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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

INFORMATION REPORT

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COUNTRY Rumania

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1. The Bacau railroad station is located on the Bucharest-Visceni line and on the line which connects Piatra Neamt with Bacau. The Bucharest-Visceni line is double track to Marasesti and single track to Visceni. Rails on both single and double track sections are "42" type. Approximately 1,000 persons are employed at the station, 360 of whom work in the traffic department and 150 in the technical section and depots.
2. The Bacau station has at its disposal 12 freight engines with a hauling capacity of 1,000 tons each, 8 passenger engines with a hauling capacity of 450 tons each, and 2 switch engines with a capacity of 450 tons each. Approximately 200 cars are loaded and unloaded daily at Bacau. The station has a slightly higher potential than this, but it is not reached because of a shortage of cars. Approximately 80 percent of all Rumanian freight cars have a capacity of 15 tons, the remaining 20 percent have 10 and 20 ton capacities.
3. The following consignment of goods, 80 percent of which were sent by Sovromtransport, passed through the Bacau station:
 - a. Approximately 400 tons of trimmed lumber daily from Bicaz to Constanta and Galati.
 - b. Approximately 2,000 tons of cut planks daily from Piatra-Neamt and Rasnov to Constanta and Galati, and large quantities of planks in the direction of Hungary via the Valea Lui Mihai, Curtici and Episcopia-Bihorulul stations. (It is not known if these planks were intended for Hungary. They are loaded on Rumanian cars [] 25X1
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foreign property left in Rumania after World War II and are not sent abroad.)

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- c. Large quantities of specially packed planks for manufacturing crates from Rasnov and Bacau to Galati, Constanta, and Galati, and smaller quantities to Bucharest, Lugoj, and Braila.
 - d. Approximately 300 tons of cement daily from Turda to the USSR via Socola.
 - e. Approximately 100 tons of lampblack daily in the direction of Socola.
 - f. Approximately 150 tons of grain (wheat, corn, and beans) daily from Comcereal at Bacau and Roman to Constanta and Galati.
 - g. Approximately 3,000 tons of gasoline, kerosene, and solar oil daily from Valea Uzului via Adjud to the Palace storage tanks at Constanta.
 - h. In autumn 1951 approximately 100 tons of nuts were sent from Bacau to Socola and Constanta.
 - i. In autumn 1951 approximately 1,500 tons (?) of sugar daily from Roman to Constanta.
 - j. Approximately 20 head of cattle daily from Transylvania and Sascut, where there is waste feed from a sugar refinery, to Socola.
 - k. Approximately 100 tons of ammunition monthly to a depot at Itesti, about 10 kilometers from Bacau.
 - l. Approximately 2,000 tons of coke monthly from the USSR via Dornesti and Radauti for the Hunedoara works.
 - m. Refrigerator cars with pork from the Suceava-Burdujeni abattoirs to Czechoslovakia.
4. The USSR sends railroad cars for repair to the Grivita workshops. Six to eight repaired and overhauled cars, with all particulars written on them in Russian, are returned to the USSR every three months. One locomotive of German make was sent from the Resita works via Socola to the USSR.
 5. A special railroad car passes through Bacau three times per week to pick up prisoners who are being transferred or being taken for trial.
 6. The railroad bridges between Bacau and Roman, and the one just north of Roman, are in good condition. Freight trains cross them at their normal speed of 40 kilometers per hour.
 7. There is no shortage of railroad ties and rails, the latter being supplied by the Resita works in sufficient quantities.

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