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1. Description of Cierna nad Tisou Transshipping Station

- a. Cierna nad Tisou is a small town on the Czech/USSR border about 3.5 km east of Cop. Up to 1945-46 the transshipping station at Cierna nad Tisou was insignificant, but at present it is one of the largest in Europe and all the export and import traffic of Czechoslovakia passes through it.
- b. A plan already exists to extend the broad-gauge tracks further into Czechoslovakia, and it is even rumored that these tracks may be extended as far as Prague. About 0.5 km west of the Cierna station and 1.4 m north of the standard-gauge line, foundations for a line in the direction of Kosice have been laid but no rails have yet been placed. Foundation work has also been done on the stretches between Cierna and Biel, Biel and Kralovsky Chlumec, Kralovsky Chlumec and Somotor, and Somotor and Michalany. Outside Michalany, 1 km before the station at Streda nad Badrogem, a new railway bridge alongside the existing bridge is being built over the river Badrog. The bridge will be about 150 m in length, and it will be 2 or 3 m wider on the northern side than is the present bridge. Four concrete supports, two in the water and one on each bank of the river, have already been completed. No new construction work has yet been done between Michalany and Kalsa or between Kalsa and Ruskov. From Ruskov to Kosice it is planned to build a straight stretch of broad-gauge track. The present narrow-gauge track curves at this point, and by eliminating this curve the line will be about 15 km shorter. Since a tunnel 50 to 70 m long needs to be constructed, it will take considerable time before this stretch is completed. No work has been done on the tracks for 300 to 500 m on either side of each station because these stations are to be enlarged.
- c. The Cierna station is to be enlarged in the near future. It is planned to build a goods station for import and export traffic about 8.5 km from Cierna nad Tisou and extending as far as Kralovsky Chlumec. Surveying work was started in August 1949, and the village of Dobra, about 2 km west of Cierna, is to be razed. A second line is to be laid from Uzhorod, USSR, to Velke Kapusany, and the station at Velke Kapusany is rapidly being enlarged. At the beginning of August 1949, a Soviet commission visited Velke Kapusany for several days. The commission was composed of 25 men, of whom 12 were in uniform and the remainder in civilian clothes; they held meetings with Czech and Slovak engineers.

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d. The following stations have been enlarged:

- 1) Plesivec: construction work is still being done in this station; a large supply of rails is on hand.
- 2) Trebisov.
- 3) Humene.
- 4) Banovce nad Ondavou: work is still in progress; large supply of building materials and rails.
- 5) Streda nad Bodrogem: work is not yet completed; large supply of building materials.
- 6) Kralovsky Chlumec: extension of the station and of the tracks is not yet completed.

e. More than 6,000 persons are employed in the station at Cierna. Of these, 1,000 live on the station premises and the remaining 5,000 are housed in the surrounding areas. The workers are on the whole satisfied with their earnings.

f. The station is not well lighted. It is supplied with power from a hydro-electric plant on the Hornat River near Kosice, but the towns and villages in the district have no electricity. There is a great shortage of water at the Cierna station, since the water comes from only two reservoirs. There are a few water-pumps for locomotives. Work is being started at great speed on the laying of an underground water pipeline to the Latorica River. Pipes to the two water reservoirs have already been laid under the station. Water is also brought to the station in tankers from Slovenske Nove Mesto.

g. The station is very closely guarded. It is protected by barbed wire on the southern side, which is patrolled by the SNB. The railway police guard the tracks and shipments, and the workers' militia supervise the buildings and loading ramps. STB members in civilian clothes are always on security duty in the station; some of them are dressed in the guise of workers.

2. Personnel at Cierna nad Tisou.

a. Customs Office

1) There are 30 men employed in the customs office in Cierna nad Tisou.

a) Chief is Josef Micak [redacted]

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b) Deputy Chief is Michal Vascak [redacted]

2) The following are agents who accompany shipments to Cop:

a) Jan Takac [redacted]

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b) Gabriel Lakatoc [redacted]

c) Ladislav Huc [redacted]

3) Other employees are:

a) Josef Ciprik [redacted]

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b) Nandor Nejmed [redacted]

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- c) Josef Estefan, [redacted]
- d) Josef Kerul, [redacted]
- e) Eduard Dej, [redacted]
- f) Vojtech Juhas, [redacted]
- g) Vojtech Makaj, [redacted]
- h) Josef Lesko, [redacted]

b. SNB Post

Thirty-one men are stationed at this post. The head is Pavel Piestansky,

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[redacted] Fourteen persons are members of the finance section of the SNB-PS; the majority of them are former customs officials and are not Communists.

c. SNB Passport Control Office

Seven men work here. The name of the head of this office is not known except for his first name "Oskar". [redacted]

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The following work in the office:

- 1) Imrich Samek, [redacted]
- 2) Stil, [redacted]

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d. STB Post

Thirty-one civilians are stationed in this office. The head is Josef Horvat

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e. Workers' Militia.

There are 20 men in this militia and they live at the station: they are all young. [redacted]

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f. Railway Police

They consist of 30 men with police dogs. These police live at the station [redacted]

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g. ZSS (Zeleznični Stavební Správa - Administration of Railway Construction)

1) There are over 3,000 employees in the ZSS, with 30 workers for each foreman. The ZSS lays tracks and builds loading and transshipping ramps.

2) Chief engineer in the ZSS is Ing. Iwan Kocerzin [redacted]

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His chief deputy is Ing.

Pavel Petro [redacted]

[redacted] The engineer's office also employs 4 draftsmen and 6 architects.

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3) Head of the bookkeeping department is Jan Mizik, [redacted] He has ten employees under him.

He

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h. CSSZ (Ceskoslovenske Stavebni Zavody - Czech Construction Works)

The following are employed in the Czech Construction Works:

6 engineers
4 architects
50 foremen
200 bricklayers
800 workers
20 joiners

The CSSZ is constructing buildings at Cierna nad Tisou.

i. MZO (Ministerstvo zahranieniho obchodu - Ministry of Foreign Trade)

Chief representative of the Ministry of Foreign Trade is one Cerevka a Czech

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There are 10 Czech officials subordinate to him. Cerevka travels to Cop four or five times monthly for a period of one or two days each visit.

j. Czech Grain Company (Vysadna slovenska obilni spolecnost)

Head of the Czech Grain Company is Dr. Kohout

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The Czech Grain Company has received four-fifths of all the grain imported.

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k. Slovakian Grain Company (Vysadna slovenska obilni spolecnost)

The name of the head of this company is unknown

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The Slovakian Grain Company received one-fifth of the grain imports.

l. Cattle-fodder Grain Company

Chief of this company is Dr. Smetana

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m. Rumanian Consulate

Consul Popescu

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n. A Soviet officer whose name is not known is stationed here. He is probably an official of the Soviet commissions which come to Cierna nad Tisou about once every two months. He wears a uniform with five gold stars

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o. ROH (Revolutionary Trade Union Movement)

The president is Rudolf Demsky

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p. KSS (Slovakian Communist Party)

The president is one Radymak

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q. CSD (Czech Railways)

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1) Station Director: Josef Sladek

2) Deputy Director: Hrabar

3) Six signal men; the following are known:

a) Stefan Jamy

b) Frantisek Pastor

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- 4) Signal box crew consists of 24 men.
- 5) Transshipping workers: 1,050 workers are employed on a piecework basis. There is one foreman for every 35 workers. The chief of the transshipping staff is Spalek [redacted] 50X1-HUM
- 6) Pay office: Chief of this office is Vasil Kulik [redacted] Six persons work under him.
- 7) Locomotive shed: about 350 men are employed here, of whom 100 are mechanics.
- 8) Claims department: 10 men are employed here. Chief of the section is Dr. Paucuka, [redacted] 50X1-HUM
- 9) Recording office: 25 employees. Head is Josef Vasko [redacted]
- 10) Administration office: 13 employees. Head of the office is Frantisek Torkos [redacted] 50X1-HUM
- 11) Marshalling yard: 100 employees. Chief is Jan Hadzega [redacted] He has three deputies. 50X1-HUM
- 12) Shipping department: it employs about 24 men. Chief is Jan Tabacko [redacted] The officials of this department receive all papers on the arrival of goods intended for export. 50X1-HUM
- 13) All employees and workers in the CSD wear a CSD uniform.

3. Exports and Imports

a. Exports to the USSR

- 1) Goods exported from Czechoslovakia are not transshipped in Cierna nad Tisou but in the USSR. Light goods are transshipped in Cop and heavy goods in Mukacevo. Exports are brought as far as Cop on a standard-gauge track. It is not known how the goods are transported from there.
- 2) The following are the chief goods exported:
- a) [redacted] 50X1-HUM
 - b) Cars from the Skoda firm
 - c) Electric motors
 - d) Agricultural machines
 - e) Iron bridges, in parts, loaded on 15 to 20 freight cars
 - f) Radio receivers, phonographs from the Tesla firm
 - g) Medical instruments
 - h) Lighter flints
 - i) Furniture
 - j) Textiles for civilian use
 - k) [redacted] 50X1-HUM
 - l) Glass and glassware
 - m) Refined sugar
 - n) Beer from Plzen
 - o) Hops
- 3) In 1947, two to three goods trains arrived daily; each had 50 to 60 freight cars. In 1948-49, the number of goods trains was increased to four or five daily, each having 50 or 60 cars. Each shipment amounted to about 1,200 tons. In 1947, 75,000 tons of sugar were exported, while in 1948 the amount was increased to 85,000 tons. In the middle of February 1949, a train arrived with about 60 cars from the direction of Prague. There were three sealed cars in the middle of this goods train and they bore the inscription "Base - Jachymov". A Russian soldier was posted in each of these sealed cars, and the contents of the cars were not cleared through the railroad officials as is usually done. The official papers were enclosed in a sealed red envelope, marked "Confidential" and showing the route they were taking: Praha, Bohumin, Moravska-Ostrava,

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Zilina, Kosice, Cierna nad Tisou, COP-USSR. Each car weighed 18 tons.

b. Imports from the USSR.

- 1) Imports are transported on the broad-gauge track as far as Cierna nad Tisou and there transhipped.
- 2) The following are the chief goods imported:
 - a) Iron ore
 - b) Manganese ore for tungsten steel
 - c) "Nihlerz"
 - d) Copper
 - e) Chromium
 - f) Cast iron
 - g) Wood, tree trunks
 - h) Cotton
 - i) Tobacco
 - k) Grain
 - l) Tea
 - m) Meat
 - n) Butter (in the winter)
- 3) Ores were imported only from the beginning or middle of April to the middle of November.
 - a) In 1947 and 1948, 4,000 tons of ore were imported in 24 hours.
 - b) In 1949, 6,000 to 9,000 tons of ore were imported in 24 hours.
 - c) In 1948, 500,000 tons of grain were imported in 24 hours.
 - d) In 1949, 750,000 tons of grain were imported in 24 hours.
 - e) In 1949, 25,000 tons of meat were imported in 24 hours.
 - f) In 1949, 15,000 tons of butter were imported in 24 hours.
- 4) Prior to 20 August 1949, five or six goods trains arrived every 24 hours for dispatch, but since that time the number has risen to seven or nine goods trains every 24 hours. Four to six of these trains carry arms. Since 20 September 1949, ammunition has been transported. Only soldiers, who are brought specially from Kosice, are employed to transship armaments.
- 5) From the beginning of 1948 until February 1949, gasoline was imported from Rumania via Cop and Cierna nad Tisou. Trains with 30 tanker cars came twice weekly. Since February 1949, the shipping of gasoline via Cierna nad Tisou has been suspended, and the new route is via Hungary to Slovenska Nove Mesto. Three to four tanker cars carrying aircraft oil arrive daily at Cierna nad Tisou and this oil is transhipped by means of an electric pump.

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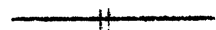




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Attachment: Sketch of Transshipping Station at Cierna nad Tisou

Legend to Sketch

	= level crossings
	= electric engine
	= weighing machines
	= underground water pipeline
	= barbed wire

1. Workshops and locomotive shed: brick buildings, 600m by 40 m. and 8 m. high. The eastern side is open.
2. Turntable with two tracks: by means of these turntables, locomotives can be brought into the workshops and the machine shed. Slack is dumped between the tracks leading to the turntable.
3. Brick building with a glass roof, 200 by 50 m., and 8 to 10 m high. This building contains workshops for locomotives and freight cars and is divided into two sections, each 100 m. long. To the south of the building there are 6 standard-gauge tracks and to the north 6 broad-gauge tracks. There is a space of 5 m. between the tracks, because work is also done outside the building and various tools and apparatuses are left outside.
4. Coal dump 420 by 25 m. and 8 to 10 m. high.
5. Three-story brick building with a slate roof, 50 by 25 m. The first floor houses the offices for the machine shed, and the second and third floors, the living quarters for the engineers.
6. Wooden building with roofing felt, 50 by 15 m.; it contains living quarters for fitters and other workers.
7. Store, 380 by 150 m., for wood, asbestos, etc.
8. Water reservoir, wooden building covered with roofing felt, slightly higher than a one-story building. Capacity 80 cu. m.
9. Formerly a washroom; one railway worker now lives in it.
10. Brick building, not yet completed, 45 by 12 m.
11. Signal-box, brick building 10 by 5 m.
12. Coal dump for Soviet locomotives, 80 by 15 m. and 8 to 10 m. high.
13. Water reservoir, wooden building with roofing felt, a little higher than a one-story building. Capacity 80 cu. m.
14. Signal-box, brick building 10 by 5 m.
15. Radio station, single-story brick building with slate roof, 5 by 5 m.
16. Transformer, brick building 5 by 5 m., 8 m high, flat roof.
17. Wooden building with roofing felt, 50 by 15 m., living quarters for electrical technicians and mechanics. Also a store for electrical equipment.
18. Standard-gauge track, used to bring sand from the mountain for foundation work on the tracks.
19. Store, brick building 420 by 50 m., 7 to 8 m. high, roof of "eternit" sheeting. On the southern side of the store there are 20 entrances with doors, and small grilled windows. On the eastern side there are three to five offices for the bookkeeping department, supervising officials of the transshipping station, and the pay office for pieceworkers.

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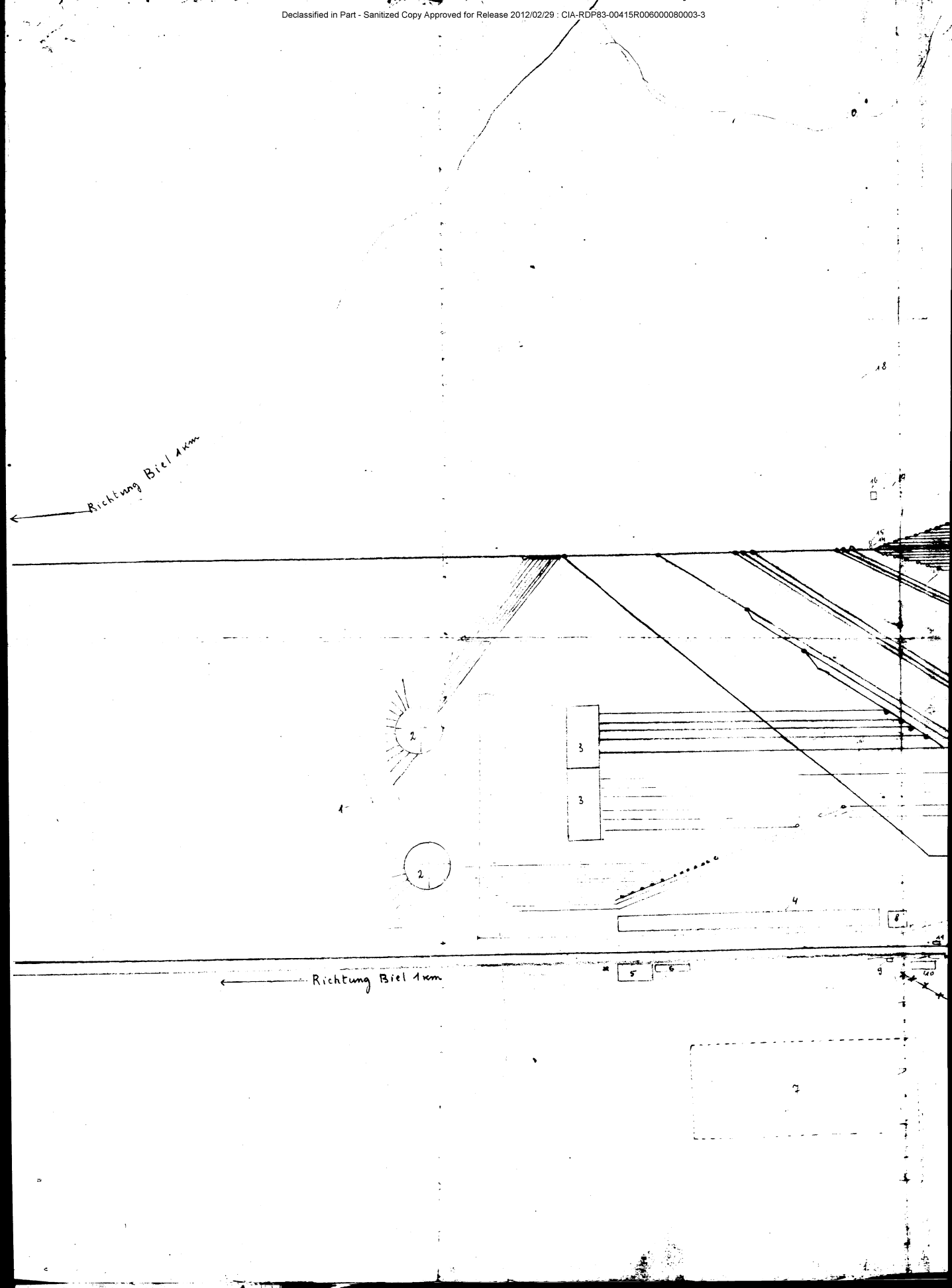
20. Concrete transshipping ramp with asbestos roof. The ramp is 500 m. long and 10 m. wide, and handles the transshipping of the following goods: grain (by means of air pressure), meat, butter, tea, tobacco and asbestos.
21. Concrete transshipping ramp with asbestos roof. The ramp is 500 m. long and 10 m. wide and is used for the transshipping of ammunition.
22. Concrete loading ramp, 500 m. long and 10 m. wide, used for the transshipping of tanks and guns. This is stated not to be a head-on ramp.
23. Two cranes standing on the track, driven by steam, used for transshipping iron ore from the Soviet cars into the Czech cars.
24. Wooden transshipping ramp, 250 by 8 m., not covered, used for transshipping cotton.
- 24a. Weighing machine on the track and wooden shed, 3 by 3 m.
25. Football field; the stand is on the southern side.
26. A station building is to be built here in the spring of 1950.
27. Three-story, empty brick building with slate roof, size 75 by 30 m.
28. "Kultur-haus", a three-story brick building with slate roof, size 75 by 30 m.
29. Pump with mobile electric engine, for pumping aircraft oil.
30. Not described.
31. Garage, wooden building with roofing felt, 50 by 30 m. The garage serves also as a repair workshop and houses 20 Studebakers.
- 31a. Entrance to an underground gasoline dump, about 4 m. wide, concreted. Depth 3.5 to 4.5 m.
32. Living quarters for officials and workers, wooden building with roofing felt, 50 by 15 m.
33. Living quarters for officials and workers, wooden building with roofing felt, 50 by 15 m.
34. Living quarters for officials and workers, wooden building with roofing felt, 50 by 15 m.
35. Wooden building with roofing felt, 50 by 15 m. The building is divided into two parts, one of which houses the doctor and first-aid room, and the second a grocery. The workers can buy food at very low prices.
- 36, 37, 37a, 38. Wooden buildings with roofing felt, 50 by 15 m.: living quarters.
39. Bathhouse: wooden building with roofing felt, 50 by 15 m.
40. Wooden building with roofing felt, 50 by 15 m.: contains the motion picture theater, library and living quarters of the President of the RGH.
- 41 and 42. Two-story brick building, with slate roof, 75 by 25 m. There are 12 rooms on the first floor and 12 on the second floor. In No. 41 on the first floor are the offices of the claims department of the CSD; on the second floor are the offices of the customs authorities. No. 42 contains the customs storehouse, with parcel checking section.
43. Brick building with slate roof, 75 by 15 m., and about 8 to 10 rooms. Offices of the ZSS and the Secretariat of the KSS are housed here.
44. Wooden building with roofing felt, 90 by 15 m., ZSS store.

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45. Three-story, empty brick building with slate roof, 75 by 30 m.
46. Workers' kitchen, wooden building with roofing felt, 25 by 7 m.
47. Wooden building with roofing felt, 25 by 7 m.: offices of the CSSZ and living quarters for its employees.
48. Wooden building with roofing felt, 25 by 7 m.: storehouse for cement and lime.
49. Three-story, empty brick building with slate roof, 75 by 30 m.
- 50, 51, 52 and 53. Wooden buildings with roofing felt, 50 by 15 m. No. 50 contains the office of the Soviet officer, No. 51 the Czech Grain Company, No. 52 the Slovakian Grain Company, and No. 53 the granary for fodder.
54. Wooden building with roofing felt, 75 by 15 m.: kitchens and canteen.
- 55, 56, 57, 58 and 59. Brick buildings with slate roof, 75 by 15 m. No. 55 contains the waiting room, No. 56 the MZO representative, No. 57 the "Doprovru Concelar", No. 58 the station master's office, and No. 59 the Rumanian Consulate.
- 60 and 61. Wooden buildings with roofing felt, 50 by 15 m. No. 60 contains the offices of the STB, and No. 61 the offices of the SNB and living quarters for 30 men.
62. Wooden building with roofing felt, 70 by 15 m. There are four sections in this building:
 - a. SNB passport control
 - b. Post office
 - c. Transit section
 - d. Rest rooms and sleeping quarters for Russian railway workers, about 30 men.
63. Four-room homes for officials and workers are to be built here in the spring of 1950.
64. Signal-box, brick building with slate roof, 10 by 5 m.
65. Radio station, two-story brick building with slate roof, 5 by 5 m.
66. Signal-box, brick building with slate roof, 10 by 5 m.
67. Weighing machine on the track, and wooden shed 3 by 3 m.
68. Brick building with slate roof, 10 by 5 m.: Cierna nad Tisou station.
69. Farm building, 50 by 15 m.
70. Brick building with slate roof, occupied by one railway worker and his family. (not indicated on sketch)
71. A Hungarian freight car without wheels, housing the Soviet frontier guard which consists of 10 men: this is the first frontier control on Soviet territory, and passenger and goods trains and their personnel are carefully checked. When the train has been approved, three men accompany it as far as Cop. (not indicated on sketch)
72. Frontier control SNB-FS, consisting of 14 men.

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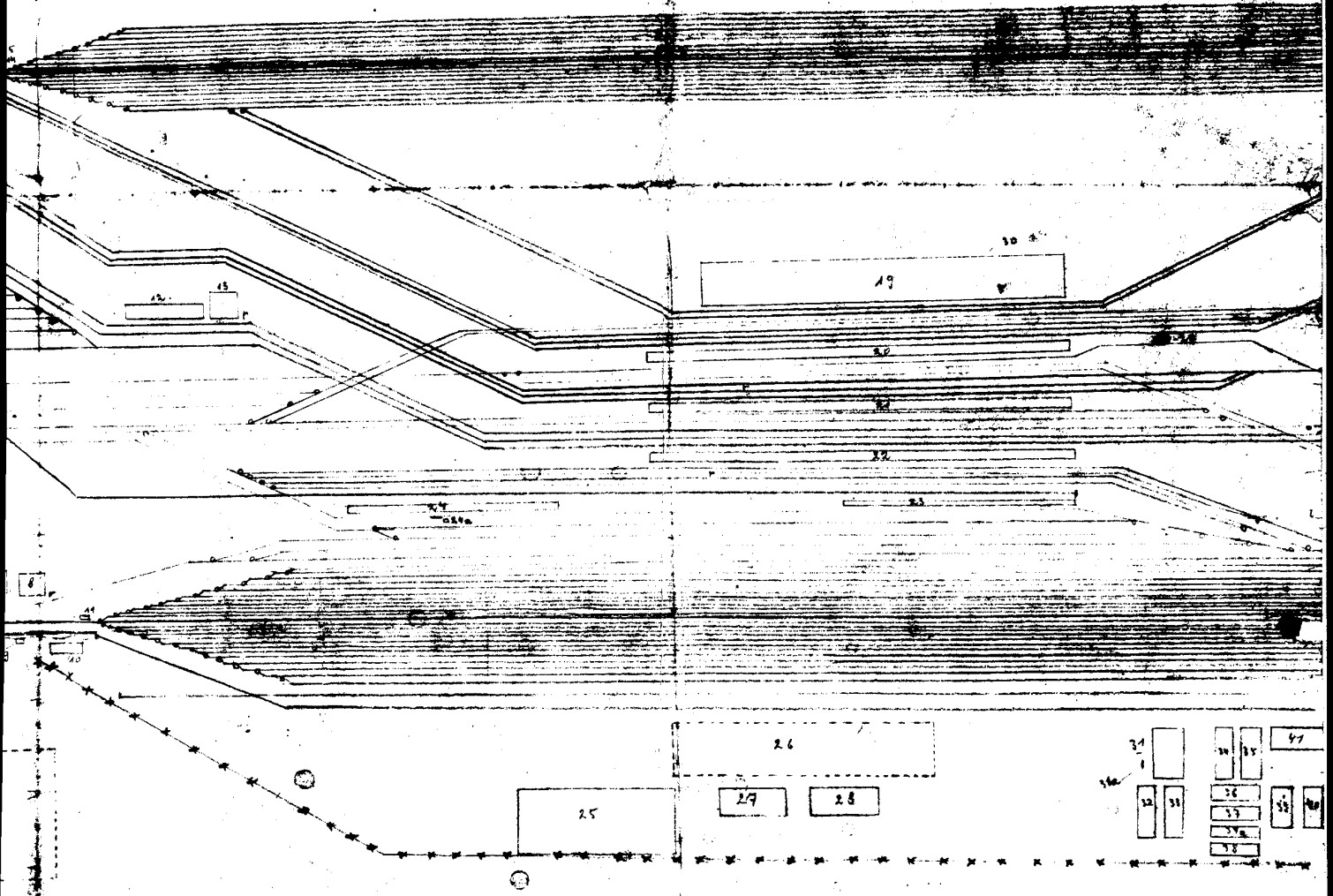


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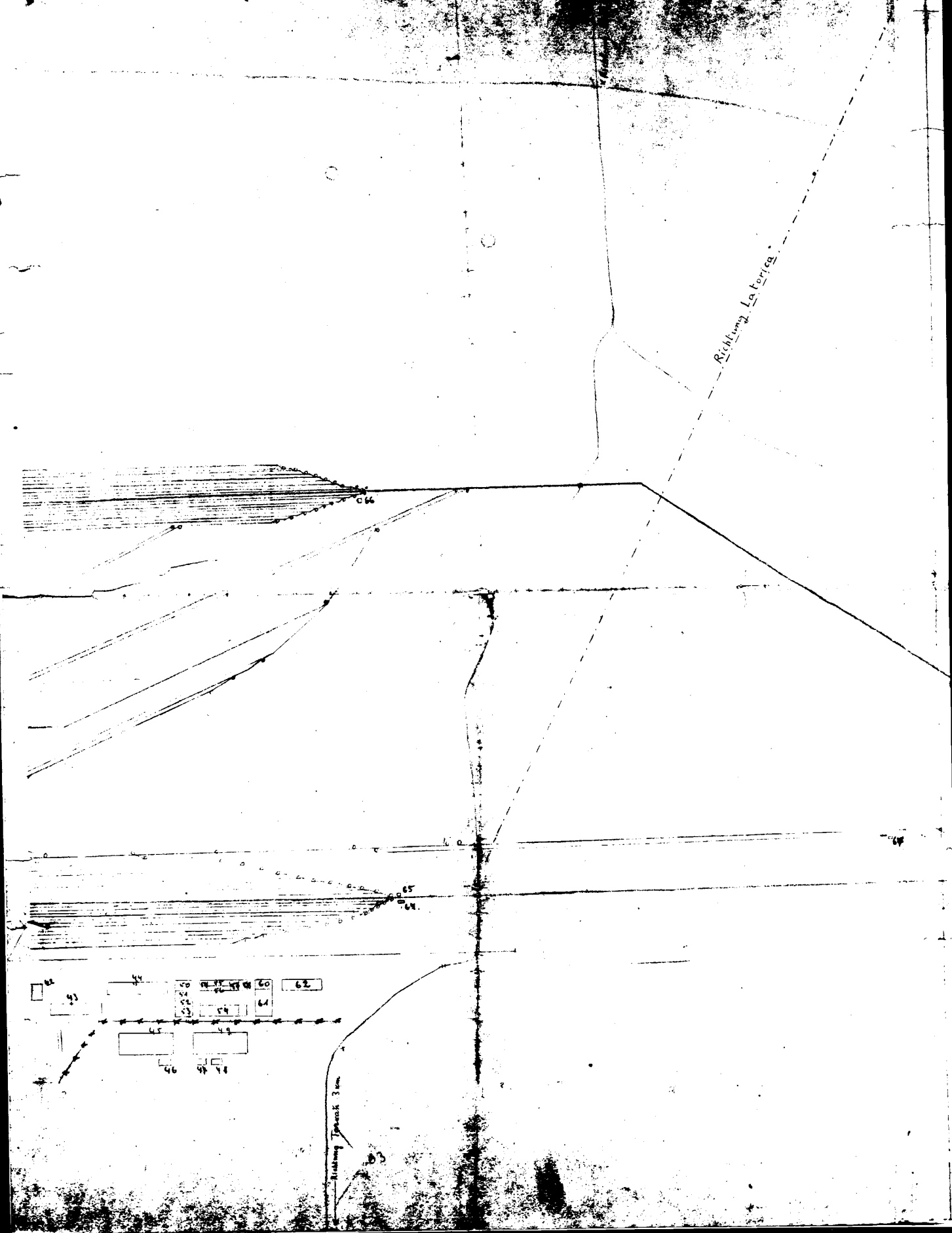
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