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CZECHOSLOVAKIA

COMMUNICATIONS

New Constructions
Railways

Electrification and Improvement Of PRAHA-ČERNA/PRI-
COPE Railway Making Progress

SOURCE SALZBURG/GRAZ: 21-year-old construction technician from LITOMERICE who traveled to KOŠICE and ČERNA by rail and reported his own, rather limited observations and information obtained from friends.

DATE OF OBSERVATION : 3 and 4 August 1953

EVAL. COMMENT : It is confirmed here that the railway line PRAHA - ČERNA PRI-COPE having in some parts a single track before World War II, is now being enlarged to a double track line. The famous "Trať družby" employing many brigade workers, carried out most of the rail construction in the KOŠICE area and Eastern Slovakia. The electrification of some parts of subject rail line is under way, and according to Monitoring of 29.8.1953, page 1382; traffic on the new electrified line between ŽILINA, VRUTKY and MARTIN has already started. Item No.00907/53 states that the electrification of the line PRAHA-KOLÍN was also completed, but this information is still UNCONFIRMED here. For more information dealing with constructions on subject line see Monitorings of 4.7.1953, page 135; 3.6.1953, page 123; "Lidová demokracie" of 1.1.1953; "Lud" of 4.1.1953; Monitoring of 29.5.1953, page 633 S; Item No.8068/52; and some background reports which also refer to the construction under reference. POPRAT stand for POPRAD.

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The main railway line between PRAGUE and ČERNA/PRI COPE on the Russian frontier, used for the transportation of Czechoslovak industrial products to the USSR, is being electrified and fitted with a double track along its entire length.

Work on this project has been going on for the past two years. To date the PRAGUE-ČESKÁ TRŽBOVÁ-OSTRAVA-ŽILINA-POPRAD section, already a double track railway before the war, has been completely prepared for electrification between OSTRAVA and POPRAD, pylons and cables already being in position. Between PRAGUE and OSTRAVA the work of installing electrical equipment is still in progress. No electric locomotives are, however, in use anywhere between PRAGUE and POPRAD.

Track laying operations would at present seem to be concentrated between POPRAT and KOŠICE, where there is still only a single track. Every week special trains carrying labor brigades to the former town can be seen passing through PRAGUE.

Little activity was seen on the KOŠICE: ČERNÁ line, which is already fitted with a double track along parts of its length.

CORR. COMMENT : None

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