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SECURITY INFORMATION

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INFORMATION REPORT

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COUNTRY Rumania

DATE DISTR. 5 December 1952

SUBJECT Reloading Yard at Radauti-Dornesti on the Soviet-Rumanian Frontier

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SUPPLEMENT TO REPORT NO.

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1. Radauti station lies on the 52 kilometer railroad branch line running from Dornesti into the mountains at Nisipitul.¹ Radauti is eight kilometers from Dornesti, which in turn is seven kilometers southeast of the Soviet-Rumanian frontier station of Vicsani. A combined four-rail line (one pair for the wide gauge and one pair for the regular gauge) runs from Vicsani via Dornesti to Radauti. At Dornesti a regular gauge line branches off via Itcani² to Bucharest, crossing the Suceava³ after leaving the Dornesti station. The Dornesti-Radauti four-rail track also crosses the Suceava³.
2. The Dornesti station is used principally for importation of coal and coke. It has three wide gauge and three regular gauge tracks, each 1,010 meters long. One regular and one wide gauge line end at the station. The combined four-rail line (paragraph 1) continues to Radauti, while a regular gauge line goes to Itcani.
3. In 1950 a loading ramp 200 meters long was built on two levels for unloading coal. The upper level has a broad gauge track from which eight Soviet 60-ton freight cars can empty their load directly into Rumanian cars on the lower level which has a regular gauge track. The lower level can hold 16 Rumanian freight cars. In 1950 approximately 100,000 tons of coal and coke were imported via Dornesti, and the same quantity was planned for 1951. The coal came from Poland via the USSR for Rumanian iron works and heavy industries at Hunedoara, Resita, Nadrag, Ferdinand, and Bucharest.
4. Radauti is the export station for Exportlemn, which sends timber and timber products to the USSR. The station is 800 meters long and has ten tracks, so arranged that a regular gauge track lies beside each wide gauge track; this arrangement facilitates loading and unloading of Russian and Rumanian freight cars. The station has a maximum daily capacity of 100 Rumanian cars for unloading and 70 Soviet cars for loading. Daily average traffic is from 60 to 70 Rumanian freight cars reloaded into 40 Soviet cars. Rumanian

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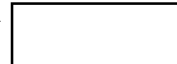
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cars have a capacity of 15 tons, and Soviet cars have a capacity of 60 tons, of which only 40 tons can be utilized in loading timber. The average daily total reloaded at Radauti is from 1,500 to 1,800 cubic meters.

5. At Radauti station boards are stacked between the tracks, sorted, and reloaded without being moved from the area. Valuable materials, such as plywood veneer, furniture and furniture sections, bundled boxwood, beech and oak boards for parquet flooring and furniture, and barrel staves are stored in the following areas:
 - a. Four wooden depots, 25 x 9 meters each, with tiled roof between lines VIII and IX.
 - b. One depot, 25 x 9 meters, with tile roof next to the station. This houses the depot administration and freight clearing offices. In front of this depot there is a new loading ramp, 125 x 9 meters, for troop trains.
 - c. Boards to be sorted are stacked between lines VII, VIII, and IX.
 6. Freight trains on the Nisipitul-Vicsani line do not exceed 20 kilometers per hour, and the maximum speed of passenger trains is 30 kilometers per hour. These low speeds are necessitated by the curves and poor type of rails.⁴ These rails have a weight of 32 kilograms to one meter of rail. The locomotives on this line pull 1,200 tons gross on the straightaway and 350 tons gross on the grades.
 7. There is a double track from Vicsani to Vadul Siretului,⁵ the first Soviet station in Bukovina. From this point on into the USSR there is a wide-gauge track only. In 1951 this station was made into a large reloading station, and a great number of workers were employed on the construction.
 8. It has been planned recently to restore the direct line from Vicsani to Seletin. This is now out of commission, since the USSR dismantled the section from Seletin to Rusca during the war. It is also intended to continue the wide-gauge track from Radauti to Seletin. Construction had not been started by March 1952.
 9. In 1950 huge depots were built at Putna⁶ on the side of an old glass factory. During 1951 a number of trains carrying sugar, steel, and arms were seen moving in the direction of Putna. The cars were under heavy military guard, and the depots at Putna are guarded by two military units, numbering over 200 men.
 10. All switches in Radauti and Dornesti are hand-operated. Switching from track to track is accomplished through double frogs. Signals alone are block-operated. The railroad bridge between Dornesti and Radauti, a steel structure on concrete pillars, is continually under repair, and the maximum speed for trains over the bridge is 10 kilometers per hour.
 11. Soviet freight cars in use at the Radauti-Dornesti reloading yards have the following capacities: two-axle cars, 18 to 20 tons; four-axle open cars, 60 tons; four-axle closed cars, 50 tons; and special eight-axle flat-cars for tank transport, 100 tons.
- 25X1 1. [] Comment: This line had originally continued from Nisipitu to the town of Sipotele Sucevei, but this last 20-kilometer stretch of road has reportedly been closed to traffic. See paragraph 8, below.
- 25X1 2. [] Comment: There are two Itcani in Rumania; one in the Suceava District and one in the Tutova District. It is known that a regular gauge line from Dornesti to Bucharest passes through Itcani, Suceava.

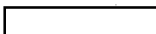


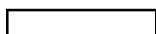
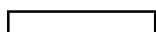
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- 25X1 3.  Comment: In both instances the Moldova River was given in the original report. It seems apparent that the references were meant to be to the Suceava.
- 25X1 4.  Comment:  the figure 100 meters is the radius of curvature or the maximum curvature used.
- 25X1 5.  Comment: Presumably one wide and one regular gauge.
- 25X1 6.  Comment: There are four Putnas in Rumania. It is believed that Putna, Radauti is the town referred to in this instance.

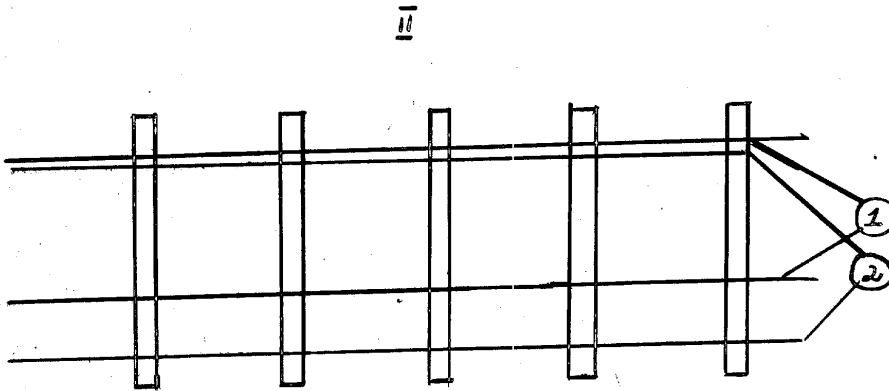
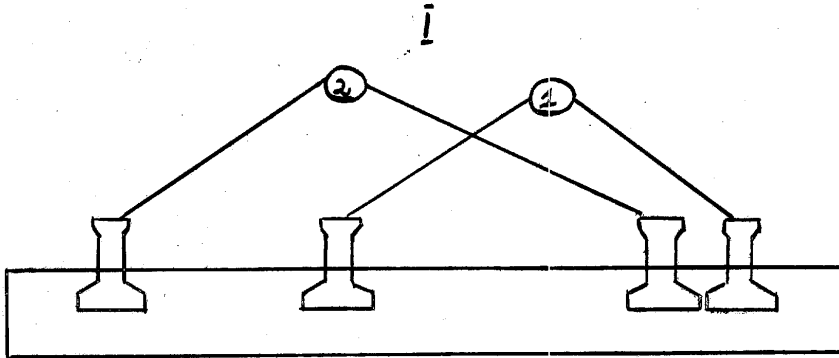
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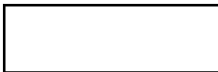
Key to Diagram - Appendix I

- 1. Track Vicsani-Nisipitu: cross section
- 2. Track Vicsani-Nisipitu: viewed from above

(In each drawing "1" is the standard gauge track, and "2" is the wide gauge.)

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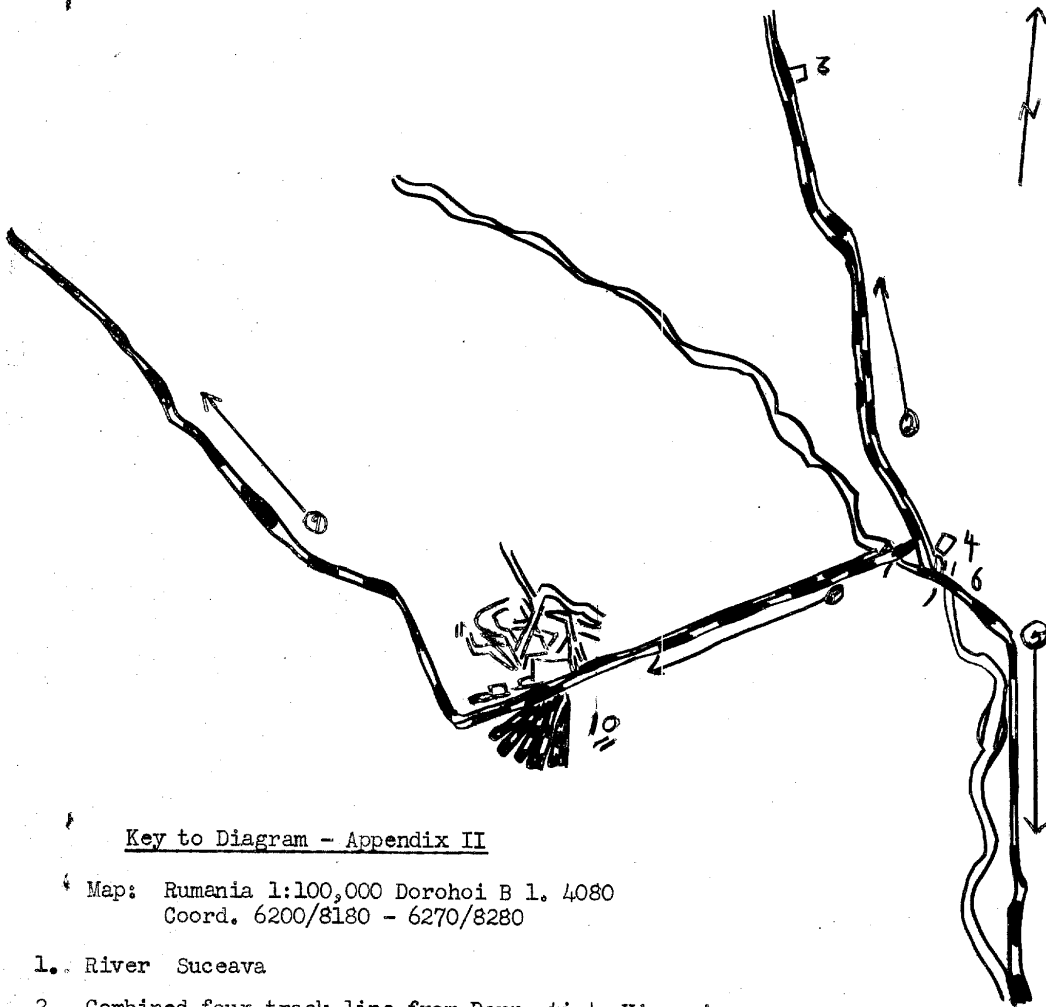
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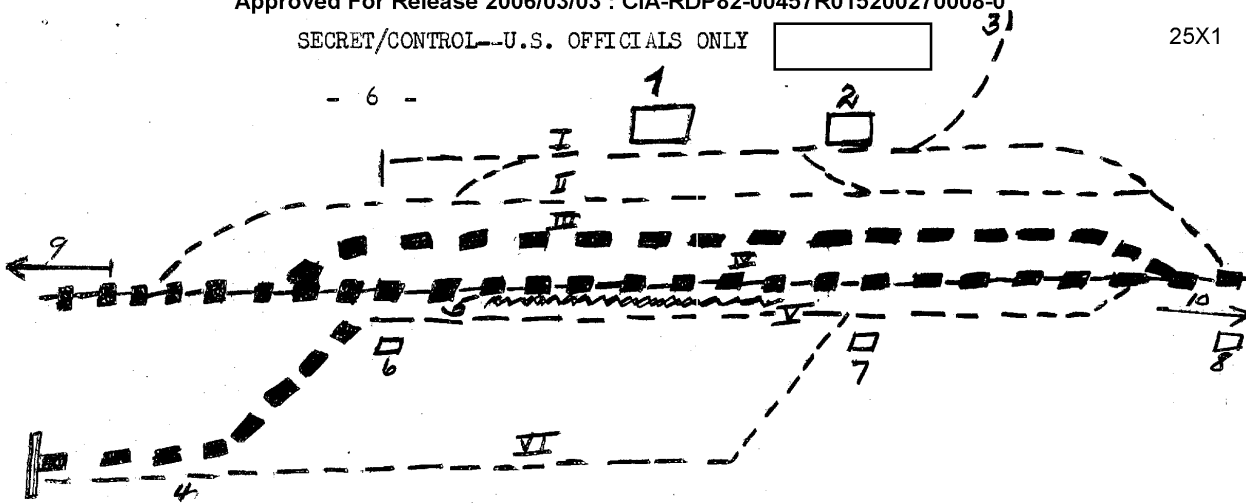
Key to Diagram - Appendix II

Map: Rumania 1:100,000 Dorohoi B l. 4080
Coord. 6200/8180 - 6270/8280

1. River Suceava
2. Combined four-track line from Dornesti to Vicsani (regular and wide gauge)
3. Vicsani frontier station
4. Dornesti railroad station
5. Dornesti-Itcani-Bucharest main line, regular gauge
6. Railroad bridge of the Itcani-Bucharest line over the Suceava
7. Railroad bridge over the Suceava of the Dornesti-Radauti three-line track
8. Combined four-track line from Dornesti to Radauti
9. Local line (regular gauge) Radauti to Nisipitu
10. Radauti railroad station (see detailed sketch, Appendix IV)

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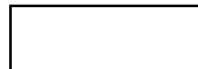
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Key to Diagram - Appendix III

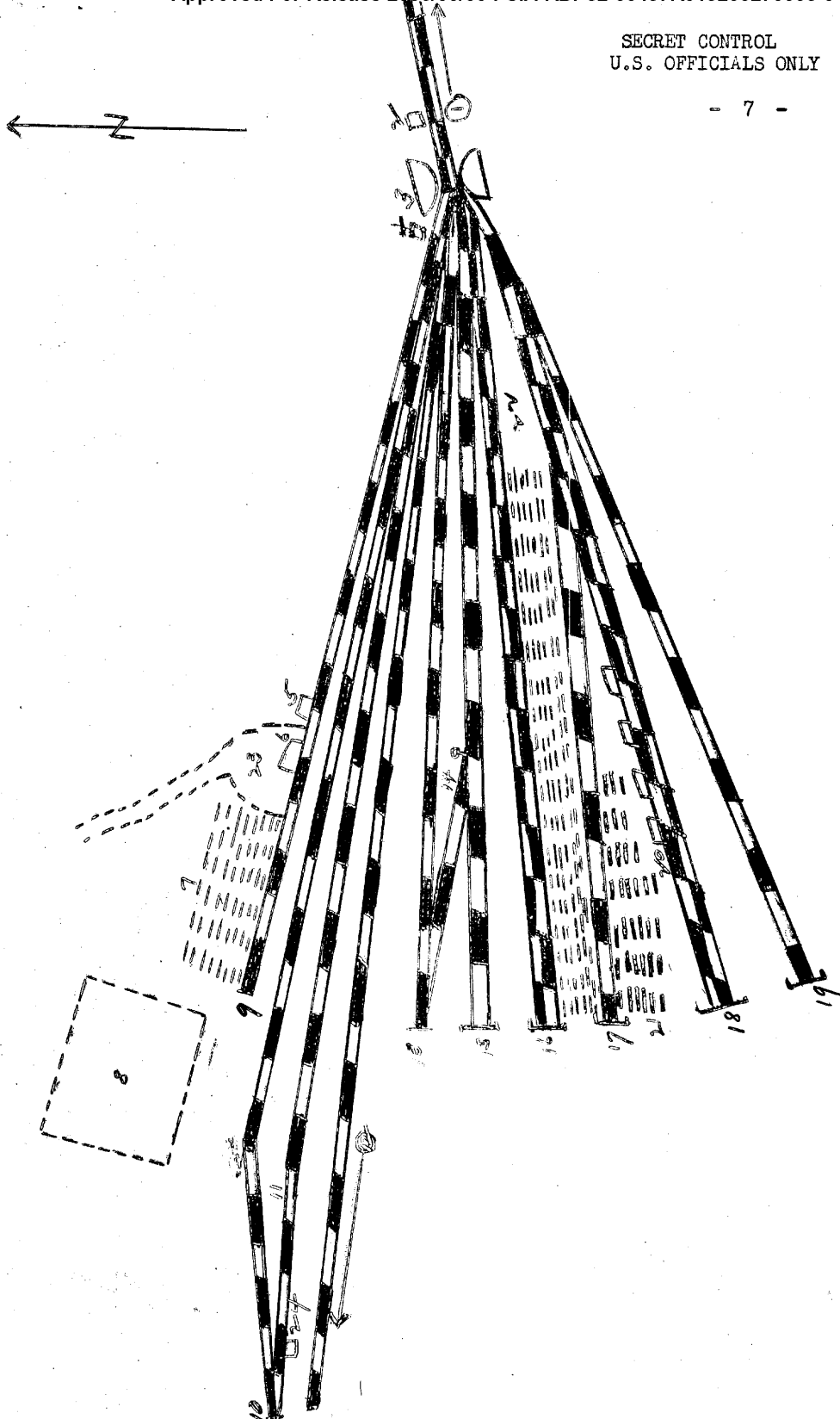
1. Dornesti station
 2. Engine repair shop
 3. To Bucharest
 4. Reloading point. The (wide gauge) track is here 1,500 meters higher than the Rumanian track, and coal is dumped directly from one car to another
 5. 300-meter loading ramp built of railroad ties for the direct transfer of military equipment from Soviet to Rumanian freight cars.
 - 6.)
 - 7.) Small guard houses
 - 8.)
 9. To Viesani
 10. To Radauti
-
- I. Normal gauge track
 - II. Normal gauge track
 - III. Wide gauge track
 - IV. Double track (four rails) see Appendix I
 - V. Normal gauge track
 - VI. Normal gauge track

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Key to Diagram - Appendix IV

1. Combined four-track line from Dornesti to Radauti
2. Guard house at entry to railroad station.
3. Main points and double frog (diamond crossing)
4. Guard house for main points
5. Radauti station building
6. Main depot - 25 x 9 meters
7. Exportlemn timber depot
8. Exportlemn firewood depot
9. Line No. I - normal gauge shunting line
10. Line No. II) lead into the regular Radauti-Nisipitu line outside the
11. Line No. III) station, near the exit points
12. Line No. IV - Radauti-Nisipitu through line (regular gauge)
13. Line No. V - wide gauge dead-end shunting line
14. Double switch of wide gauge lines No. V and No. VI
15. Line No. VI - wide gauge dead-end shunting line.
16. Line No. VII - combined four-track line shunting track - not in use.
17. Line No. VIII - wide gauge shunting line
18. Line No. IX - combined four-track line regular and wide gauge shunting line.
19. Normal gauge dead-end shunting line
20. Four exportlemn depots, each 25 x 9 meters, for valuable materials
21. Exportlemn timber sorting depot
22. Exportlemn timber sorting depot
23. 125-meter troop transport loading ramp
24. Guard house for exit points.

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