25X1 25X1

CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY USSR

DATE DISTR. 10 Dec 1953

SUBJECT Nomenclature of Soviet Locomotives

NO OF PAGES 3

25X1

PLACE ACQUIRED - -

NO. OF ENCLS. (LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO REPORT NO.

DATE (OF INFO) 25X1

THIS IS UNEVALUATED INFORMATION

25X1

25X1

25X1

25X1

25X1

What primarily interested me was the fact that nomenclature of locomotives varied according to the user. The technical engineer in most cases referred to each type by its technical name; however, the general Soviet citizen has various names for each locomotive. The following descriptions and names of various locomotives, as expressed by peoples from different economic strata, might be of some use to you.)

1. Freight Locomotives

a. Type Ov: The railway engineers refer to this type by utilizing the two initials Ov. The common Soviet citizen calls this locomotive the Ovechka (sheep). It is also identified by the number of wheels forward, consequently it is referred to as the 0-3-0.

Diagram to the left will be utilized throughout text to indicate the number of wheels per locomotive.

This is the smallest locomotive in the USSR. It was manufactured prior to the revolution. Although it was designed for coal burning, the Ovechka (which was used primarily for switching cars and marshalling) burned wood whenever coal was not available.

CLASSIFICATION CONFIDENTIAL

DISTRIBUTION

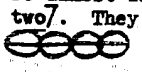
ORR EV

25X1

b. Shchukin: This locomotive bears the name of its creator. The technical men refer to it as the Shchukin, while the common folk call it the Szchuka /Fish (Pickerel)/. They also associate it with the description 1-3-0.

The Shchukin was used for light loads.

c. З к (ЕН). This locomotive is called the eh Hovski by both technical and non-technical people. A locomotive of the same type as the eh Hovski is the E E /eh eh to the name of the E E other than the initials/. The two locomotives are almost identical in appearance. cannot differentiate between the two/. They are employed for heavy hauling. They are referred to as 0-4-0



d. F D - The F D named after Felix Derzhinsky was first manufactured in 1931. People have various names for it. Railway men call it the Feh Deh. Engineers refer to it as the EFF Deh and the common folk call it the Fayda. As I can recall it was the largest of all locomotives in the USSR. Incidentally, this engine has an automatic coal stoking system. In appearance it resembles the US R-4 types. Its profile is 1-4-1

2. Passenger Locomotives

a. H. 0-3-1. This was an old passenger locomotive used for many years. I believe that it was produced in quantity prior to the revolution.

b. Sormusky: 0-3-1, used since the revolution.

c. Sormusky Ysilni: 1-3-1. This was probably the most common passenger locomotive utilized just prior to World War II.

d. The Joseph Stalin: 1 - 3 - 1 or 2 - 3 - 1. number of wheels/. I believe it was first manufactured in 1932. Up to 1943, the Joseph Stalin was considered one of the top passenger locomotives in the USSR.

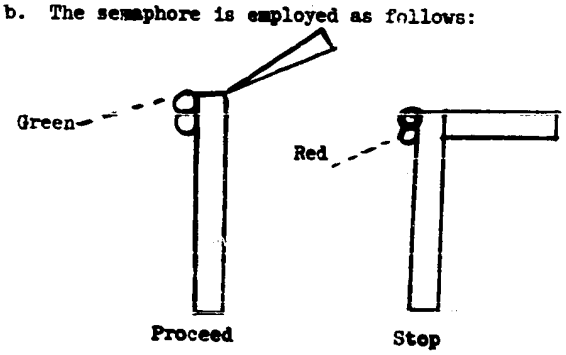
3. I cannot recall seeing any Diesel locomotives in the Soviet Union prior to 1943. (If they have any in quantity rather than in an experiemental stage, they would have been produced since World War II). One time in 1940, I saw a locomotive which was being tested. If my memory serves me, it was a steam turbine affair.

4. Although I never saw the Vladimir Lenin, this electric locomotive was in use between Zaporozhye and Krivoi Rog prior to World War II. The railway lines between the above points were electrified for the entire distance.

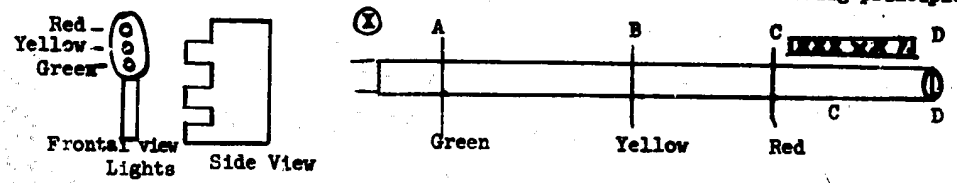
5. Signalling

a. The Soviet railways employ both the semaphore and electrichiski auto blokirovka

b. The semaphore is employed as follows:



c. The electric automatic blokirovka works somewhat on the following principle:



In the event that a locomotive or train of railway cars is immobile between sections C and D, an approaching train (from section X) would receive the signals or lights as designated in the diagram. Upon nearing section A it would have a green light permitting it to proceed at the regulated speed. At section B, (the yellow or amber light) the locomotive would be required to lessen its speed as provided in R W regulations. At section C the approaching locomotive receiving the red light would be forced to stop. The blok is controlled automatically from the main railway stations.

- end -

755.311 N
755.012 N