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1. The transportation system in Czechoslovakia is organized under the control of Minister of Transport Alois Petr as follows:

   a. Central Management of Railroad Transport in Prague, directed since 1945 by (Ing.) Radvanovsky, who does not have the confidence of the Communist Party. The eight area managements of the Czech State Railroads (CSD) are located in the following cities:

      Prague (Praha)
      Pilsen (Plzen)
      Usti nad Labem
      Hradec Kralove
      Brno
      Olomouc
      Bratislava
      Kosice

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   b. Central Management of Motor Transport (CSAD) in Prague.

   c. Central Management of Navigation in Prague with the following subordinate national shipping companies:

      Czechoslovak Labe (Elbe) Navigation Company in Prague
      Czechoslovak Odra (Oder) Navigation Company in Ostrava
      Czechoslovak Danube Navigation Company in Bratislava

   d. Central Management of Air Transport in Prague.

2. The following is a list of double-track railroad lines in Czechoslovakia with the maximum permissable axle load on each as published in the 1949 service directory:

Line	Maximum axle load in tons
Prague-Pilsen	20
Prague-Usti nad Labem - Decin (main station)- Dresden (Germany/Russian Zone)	20

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Line	Maximum axle load in tons
Prague-Lysa nad Labem (051/G00)	18
Prague-Kolin-Ceska Trebova (P50/H28)	20
Prague-Benesov (050/L95)-Bystrice (050/L94)	20
Trsnice (N51/P37) - Frantiskovy Lazne (N51/P27)-Plauen (Germany/Russian Zone)	—
Cheb-Chomutov-Usti nad Labem	18
Decin (east station) - Vsetaty (051/F80) - Lysa nad Labem-Kolin-Havlickuv Brod	18
Nepomuk (N50/L21) - Horazdovice (N50/039) sector of the Pilsen-Ceske Budejovice line	18
Duchov-Bilina and Obrnice (N51/P22) - Postoloprty (N51/P21) sector of the Duchov-Pilsen line	18
Trnovany (N51/P10) - Sadek (N51/L19) sector of the Chomutov-Prague line	18
Ceska Trebova-Olomouc-Prerov	20
Ceska Trebova-Brno-Breclav-Bratislava	20
Breclav-Prerov-Bohumin-Zebrzydowice (Poland - 050/079)	20
Hranice na Morave (P50/025) - Horni Lidec (P50/041) - Puchov nad Vahom (P50/061)	20
Slapanice (P50/N50) - Bucovice and Nemotice (P50/N80) - Vlkos/Kelcany (P49/S80) sector of the Brno-Trencianska Tepla line	18
Bohumin-Zilina	20
Bohumin-Breslau (Poland)	—
Bratislava-Zilina-Spisska Nova Ves	20
Bratislava-Galanta (P49/T40) - Sturovo (Parkan-Q48/Z17) - Budapest (Hungary)	20
Galanta-Leopoldov (P49/T43)	20
Martin/Vrutky (Q50/X60) - Diviaky (049/C57)	20

3. On the Cheb-Chomutov and Breclav-Bohumin lines, traffic moves on the left-hand track contrary to the system in operation in all other parts of Czechoslovakia. The Litomerice city sector of the Decin-Havlickuv Brod line is single-track because of the space restrictions in the city and because of a narrow and obsolete railroad tunnel in Litomerice (N51/F53). Although the embankment on the Trebovice (P50/N27) - Rudoltice (P50/N38) sector of the Ceska Trebova-Prerov line was originally designed for two tracks, the second track was built along a separate way in order to eliminate the curves. The new Strecno (Q50/X61) tunnel sector of the Bratislava-Spisska Nova Ves line is single track at present. The old tunnel is no longer used, but it also contains a single track and could be used in an emergency. The entire line has been relaid along a straighter course than it previously followed. In 1949 the rails, ties and roadbeds were repaired on the following lines:

Sebuzin (N51/F44) - Libochovany (N51/F43) sector of the Decin-Vsetaty line, repaired March - August 1949.

Terezin (N51/F53) - Hrobce (N51/F62) sector of the Prague-Decin line, repaired September - October 1949.

Zadni Treban (N50/L66) - Revnice (N50/L66) sector of the Prague-Pilsen line, repaired September - November 1949.

4. Plans were completed in 1938 for a main east-west railroad line to connect Bohemia and Slovakia. Construction of the Havlickuv Brod-Brno sector of the proposed line was given top priority since Ceska Trebova, an important junction on the existing line, was located near the German border, and under the Munich agreement the existing east-west line was actually cut by cessions of territory to Germany. After the war the plan was apparently abandoned with the exception of work on the Havlickuv Brod-Brno sector which has been continued. However, recent construction of large engine sheds in Uhrineves (051/L90) indicate that the plan may be under consideration again as Uhrineves was to be a major junction on the new line between Prague and Sedlec. As originally planned, the east-west road was to run as follows:

Prague-Uhrineves-Sedlec (050/L47)-Havlickuv Brod-Brno-Veseli na Morave (P49/T00)-Vlara Pass (P50/T59)-Trencianska Tepla-Belusa (P50/070)-Zliechov (Q49/T89)-Prievidza (Q49/T97)-Horna Stubna (Q49/C57)-Banska Bystrica-Margecany-Kosice.

The present condition of various sectors of this line is as follows:

Prague-Uhrineves	Double-track line in existence
Uhrineves-Sedlec	Sixty kilometers of double-track line to be built
Sedlec-Havlickuv Brod	Double-track line in existence
Havlickuv Brod-Brno	One hundred kilometers of double-track line under construction
Brno-Veseli na Morave	Recently made a double-track line with reinforced bridges.
Veseli na Morave-Trencianska Tepla	Single-track line
Trencianska Tepla-Belusa	Double-track line in existence
Belusa-Prievidza	Fifty kilometers of double-track line to be built
Prievidza-Kosice	Single-track line

5. A second track is being built on the Kosice-Michalany (R49/D51) - Cierna nad Tisou (R49/E90) line. On the Michalany-Slovenske Nove Mesto sector the old, neglected double-track embankment of the Austro-Hungarian Empire's north-south railroad line from Miskolc, Hungary, via Michalany, Strazske (R49/D75), Medzilaborce (R50/D89) to Lupkow, Poland is being used. On the rest of the line a new embankment is being built. A second track is also being laid on a new embankment between Strazske and Lupkow, and on a widened embankment between Kysak and Strazske. Plans have been made for the construction of a new double-track line between Margecany and Kosice via Kosty and Kosticka Bela (R49/D25) to replace the present line which will be flooded when the Hornad River power project is undertaken. A third track is near completion on the Prague-Cesky Brod-Kolin line and certain sectors are already in use. In October 1949 a right of way was cleared for a third track on the Prague-Radotin-Dolni Mokropsy (N50/L76) sector of the Prague-Benesov line. The bridge over the Berounka River near Dolni Mokropsy is still to be built. Two new single-track lines are under construction. One is the extension of the Gottwaldov (Zlin) - Vizovice (P50/031) line to Horni Lidec (P50/041); the second is a line linking Podolinec (R50/Y80) and Orlov/Plavec (R50/Z00). Both of these lines are expected to be completed in the near future.

6. The following is a list of important single-track railroad lines with the maximum permissable axle load on each:

Line	Maximum axle load in tons
Schirnding (Germany/US Zone - M51/P27) - Cheb	20
Cheb - Pilsen	20
Marianske Lazne (N50/P56) - Karlovy Vary (N51/P69)	—
Furth i.Walde (Germany/US Zone - N50/U79) - Domazlice (N50/P70) - Pilsen	17
Zwiesel (Germany/US Zone - N50/Q06) - Klatovy(N50/L00) - Pilsen	16
Pilsen - Horazdovice - Ceske Budejovice - Ceske Velenice (Q49/R24)	18

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Line	Maximum axle load in tons
Pilsen - Zatec - Duchcov	18
Razice (N50/Q69) or Protivin (N50/Q78) - Pisek - Zdice (N50/L46)	18
Chomutov - Zatec - Kladno - Prague	18
Most - Obrnice (N51/F22) - Louny - Kralupy	18
Prague - Vsetaty - Turnov - Liberec - Goerlitz (Germany/Soviet Zone)	18
Bakov nad Jizerou (O51/G03) - Ceska Lipa - Rumburk - Loebau (Germany/Soviet Zone)	17
Decin (main station) - Benesov nad Ploucnici (N51/F65) - Varnsdorf - Zittau (Germany/Soviet Zone)	17
Decin (main station) Benesov nad Ploucnici - Ceska Lipa	17
Ceska Lipa - Liberec (reduced speed over obsolete bridges in Krizany (O51/G06) - Udoli Svateho Krystofa sector)	16
Turnov - Stara Paka (O51/G44) - Hradec Kralove - Rosice nad Labem (O51/M79) - Pardubice	18
Turnov - Jicin - Hradec Kralove	15
Velky Osek (O51/M39) - Hradec Kralove - Lichkov (P51/M30) - Hanusovice (P51/M50)	18
Poricany (O51/M19) - Nymburk - Jicin - Stara Paka- Trutnov - Mezimesti (Halbstadt-O51/G95)	16
Rosice nad Labem - Skutec (O50/M97) - Havlickuv Brod	17
Skutec - Policka-Svitavy	15
Pisek - Tabor - Horni Cerekev (O50/M50) - Jihlava	18
Summerau (Austria/Soviet Zone - O49/Q91) - Ceske Budejovice - Veseli nad Luznici (O50/R08)	18
Veseli nad Luznici - Horni Cerekev	18
Ceske Velenice - Tabor - Bystrice	20
Havlickuv Brod - Jihlava - Okrisky (O50/M80) - Brno	18
Havlickuv Brod - Nove Mesto na Morave - Brno	15
Okrisky - Znojmo - Vienna	17
Znojmo - Hrusovany nad Jevisovkou (P49/S36) - Breclav	15
Veseli na Morave (P49/T08) - Vlara Pass - Trencianska Tepla	18
Brno - Nezamyslice (P50/N82) - Prerov	18
Nezamyslice - Prostejov - Olomouc - Krnov	—
Trebovice - (P50/N27) - Prostejov	15
Olomouc - Hanusovice - Glucholazy (Poland - P51/C83)	—
Glucholazy - Krnov - Opava - Ostrava	—
Kojetin (P50/035) - Hulin (P50/002) - Valassko Mezirici (P50/034) - Frydek - Ostrava	—
Veseli nad Morave - Nove Mesto nad Vahom	16
Kuty (P49/S84) - Trnava - Sered (P49/T31)	—
Bratislava - Kvetoslavov - Komarno	15
Nove Zamky (P48/Y78) - Komarno - Komarom (Hungary)	—
Leopoldov (P49/T43) - Zbehy (P49/T52) - Prievidza - Horna Stubna	—
Zbehy - Kozarovce (Q49/T92)	—
Palarikovo/Slovensky Meder (P49/Y69) or Nove Zamky - Kozarovce - Hronska Dubrava (Q49/C64) - Zvolen - Filakovo (Q49/D20) - Lenartovce (Q49/D50) - Plesivec (R49/D62)	17
Divialy (Q49/C57) - Hronska Dubrava	—
Divialy - Banska Bystrica	—
Zvolen - Banska Bystrica - Halny (Q49/D16) - Margecany	—
Halny - Josensko/Feledince (Q49/D30)	—
Kralovany (Q50/X80) - Bucha Hora (Q50/Y32) - Nowy Targ (Poland)	—
Poprad/Tatry - Podolinec - Orlov/Plavec - Nowy Sacz (Poland)	—
Presov - Orlov/Plavec - Nowy Sacz (Poland)	—
Kosice - Cana (R49/E32) - Hidasnemeti (Hungary)	—
Michalany - Strazske	—

7. Other less important lines in Czechoslovakia include the following:
Obratan (050/M21) - Jindrichuv Hradec - Nova Bystrice narrow gauge line.
Certlov (049/Q92) - Lipno electrified standard gauge line which will be moved to make way for the projected Vltava River waterworks.
Tabor-Bechyne (050/Q89) electrified standard gauge line.
Frydlant (051/G18) - Hermanice (051/G53) narrow gauge line.
Horni Manychov (051/G16) - Jested Mountain wire cable line.
Janske Lazne (051/G65) - Cerna Hora wire cable line.
Tremosna in Silesia-Osoblaha (P51/J03) narrow gauge line.
Trencianska Tepla-Trencianske Teplice electrified narrow gauge line.
Ruzomberok-Korytnica Spa (049/C87) narrow gauge line.
Mnisek nad Hnilec (R49/D95) - Smolnic Huta (R49/D94) narrow gauge line.
Poprad-Stary Smokovec (050/D69) - Strbske Pleso electrified narrow gauge line.
Stary Smokovec-Tatranska Lomnica electrified narrow gauge line.
Stary Smokovec-Hrebienok (050/D69) funicular line.
Tatranska Lomnica-Lomnicky Stit wire cable line. Public traffic is allowed on this line only as far as Skalnate Pleso. Only personnel attached to the Lomnicky Stit meteorological station may continue to the end of the line.
Lysa nad Laben-Milovice standard gauge line for personnel of the Pardubice railroad regiment.

8. Trains within Prague running between the Smichov, Vrsovice, Liben and Vysocany stations are drawn mainly by electric engines of which there are about 25. These are powered by surface cables of 10,000 volts DC. In the Wilson Station trains are handled by eight battery-powered "Locotractors". The Five Year Plan calls for the electrification of the Pilsen-Zdice-Prague-Kolin-Pardubice-Ceska Trebova-Prerov-Bohumin line, but it is doubtful that this project will be completed on schedule because of the lack of sufficient power stations along the line. Electrification of the Bratislava-Zilina-Kosice line is at an advanced stage. Power stations are being built on the Vah River and those on the Orava River are completed. Power transmission lines are being erected on the Zilina-Kosice sector. Plans have been made for electrifying the Levice-Zvolen-Banska Bystrica-Hargecany line using power from stations on the Hron River.

9. The following stations have been renamed by order of the regional national committees of the Communist Party:

Former name	Present name
Falknov nad Ohri	Sokolov
Kadan - Prunerov	Kadan - Main Station
Usti nad Labem - Teplicke nadrazi	Usti nad Labem - West Station
City	Main Station
Krasne Brezno	North Station
Podmokly	Decin - Main Station
Decin - Uptown and Downtown Station	- East Station
Parkan	Sturovo
Feledince	Jesenske
Batovany	Partyzanske
Slovensky Meder	Palarikovo
Vrutky	Martin-Vrutky
Cierna Pri Copu	Cierna nad Tisou

10. The following is a list of the locations of the marshalling yards of the Czech railroad system. Yards capable of handling over 100 cars a day are indicated by an "x".

Marshalling Yards		Marshalling Yards	
x	Cheb		Kralupy
x	Sokolov		Kladno
x	Pilsen		Rakovnik
	Zdice	x	Chomutov
	Beroun		Zatec
x	Prague -Smichov		Louny
	x -Vrsovice		Obrnice
	x -Zizkov	x	Most
	-Liben (upper station)		Duchcov
	-Holesovice/Bubny		

Marshalling Yards		Marshalling Yards	
x	Usti nad Labem x - Western station - Northern station - Strekov		Hodonin
			Veseli na Morave
x	Decin x - Main station x - Eastern station	x	Prerov
			Nezamyslice (P50/N82)
	Lovosice (Lobositz-N51/F43)	x	Olomouc
	Ceska Lipa		Hanusovice
	Liberec		Krnov
	Turnov		Opava
	Mlada Boleslav	x	Ostrava x - Main station x - Svinov
	Vsetaty		
	Neratovice	x	Bohumin
x	Nymburk	x	Karvinna
	Velky Osek		Cesky Tesin
x	Kolin		Trinec
	Horni Dvoriste (049/092)		Frydlant nad Ostravici
x	Ceske Budejovice		Suchdol nad Odrou (P50/036)
x	Ceske Velenice		Hranice na Morave
	Veseli nad Luznici		Valasske Mezirici
	Tabor	x	Bratislava x - Vajnory - Main station
	Benesov near Prague		
	Cercany (050/M06)		Galanta
	Bechovice near Prague		Nove Zamky
	Chlumec nad Cidlinou (051/G50)		Komarno
	Ostromer (051/052)		Sturovo (Parkan)
	Jicin		Surany (P49/Y79)
	Stara Paka		Luzianky
	Trutnov		Leopoldov
	Jaromer		Trencianska Tepla
	Tyniste nad Orlici		Puchov nad Vahom
	Kysperk (Geiersberg - P51/N29)	x	Zilina It is planned to build a second yard east of the city on the northern side of the Zilina-Kosice line to supplement the present yard which has a capacity of 200 cars a day.
x	Hradec Kralove		
	Rosice nad Labem		
	Pardubice	x	Martin/Vrutky
x	Chocen (051/N09) There are two yards in Chocen connected by a new tunnel under the station.		Handlova
		x	Zvolen
			Lucenec
			Filakovo
x	Ceska Trebova		Plesivec
x	Brno		Banska Bystrica
x	Havlickuv Brod		Podbrezova
	Jihlava		Margecany
	Okrisky		Spisska Nova Ves
	Znojmo		Kosice
x	Breclav		Michalany
		x	Cierna nad Tisou
			Presov
			Humenne
			Medzilaborce

11. Freight handling platforms are located in every station with a marshalling yard, at every major railroad junction and in other stations where it is deemed necessary. The CSD controls and operates ship loading yards in the following river ports:

Decin and two of its suburbs, Loubi and Rozbelesy
Usti nad Labem, at Krasne Brezno and Vanov, where the yard is under construction
Melnik
Prague-Holesovice
Bratislava
Komarno
Trencin, where the yard is under construction

12. Engine sheds along the rail lines house, inspect and repair the engines used for each particular sector of the rail system. Maintenance installations and equipment of the engine sheds include a rotunda for cleaning boilers, an engine turntable, ashpits, stores of lubricants and sand, coal bunkers and water tanks. Water tanks are located at every engine shed, marshalling yard and important rail junction at intervals of 20-40 kms. The following is a list of the location of engine sheds of the Czechoslovak railroad system. Those sheds which control more than 50 engines are indicated by an "x".

Location	Types of Engines Handled
x Cheb	Engines of all types and Diesel cars
x Pilsen	Engines of all types and Diesel cars
Klatovy	Light passenger and freight engines and local engines
Nepomuk	Light passenger and freight engines and local engines
Blatna (N51/L41)	Light passenger and freight engines and local engines
x Pisek	Light and heavy passenger and freight engines
x Zdice	Light and heavy passenger and freight engines
Beroun	Light passenger and freight engines
x Prague - x Smichov	Light and heavy passenger and freight engines
- x Vrsovice	Engines of all types
- x Masaryk St.	Engines of all types and Diesel cars
- x Bubny	Light and heavy passenger and freight engines
- x Denis Station	Light and heavy passenger engines and all freight engines
x Kralupy	Light and heavy passenger and freight engines
x Kladno	Light and heavy passenger and freight engines
Luzna-Lisany (N51/L30)	Light passenger and freight engines
x Radovnik	Light passenger and freight engines and local engines
Zatec	Light passenger and freight engines and local engines
x Chomutov	Engines of all types, and Diesel cars
Sokolov	Light passenger and light and heavy freight engines
x Most	Light passenger and light and heavy freight engines
Duchcov	Light passenger and freight engines
Louny	Light passenger and freight engines and local engines
Lovosice	Light freight engines
Teplice	Light passenger and freight engines
x Usti nad Labem	Engines of all types
x Decin - Main station	Engines of all types and Diesel cars
- Eastern station	Light and heavy freight engines and local engines
x Ceska Lipa	Light engines of all types and Diesel cars
x Liberec	Engines of all types and Diesel cars
Turnov	Light and heavy passenger engines and light freight engines
Mlada Boleslav	Light passenger and freight engines, local engines and Diesel cars
Vsetaty	Light passenger and freight engines
x Nymburk	Light and heavy passenger and freight engines and local engines
Velky Osek	Light passenger and freight engines
x Kolin	Light and heavy passenger and freight engines and local engines
x Pardubice	Light passenger and freight engines and local engines
x Hradec Kralove	Engines of all types and Diesel cars
Chlumec nad Cidlinou	Light passenger and freight engines
Jicin	Light passenger and freight engines, and Diesel cars
Stara Paka	Light and heavy passenger engines and light freight engines
Trutnov	Light and heavy passenger engines and light freight engines
Kysperk	Light passenger and freight engines
Chocen	Light passenger and freight engines and local engines

	Location	Types of Engines Handled
x	Havlickuv Brod	Light and heavy passenger and freight engines and local engines
x	Jihlava	Light and heavy passenger and freight engines and local engines
	Horni Dvoriste	Light and heavy passenger engines and light freight engines
x	Ceske Budejovice	Engines of all types
x	Veseli nad Luznici	Engines of all types
x	Ceske Velenice	Engines of all types
x	Tabor	Light and heavy passenger and freight engines
	Votice	Light passenger and freight engines
	Jindrichuv Hradec	Light passenger and freight engines and engines for narrow gauge lines
	Benesov near Prague	Light and heavy passenger and freight engines
	Cercany	Light passenger and freight engines
	Uhrineves	Engines of all types
x	Ceska Trebova	Engines of all types
x	Olomouc	Engines of all types
x	Sumperk	Light passenger and freight engines
x	Hanusovice	Light and heavy passenger and freight engines and local engines
	Krnov	Light passenger and freight engines
	Opava	Light passenger and freight engines and local engines
x	Ostrava main station	Engines of all types
x	Bohumin	Engines of all types
	Hranice in Moravia	Light and heavy passenger and freight engines and local engines
	Valasske Mezirici	Light and heavy passenger and freight engines and local engines
x	Prerov	Engines of all types
	Prostejov	Light passenger and freight engines and local engines
	Veseli na Morave	Light passenger and freight engines
x	Brno - Main station	Engines of all types
	- x Horni Herspice	Light and heavy passenger and freight engines and local engines
	Okrisky	——
	Znojmo	——
x	Breclav	Engines of all types and local engines
	Kuty	Light passenger and freight engines
x	Bratislava	Engines of all types
x	Galanta	Light and heavy passenger and freight engines and local engines
	Nove Zamky	Light and heavy passenger and freight engines and local engines
x	Sturovo	Engines of all types
	Leopoldov	Light passenger and freight engines
	Trencianska Tepla	——
	Puchov nad Vahom	——
x	Zilina	Engines of all types
x	Martin-Vrutky	Engines of all types
x	Zvolen	Engines of all types
x	Filakovo	Engines of all types
x	Plesivec	Engines of all types
x	Spisska Nova Ves	Engines of all types
x	Kosice	Engines of all types
	Presov	——
	Cierna nad Tisou	Light passenger engines and light and heavy freight engines

13. The following types of locomotives are used by the Czech State Railroad:

Type	Remarks	Origin (see notes below)
a. Express locomotives with maximum speeds of over 90 km. per hour		
375.0	4 cylinders; used with type 516.0 or 618.0 tender	1
387.0	3 cylinders; used with type 930.0 or 936.0 tender	2
399.0	2 cylinders; used with type 930.0 tender	2
464.0	2 cylinders; combined engine-tender; about 100 engines of this type are in use	2
475.1	newest type of engine under construction for CSD; used with type 930.0 tender	5
486.0	3 cylinders; used with type 826.0 or 930.0 tender	2
486.1	3 cylinders; used with type 826.0 or 930.0 tender	2
498.0	3 cylinders; used with type 936.0 tender; this type is now under construction	5
b. Heavy passenger locomotives		
365.0	2 cylinders; used with type 826.0 tender; this type was originally designed as an express engine but is used only on passenger trains because of its weak chassis	2
365.3		2
465.0	Combined engine-tender	2
455.0	Combined engine-tender	2
456.0	Combined engine-tender	2
365.5	Combined engine-tender	3
474.0		6
c. Light passenger locomotives		
344.4		6
354.0	Combined engine-tender	2
354.1	Combined engine-tender	2
354.4	Being removed from use	1
354.6	Used with type 516.0 tender	1,2
354.7	Used with type 516.0 tender	1,2
364.0	Used with type 516.0 tender	1
364.2	Used with type 516.0 tender	2
d. Heavy freight locomotives.	These engines have a minimum shaft pressure of 15 tons on four shafts or of 14 tons on five shafts.	
459.0		7
524.0	Used with type 616.0 tender	1
524.1	Combined engine-tender	2
534.0	Used with type 826.0 tender; some built with a steel and some with a copper furnace	2,4,5
534.1		2
555.5	Same as German Mark "52" engines	3,4

Type	Remarks	Origin (see notes below)
e. Light freight locomotives		
334.1		1
344.1	Used with type 414.0 tender	1
414.1	Used with type 414.0 tender	1
434.1	Used with type 516.0 tender	1
434.2	Used with type 516.0 or 826.0 tender	1,2
f. Local engines with a maximum shaft pressure of 13 tons		
314.0	Combined engine-tender	1
310.0	Combined engine-tender	1
411.0		1
423.0	Combined engine-tender	2
433.0	Combined engine-tender; this type is a rebuilt model of 423.0 now under construction	5

Notes to table:

1. Locomotives built under the Austro-Hungarian Empire and used mainly on local lines.
2. Locomotives made under the Czech Republic between 1918 and 1938.
3. Locomotives used by the Germans during World War II and abandoned in Czechoslovakia. They are used now mainly in the border areas.
4. Locomotives built on the German pattern during World War II.
5. Locomotives built in Czechoslovakia since 1945 when the production of engines was standardized.
6. Hungarian locomotives abandoned in Slovakia.
7. Locomotives supplied by UNRRA.

14. Type numbers of engines and tenders indicate their characteristics as follows:

a. Engine numbers — Example: 387.021

1st digit indicates number of shafts	3	3 shafts
2nd digit indicates maximum speed by formula 1st digit plus 2nd digit x 10 = speed in km/hr.	3 + 8 x 10	110 km/hr.
3rd digit indicates shaft pressure in tons on each shaft	7 + 10	17 tons
4th digit indicates modification	0	original model
Last digits indicate number in series	21	

b. Tender numbers — Example: 930.021

1st digit indicates capacity of coal in tons	9 tons of coal
2nd and 3rd digits indicate capacity of water in cubic meters	30 cubic meters
4th digit indicates modification	0 original model
Last digits indicate number in series	21

15. The Skoda Works in Pilsen-Skvrany produces engines of type 490.0, 475.1 and 534.0. The first two are equipped with a semiautomatic coal feeder. CKD in Prague and Slany produces engines of type 534.0 and 433.0, both equipped with Friedmann injectors and Westinghouse-Knorr brakes. A very small number of electric engines are produced by the Skoda plant in Pilsen-Doudlevec and by CKD in Prague. A CSD plant for the production of electric engines is under construction in Martin-Vrutky. Main CSD workshops are maintained to make major repairs, general overhauls and safety inspections of engines. These are located located at:

Cheb	Kolin	Prerov
Pilsen	Hradec Kralove	Bohumin
Chomutov	Uhrineves	Martin-Vrutky
Louny	Ceske Velenice	Spisska Nova Ves
Usti nad Labem	Ceska Trebova	Zvolen
Ceska Lipa	Sumperk	
Nymburk	Olomouc	

16. Shortly after the end of World War II Czechoslovakia had about 65,000 railroad cars. In 1949 there were about 90,000 freight cars in use, of which about 9,000 were laid up for repairs. In 1945, 2,000 railroad cars were produced. This number has since been increased to 5,000 per year. The following types of freight cars are being produced:

"U"	all metal gondola car
"V"	wooden gondola car
"Z"	wooden box car
"P"	flat car

Freight car characteristics are indicated by code letters as follows:

"a"	car with four axles
"d"	car more than 10 meters in length
"t"	car of 17 tons capacity
"k"	car of standard gauge
"r"	car with convertible axle length
"c"	car over 2.15 meters in height
"s"	car with removable custom wall

17. Railroad cars are produced and repaired at the following plants of CSD and Tatra:

a. Freight car production

Kolin	Tatra plant
Ceska Lipa	Tatra plant
Opava	CSD plant
Studenka-Koprivnice	Tatra plant
Kralovo Pole	CSD plant
Trnava	CSD plant
Martin-Vrutky	CSD plant
Spisska Nova Ves	CSD plant

b. Passenger car production

Prague-Smichov	Tatra plant
Studenka-Koprivnice	Tatra plant
Kralovo Pole	CSD plant

c. Diesel car production

Pilsen	Skoda plant
Prague-Smichov	Tatra plant
Koprivnice	Tatra plant

d. Freight car repair workshops of CSD

Cheb	Prague-Dubny	Kolin
Chomutov	Tabor	Nymburk
Usti nad Labem	Ceske Velenice	Mlada Boleslav
Decin	Jihlava	Hradec Kralove
Pardubice	Brno	Prerov
Ostrava	Trnava	Martin-Vrutky
Spisska Nova Ves	Zvolen	

e. Passenger car repair workshops of CSD

Prague-Dubny	Zvolen
Kralovo Pole	Spisska Nova Ves
Trnava	

18. Under the Austro-Hungarian Empire the major railroad centers were Vienna and Budapest, and the majority of important railroad lines radiated from these centers. Other lines were negligible. Between the two world wars, Czechoslovakia paid much attention to connecting these radiating lines, but because of the high cost of construction in the mountainous terrain was forced to concentrate on the improvement of local communication lines. Only two lines of major importance were built during this period. These were the lines between Horni Lidec and Puchov and between Banska Bystrica and Margecany. These lines and others which were planned but postponed with the onset of the war expressed the development of the "Little Entente" by facilitating transport between Czechoslovakia, Rumania and Yugoslavia. During the German occupation an effort was made to improve east-west rail lines, especially in Slovakia. Czech lines showed little change in this period. In Slovakia the Bratislava-Leopoldov line was double-tracked in 1942 and the Leopoldov-Luzianky line reinforced. After parts of southern Slovakia were ceded to Hungary, the Luzianky-Zlate Moravce-Kozarovce line was hurriedly built to replace the line interrupted by the loss of Nove Zamky. Because the embankments were not solidly built they were later ordered reinforced with stones and concrete by the Germans. Other lines built under the German occupation included:

Divialy-Banska Bystrica line	built in 1942 at great cost because of the need for 27 tunnels and many bridges, some of which are over 50 meters high.
Banska Bystrica-Margecany line	completed in 1937 but reinforced under the German rule.
Kapusany-Vranov-Strazske line	started in 1939 as a single-track line.

19. After the war, it was necessary to reconstruct the many lines and bridges which were damaged, especially in Slovakia. By 1948 the railroad system was restored to its prewar condition. As foreign commerce with the USSR increased, the Cierna nad Tisou transshipping station was built and the Cierna-Kosice line made double-track. The production since 1946 of railroad cars for use on both standard and broad gauge indicates the cooperation between Soviet and Czech railroads. The only line, of limited importance, built between 1945 and 1948 was that between Hronska Dubrava and Banska Stiavnica. This line will assume more importance if it is continued to Levice as planned. During 1949 and 1950 the major stress was placed on the improvement of east-west lines and of the eastern Slovakian network.

20. The principal east-west line used by the USSR forces in Czechoslovakia will probably be the following:

Cop (USSR)-Cierna nad Tisou (transshipping station from broad to standard gauge)-Kosice-Zilina-Bohumin-Prerov-Ceska Trebova-Prague-Pilsen-Cheb. This line will connect at Kysak with the north-south lines via Medzilaborce to Lupkow and Przemysl, and at Bohumin with the line to Krakow. At Prerov it will connect with the Breclav-Vienna line and with the Brno-Jihlava-Tabor-Pisek-Pilsen line.

Other lines which may be especially useful to the USSR, mainly for lateral moves in the rear areas include:
Lupkow-Strazske-Trebisov-Michalany-Slovenske Nove Mesto-Miskolc line
Nowy Targ-Vrutky-Levice-Nove Zamky-Komarno-Gyor (Hungary)-Sopron (Hungary)
Krakow-Bohumin-Zilina-Leopoldov-Bratislava-Vienna
Krakow-Bohumin-Prerov-Breclav-Vienna
Breslau (Wroclaw)-Kysperk-Ceska Trebova-Brno-Breclav-Vienna
Goerlitz-Liberec-Turnov-Prague-Pilsen-Domazlice
Goerlitz-Rumburk-Decin-Usti nad Labem-Chomutov-Cheb
Dresden-Decin-Prague-Ceska Velenice-Vienna

21. The following is a list of the vulnerable points on the most important railroad lines. Interruption of the lines at these points would not disrupt Czech railroad traffic completely but would cause considerable delay. The interruption of the Margecany-Poprad-Zilina-Nove Zamky line would seriously cripple the east-west rail communications in Slovakia.

a. Cierna nad Tisou-Kosice-Bohumin-Ceska Trebova-Prague-Cheb line:
   - Bodrog River bridge near the Slovenske Nove Mesto station
   - Hornad River bridge south of Kosice
   - Hornad River bridge north of Kosice
   - Hornad River bridge at Kysak junction
   - Liptovsky Hradek railway bridge
   - Orava River bridge near Kralovany
   - Two railway bridges over the Vah River near Strecno
   - Demolition of Orava River dam near Usti nad Oravou would paralyze traffic in the Vah River valley and destroy power plants on Vah River.
   - Vah River bridge at Zilina
   - Viaducts near Hranice
   - Morava River bridge south of Mohelnice
   - Two concrete bridges near Rudoltice and Trebovice
   - Three km. south of Ceska Trebova on Olomouc and Brno connecting lines - two concrete bridges
   - Ticha Orlice River bridges near Brandys nad Orlice
   - Chrudimka River bridge at Pardubice
   - Bridge and embankment with lakes on both sides at Kyje near Prague
   - Viaducts on Hrabovka, bridges near Wilson Station in Prague
   - Vltava River bridge near Prague-Smichov
   - Berounka River bridge near Dolni Mokropsy

b. Medzilaborce-Strazske-Presov-Kysak line:
   - Lupkow Pass
   - Vranov nad Topla bridge
   - Hanusovce nad Topla bridge (100 m. long, 20 m. high on 8 or 10 pillars)
   - Torisa River bridge 10 km. south of Presov

c. Margecany-Brezno nad Hron-Banska Bystrica-Zvolen-Zlate Moravce-Hlohovec (P49/T43)-Bratislava-Vienna line:
   Hron River bridge near Podbrezova
   Railway bridge near Banska Bystrica stop
   Zvolen - 10 m. high embankment before main station
   Hron river bridge near Zvolen-Hrad station
   Svaty Kriz railway bridge
   Hron River bridge at Zarnovica (Q49/U04)
   Bridge and embankment near Gymes (P49/T72)
   Bridge and embankment near Mechenice (P49/T62)
   10 m. high embankment between Drazovce and Luzianky
   300 m. long bridge near Leopoldov station
   Cerveny bridge near Bratislava (60 m. long, 15-20 m. high)
   Morava River bridge near Devinska Nova Ves (P49/X89)

d. Zilina-Trencin-Bratislava line:
   Railway bridge near Povazska Bystrica station
   Double track on Trencin bridge

e. Budapest-Parkan-Nove Zamky-Bratislava line:
   Hron River bridge near Sturovo
   Nitra River bridge near Nove Zamky
   Vah River bridge near Sala nad Vahom
   Dudvah River bridge

f. Puchov nad Vahom-Valasske Mezirici-Hranice line:
   Vah River bridge near Puchov
   Horni Becva River bridge near Vsetin (separate bridge for each track)
   Dolni Becva River bridge (reinforced concrete bridge with three tracks) at Valasske Mezirici

g. Trencianska Tepla-Veseli na Morave-Brno line:
   Vah River bridge near Trencianska Tepla
   Two Morava River bridges between Veseli na Morave and Bzenec (P49/S98)
   Crossing of Prerov-Brno line

h. Bratislava-Brno-Ceska Trebova line:
   Cerveny bridge near Bratislava
   Morava River bridge at Lanzhot (P49/S75)
   Svratka River bridge near Sakvice (P49/S57)

i. Brno-Jihlava-Tabor-Pisek-Pilsen-Cheb line:
   Oslava River bridge near Namest (050/N10)
   Jihlava River bridge near Trebic
   Vltava River bridge (concrete bridge 100 m. long, 35 m. high) near Cervena

j. Hradec Kralove-Pardubice line:
   Labe River double-track bridge near Pardubice

k. Kolin-Lysa nad Labem-Decin east-Prostredni Zleb-Dresden line:
   Labe River double-track bridge on a weir in vicinity of power plant oil refinery at Kolin
   Jizera River bridge near Brisy (051/F90)
   800 m. of galleries between Melnik and Libechov 8 m. high
   Decin - double-track bridge near Decin station;100 m. of single-track bridge on Labe River;120 m. long Labe bridge linking Decin east and main stations

l. Prague-Usti nad Labem-Decin main station-Prostredni Zleb-Dresden line:
   Prague-Vltava River bridge
   Ohre River bridge near Terezin-Bohusovice
   Usti nad Labem main station built on high embankment and stone bridges.

Attachment: One map of the Czech Railroad Network.

Encl. #1.

SCHEME OF CZECHOSLOVAK RAILROAD NETWORK

UP TO 15.VIII.1950

SCALE 1:750.000

ENCLOSURE №1.