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SOURCE Soviet Radio Broadcasts

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INTRODUCTION AND SUMMARY

Based on USSR radio broadcasts of 1 September 1947, through 4 May 1948, this report includes all available monitored material relative to the Soviet transportation system for this period.

I. THE RAILWAY TRANSPORT SYSTEM

Definite progress in the restoration and expansion of the Soviet railway system since August 1947 is indicated by monitored Soviet radio broadcasts. In addition to the previously reported restoration of second tracks along the Leningrad-Moscow-Prokhladny trunk lines, broadcasts of 1 September 1947 - 28 April 1948 report the restoration and rebuilding of principal lines and junctions in and near the Ukraine. The Krivoi Rog Basin junction and "all important lines in the Donets industrial center" have been restored; and in September 1947, work on the rehabilitation of the Stalingrad railway junction and "reconstruction" of the Stalingrad lines was under way.

"Some 1,200 rail bridges" have already been restored, Moscow announced in November, and broadcast material indicates that many structures are being redesigned and completely rebuilt. In 1947, "new big and medium railway bridges over the Don, Dniester, Bug, and other rivers" were opened. During 1948, 130 "large bridges" in formerly occupied territory are to be "rebuilt," and a bridge near Zaporozhe, which "before the war was a one-tier metal bridge," will become "a two-span concrete bridge--the upper span, a paved highway, the lower, a railway bridge." Further, bridges are being "built anew" in the East, Siberia, and the Urals; an approximate total of 2,000 bridges are scheduled to be opened this year.

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Construction of new railway lines in central Asia, noted in the initial report (CIA Information Report [REDACTED] "Soviet Transportation System") is continuing; and in addition, the Soviet radio reports construction work on a line between Semipalatinsk and Malinovoje, and on another linking Alma-Ata and Karaganda. Though the radio does not specify the route for the latter line, according to the Five-Year Plan, Alma Ata and Karaganda are to be linked directly by a section between Moıntıy and Chu.^{1/} At least two new lines have been completed in central Asia; a line in "East Karaganda"^{2/} and the Kant-Bystrovka-Rybache line in the Lake Issyk Kul area. The Kostroma-Korba section of the Kostroma-Galich line has also been completed.

^{1/} Cf. CIA Map No. 10763, August 1947, unrestricted.

^{2/} Available material on the "East Karaganda" line does not show whether or not this refers to the Alma Ata-Karaganda line.

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Broadcast references to the Siberian trunk line and the Chardzhou-Kungrad line add few facts as to the progress made on these lines since September 1947. In apparent reference to the new Siberian trunk line, TASS reports that "a new bridge across the Irtysh on the new railway line connecting Pavlodar and Akmolinsk" will be commissioned in 1948; and a broadcast of 11 November 1947 pushes the western terminus of the Siberian trunk line to Kuibyshev, whereas earlier broadcasts placed the western end of the new line at Magnitogorsk. As to the Chardzhou-Kungrad line,^{1/} a Tashkent regional broadcast states that "in July 1948, the first trains will cross the desert from Chardzhou to the Aral Sea"-- this, in contradiction to previous broadcasts which estimated only partial completion of the line in 1949. Tashkent also reports that 173 bridges will be built on this line, instead of a total of 100 as previously reported.

Prospecting for new lines in the Karelo-Finnish Republic and the Far East is also reported, but no explicit information has thus far been obtained.

With regard to the technical improvement of Soviet railways, considerable broadcast attention is given to the electrification of lines, specifically to the Omsk-Novosibirsk and Omsk-Tomsk routes in Siberia, and to railways in the Urals and Transcaucasia. While radio broadcasts do not provide definitive statistics regarding the supply of locomotives and rolling stock, new diesel locomotives and freight cars are being added to the railway system. Moscow reports that over 25 percent of all rolling stock is comprised of self-unloading freight cars with a capacity of 30 or 50 tons; during 1947, a new 2,000-horsepower diesel locomotive with a maximum speed of 100 kilometers was introduced; the Urals transport-machine plants have produced a gondola of 60-ton capacity, and are now working on gondolas of 120-ton capacity. This year, the production of locomotives is to be increased by 48 percent, rolling stock by 80 percent, and diesel locomotives and passenger carriages by 34 percent, as compared with 1947 production.

Certain general clues as to the actual achievements and tasks of the Soviet railway system appear in Soviet broadcast material. Gosplan reported that USSR railways completed the general loading plan for 1947 with a 10.6 percent increase over 1946. But a TASS dispatch to the Soviet provincial press reports that while loading quotas for "the most important goods" were completed by 18 railways, the loading plan for "the most important goods" was not met by 24 railways. Included among those lines which failed to meet specific loading schedules were the Donets and Ural-Siberian lines. And

^{1/} For a description of construction work along sections of the Chardzhou-Kungrad line, see FBIB SURVEY OF USSR RADIO BROADCASTS, 12 December 1947, No. 24, pp. H 7-9.

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the importance of these two rail networks is indicated by a PRAVDA editorial which reports that of the 14 percent increase in freight loadings scheduled for 1948, over one-half must be carried by the Donets and Ural-Siberian systems. The Party organ recently launched a campaign for the completion of the Five-Year Plan in four years, but obstacles to the attainment of this objective are indicated by other PRAVDA editorials which complain of industrial bottle-necks. It may be noted, however, that the Party organ appears to be less critical of the performance of Soviet railways than of the river fleet.

II. INLAND RIVER AND MARINE TRANSPORT

The restoration of the Soviet inland river network is nearly completed, according to the USSR Minister of River Transport, Comrade Shashkov, who stated in October 1947 that "by 1946, the length of usable waterways exceeded the prewar figure," and that in 1947 "all the large river ports and landing stages of the country" were rehabilitated. Further restoration work was reported by TASS in December 1947; and as the current navigation season opens, ship-raising squads are reported at work in order to "fully free rivers and lakes for navigation," particularly in the Baltic Republics and on the Dnieper. During October 1947, restoration work on the Hanyok waterway was "proceeding fast"; and at that time, Shashkov predicted that "soon ships will be able to reach the depth of the Salsk steppes."

Considerable expansion of the inland river network is planned, according to Soviet broadcasts. The long Leningrad-Astrakhan waterway is "again on the agenda"; during 1948, work is to be started on a dam and power station on the Volga, near Gorky. Expansion of navigation on the Kama, the upper reaches of the Oka, Kura, and Irtysh, is indicated by the building of power stations on these rivers, Moscow reports to Soviet listeners. The Ob and Yenesei will also be developed to carry large tonnages under the current Five-Year Plan; and 15,000 kilometers of minor Ukrainian rivers are to be made navigable this year.

At least two new canals, connected with irrigation projects, were completed in 1947; the 50-kilometer-long Nevinnomysskaya Canal in the Kuban has a 152-meter-long dam and two hydro-power stations; the second canal, 18 kilometers in length, is located

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In the Sunzha district of the north Caucasus.

Moscow reports that new self-propelled barges and diesel-engine ships have been added to the inland river and marine fleets, but few clues as to the increase in ships and port equipment are provided by monitored material. Gosplan reported that the river fleet fulfilled the 1947 Plan by 102 percent, but PRAVDA points out serious difficulties in inland river shipping, particularly with regard to ship reconditioning. The river fleet was able to utilize only about one-third of the entire navigation season in 1947, and operations in formerly occupied territory lag "greatly" behind the prewar level. The lumber bottle-neck is closely tied with the failures of inland river transport, PRAVDA indicates.

With regard to marine transport, several Siberian Press Dispatches intended for ships and stations of the Far Eastern Steamship Trust have been collected in this report. Continuing campaigns for the conservation of fuel and lubricants, for overhauling of the ships by the ships' own crews, and for the loading and unloading of cargoes by the seamen themselves—which is euphemistically termed "assisting" the dock workers—are apparent in these dispatches. Although the seamen are pledging to complete the Five-Year Plan in four years, the Far Eastern Steamship Trust failed to meet its 1947 quotas. (The only cargo mentioned in these dispatches is coal.) It is noteworthy that the Komsomol organization of this Trust pledged, among other things, to "set up an Ossoviakhim unit aboard each ship... and get not less than 30 percent of the young seamen to pass successfully a test as sharpshooter, third class."

Less detailed information is available regarding the performance of shipping organizations in the Black, the Caspian, the Baltic, and Arctic seas, but the Caspian and Murmansk, as well as the Sakhalin, Steamship Trusts are reported to have fulfilled their quotas for March 1948. Sea transport fulfilled the 1947 Plan by 130 percent, showing a 15 percent increase in cargoes as compared with 1946. The freight turnover in the first quarter of 1948 increased by 60 percent as compared with the same period, of 1946; and the quarterly plan (1948) was fulfilled by 116 percent. During 1947, Moscow reports the restoration of Tallin Port facilities and "large-scale rebuilding" in Odessa Port which is "already more powerful than before the war." A 3-kilometer long canal, completed in 1947, reduces the passage from the Bay to the port of Krasnovodsk,

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on the Caspian, by 12 kilometers.

111. AVIATION AND AUTO-MOBILE TRANSPORT

The expansion of the civil aviation network, as reported by the Soviet radio, includes the establishment of new express freight service between Moscow and Novosibirsk and regular air traffic between Moscow and Khabarovsk. The "Ilyushin-12" and the 27-passenger "UESR-1378," also designed by Ilyushin, have been introduced on new passenger runs. Few overall statistics have appeared regarding the operations of the civil aviation; but Moscow reports that during 1947, 30 percent more passengers and freight were carried by Soviet airlines than in 1946.^{1/}

Little information regarding Soviet highway transport appears in monitored broadcasts during the period covered by this report. An Ismail regional broadcast of 16 September 1947 reports both successes and failures in Provincial roadbuilding; and an IZVESTIA editorial, broadcast on 24 April 1948, notes that "the problem of liquidating the lack of roads is becoming sharply acute" and urges collective farmers to "engage in road work" upon completion of sowing plans..

^{1/} Received too late to be included in the body of this report, a Soviet Home Service broadcast of 4 May 1948, quoting Major Gen. Chenkopadze, Deputy Head of the Civil Aviation Department, contains the following additional information on the current expansion of the Soviet civil aviation network:

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"Regular passenger and freight routes are for the first time being opened between Moscow and Vladivostok. The plane will cover the distance in 25 hours flying time, with stops at Sverdlovsk, Omsk, Krasnoyarsk, Cheka, and Khabarovsk.

"New airlines (will) connect Moscow with Batum, Buryev, Molotov, Lvov, Kutaisi, and Murmansk.

"Regular air communication is being inaugurated between Leningrad and Vilnius; Leningrad and Vyrkuta via Archangel; Irkutsk and Tashkent; Alma Ata and Novosibirsk; Kharkov and Stalingrad; Tashkent and Kuibyshev; Kuibyshev and Rostov; and many other points.

"One month ago, direct postal air communication was inaugurated from Moscow to Khabarovsk, Tbilisi, and Simferopol. Express lines between Moscow and Tashkent, and Alma Ata and Baku will be opened shortly.

"The fast 'Ilyushin 12' planes will be employed on all the important passenger routes this year.... Last year the journey from Moscow to Ashkabad took 25 hours or more. Now the 'Ilyushin 12' covers this in 15 hours and 30 minutes.

"More than 100 planes will leave Moscow tomorrow, the day of the opening of the summer air services."

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I. RAILROADS

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A. LINES REBUILT OR RESTORED

"The Stalingrad railway junction, completely destroyed by German invaders during the war, is now increasing the scope of its work with every passing week. All its main structures have been restored by now, and transit of building material, coal, oil, and grain, through this junction, has greatly grown in comparison with the past year. Along with rehabilitation, reconstruction of the Stalingrad railway is going on. 455 million rubles have been appropriated to be invested in this project during the current Five-Year Plan, which includes the construction of a new railway station several times bigger than the pre-war one. Many suburban lines of Stalingrad junction will be electrified." (TASS, in English Morse to North America, 14 September 1947)

B. CONSTRUCTION IN PROGRESS

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Kostroma-Gelich

"Kostroma--The builders of the railway line to Gelich are completing one section after another. The Government's directive to lay the 40-kilometer long track on the stretch between Kostroma and the village of Korbe has been completed ahead of schedule, and a few days ago the first train passed along this stretch." (TASS, in Russian at dictation speed to the USSR provincial press, 12 November 1947)

Alma Ata-Karaganda

In central Kazakhstan, the building of a new railway branch is proceeding rapidly. Construction is going on at both the southern and northern ends, and when completed by (the end of next year?), the new railway will connect Alma Ata and other points with Karaganda, Akmolinsk, Petropavlovsk, on the Turk-Sib line, and western Siberia in general. It will make all of Kazakhstan, with its natural riches, much more accessible and will help to develop this distant country. Work on the 460-kilometer branch railway is performed by collective farm labor. (From a summary of a SOVIET HOME SERVICE broadcast, 18 October 1947)

East Karaganda

(Summary) The recently completed railroad line in the East Karaganda coal basin has gone into operation. Much additional construction, such as clubs, houses, etc., is still going on along the new rail line. (SOVIET HOME SERVICE, 23 March 1948)

Kant-Bystrovka-Rybache

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"Frunze--Construction of the highland railway Kant-Rybache is nearing its end. The builders have already left behind narrow gorges with their gigantic barricades of rock and landslides, and now work in the vast Issyk Kul hollow within 312 kilometers of Frunze. Another 12 kilometers and the new rail track will reach the bank of the Issyk Kul." (TASS, in English Morse to North America, 3 March 1948)

"On 2 April 1941, the construction of the railroad line Frunze-Bystrovka was completed. This railroad line was part of the road which was to link Frunze, Kant, and Rybache, and stopped at the approaches to the (Volonsk?) Gorge, situated on the projected road to Lake Issyk Kul. ... After the end of the patriotic war, the USSR Government decided to continue the railroad line to the settlement of Rybache, located on the shore of the lake. In 1946-1947, the most difficult tasks of laying the track were completed. The (Volonsk?) was penetrated by 36 deep cuts in the cliffs. This year the railroad line will be completed. It will greatly influence development of the Issyk Kul valley." (SOVIET HOME SERVICE, 1 April 1948)

Semipalatinsk-Malinovoye

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"The laying of tracks on the railroad section which will link Semipalatinsk and Malinovoye (has begun). The first 14 kilometers of track have already been laid from Semipalatinsk. The new road will link the city with the Tomsk railroad line and will shorten the road from Siberia to Central Asia by 1,500 kilometers." (SOVIET HOME SERVICE, 27 October 1948)

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Chardzhou-Kungrad

"Tashkent—The building of the railway from Chardzhou to Kungrad is nearing completion. Assistant manager of the Chardzhou-Kungrad railways, Chernik, sent a telephone message from (Uzdinsk?) that in four days the work on the road bed will be finished and the necessary measures will be taken for successful.... (In the) period of 35 days, 200 kilometers... (of road) bed of the railway has been completely prepared. Along the railway line, more than 1,500 houses for workers... have been built. By the end of..., 173 bridges have been built, and more than 100 kilometers of rails would have been laid. (sic) This work... began as soon as the Commission inspected the rail bed, and in July 1948 the first trains will cross the desert from Chardzhou to the Aral Sea." (TASHKENT, regional broadcast, 8 October 1947)

South Siberian

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"This year the building has begun of a great trunk line in Southern Siberia through Barnaul and Akmolinsk to Kuibyshev, which will greatly develop the economy of Kazakhstan, in which another line is being built, from Chardzhou to Kungrad." (From a talk by Academician Obroztov, SOVIET HOME SERVICE, 11 November 1947)

Other

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"A big prospecting expedition of the Ministry of Railways has gone to Kazakhstan to plot the final route of the new railway that is to cut across the Kara Kum desert, linking the Volga country with Central Asia. There are large prospecting groups working in the parts of the southern Urals where the South Siberian line is to run. Other railway prospectors have gone to the Karelo-Finnish Republic, the Far East, and various other parts of the country. Altogether, four and three-quarter thousand miles of new railway is to be laid under the current Five-Year Plan." (MOSCOW, in English to the United Kingdom, 14 November 1948)

C. RAIL BRIDGES

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1. Rebuilt or Restored

"94,000 kilometers of railway track and 185,000 kilometers of bridges were restored in the USSR and in neighboring countries before the end of the war." (From a TASS interview with Soviet transport authority, Academician Vladimir Obrastsov; in English Morse to North America, 25 November 1947)

"Over 1,200 bridges have been rebuilt, including about 200 large and medium bridges over the Dniester, Don, North Donets, and other rivers. Damage has been made good on many junctions in the Donbass and Krivoi Rog (basin)." (From a talk by Academician Obrastsov, SOVIET HOME SERVICE, 11 November 1947)

"Some three billion rubles have been expended in nine months this year for new construction and technical equipment of the Soviet railway network. Other achievements in this field for the nine months include commissioning of 232 kilometers of trunk lines, 629 kilometers of second track, over 1,000 various railway constructions, a series of new power stations restored, new big and medium railway bridges over the Don, Dniester, (Stuts), Bug, and other rivers, and lastly, fully restored two-track lines along the Moscow-Kharkov-Rostov and Leningrad-Moscow trunklines, and along all important lines in the Donets industrial center." (TASS, in English Morse to North America, 2 November 1947)

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"IZVESTIA published an interview with the chief of the Bridge Building Department of the Ministry of Communications, director general of communications and building of the second rank, Kholin, on the construction and rehabilitation of railway bridges. In the course of a year, some 2,000 bridges are to be placed in operation, including 130 large ones, which are being rebuilt on territory subjected to German occupation, and 175 large and medium ones, which are being built anew in the East, Siberia, and the Urals. Thus, near Zaparozhe, where before the war there was a one-tier metal bridge, now a two-span concrete bridge is being built—the upper span, a paved highway; the lower, railway bridge." (MOSCOW, in Russian to the Far East, 8 April 1948)

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"The capacity of factories, (in Latvia) especially those producing consumer goods, will be considerably increased in the current year. In connection with electrification of the railway line connecting Riga with the seaside, we shall start reconstruction of the railway bridges across the Daugava and Lieluna rivers." (TASS, in English Morse to North America, 27 January 1948)

2. New Rail Bridges

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"Reconstruction of all bridges across the Northern Donets... will be completed this year. New bridges are also being built across the Kama and Belaya in the western regions. A new bridge across the Irtysk on the new railway line connecting Pavlodar and Aktolinsk will also be commissioned this year." (TASS, in English Morse to North America, 8 April 1948)

D. EQUIPMENT AND TECHNICAL IMPROVEMENTS

1. Electrification

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"Electrification of railways is proceeding in Moscow, Leningrad, the Urals, and the Caucasus. The Urals-Siberia trunkline is being electrified. By the end of the Five-Year Plan, 7,000 kilometers will have been electrified. The number of diesel electric and steam locomotives of new types is increasing all the time." (From a talk by Academician Obratzov, SOVIET HOME SERVICE, 11 November 1947)

"In the postwar Five-Year Plan, electrification of thousands of kilometers of railways is provided for. One of the largest works to be completed in this connection is the transformation of railways of the Urals and Siberia. In particular, the main line of Novosibirsk, Omsk, Chelyabinsk, Duma, ..., 20,000 kilometers in length. This year it is intended to electrify 556 kilometers of railway lines." (TASS, in Russian at dictation speed to the USSR provincial press, 10 February 1948)

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"A 400 kilometer section of the Transcaucasian rail trunkline has been electrified. Powerful streamlined Soviet-built electric locomotives are running on... railways from the Caspian Steppes down to the... Black Sea shore. The postwar Five-Year Plan provides for the electrification of 600 more kilometers of railway." (TASS, in English Morse to North America, 20 February 1948)

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"Salnikov, the head of the Central Administration for Railway Electrification, USSR Ministry of Railways, has told our correspondent that this year a big electrification project will begin in Siberia on the Omsk and Tomsk railways. The severe Siberian frosts, the snow slides, and the lack of water in the Borodino Steppes, hampers heavy traffic goods between the Urals and the Kuznetsk Basin, and an electric railroad between Omsk and Novosibirsk would considerably increase the volume of traffic. Electrification of the Omsk-Novosibirsk line has already begun, while preparatory work has been completed for the Omsk-Tomsk route." (SOVIET HOME SERVICE, 26 February 1948)

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"The chief of the Central Electrification Administration of the Railroad Ministry, Salnikov, made the following statement to our correspondent: "... The electrification of the Zaporozhe-Toghintsevo and... railroad lines will be completed in the first half of this year." (MOSCOW, in Russian to Soviet Western Asia, 26 February 1948)

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"This year the USSR railway transport topped the pre-war passenger transportation mark; while compared with 1913, passenger transportation increased more than five-fold. ... By 1950, 30 percent of all passengers will be carried by electrical trains, and a net of electrified railways will reach 7,363 kilometers to become the world's biggest." (TASS, in English Morse to North America, 26 February 1948)

"From Georgia we hear that the first section of 30 miles will be electrified by May 1 on the Transcaucasian Railway. Altogether, nearly 70 miles are being electrified on this railway at the present time. And while we are on this subject of electric railways, by the end of 1950, this country will have over 4,500 miles of electrified track as against 1,200 in 1940." (MOSCOW, in English to North America, 14 April 1948)

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2. New Locomotives and Rolling Stock

"Devices have been invented for the condensation of steam into water and its return to the boiler, which is extremely useful in regions where water is in short supply. The overall freight-carrying capacity of the rolling stock has been more than doubled. New types of trucks, with self-unloading devices, have been introduced with a freight-carrying capacity of (30 or 50—word garbled—Ed.) tons. They now represent more than 25 percent of all the rolling stock. These trucks make it possible to speed up transportation to a great extent. Automatic devices, such as the automatic brakes... have made it possible to increase the total weight of the trains and to make full use of the freight-pulling capacity of the new types of powerful locomotives. ... The number of diesel electric and steam locomotives of new types is increasing all the time. Wholly metallic trucks have been produced. The Soviet State is sparing no resources for the building and technical improvement of transport. Over 40 billion rubles, almost the sixth part of all capital investments in the national economy according to the Five-Year Plan, have been allocated to railway transport. ... Over 1,200 locomotives destroyed during the war have been repaired during the first 18 months of the new Five-Year Plan." (From a talk by Academician Obratsov, SOVIET HOME SERVICE, 11 November 1947)

"Our correspondent was told at the USSR Ministry of Transport that this year, diesel engines will be introduced on the Sochi-Sukhum railway, and the number of diesel engines on the Ashkhabad and Ordzhonikidze railways will be considerably increased. On the line of Makhach Kala-Astrakhan, diesel engines will be introduced, and on the sector of Baskunchak-Astrakhan of the Ryazan-Ural railway. This year a new trunkline diesel engine will be delivered to the railways. It is type P-2, which is 2,000 horsepower and has a speed of up to 100 kilometers per hour and it is easily maneuvered. Its system of heating will allow us to use it in the conditions of severe Siberian winter." (SOVIET HOME SERVICE, 5 March 1948)

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"A letter to Stalin from the workers of the Latvian SSR states that the following factories have been reconstructed: the Riga coachbuilding works, the sulpho-phosphate works, bicycle works, cement works, radio manufacturing works and others. Among the things the industry produced are railway coaches for electric railways, hydro-electric turbines of low power, safety telephone apparatus for the mines, and electrical equipment." (TASS, in Russian at dictation speed to the Soviet provincial press, 21 November 1947)

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"Production of powerful fuel-saving locomotives of the 'L' series has been started after the war. ... Soviet plants have started production of all-metal railcars and special rails for heavy-weight traffic lines." (TASS, in English Morse to North America, 18 November 1947)

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"The railway car builders of the Urals have scored a great victory. The Ural railway car factory has produced the first Soviet... gondolas with a capacity of 60 tons. They are designed for transporting coal, ore, and building material. The constructors of the Ural railway car factory are now working on the creation of more perfect gondolas with a capacity of 120 tons." (SOVIET HOME SERVICE, 11 November 1947)

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(Summary) The workers of the Kharkov transportation machinery plant have produced a diesel locomotive specially designed for service in the northern and eastern districts of the country. It has a special heating system, which secures uninterrupted functioning of the locomotive in the most severe frosts. The locomotive is now doing trial runs on the railways of Siberia and the Soviet Far East. (SOVIET HOME SERVICE, 18 March 1948). In Vladivostok, the first (all electric?) passenger train arrived from Moscow. The passengers voiced unanimous approval and extreme satisfaction with this new type of passenger traincar. (MOSCOW, in Russian to the Soviet Far East, 18 March 1948)

"A conference of executives of the Transport Machine Building Industry opened in Moscow. In his report, Minister of Transport Building Industry, Nosenko, said that in the current year this industry is faced with major tasks: the number of loco-

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motives to be built must be 48 percent larger than last year; that of rolling stock, practically 80 percent larger; and that of diesel engine locomotives and passenger railway carriages, 34 percent compared with the past year. Another task is to considerably step up the construction of river-going vessels. The reporter emphasized that the Transport Machine Building Industry has been provided with everything necessary to accomplish the current year's program over and above plan." (TASS, in English Morse to North America, 22 April 1948)

3. Miscellaneous

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"Railway transport... is being prepared for further activity in heavy transport or storing of heavy equipment. New platforms or hangers in construction are in evidence everywhere." (ASHKABAD, in Russian to the USSR, 9 September 1947)

"The Soviet Government has set up scores of higher and middle transport schools, research institutes, and a military transport academy." (TASS, in English Morse to North America, from an interview with Academician Obratzov, 23 October 1947)

(Summary) Acting on the initiative of the Leningrad Institute of Railroad Engineers, the higher educational and scientific institutions of the country are speeding up their assistance to industry in the matter of introducing new techniques and raising efficiency. New methods are being devised for the utilization of by-products in the building material industry. (SOVIET HOME SERVICE, 3 February 1948)

E. FULFILLMENT OF RAILWAY LOADING PLAN

1. First Quarter (1948) Gosplan Report for the USSR

(Summary) Railway transport fulfilled the quarterly plan for daily freight loadings by 103 percent; "the loading plan of individual freight was not fulfilled." Daily freight loadings during the first quarter, 1948, increased by 34 percent as compared with the first quarter, 1947.

Increases in daily loadings of specific freight during the first quarter, 1948, compared with the same period of 1947, are listed as follows:

salt	81%	grain	51%
flour	72	black metal	45
fodder	62	oil	24
ore	60	coal	15

2. 1947 AchievementsProduct Loadings:

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According to the 1947 Gosplan Report for the USSR, "USSR railroads increased daily rail loadings during 1947 as compared with 1946 by 10 percent. Coal loadings during 1947 increased by 11 percent, iron and steel by 13 percent, oil by 18 percent, timber by 13 percent, cement by 50 percent." (SOVIET HOME SERVICE, 18 January 1948)

"The railway transport in 1947 completed the general plan for loading activities. As compared with 1946, 10.6 percent more loading work was done last year. The plan for loading of iron and steel, coke, oil, various ores, and building materials was completed. The plan for the loading of cement and lumber was not completed. The plan for the loading of coal was fulfilled by 98 percent." (TASS, in Russian at dictation speed to the Soviet provincial press, 3 January 1948)

The General Loading Plan and Specific Railways:

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"The general loading work plan was completed, but the plan for the loading of the most important goods was not completed by the Northwestern, Western, Central, Donets, Caucasian, and Ural-Siberian areas, the Kirov... Leningrad, Kalinin, Estonian, Brest-Litovsk, Southwestern, Yaroslavl, Moscow-Kiev, North Donets, Southeastern, Transcaucasian, Ryazan-Urals, Sverdlovsk, South Urals, Omsk, Tomsk, Krasnoyarsk, and East Siberian railways.

"The general loading plan for the most important goods was completed by the Central Asian and Volga, the Pechora, Belorussian, Moscow-Kursk, Moscow-Bendery, Moscow Circular, Southern, Stalin, Stalingrad, North Caucasian, Ordzhonikidze,

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Azerbaijan, the Kuibyshev, the Orenburg, Turkestan-Siberian... Tashkent, and Karaganda railways." (TASS, in Russian at dictation speed to the Soviet provincial press, 3 January 1948)

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"Chief of the Southwest Railroads, director general Comrade Molchanov, said: 'Having completed in 1947 the loading plan, railroad workers loaded more than 20,000 trucks before the New Year. The assignment for locomotive and rail wagons repair has also been considerably surpassed. 135 enterprises of the railroad completed the yearly plan in 10 months.'" (KIEV, in Russian, 4 January 1948)

"Chief of the administration for the Far Eastern railway area, Korchatenko, told the correspondent that all railroad lines in the Far East coped successfully with the shipping of freight. He said that during the first five days of January, the railways loaded over 1,000 carloads of grain, coal, lumber, ores, and other important materials, in excess of their production quotas." (SOVIET HOME SERVICE, 5 January 1948)

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3. Third Quarter, 1947Gosplan Report for the USSR:

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"The average daily loading of coal increased by 17 percent, oil by 19 percent, ore by 23 percent, and cement by 28 percent (as compared with the same period, 1946)." (TASS, in English Morse to North America, 16 October 1947)

Gosplan Report for the RSFSR:

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"The increase in the transport of freight during the third quarter of 1947 as compared with the same period of 1946 was 116 percent; the increase in the transport of passengers was 123 percent." (SOVIET HOME SERVICE, 16 October 1947)

4. Scheduled Expansion by 1950

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"By 1950, the freight turnover of the railways, waterways, and motor transport will exceed by 36 percent the prewar figures. The USSR will attain first place in the world in regard to the extent of electrification of railways." (From a talk by Academician Obratsov, TASS, in English Morse to North America, 23 November 1947)

II. INLAND RIVER TRANSPORTA. RESTORATION OF THE INLAND RIVER SYSTEM

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"The great Fatherland War inflicted many severe trials and heavy losses upon river transport. The enemy destroyed over 4,000 ships, ruined 200 ports and landing stages, and 90 shipping yards and work shops. The enemy had been on the Dnieper and the Don, and was approaching the Volga. Dneproges lay in ruins. The Svirsk lock was destroyed, just as the locks of the lower reaches of the White Sea-Baltic canal, the weirs of the Manych waterways, and the power-stations of the Dnieper-Bug canal. ... Now the White Sea-Baltic and Dnieper-Bug canals are humming with activity; ships are plying freely through the Dnieper lock from the ports of Belorussia to the Black Sea; the Manych waterway is progressing fast and soon ships will be able to reach the depths of the Salsk steppes. ... It can be said that by the end of the second year of the new Five-Year Plan, the rebuilding of all the large river ports and landing stages of the country has been completed." (From a talk by Comrade Shashkov, Minister of River Transport of the USSR, SOVIET HOME SERVICE, 21 October 1947)

"A decision on restoration and further development of inland shipping has been taken by the Ministry of Inland Waterways of the USSR. Many large wharves in the Russian Federation, Ukraine, and Baltic Republics are to be completely restored and reconstructed and new ones built during 1948-1950. A number of new ship-repair yards are to be built. Within the next three years, all ports are to be outfitted with the latest equipment. Particular attention is to be paid to the development of river shipping in the eastern areas of the country." (TASS, in English Morse to North America, 14 December 1947) (Partially unintelligible Home Service broadcasts of 15 September 1947 mentioned Shcherbakov (Rybinsk) and Kherson in reference to restoration.)

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(Summary) The ship "Karl Marx" navigated the Dnieper for 50 years, carrying a total of more than 6 million passengers and some 5 million tons of freight. Sunk in 1940, as the enemy was approaching, it was later raised and now has been transformed into a freight-carrier. (SOVIET HOME SERVICE, 23 March 1948)

"Ship-raising squads of the ministry of Inland Water Transport have started their work. This year they will have to complete raising of all ships sunk during the Patriotic War and thus fully free rivers and lakes for navigation. ... The most extensive work will be carried out this year on the rivers of the Baltic republics, on the Dnieper, Onega, and Ladoga. In Ladoga Lake, divers will examine the whole route of the famous ice 'Road of Life' along which supplies were carried to besieged Leningrad." (TASS, in English Morse to North America, 8 April 1948)

"This year the total length of navigable inland waterways has exceeded 100,000 kilometers." (From a TASS interview with Academician Obrastsov, in English Morse to North America, 23 October 1947)

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B. EXPANSION OF THE INLAND RIVER NETWORK (ACTUAL AND PLANNED)

1. Enlargement of River Systems

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"By 1946, the length of usable waterways exceeded the prewar figure and the building of powerful hydro-electric stations in Uglich and Shcherbakovo increased the depth of the Volga. ... The building of new hydro-power stations on the Kama, the upper reaches of the Oka, the Kura, and the Irtysh, signifies definite shipping improvement on these rivers. The building of the deep-water Volga-Baltic waterway, interrupted by the war, is now again on the agenda; this will form the longest transit way in the world—from Astrakhan to Leningrad." (From a talk by Comrade Shashkov, Minister of River Transport of the USSR, SOVIET HOME SERVICE, 21 October 1947)

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"In 1948, the Chief Administration of the Hydro-Electric Power Stations of the USSR ministry of Electric Power Stations will begin preparatory work for the construction of a new hydro-electric power station on the Volga in the neighborhood of the town of Gorky. The assistant chief of the construction department of the power stations told our TASS correspondent: '...its annual output will exceed hundreds of millions of kilowatt hours for the factories and towns of this industrial region. The great River (Volga) will be dammed and this will raise the water level by 15 meters. A large water reservoir will thus be formed containing about four billion cubic meters of water. This will greatly improve shipping along the middle Volga. For the passage of ships, a two-chamber lock has been planned. At the construction site of the new power station, some 7,000,000 cubic meters of earth will have to be removed and 16,000,000 cubic meters of artificial banking will have to be installed. The first section of the power station will begin work in 1953.'" (TASS, in Russian at dictation speed to the Soviet provincial press, 11 December 1947)

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"15,000 kilometers of minor Ukrainian rivers will be navigable this year. Navigation on some of them is being opened and the volume of goods and passengers to be transported by river transportation means will be considerably increased this year." (KIEV, in Russian, 9 April 1948)

"The three main Siberian rivers, Irtysh, Ob, and Yenisei, will be developed to carry large tonnage under the current Five-Year Plan." (SOVIET HOME SERVICE, 31 October 1947)

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2. Technical Improvements; New River and Seagoing Ships

"The river fleet has been supplemented by many new types of craft, including self-propelled barges. Thanks to the energy and steadfastness of the well-known Capt. Goldstein, who led through the basin of the Arctic Ocean a flotilla of self-propelled barges to the Ob and Irtysh, it has now become possible to organize swift goods-transport lines in the Eastern basin as well. Boat-building yards have reached this year their prewar capacity of barge building, while first-class tugs have been launched for the Dnieper and other rivers." (From a talk by Comrade Shashkov, Minister of River Transport of the USSR, SOVIET HOME SERVICE, 21 October 1947)

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"Riga shipbuilding yards have completed a seagoing motor tug, the 'Gvardets.' She is the first ship built in Latvia after a three-year interval.... The 'Gvardets' is propelled by a diesel engine of 500 horsepower, and during the tests she developed a speed of 11 knots. She will leave on her first trip to Leningrad...." (SOVIET HOME SERVICE, 2 September 1947)

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"This year many Soviet river and seagoing ships have been equipped with diesel engines. It is generally recognized that Soviet high-speed diesels which were used on a mass scale for the first time during the war are the most economical in the world. Russian engineers were pioneers in application of diesel engines in many fields. ... Russians were the first to use reversible ship diesel engines (sic) which were installed for the first time on submarines in 1918."

(TASS, in English Morse to North America, 3 October 1947)

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"Near Podporozhe (?) a new shipbuilding center is being constructed. Several workshops have been constructed, narrow gauge railway lines for local transport laid, and a shipyard built. This will be one of our biggest shipbuilding centers for wooden ships. Wooden parts will be repaired and sent to other shipyards, ~~wooden boats and ships will be constructed in the docks of the new centers.~~

Several young workers are already working on a Stekhanovite basis." (LENINGRAD, in Russian, 28 October 1947)

(Summary) The collective of the shipbuilding plant 'Krasnoe ...' marked 18 April with a new production victory. On that day it launched 9 vessels. The first diesel ship was built in the course of 6 months. The sixth and seventh were built in 25 days, while a tugboat was launched in 9 days. (MOSCOW, in Russian to the Soviet Far East, 20 April 1948)

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"A number of large enterprises, including the Kiev works 'Leninskaya Kuznitsa,' (and) the Kalinin carriage works, are doing especially fine work. Comrade Rubinchik, director of the 'Krasnoe Sornovo' works, stated that the personnel is using now a new method of assembling ships, and as a result, shipbuilding has been speeded up. Thus, cargo diesel engine ships, the construction of which began on 20 March, will be launched in a few days." (SOVIET HOME SERVICE, 22 April 1948)

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C. CANALS CONNECTED WITH IRRIGATION PROJECTS

"In the Kuban Valley, the 50-kilometer-long Nevinnomysskaya Canal was launched during the holidays. This canal will connect the Kuban River with the Bolshoi Egorlyk River. The new canal, which is called by the peasants 'River of Happiness,' will irrigate the most arid part of the grain-growing districts of Stavropol territory and the Rostov region. Construction of the canal involved the excavation of 9 million cubic meters of earth, the building of a 152-meter-long dam, the blasting of a 6-kilometer tunnel through the mountain. The construction of one hydro-power station is nearing completion and the foundation for another one is being laid on the canal. The construction of an 18-kilometer canal connecting the (Asil) and Sunzha Rivers has been completed in the Sunzha district in the North Caucasus. The canal will irrigate 5,000 hectares of crops." (TASS, in English Morse to North America, 10 November 1947)

D. MISCELLANEOUS

(Summary) According to the 1947 Gosplan Report for the USSR, the inland fleet fulfilled the 1947 plan by 102 percent, and inland waterways cargoes increased by 23 percent compared with 1946. (SOVIET HOME SERVICE, 18 January 1948)

(Summary) Dnieper navigation is expected to open much earlier this year. The Kiev and Dnepropetrovsk dry docks, as well as some other Dnieper ports, have already completed the overhauling of more than 250 ships and brought to an end the overhauling of port facilities. (SOVIET HOME SERVICE, 11 February 1948)

(Summary) Navigation opened today on the Dnieper River. (SOVIET HOME SERVICE, 12 March 1948)

"Navigation has begun on the rivers of the Soviet Union. Freight is being transported along the whole course of the Dnieper and its tributaries, the Neva and Don. From Astrakhan to the north, along the Volga, fleets of ships are proceeding up as far as Saratov. The first passenger ship, 'Pushkin,' is leaving today from Gorky to the port of Shcherbakov. The passenger ship 'Vologdarsky' is leaving Astrakhan today. The Oka is clear of ice, the Kama and its tributaries

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are also free of ice. The Sheksna and Sukhona are also free of ice. The first fleet of ships has left Vologda. The first ships are shortly to leave Chereposts (Cherepovits?). The Beloozersky Canal of the (Marlinsky?) system has begun to fill with water. The remaining waterways of the system will start to fill in a few days. On the upper reaches of the Ob, Irtysh, and parts of the Yenisei, ice has begun to break up. The Irtysh at (Uksimi Balakins?) has been cleared of ice. ~~Kater is rising on the whole course of the (Amur?); and its tributary, Shilka, is completely free of ice.~~ (TASS, in Russian at dictation speed to the USSR provincial press, 19 April 1948)

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III. MARINE TRANSPORT

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A. SEAPORT RESTORATION; NEW CASPIAN CANAL

"Large-scale rebuilding is going on in the Odessa Port; it is already more powerful than before the war. The capacity of Odessa Port cranes is 15 times higher than before the war. ... There is a crane which lifts 113 tons. Shortly all cranes will work on electricity. Thousands of meters of cables have already been laid here. In a few years time, the whole territory of the port will be asphalted, an elevator capable of lifting 50,000 tons of grain will be built here. Special ship-repairing yards will be built here. A special harbor, new railtays, and a passenger railway station will be built. Odessa Port will become one of the best in the world. Its goods turnover will be doubled as compared with the prewar period." (SOVIET HOME SERVICE, 4 November 1947)

"Lately Tallin Port... facilities, which had been gravely damaged by Germans, have been fully restored and increased three-fold.... Land and floating electrical and steam cranes which were destroyed... by invaders have been salvaged from sea bottom. The powerful 'Titan' crane which was sunk and bristled with mines has also been raised from the bottom. It has been repaired now and works to full capacity. Two ships, 'Leder' and 'Mikhelina,' which were scuttled by the Germans, have already been salvaged." (TASS, in English Morse to North America, 30 November 1947)

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"A 3-kilometer-long canal cutting the (Kizilsu?) strip of land in the Caspian Sea was completed in four months by the Caspian Fleet excavator ships. The first large fishing ships have passed through the canal into the Bay of (Dikovich?). The canal reduced the waterway from the Bay to the Port of Krasnovodsk by 12 kilometers." (SOVIET HOME SERVICE, 5 November 1947)

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B. FULFILLMENT OF PLANS

(Summary) The Merchant Marine fulfilled the 1947 plan by 180 percent, and merchant marine cargoes increased by 15 percent compared with 1946. (From the 1947 Gosplan Report for the USSR, SOVIET HOME SERVICE, 18 January 1948)

(Summary) Sea transport fulfilled the quarterly plan for freight turnover by 116 percent, and freight turnover increased during the first quarter, 1948, as compared with the same period, 1947, by 60 percent. (From the first quarter, 1948, Gosplan Report for the USSR, SOVIET HOME SERVICE, 15 April 1948)

G. ARCTIC ROUTE OPERATIONS

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"The Collegium of the Head Administration of the Northern Sea Route and the central committee of the Northern Sea Route Workers Trade Union have awarded Providence Bay Port a Red Challenge banner and first prize for leading in the third quarter's socialist competition and completing its freight commitments by 120 percent by 20 October." (SOVIET HOME SERVICE, Arctic transmission, ... October 1947)

"The crew of the S.S. 'Dekabrist,' under the command of Captain Comrade Krems, is currently completing a trip via the great Northern Sea Route.... Together with the rest of the Soviet people, these seamen are anxious to fulfill their socialist obligations. ... They are now near the final stage of their trip through the Arctic to deliver a cargo to the port of Archangel. ... The results of their work so far during the current Arctic navigation season, despite severe ice conditions, vouchsafe the fulfillment of the obligations assumed by these seamen (to complete the delivery of cargo to Archangel by 30 October 1947)

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"Thanks to adequate preparations, the ES 'Dekabrist' was the first to visit the Arctic ports during this year's navigation season, and it delivered a large quantity of valuable cargo. The scheduled cargo quota was fulfilled by the vessel 116 percent and the passenger transport quota 160 percent. The crew also took an active part in loading operations. Thus, when the loading of (cargo began) to bog down, the seamen... decided to load the coal themselves. They quickly loaded 1,854 tons of coal, greatly exceeding the scheduled loading rate. ... The crew saved 115 tons of coal and... kilograms of lubricating oil.

"Each month, the results of the socialist competition of individual crew members are tabulated and posted aboard ship. The crew's efficient performance is coupled with active Party political work." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 13 October 1947)

D. OPERATIONS OF THE FAR EASTERN STEAMSHIP TRUST

1. Descriptions of Cargo Loadings

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"The Steamer 'Rodina' (Fatherland) recently arrived in Ugolnaya Bay on the Chukhostski coast to load a cargo of coal. Fishing to aid the dockworkers to process the ship ahead of time, the crew of 'Rodina' took an active part in loading operations,... unloading the port barges as fast as they pulled up at the shipside. As a result, the port workers were able to fulfill their quotas 130 percent. The loading was completed September 23. The personnel of our port notes with satisfaction the clear-cut and well-organized work of the crew of the steamer 'Rodina.'" (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 30 September 1947)

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"The seamen of the S.S. 'Novorossiysk' are preparing to celebrate the 30th anniversary of the great October Revolution in a worthy manner. Carrying out an Arctic assignment, the crewmen... by themselves, unloaded 3,500 tons of cargo and put in a total of 1,600 man-hours in crane operations. In the face of the severest kind of weather conditions, the seamen fulfilled their quotas 130 to 180 percent." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 7 October 1947)

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2. Fuel Conservation Campaign

"(Directive) of the Steamship Trust on all questions dealing with the rationalized and economical consumption of all types of fuel and lubricants:

"The basic problems are these: (1) utilization of all available reserves as regards horsepower, speed, and cargo-carrying capacity; (2) checking the technical conditions of the boilers and fuel, with a view to determining their most effective utilization; (3) making any possible additions to available thermo-dynamic data; (4) carrying out suggestions dealing with increased fuel economy and the replacement of long-haul fuel by locally-available varieties; (5) passing on to others the experience of outstanding fighters in the struggle for fuel conservation and extensive work of popularization of the aims of this campaign.

"A special 'general staff' under the leadership of the chief engineer of the Steamship Trust has been set up by the Trust for the purposes of guidance and inspection. It is indispensable that mass meetings be held aboard each ship, at which the various fuel conservation measures can be discussed and explained to the crew. A general compliance check will thereupon be instituted. The list of fuel conservation measures adopted in each case is to be reported to the General Staff, along with the confirmations of compliance.

"During the ships' lay over at Vladivostok, local employees and engineers will make a second check of the extent to which the general directives have been followed and report any changes to the General Staff. By October 15, the net results of the campaign are to be reported to the General Staff. By order of... (Signed) Bykov." (SIBERIAN PRESS DISPATCH from VLADIVOSTOK, in Russian Morse to all stations and ships at sea, 1 October 1947)

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3. "Socialist Obligations for 1948": 1947 Plan Not Fulfilled

In the preamble to the following "pledges" of the Far Eastern Steamship Trust workers, it is admitted that the Trust "failed to fulfill the 1947 plan." The seamen, "filled with a desire to work better," join in the by-now standard pledge to complete the Five-Year Plan in four years. The listed "obligations" are contained in a directive "to all ship captains of the Far Eastern Steamship Trust, first mates, secretaries of Party organizations, secretaries of Komsomol units, and chairmen of the shipboard committees," signed by Mezentssev:

"We are assuming the following obligations: (1) to fulfill the annual freight transport quota of 1948 by the day of the Stalin Constitution, December 5; to carry an additional 100,000 tons of cargo by the end of the year; to reach, in 1949, the freight transport levels scheduled to be reached in 1950. (2) to effect, in 1948, a saving of 20,000 tons of fuel and 50,000 kilograms of lubricants as against established norms. (3) to salvage, reprocess and re-utilize 70 tons of used lubricants during the year 1948. (4) to increase the delivered horsepower of all ship engines and other power-generating installations 3 percent as compared with their rated performance. (5) to increase the 24-hour average speed of all ships by 2 percent. (6) to carry out self-overhauling operations, by the crews' own efforts, to a total value of 8 million rubles by drydock rates during 1948; to process—by the crews' own efforts—150,000 tons of cargo, and to put in a total of 150,000 man-hours in operating loading winches. (7) to achieve a saving of 650,000 rubles through the adoption of constructive efficiency suggestions and inventions. (8) to increase the total ton-mile performance by 10 percent above schedule. (9) to cut the production cost per ton-mile by 3 percent and to place not less than 10 percent of the ships on a self-paying basis. (10) to cut the duration of each trip by 4 percent as against schedule. (11) to increase the useful load coefficient for bulk goods by 2 percent. (12) to have not less than 25 percent of the ships in service on regular lines. (13) by organizing technical training classes on shipboard and on shore, to raise the qualifications of the personnel, in 1948,... (14) to extend telephone service to all the docks of the port of Vladivostok and insure full radio communication with all passenger ships; to insure constant contact with ships in port or on the high seas and to set up and operate ultra high-frequency radio telephone installations on 5 percent of the vessels." (SIBERIAN PRESS DISPATCH,

in Russian Morse to all stations and ships at sea, 9 March 1948)

"...the work of the Far Eastern Steamship Trust for the month of October... has recently been totalled. Both in terms of tonnage and of ton-miles, the Plan was not fulfilled. On the basis of establishing technical standards, the ships' crews effected a saving of 305.6 tons of fuel and 2,756.2 kilograms of lubricants. Nineteen ships attained register category. The total amount of self-overhauling operations effected by the crews of 34 ships represent the sum of 759,472 rubles. The best production record was achieved by the steamer 'Stalingrad' of which Comrade Kaminski is Captain, Comrade Yadrikov the Political Assistant, and Comrade

Learenko the President of the Ship Committee." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 14 November 1947)

4. May Day Pledges of the 'Stalingrad'

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"As the steamer 'Stalingrad' was leaving for its regularly-scheduled trip, the crew members held a mass meeting to consider their current production assignments. It was decided to consecrate the trip to the great international workers' holiday of May Day and to complete the trip four days ahead of schedule. Other obligations assumed by the crewmen included the following: (1) to take on board 10 percent more cargo than scheduled; (2) to utilize the loading and unloading period for overhauling operations in the engine room; (3) to make a maximum use of all available cubic space in the ships' holds; (4) to overhaul the ships' sanitary facilities; (5) to achieve some special production successes for May Day."

(SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 19 April 1948)

5. Komsomol Anniversary Pledges of the 'Klara Zetkin'

"The young seamen of the motorship 'Klara Zetkin' assumed a number of obligations in honor of the forthcoming anniversary of the foundation of the Komsomol, which falls on October 29 next. They decided to strive for an effective saving of fuel

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and lubricants and to assist in loading and unloading operations. Each member of the Komsomol is to put in an extra 260 hours in helping to load and unload his ship. The crewmen have also challenged their comrades of the motorship 'Starily Bolshevik' to a socialist competition in the fulfillment of these obligations." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 19 April 1948)

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6. Anniversary Pledge of the Komsomol Organization of the Far Eastern Steamship Trust

The following noteworthy "obligations" were undertaken by Far Eastern Steamship Trust Komsomol members in honor of the Komsomol anniversary, 29 October:

"We pledge ourselves: to assume specific obligations for the fulfillment of our freight quotas for 1948 and have each Komsomol member and each young seaman take an active part in the socialist competition for the fulfillment of the Five-Year Plan in four years; to organize Komsomol youth watches and brigades on each vessel and get all young seamen without exception to take part in this work; to set up not less than two Stakhanovite schools; ... to have each member of the Komsomol raise his qualifications by one grade; to develop extensively the system of correspondence training of young specialists for the further improvement of their qualifications; to have each member of the Komsomol and each young seaman thoroughly master the operation of loading winches; to have each Komsomol member and each young seaman pass an examination in safety technique with a mark of not less than 'good'; to have each member of the Komsomol and each young seaman earn a rating of not less than 'good' in the political studies conducted by the shipboard study groups of the Komsomol; ... to have each young seaman set an example of strict observance of working discipline on shipboard; ... to complete by July 1, 1948 the equipping of the 'Vodnik' watering station; ... to set up an 'Ossoviakhim' unit aboard each ship in time for the Komsomol anniversary and get not less than 30 percent of the young seamen to pass successfully a test as sharpshooter, third class; ... to establish liaison with the Society for the Propagation of Political and Scientific Knowledge and get each shipboard unit of the Komsomol to organize lectures and talks on subjects of current interest." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 20 April 1948)

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7. Overhauling of the S.S. 'Lozovski'

"The flaming ambition of our seamen is being daily translated into facts. The seamen of the Steamer 'Lozovski' who last year initiated the socialist competition for the advance fulfillment of annual shipping quotas, are again showing a keen interest not only in their own performance but also in that of other ships as well. The 'Lozovski' is currently undergoing a thorough overhauling in drydock and the seamen have appealed to the workers of the Sov-Gavan drydock to speed up repairs as much as possible so as to reduce to a minimum the time during which the ship will be laid up.* To speed up the overhauling of their ships, the crewmen of the S.S. 'Lozovski' decided to pitch in and help the repairmen to complete the overhauling operations." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 15 April 1948)

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E. MISCELLANEOUS

Marine Transport Operations During March and April, 1948

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"It is reported from Leningrad that the ship repairmen of the Konoperski ship repair docks are successfully fulfilling the obligations they had assumed in honor of May Day. The seamen of the motorship 'Griboyedov' transported, during the month of April (sic), 6,000 tons of cargo over and above schedule. The seamen of the steamers 'Kazan' and 'Beruta' considerably exceeded their quarterly assignments and are effecting systematic savings of fuel and lubricants.

"The seamen of the Caspian Basin successfully carried out their monthly quotas for March, both in terms of tons and ton-miles.

*(Note: A number of Siberian press dispatches intercepted in recent months have cited the seamen of the S.S. 'Lozovski' as being among the leaders of a movement for the progressive economizing of motor lubricants. They had pledged themselves not to permit the ship to be laid up for repairs.)

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"The Murmansk Steamship Trust has completed its quotas for the month. So have the ships of the Sakhalin Steamship Trust. The engine-room crew of the steamer 'General Chernyskhovskiy' of the Black Sea Steamship Trust, has achieved, under the leadership of its chief, Bevpalov, considerable success in raising the cultural and technical-exploitation standards aboard the vessel. The first printed issue of a new daily, THE SAKHALIN SEAMAN, has been published by the Sakhalin Steamship Trust." (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 19 April 1946)

Pledge of Gunboat Factory Workers

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"An appeal of the workers of the gunboat factory and of the ship equipment plant to all workers, engineers, technicians, and employees of the ship-repair plants and wharves of the Ministry of the Merchant Fleet. 'Dear Comrades: Together with all the workers of Leningrad, we, the workers, engineers, technicians, and employees of the gunboat building and repair plant and the ship equipment factory of the Baltic Steamship Trust assumed the obligation to fulfill our quotas for the second year of the Stalin Five-Year Plan by November 7. We are happy to inform you that we have kept our word. The ship equipment factory of the Baltic Steamship Trust fulfilled its plan 100.4 percent by October 7. ... Now, in the various departments of our plants, another socialist competition has broken out. With renewed vigor, in honor of election day to the local Soviets, we pledge ourselves to give the nation, during the remainder of this year, 3,000,000 rubles worth of production in the gunboat plant and 2,000,000 rubles worth in the ship equipment plant. Dear Comrades! The great upsurge of socialist competition in the Merchant Fleet and our great production spurt justify the belief that the output of the Ministry of the Merchant Fleet will fulfill this year the production plan set by the Government.'" (SIBERIAN PRESS DISPATCH, in Russian Morse to all stations and ships at sea, 14 November 1947)

IV. AVIATION

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"Air Marshall Zhavoronkov, speaking to a TASS reporter on the role of civil aviation, said: 'Look at an air communications map of the Soviet Union and you will see hundreds of airlines from the remotest corners of the country converging on Moscow and the capitals of the Union Republics. A nearly 7,000 kilometer line... stretches from Moscow to Khabarovsk. Thousands of tons of express freight and scores of thousands of passengers are carried by air from the center of the country to the Far East. ... Before the war, the total volume of freight and passenger air traffic will exceed the pre-war total more than five-fold. New airlines have linked Moscow with the Far East, the Urals, Siberia, Central Asia, and Transcaucasia.'" (TASS, in English Morse to North America, 9 October 1947)

"USSR route 1-851, via Stalingrad, Baku, and the Caspian Sea, with the point of destination at Ashkhabad, capital of Turkmenia. In the future this air route will be served by 'Ilyushin-12' plane, which can cover the Moscow-Ashkhabad stretch in 11 hours, whereas the fastest train makes this distance in 6 days. Comfortable express airliners are now also serving the Moscow-Khabarovsk and Moscow-Kursk routes. Planes now arrive in Yakutsk and arrive in Moscow on the third day after leaving Khabarovsk and Yakutsk. Fast passenger planes have been introduced for the first time in the airlines service between Moscow and Novosibirsk, Moscow and Irkutsk, and Moscow and Krasnoyarsk. Planes arrive in Krasnoyarsk and Irkutsk on the second day. The Moscow-Novosibirsk airline is introducing an express freight air-transport service. Planes in this service cover the Moscow-Novosibirsk stretch in one day." (MOSCOW, in Russian to Soviet Western Asia, 3 March 1948)

"The Assistant Director of Civil Aviation... (stated that) in 1947, Soviet civil aviation carried 30 percent more passengers and freight than in 1946. ... Last year, transport airplanes carried tens of thousands of tons of various industrial equipment... and materials needed to insure launching of new projects strictly on time and for fulfillment of production plans by various big factories. Aviation played an important role in the fight for a high harvest. During sowing and harvesting campaigns, many urgent cargoes were delivered to agricultural areas by air. After completion of harvester combines to the Altai, where a bumper crop had ripened by that time. Planes carried thousands of tons of industrial crops and large quantities of fish from remote localities of the extreme north." (TASS, in English Morse to North America, 2 January 1948)

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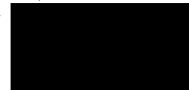
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"On April 27, a passenger plane "USSR-1378," piloted by Denisov, arrived in Khabarovsk from Moscow. The flight lasted 23 hours and 20 minutes. This inaugurates the regular air traffic along the longest air route in the Soviet Union-- Moscow-Khabarovsk. Heretofore, this 6,685 mile air route lasted three days and three nights by plane. Pilot Denisov made the following statement to our correspondent: 'We are dedicating this flight to May first. The plane we flew was designed by Soviet designer Ilyushin, and behaves magnificently in the air under any conditions.' Denisov's airship left for Moscow yesterday at 1:37 Moscow time." (MOSCOW, in Russian to Soviet Western Asia, 28 April 1948)

"... Direct connections by express planes will be made for the first time between Novosibirsk, Sverdlovsk, Alma-Ata, Tashkent, Ashkhabad and (name) and Mineralnye Vody. Fast air mail flights are being organized on the line connecting Moscow with Khabarovsk, Tashkent and Alma-Ata. The republican, regional and territorial air routes are undergoing considerable expansion. Air services are established between the remote industrial and agricultural areas and the capitals of the union republics." (SOVIET HOME SERVICE, 28 April 1948)

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V. ROADBUILDING

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"The building of roads in our provinces is progressing rapidly. In (Liman?) Province the plan has been fulfilled by 106 percent. Crews are doing thorough work and propagandists are carrying out their duties, touring regional roadbuilding units and explaining to them the political, economic, and national importance of their work. In (Axvinsk?) District 87 percent of the roadbuilding plan was completed, while in (Pollgras?) District, 84 percent. Furthermore there is a new factor which explains these successes. It is the new law which allows participation in the work of the district's population with remuneration from the Government.

"In (Belgradesk, Silisk?) and... regions the roadbuilding plan has not been fulfilled according to the plan. This is due to inefficiency of the supervisors, who have not carried out instructions. They fail to attend Soviet meetings and train their teams inadequately. Thus results show that only 60 percent of the work was carried out. For this inefficiency, these regional committees should be referred to Soviet courts.

"Sometimes the executive committees are not obeyed by workers, as for instance during the repair of 100 meters of road near Ismail station square. With a view to economizing, the executive committee had ordered that unused coal be employed for the foundation instead of asphalt. This required special preparatory work. This was not done, neither was traffic halted for the necessary length of time. The result was a complete failure. Autumn will bring new road problems; these will be rains, and transport on roads will be exceedingly.... Thus there will be the important problem of road upkeep. In order to do this, district populations will have to be brought to work on these roads; instructions will have to be given by village and province committees to all those who can be useful in the work on roads. Communist youth and party organizations will have a new problem to solve and a chance for new achievements." (ISMAIL, in Russian to the USSR, 16 September 1947)

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"An IZVESTIA editorial is devoted to the problems of roadbuilding. The article says that in the past years Soviet roadbuilders, with the help of the local population, have done much to form a network of automobile roads. However, what has been done fails to satisfy the growing needs of our country. Now, when the whole country is mobilizing its forces for the early completion of the postwar Five-Year Plan, the problem of liquidating the lack of roads is becoming sharply acute. The national economic plan for 1948 envisages large-scale road construction. Thousands of kilometers of new automobile roads must be constructed, and tens of thousands of kilometers of roads already constructed must be repaired.

"The roadbuilders are in possession of the necessary material and technical facilities for the fulfillment of the tasks facing them. Road-machine stations will operate this year in many regions. This will permit an increase in the level of mechanization of roadbuilding. In some areas of the country, and in the south primarily, road-

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building and road-repairing have already begun. This will assume a large-scale character with the end of the planting, when the roadbuilders will be assisted by the local population. Preparation must be made for this. Plans for the building of roads must be drafted, and conditions which will permit the unconditional fulfillment of the plans must be created.

"The work of roadbuilding does not end with their construction. Arrangements must be made to carry out the work of maintenance in time, and to do it well. Attention must be paid to the maintenance of roads leading to cities, villages, railroad stations, and various receiving points. The local Soviets and the permanent road commission must bear the responsibility for the construction of the roads. It is their task to popularize the remarkable example of the Chkalov, Rostov, Stavropol collective farmers, who had decided that with the completion of the sowing plans, they will engage in road work. There is no doubt that the workers of the other regions of the country will warmly support this example, will organize mass-scale movements toward road work, and will enter the socialist competition for the fulfillment and overfulfillment of the roadbuilding program in this third year of the postwar Five-Year Plan.

"Deputies and action committees of the local Soviets must become the organizers of the... of roads. Roadbuilding, states the editorial, is an important state affair. It is the important problem faced by the local Soviets. The All-Russian Conference of Roadbuilders which came to an end in Moscow yesterday pointed out measures for the improvement of roadbuilding, and the necessity of carrying these measures out." (MOSCOW, in Russian to the Soviet Far East, 24 April 1948)

VI. ADMITTED DEFICIENCIES, AND CRITICISMS

A. RAILROADS

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1. Punishment of Employee Negligence:

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"The General Prosecutor's Office has charged a number of employees of the Ministry of Railway Transport with a criminal attitude towards railway equipment and with allowing impermissible delays on tracks and stations. The head of one railway workshop was sentenced to two years' imprisonment by the Military Tribunal of the Stalingrad line for permitting prolonged delays in the handling of trucks. Five other heads of various factories have also received sentences of up to one year's imprisonment for similar offences. Investigations continue into other cases of delays in the handling of trucks and those responsible will be prosecuted." (TASS, in Russian at dictation speed to the USSR provincial press, 4 October 1947)

2. Delays in Preparation for Winter:

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"Certain facts testify that in a number of places, all too many Party organizations fail to take the necessary trouble to create stable conditions for insuring that industrial enterprises continue to work in a rhythmic manner during the winter months. ... Lagging preparations for continuing work under winter conditions may become a serious blow to our industry. ... Railway transport is called upon to intensify its transportation of all manner of raw materials and fuel to the consumers. Powerhouses must finish, as speedily as possible, the complete overhauling of turbines and steam boilers, and assure complete working order throughout the fuel-carrying railway network. The railways should strive for perfect working order of their own internal economy, of railway cars, locomotives, railway tracks. This is a problem of all railway shops without exception." (PRAVDA, SOVIET HOME SERVICE, 7 October 1947)

3. Speed-Up Campaign and Attendant Criticism:

"For a successful realization of this slogan (complete the Five-Year Plan in four years), however, it is necessary that the railways transport more fuel and raw materials, a greater quantity of metals and oil products, of lumber and building materials, machinery, and foodstuffs. This is why the country today is listening

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with satisfaction to the voice of the Donbass, Ural, and Siberian railwaymen who are obligating themselves by 1949 to reach a daily average of shipments prescribed by the Five-Year Plan schedules for 1950. ... (But) in 1948... the railwaymen will have to solve enormous problems. In the current year, railway freight loadings must increase by 11 percent in comparison with the year of 1947. Almost one-half of this entire increase of freight loadings will have to be carried by the Donets and the Uralo-Siberian systems. ... In stepping up the turnover of freight cars, railwaymen as yet have failed to reach the tempo envisaged by the Five-Year Plan. It is necessary, day by day, to increase the train's rate of speed, to observe strictly the time tables, and loading schedules, insistently improve the organization of work at the stations, at the loading and unloading centers.

"Especially important among the obligations assumed by the two most important systems are the promises to economize fuel and to lower the transport costs. During the first two years of the Five-Year Plan, the railway transport as a whole, spent millions... to excess, and failed to pay back to the State more than 600 million rubles.... Now the railways possess splendid opportunities to increase their income. ... It is necessary as quickly as possible to liquidate losses due to poor management, to introduce efficiency into the management of railways, depots, and stations. ...

"The railwaymen did not begin their new year too badly. In January, they fulfilled the freight loading program, including the loading of coal, metal, and oil products. The rather favorable winter conditions, however, gave rise to complacency.... When, therefore, the middle of February witnessed a cold wave,.... coal transport, especially the Donbass loadings, fell off; train traffic was slowed down. ... No matter what the conditions, railwaymen must speedily transport fuel, ore, metal, oil, grains, and other freight." (PRAVDA, SOVIET HOME SERVICE, 3 March 1948)

4. The Railroads and Industrial Tie-Ups:

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On 2 December, PRAVDA requests Soviet industry to give "utmost aid" to the transportation industry, which has not fulfilled the Plan for coal transportation "for several months." "Orders placed by the transportation system must be filled ~~strictly on time—more rails, metal, lumber, more cars and locomotives for the railways.~~" (SOVIET HOME SERVICE, 2 December 1947)

B. INLAND TRANSPORT AND THE LUMBER SHORTAGE

"This year (1947), there was cut and brought to the rivers for floating considerably more lumber than last year. The... Ministry of Lumber Industry alone dumped into the rivers 6 million cubic meters more of lumber than they had done last year. Lumber... only bequires its value in the economy when it is brought in time to the mills and building projects, where it is to be processed.... This is the task of the lumber-floating organizations and of the river transport. It is necessary, however, to point out that, despite the unsatisfactory manner in which floating is being conducted, in many places those responsible fail to take any measures for the immediate improvement of the situation. ... In August and September alone, lumber deliveries to industry and (the mines?) were short 25,000 carloads of lumber.

"Karelian lumber 'feeds' the industry and the building activities of Leningrad, a lumber of wood-pulp combines, and the wood-processing enterprises of the Karelo-Finnish Republic itself. But the lumber floatage work there is proceeding in an unsatisfactory manner. The danger now exists that hundreds of thousands of cubic meters of lumber will be caught fast in the ice. A situation no less serious has arisen in Belorussia. ... The lumber-floating plan is being inefficiently put into effect also on the Volga and the Ob-Irtysk basin. ... The leading miners call for more timber to build supports. ... Because of the poor work by the Ministry of River Transport, the quantity of lumber sent to the Irtysk mines via the Siberian river navigation has been sharply curtailed. ... The quantity of

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firewood needed by Moscow has not yet been delivered, although it needs considerably less wood than in former years, for the part played by coal and gas in heating the capital has been much increased. Nor has Leningrad received an adequate supply of firewood....

"To organize the logging operations, all mechanical appliances, cranes and elevators must be utilized to the important points where lumber is concentrated; one must send the most experienced and energetic workmen. Fork at these points must be strengthened by the presence of Party workers." (PRAVDA, SOVIET HOME SERVICE, 11 October 1947)

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"The increase of river shipping already achieved in the first two years of the Five-Year Plan is not sufficient. In the (sections) which had been occupied by the Germans, river-borne freight turnover lags greatly behind the pre-war level. ... The tempos of river shipping must correspond to the problems of reconstruction and development of the leading branches of industry. The slogan, 'The Five-Year Plan in Four Years,' must become the fighting motto of all river transport workers.

"Already in the second quarter of the current year, the Ministry of the River Fleet has to transport almost 30 percent more cargoes than during the corresponding quarter last year. The demands in regard to the towing of rafts have increased considerably; likewise, in the matter of shipping oil, grain, minerals, building materials.... The River transport men (must) obtain a highly productive use of (cargo carriers). It is intolerable that loaded barges should mark time awaiting tow vessels which 'got stuck' in the reconditioning shipyard. The laggardness in the reconditioning of ships must be liquidated at once at..., the Volga, Kama, the lower Irtysh, Yenisei, Amu-Darya, the lower Amur.

"The second important task of the river transport men,... is to see that the fleets are well supplied with cargoes. The principal cargo carried by river is lumber, which should be floated on rafts while the water is still deep.... And yet, the minister of the Lumber Industry of the USSR is not able to fulfill the lumber (transport) plan. To hasten by every means the transport of lumber is the most important task of the lumber industry workers. Local Party and Soviet organizations must give all conceivable aid to the lumber procurement men, for it is question of doing away with work stoppages occasioned by the lack of lumber at housing projects, mines, railways, and paper mills. It is necessary to route by water as much mass freight as possible, freight destined for distant points, to develop to a great extent combined river and railway shippings.... To solve this problem, the Ministries of river transport and shipping must radically improve their work during the navigation season just beginning.

"The Five-Year Plan prescribes that the river transport men speed up freight deliveries by some 25 percent in comparison with 1940. This most important task is not being solved in a satisfactory manner by the Ministry of the River Fleet. Last year, the towed-cargo and powered river ships were under way during only about one-third of the entire exploitable period, and stood idle the rest of the time.

~~Such extravagance is no longer to be tolerated.~~" (PRAVDA, SOVIET HOME SERVICE, 7 April 1948)

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The need for lumber is again emphasized in a PRAVDA editorial of 16 April which points out that the building program in the railway, coal, and cellulose and paper industries "will depend in no small measure on the availability of lumber"; and "now that the lumber-rafting campaign" has begun, "one must see to it that all lumber prepared for floating, to the last log, be sent floating on time and delivered to the consumer." (SOVIET HOME SERVICE, 16 April 1948)

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C. UKRAINIAN PORT OPERATIONS LAG

"Despite the fact that some ships have been duly repaired and overhauled, a considerable part of the mercantile fleet is still undergoing overhaul in dry docks. The weakness of the port administration is its inability to provide a sufficient number of trained workers for the ports. The progress of work carried out by Dnipro Port Stroy is far behind schedule. To date in Ismail port, construction of the railroad connecting the port cranes to the main line is incomplete. Success of navigation chiefly depends on the first months when the tide is high. Therefore, with the first days of navigation, every crew brigade and collective must do their utmost to speed up and better their assignments. Follow the remarkable example of Ruminak port workers! We must... better port installations, find out new ways of raising labor productivity, and reduce the cost of goods transportation. Speeding loading and unloading of ships (is essential). (PRIDUNAYENAYA PRAVDA, ISMAIL, in Russian, 17 March 1948)

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