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SOURCE Newspapers as indicated.

RR SYSTEMS REPORT SUCCESSES; PASSENGER SERVICE TO IMPROVE

PLAN COMPLETIONS REPORTED -- Gudok, No 148, 11 Dec 49

The Transcaucasus Railroad System completed the 1949 carloading plan on 20 November and has exceeded considerably the level planned for 1950.

The L'vov Railroad System completed the augmented 1949 plan for carloadings 23 November.

The Krasnoyarsk Railroad System completed the year carloading plan on 7 December, and has reduced the cost of freight handling by 2.8 percent against the plan.

The Kishinev Railroad System completed the year carloading plan 17 November, and has exceeded the level of freight handling planned for 1950. The system has completed the 1949 plan for capital repair of freight cars and for capital and medium repair of track. Freight-handling costs have been reduced by 3.8 percent, and the productivity of labor has exceeded the planned figure by 6.2 percent.

On the Odessa Railroad System average daily carloadings have increased 14 percent in comparison with 1948.

Gudok, No 144, 2 Dec 49

During 11 months of 1949 the Vinnitsa Railroad System accelerated freight car turnaround time by 1.7 hours against the year norm. In comparison with 1948, the system increased the average speed including stops by an average of 1 1/2 hours. In comparison with 1948, layover per local freight car was reduced by 1.1 hours, which effected a saving of more than 600,000 car-hours.

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Gudok, No 147, 9 Dec 49

The East Siberian Railroad System reached the carloading level planned for 1950 in June of 1949. The 1949 plan for freight handling was completed on 20 November, and the 10-month carloading plan was completed 109.3 percent. The 10-month plan for productivity of labor was exceeded by 12.8 percent, and freight-car turnaround time in November 1949 was 11 hours less than the 1948 figure. Fuel savings during 10 months amounted to 3.4 percent.

Gudok. No 146, 7 Dec 49

As of 6 December, the Moscow-Donbass Railroad System had accelerated freight-car turnaround time by 2.9 hours against the year assignment, increased the productivity of labor by 6.7 percent against the plan, reduced fuel expenditures by 13.6 percent in comparison with the norm, and cut freight-handling costs by 6.4 percent. Above-plan savings amounted to more than 10.5 million rubles, and acceleration of working capital permitted the system to release 5 million rubles of working capital.

Gudok, No 146, 7 Dec 49

During the first 11 months of 1949, the Stalin Railroad System lowered fuel expenditures by 6.4 percent against the norm. Above-plan profits during 10 months totaled 27,657,000 rubles; 8,407,000 rubles were released from working capital. Average daily unloading increased in comparison with 1948 by 41.5 percent. Total ore loadings rose 35.6 percent, ferrous metals loadings increased by 45.6 percent, and grain loadings showed a 5.1 percent increase.

MOSCOW STATION IMPROVES OPERATIONS -- Gudok, No 143, 30 Nov 49

So far in 1949 the Moscow Marshalling Station of the Moscow-Ryazan' Railroad System has saved 120,000 rubles by reducing the cost of handling each freight car. In comparison with 1948 the daily car turnover in the station has been increased by 587 units, with the number of cars handled by the hump showing an increase of 247 cars per day. Layover of cars in transit has been reduced by 1.8 hours.

STEPS TAKEN TO IMPROVE PASSENGER SERVICE -- Vechnyaya Moskva, No 273, 18 Nov 49

B. P. Beshchev, Minister of Transportation, has issued a special order concerning the improvement of passenger service on the USSR railroad systems. In line with this, the Ministry of Transportation has taken a number of measures to improve passenger service.

The servicing of all express and local-express trains operating between Moscow and Vladivostok, Tbilisi, Brest, Odessa, Riga, and Alma-Ata has been placed under the control of the newly created Administration of Through Sleeping Cars. In addition, more than 180 trains will be transferred to this administration. The administration continues to receive new all-metal compartmented passenger cars, which are being used in trains on the Moscow-Sochi, Moscow-Kislovodsk and Moscow-Simferopol' lines. These cars will also be used in trains dispatched from Moscow to Tashkent, Ashkhabad, and Stalinabad.

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The limit for hand baggage has been raised to 36 kilograms for adults and to 18 kilograms for children up to 10 years. Adults can carry 16 kilograms of hand luggage, and children can carry 8 kilograms, without charge. To carry over this amount passengers must pay extra when purchasing tickets.

It has been decided to do capital repair on 7,000 cars. In the next 3 months all passenger trains will be transferred to electric lighting.

Beshchev has ordered that all compartmented cars, reserved-seat cars, and cars with soft seats be supplied with the necessary sleeping accommodation equipment. On exceptionally long runs the bed linen will be changed every 5 days. If the passenger desires, the porter must change the linen even oftener.

The ministry has assigned funds for the purchase of white jackets, robes, and gloves for attendants on long-distance trains.

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