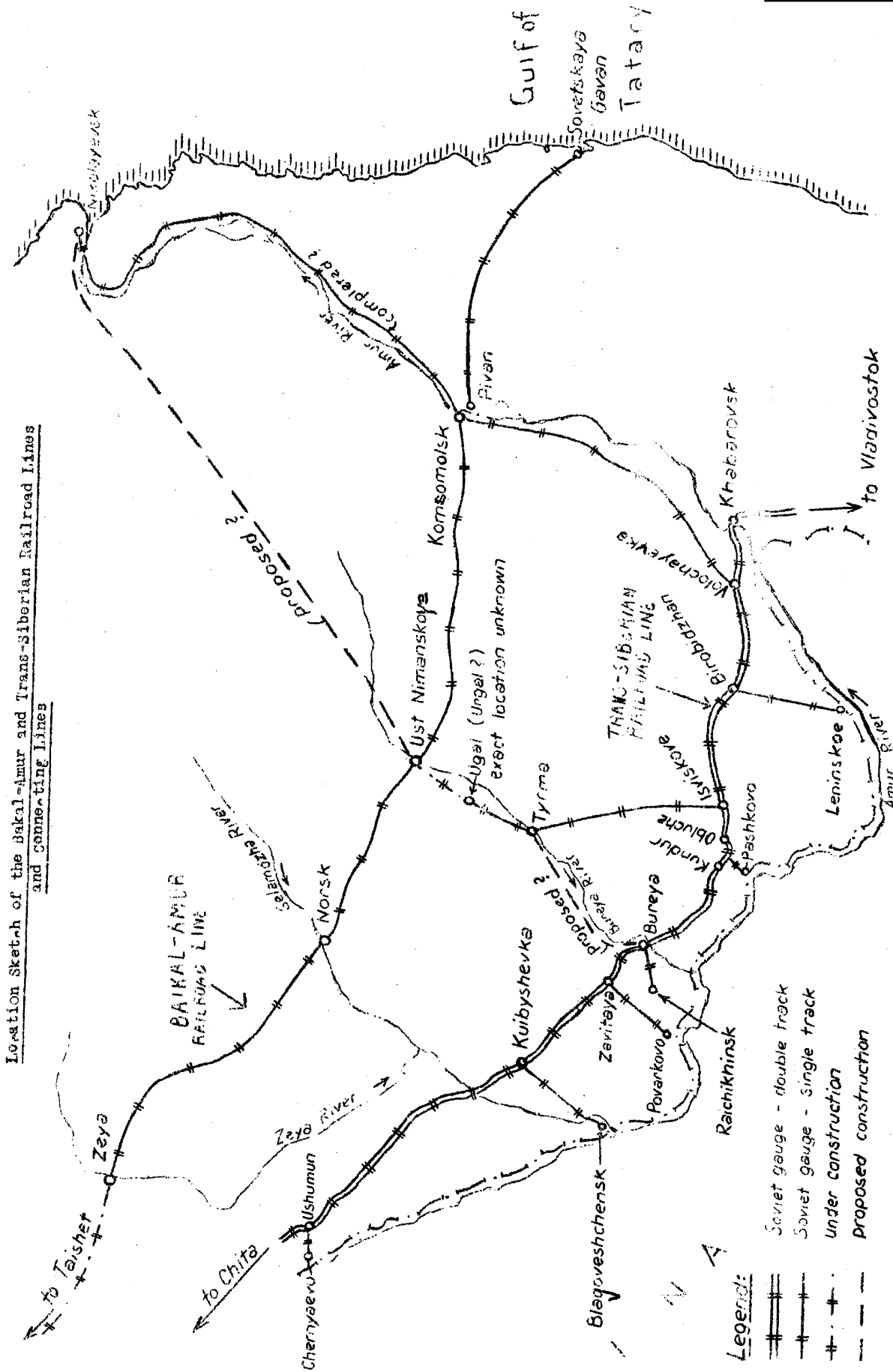
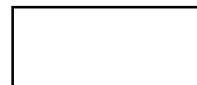
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- (5) The railroad line between Isvestkovi and Khabarovsk is the last stretch of the double-track Trans-Siberian railroad line. For sketch of the railroad line in this area, see Annex.

Annex: Sketch of Baikal-Amur and Trans-Siberian Railroad Lines and Connecting Lines

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-2-



Location Sketch of the Baku-Amur and Trans-Siberian Railroad Lines and Connecting Lines