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REPORT
 CD NO.



50X1-HUM

COUNTRY USSR
 SUBJECT Transportation - Railroads
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED USSR
 DATE PUBLISHED 27-30 July 1948
 LANGUAGE Russian
 DATE OF INFORMATION 1948
 DATE DIST. 31 March 1949
 NO. OF PAGES 3
 SUPPLEMENT TO REPORT NO.

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SOURCE Soviet newspapers as indicated. (Information requested.)

PROGRESS IN ELECTRIFICATION AND CONSTRUCTION OF RAILROAD LINES

RAILROAD RECONSTRUCTION PROGRESSES -- Kommunist, No 179, 30 Jul 48

Second tracks have been rebuilt on the Minsk-Moscow-Voronezh-Rostov Line and on the Moscow-Leningrad Trunkline. The reconstruction of Kupyansk, Debal'tsevo, Yasinovataya, and Likhaya junctions is in the process of completion. Hundreds of stations, depots, and bridges have been reconstructed. The Poltava, Izyum, Stanislav, Rostov, Kharkov locomotive and railroad car repair plants have attained their prewar capacity, after having been completely razed.

Along with reconstruction of the tracks, progress is being made in electrification, the installation of new technological equipment, and the construction of new trunklines. Trains are now electrified on the Chelyabinsk-Zlatoust-Berdyansk Line in the Urals, the new lines of the Moscow junction, on the reconstructed sectors of the Leningrad and Tallin junctions, and on the new Rioni-Tkibuli Line in the Caucasus. [Tkibuli identified as Tkibuli in Soviet railroad timetables.]

KAZAKH RAILROAD CONSTRUCTION PROGRESSES -- Kazakhstanskaya Pravda, No 149, 28 Jul 48

Construction of the Moindy-Chu Railroad is in progress between Brlik siding and Moindy Station. Tracklayers have laid 14 kilometers of rails in the first 25 days of July, which is 140 percent of the monthly plan. They have pledged to lay the tracks as far as Khan-fau station, 63 kilometers from Brlik siding, by the end of August.

Another main railroad line is under construction between Pavlodar and Akmolinsk. The railroad bed has been built between Kalkaman and Kribstuz-Ugol' Station. The tracklayers have started to lay the track at this point.

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SECRET**CHARZHOU-KUNGRAD LINE PROGRESSES** -- Pravda Vostoka, No 148, 27 Jul 48

Construction of the Charzhou-Kungrad Railroad is progressing daily. Workers, engineers, and technicians pledged to lay the rails as far as Darganata by 7 November 1948.

KOKAND-NAMANGAN RAILROAD REBUILT -- Pravda Vostoka, No 150, 30 Jul 48

The Government Commission of the Ministry of Transportation USSR has accepted for permanent operation the reconstructed railroad line between Kokand and Namangan. Trains began regular operations over the rebuilt sector on 26 July 1948 at 2100 hours. In recent years trains to Namangan have followed a roundabout route through Gorchakovo and Andizhan Stations.

TALLIN ELECTRIC LINE ACHIEVES SUCCESS -- Sovetskaya Estoniya, No 178, 29 Jul 48

The Tallin-Pyaskyula electrified railroad section, which was built in August 1946, has established continuous communications between Tallin and outlying workers' settlements. During the current Five-Year Plan the section is expected to carry 171.5 million ton-kilometers. By 1 August 1948 the section will have carried 136.7 million ton-kilometers or nearly 80 percent of the total plan. Workers of the section have pledged to realize a 3-percent saving in electric power and to increase the runs between overhauling by 20 percent. These goals also are being completely fulfilled. In the first year of operation, the section saved 160,000 kilowatt-hours of power or 37,000 rubles; in the second year, 322,000 kilowatt-hours or 51,500 rubles. The trains transported 6 million passengers during the first year and even more during the second year of operation. Two machine tools have been installed in the small workshop of the electric train depot, and two additional machine tools have been restored by the workers of the shop.

DAUGAVPILS WORKS NIGHT SHIFT -- Sovetskaya Latvija, No 179, 30 Jul 48

In many of the industrial enterprises in Dargavpils, work proceeds as energetically at night as it does in daytime. At the Daugavpils railroad station, a train which had stopped for a 5-hour overhaul, with a change of engine and train crews, was handled with Stakhanovite methods and the job was finished in 40 minutes. The train left for Bigosovo 4 hours and 20 minutes ahead of schedule.

L'VOV RAILROAD INCREASES RUNS -- Pravda Ukrainy, No 179, 30 Jul 48

Workers of the L'vov Railroad System are preparing for Railroader's Day. Twenty-nine locomotive engineers have surpassed the annual quota for the average run per locomotive. One brigade increased the run up to 9,000 kilometers. The system operates 181 locomotives. In the first 20 days of July, the railroaders fulfilled the plan for the transport of coal by 149 percent, and of grain by 161.8 percent.

ANDIZHAN DEPOT EXCEEDS PLAN -- Pravda Vostoka, No 148, 27 Jul 48

Engineers of the Andizhan depot have already saved approximately 1,500 tons of coal for the winter. The majority of the repair shops have already completed their 3-year assignments while a few shops are working toward the fulfillment of the 1949 plan. The depot realized a profit of 125,000 rubles as a result of lowered production costs.

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STALIN RAILROAD SYSTEM ELECTRIFIED -- *Kommunist*, No 177, 28 Jul 48

Construction and assembly work has been completed in the electrification of a 100-kilometer railroad section between Dolgintsevo and Nikopol'. The traffic capacity of this section will be doubled. Railroad electrification will be restored between Nikopol' and Zaporozh'ye, a distance of 85 kilometers.

STALIN SYSTEM EXCEEDS PLAN -- *Zarya* Ostoka, No 151, 30 Jul 48

Workers of the Stalin Railroad System are stepping up their work in anticipation of Railroader's Day. More than 5,600 Stakhanovites have already completed from 3- to 5-year quotas, while 250 workers are already doing work to be credited to 1951-1953.

The famous Alekseyev, a locomotive engineer at Nizhne-Dneprovsk junction depot, increased the average daily run of the locomotive to 550 kilometers, surpassing the standard by more than 200 percent. He also saved more than 500 tons of coal for the winter. Engineers of the depot ran hundreds of heavy freight trains during the month of July and transported more than 250,000 tons of freight above plan.

KIROVAKAN SECTION INCREASED TRACK REPAIR -- *Kommunist*, No 178, 29 Jul 48

Workers of the Kirovakan 13th track section of the Transcaucasus Railroad have fulfilled the plan for track repair and have decreased repair costs. During 1948, iron ties will replace 20,000 wooden ones. A special machine tool to produce bolts for fastening ties has been developed by engineers of the section. The repair shop supplies frogs, blocks, and other track equipment necessary in repair work. The shop produced 76 tons of iron equipment in July.

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