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SOURCE **Gudok.**

RAILROAD ELECTRIFICATION CONTINUES;
PASSENGER SERVICE IS NEGLECTED

SECTIONS COMPLETE ELECTRIFICATION -- Gudok, No 127, 23 Oct 49

Work on the electrification of the section of the Moscow-Ryazan' Railroad System between Panki and the Village imeni Dzerzhinskiy has been completed. The substation, contact network, and rolling stock have been prepared for normal operation. The first test electric train traveled over the new line 21 October. The section runs through Uktomskiy Rayon. It is expected to be opened by November 7.

Gudok, No 131, 2 Nov 49

Regular electric train operation began 1 November from the Belorussian Station in Moscow to the station of Golitsyno, on the Western Railroad System. Up to this time the electric trains had run only as far as Odintsovo.

The Odintsovo-Golitsyno electrified section is 21 kilometers long. Passenger facilities have been improved in the stations of Pionerskaya, Berkushkovo, Zdravnitsa, and other points.

A rail motor-car depot has been created in the neighborhood of the Belorussian Station of the Western Railroad System. The depot has begun to receive cars from the Riga Railroad Car Building Plant.

Work on electrification of the next section of the Western System, as far as Zvenigorod, will begin 3 November.

ZLATOUST DIVISION UNPREPARED FOR CHANGEOVER -- Gudok, No 123, 14 Oct 49

On 1 September preparations for the changeover of the Zlatoust Division of the South Ural Railroad System to electric traction were completed after much delay. However, there are still many obstacles to the operation of electric

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locomotives on the division. Little attention has been given to the instruction of locomotive crews, and courses for the preparation of electric locomotive engineers have only just begun. It is estimated that one half of all engineers and helpers assigned to electric locomotives will be operating the locomotives during the winter for the first time.

By order of the Ministry of Transportation, all locomotive engineers and engineer's helpers were to have taken examinations in their specialties by 1 September. At Zlatoust only one-fifth of the electric locomotive workers took the examinations.

It is a rare day when there is no case of failure in the locomotive operations of the division. A repair base large enough to handle the locomotives now operating on the division has not been created. At the Zlatoust Electric Locomotive Depot, which has become one of the largest on the railroad network, there is no shop for periodic locomotive inspection.

The most necessary installations are lacking in turnaround points. Sand dryers have not been installed, and there are no inspection pits. In the station of Kropachevo electric locomotives cannot go up to the sand dryer because several hundred meters of electric contact line have not been installed. Every day electric locomotives can be seen being hauled back and forth on the station tracks by shunting locomotives.

RAILROAD CONSTRUCTION PROGRESSES -- Gudok, No 138, 18 Nov 49

The Urals Trust for Construction of Railroad Track (Uralstroyput') is working on projects in the Sverdlovsk railroad center, the station of Smychka, the station of Semotsvet, and in Nizhny Tagil.

Construction under the Kiev Construction and Reconstruction Administration of the Main Administration of Railroad Construction of the West is progressing on the first section of the suburban electrified railroad line in Kiev. Electrification of the line will be finished 1 December.

RAILROAD SYSTEMS RADIOFIED -- Gudok, No 133, 7 Nov 49

As of 1 November, 29,000 points on the USSR railroad network had been radiofied, including 5,454 way stations and 23,520 trackside dormitories and other buildings. In these points 17,000 tube radio receivers and 8,500 crystal receiving sets have been installed, as well as more than 11,000 rebroadcasting points.

The Stalingrad, Yaroslavl', Odessa, Brest-Litovsk, Vinnitsa, Kovel', L'vov, Azerbaydzhan, Kazan', Kuybyshev, Orenburg, Ryazan'-Ural, Ashkhabad, and Ufa railroad systems have all been completely radiofied.

Gudok, No 132, 4 Nov 49

Radiofication of the Karaganda Railroad System has been completed. In all, 528 way stations, dormitories, and other buildings have been radiofied. The Rodina receiving sets were used. Eleven rebroadcasting units have been set up on the system.

Radiofication of the Moscow-Kursk Railroad System has been completed, with installations made in 97 stations and 836 dormitories and other buildings. The crystal sets installed earlier have all been replaced by tube receiving sets.

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FREIGHT CARS USED IN PASSENGER SERVICE -- Gudok, No 139, 20 Nov 49

According to a report of a meeting of the Political Administration of the Ministry of Transportation, 1,850 freight cars are being used in passenger service at present. Travel in them is extremely uncomfortable. The head of the political section of the Southwestern Railroad System has raised the question of replacing them. Thousands of cars have piled up at railroad car repair plants. If all the passenger cars now excluded from service were repaired and put into use, it would be possible not only to exclude freight cars altogether from passenger service but also to put a large number of additional trains into service.

SCORES PASSENGER SERVICE -- Gudok, No 127, 23 Oct 49

A recent meeting of the Collegium of the Ministry of Transportation considered the question of passenger service. The volume of passengers handled in 1949 has risen by 9 percent over the 1948 figure. Quantitatively, the railroad systems are satisfying demands, but qualitatively the service is far from satisfactory. Delays of passenger trains, including suburban trains, have been allowed on the Ryazan-Ural, Kuybyshev, Tomsk, and Orenburg systems and on many systems of the Central Asia and Central railroad okrugs, thus causing losses to enterprises through tardiness of workers.

MOSCOW-KURSK SYSTEM PASSENGER SERVICE POOR -- Gudok, No 138, 18 Nov 49

Passenger service on the Moscow-Kursk Railroad System, the largest passenger carrier, is most unsatisfactory, in the Kurskiy Station in Moscow, little attention is paid to the comfort, convenience, or accommodation of passengers. Station operations are disorganized and the personnel is uninformed and inefficient.

Besides the poor situation in the Kurskiy Station, the system has other shortcomings in respect to passenger service. Construction organizations have completed only 24.7 percent of the year plan for restoration of station buildings and only 74 percent of the plan for capital construction of station buildings, as well as only 25 percent of the plan for repair of hot-water heaters. Only 6 of 27 passenger platforms have been repaired. Also, turnover of labor in the station buildings has been very high (639 persons were discharged in 6 months).

Trachenko, head of the Moscow-Kursk System, and Gornov, head of the system's political section, are giving little attention to the poor state of passenger service on the system.

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