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OPERATIONAL BOTTLENECKS SCORED;  
 RAILROAD INSTALLATIONS HONORED

RAIL-WELDING TRAINS HINDERED -- Gudok, No 89, 27 Jul 49

Two letters to Gudok complain that the work of rail-welding trains is being hindered by the failure of various track section chiefs to furnish a sufficient number of rails. Train No 5, operating on the railroad systems of the South-Western Okrug, was idle 15 days during April and May because of a lack of rail sections. Train No 10, operating on the Belorussian and Western Systems, has not been able to complete its plan since April because of a lack of rails to be welded.

DELAYS PLAGUE FAR EASTERN RR -- Tikhookeanskaya Zvezda, No 132, 7 Jun 49

In the first quarter 1949, the Far Eastern Railroad System wasted 258,000 car hours in above-plan delay of freight cars at sidings of field and distribution stations. In many cases, the railroad's clients are responsible for the delay in loading and unloading, but the major part of the delays are caused by railroad workers. Clients are not regularly informed of freight arrivals and there is much confusion in the distributing of cars and the processing of documents.

The administration of the system has personnel who are required to inspect and report on the conditions of railroad sidings, but they have not been taking the measures necessary to correct the disorder. The roadbed in many sidings is in an unsatisfactory condition due to inefficient control on the part of administration workers.

FAR EASTERN RR MEETS PLANS -- Tikhookeanskaya Zvezda, No 139, 15 Jun 49

According to Bogushevich, chief of the Far Eastern Railroad System, the system completed the 6-month loading plan and considerably exceeded the unloading plan on 6 June. Railroad-car turnaround time was speeded 4.8 percent above the norm, and in 4 months transport costs decreased 10.8 percent below the planned figure. Locomotive engineers saved nearly 6 million

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rubles of state funds in 3 months' time. The plan for capital, medium, and annual repairs of railroad cars was exceeded. Since the beginning of the year, the system has realized 38 million rubles in returns above plan. A drive has begun to increase the run of locomotives to 500 kilometers a day. The system, however, is still not meeting the traffic schedules and is not yet operating at a profit.

Railroad workers have pledged to attain the 1950 loading level during the third quarter 1949, to complete the 9-month plan by Railroad Workers' Day (about 1 August), to complete the 1949 plan by 1 December, to save 4.4 million rubles by reducing costs, and to release 2 million rubles of working capital for the State.

RAILROAD ENTERPRISES RECEIVE AWARDS -- Gudok, No 90, 29 Jul 49

The All-Union Central Soviet of Trade Unions (VTsSPS) and the Ministry of Transportation have awarded prizes and awards to the following railroad enterprises for their achievements in the second-quarter all-Union socialist competition for railroad workers:

Receiving first prizes and keeping the Transferable Red Banners of the Council of Ministers USSR: Bridge Section No 2 of "Mostotrest" (All-Union Bridge-Building Trust), Poltava Locomotive-Repair Plant, Luza Sawmill of "Kirtranles" (Kirov Transport Timber Trust).

Receiving the Transferable Red Banner of Council of Ministers USSR and first prizes: Leningrad Subway Construction, Uzlovaya Locomotive Depot of Moscow-Donbass System (Red Banner transferred from Depot imeni L. M. Kaganovich of Transcaucasus System), Orel Track Section of Moscow-Kursk System (Red Banner transferred from Moscow Track Section of Moscow-Kursk System), Moscow Railroad Car Repair Plant imeni Vcytovich, Tambov "Revtrud" Machine-Building Plant (Red Banner transferred from Lyublinko Mechanized Foundry imeni L. M. Kaganovich).

Receiving first prizes and keeping the Transferable Red Banner of VTsSPS and Ministry of Transportation: Belorussian Railroad System, Vinnitsa Railroad System, Khabarovsk-II Station of Far Eastern System, station building of the Kharkov Passenger Station of the Southern System, Moscow Marshalling Station Locomotive Depot of Moscow-Ryazan' System, Ozherel'ye Locomotive Depot of Moscow-Donbass System, Ternopol' Locomotive Depot of L'vov System, Tbilisi Electric Locomotive Depot of Transcaucasus System, Zaporozh'ye-Jevoye Railroad-Car Depot of Stalin System, Ilanskiy Railroad-Car Repair Shops of the Krasnoyarsk System, Kurort-Borovoye Railroad-Car Depot of Karaganda System, Rava-Russkaya Tie-Impregnating Plant of the L'vov System, Ishim Section of the Omsk System, the Dnepropetrovsk Locomotive Repair Plant, the Konotop Locomotive and Car Repair Plant, the Perovo Car-Repair Plant, the Moscow "Mashinostroitel'" Plant, the Losinostrovka Electrotechnical Plant, Bridge-Building Plant No 1 of "Stal'most" Trust of Main Bridge-Building Administration.

Receiving the Transferable Red Banner of VTsSPS and Ministry of Transportation and first prizes: Mogilev Section of Belorussian System (Red Banner transferred from Moscow Section of Moscow-Kursk System), Smolensk Marshalling Station of the Western System (Red Banner transferred from Baranovichitsentral'nyye Station of the Brest-Litovsk System), L'vov-glavnyy Station of the L'vov System (Red Banner transferred from the Kazatin-I Station of the Vinnitsa System), Bryansk-II Station of the Moscow-Kiev System, Minsk Freight Station of the Western System, Rezekne-II Station of the Latvian System, Mirnansk Station of the Kirov System, Moscow Passenger Station of the Yaroslavl System, station building of the Chelyabinsk Station of the South Ural System (Red Banner transferred from the station building of the Minsk Station of the Western System), the Kalinin Locomotive Depot of the

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October System (Red Banner transferred from the Kiev Passenger Depot of the Southwestern System), the Kavkazskaya Locomotive Depot of the North Caucasus System (Red Banner transferred from the Shepetovka Depot of the Vinnitsa System), the Orel Locomotive Depot of the Moscow-Kursk System (Red Banner transferred from the Kirosten' Depot of the Southwestern System), the Likhobory Locomotive Depot of the Moscow Inner Belt Line (Red Banner transferred from the Rybnoye Depot of the Moscow-Ryazan' System), the Otrozhka Locomotive Depot of the Southeastern System (Red Banner transferred from the Dolgintsevo Depot of the Stalin System), Locomotive Depot imeni Il'ich of the Western System (Red Banner transferred from the Minsh Depot of the Western System), the Nyandova Locomotive Depot of the Northern System (Red Banner transferred from the Ira-Iol' Depot of the Pechora System), the Zlatoust Railroad Car Section of the South Ural System, the Moscow-Passenger Railroad Car Section of the October System (Red Banner transferred from the Nikolayevka Railroad Car Depot of the Moscow-Ryazan' System), and the Gomel' Railroad Car Section of the Belorussian System (Red Banner transferred from the Pavalets Depot of the Moscow-Dobnass System).

Also, the Petropavlovsk Railroad car Section of the Omsk System (Red Banner transferred from the Novokuznetsk Depot of the Tomsk System), the Semipalatinsk Car Depot of the Turkestan-Siberian System (Red Banner transferred from the Morozovskaya Depot of the Stalingrad System), the Likhobory Track Section of the Moscow Inner Belt Line (Red Banner transferred from the Shepetovka Section of the Vinnitsa System), the Tallin Track Section of the Estonian System (Red Banner transferred from the Orsha Section of the Western System), the Atbasar Track Section of the Karaganda System (Red Banner transferred from Track Machine Station No 32, working on the Kuybyshev System), the Belgorod Track Section of the Southern System (Red Banner transferred from the Poltava Section of the Southern System), the Nevel' Track Section of the Kalinin System (Red Banner transferred from the Sambor Section of the L'vov System), the Gudermes Signalling and Communications Section of the Ordzhonikidze System (Red Banner transferred from the Kharkov Section of the Southern System), the Zhmerinka Signalling and Communications Section of the Vinnitsa System, the First Moscow Signalling and Communications Section of the Moscow Inner Belt Line, the Central Communications Station of the Ministry of Transportation, the Vologda Locomotive and Railroad Car Repair Plant, the Voroshilov-Ussuriyskiy Locomotive Repair Plant, the Chkalov Locomotive Repair Plant, the Proletarsk Locomotive Repair Plant, the Novorossiysk Car Repair Plant (Red Banner transferred from the Moscow Car Repair Plant imeni Voytovich in connection with its being awarded the banner of the Council of Ministers USSR), and the Bogotol Car Repair Plant, the Kaluga Machine-Building Plant (Red Banner transferred from the Leningrad Electrotechnical Plant).

Also, the Zaraysk Brick Plant of the Central Railroad Okrug (Red Banner transferred from the Artemovsk Alabaster Plant), Bridge Train No 410 of Bridge-Building Administration No 5 (Red Banner transferred from Bridge Train No 403 of Bridge-Building Administration No 4), Construction Section No 6 of the Kiev Building and Reconstruction Administration of Main Administration of Railroad Construction of the West (Red Banner transferred from Construction Section No 6 of the Odessa Building and Reconstruction Administration), Zentsovskiy Housing-Construction Plant of Main Administration of Railroad Construction of the West, the Administration of Military Reconstruction Works No 14 of GUVVR (Main Administration of Military Reconstruction Works), the Nizhneudinsk Transport Timber Management of the Irkutsk Transport Timber Trust (Red Banner transferred from the Oparino Transport Timber Management of the Kirov Transport Timber Trust), and the Kurgan Transport Timber Management of the Sverdlovsk Transport Timber Trust (Red Banner transferred from the Tugulymskiy Transport Timber Management of the Sverdlovsk Transport Timber Trust).

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