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REPORT

CD NO.

FOREIGN DOCUMENTS OR RADIO BROADCASTS

50X1-HUM

DATE OF INFORMATION 1950

DATE DIST. *21* Nov 1950

HOW PUBLISHED Semiweekly newspaper

WHERE
PUBLISHED: Moscow

NO. OF PAGES 3

DATE
PUBLISHED 25 Jun - 6 Aug 1950

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

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SOURCE Gudok.

RAILROADS PUSH WINTER PREPARATIONS

MINISTRY CONSIDERS PROBLEMS, PAST FAULTS -- Gudok, 21 Jul 50

The collegium of the Ministry of Transportation has heard reports from the directors of the main administrations of traffic, locomotives, track, and railroad cars, and has established that some managers of administrations, railroad okrug, and railroad systems are not carrying out winter preparations with the necessary energy. These managers have forgotten the lessons of the previous winter, when a similar negligence led to serious difficulties. This applies especially to the railroad systems of the Ural-Siberian, Donets, and Caucasus railroad okrug.

One reason for the serious deficiencies last winter was that with the onset of cold weather, operations became immediately worse. On the railroad systems of the Caucasus Railroad Okrug, especially on the Azerbaydzhan System, train movement was disrupted because of the poor organization of snow-removal operations. On the Astrakhan' line, some of the most important railroad centers were not protected with snow fences.

Serious shortcomings were noted in the locomotives enterprises of many railroad systems. In January, disruptions in the work of locomotive crews increased sharply, many locomotives were forced to go into extra repair, and in some depots there were delays in providing locomotives for trains.

Because of failures on the part of railroad car workers on some railroad systems, instances of cars having to be uncoupled from trains and delays of trains became more frequent. Many unfit railroad cars accumulated in railroad centers.

The collegium noted that at present not all the main administrations have taken measures to protect transport from a repetition of last year's mistakes. Many directors cannot see the serious shortcomings in various links of their organizations because of the favorable "average" figures.

Winter preparations, it was indicated at the meeting, should be based on the increase of the level and quality of all operational work. The state plan for carrying was exceeded in the first quarter, and carloadings increased during the first half in comparison with the like period of 1949. However, during the first half year, freight car turnaround time exceeded the established norm.

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and the assignment for average speed including stops was not met. Average daily locomotive runs were below the norm. The Caucasus, Central Asia, and Far Eastern railroad okrugs are still not meeting the norm for freight car turnaround time. The collegium demanded of the directors of these okrugs and of the lagging railroad systems that the sectors in which delays are taking place be determined and measures taken to improve operational work and to meet the assignment for car turnaround time.

Railroad transport will go into the winter this year with a reserve of cars exceeding that of last year. However, at some places, such as the Pechora, Northern, and Karaganda railroad systems, a reserve has not yet been created. In the Central Okrug, delivery of cars destined for the reserves of other okrugs is lagging. The collegium ordered the heads of all okrugs to disperse cars to the appointed places during July and August.

The Main Track Administration is permitting a lag in winter preparations. Although the plan for repair operations is being carried out on a higher level than last year, the schedules for reconstruction and medium repair of track are not being met. Preparation and repair of snow-removal equipment are going slowly. Because of poor running maintenance of track on the railroad systems of the Ural-Siberian Okrug, the number of speed restrictions has increased. The directors of the Main Track Administration have been ordered to improve running maintenance, execute the summer work program, eliminate restrictions, and prepare all the basic snow-removal equipment for winter.

The Main Locomotive Administration has not given the necessary attention to promoting the mass development of the movement of 500-kilometer daily locomotive runs. Up to now, layover of locomotives in repair of all types has not been reduced to the norm, and repair of coaling facilities, turntables, boilers, and turbines is going slowly.

The collegium charged the Main Railroad Car Administration with accelerating the repair of rolling stock, improving the quality of inspection in the receiving yards of marshaling stations, and improving the technical maintenance of railroad cars. Special attention should be given to the immediate improvement of the condition of the passenger car inventory. The collegium criticized the Administration of Railroad Car and Locomotive Repair Plants for its failure to meet the plan for capital repair of passenger cars.

The collegium noted that the main construction administrations are executing the plan for strengthening the traffic capacity of the railroads unsatisfactorily. It is necessary to accelerate the laying of second tracks and the development of stations and to force the capital repair and change the roofs of locomotive depots. Up to now, these operations have not been begun in 27 important depots, and in 63 depots only 12 percent of the plan has been completed. The housing program is also lagging.

LOCOMOTIVE PREPARATION LAGS -- Gudok, 19 Jul 50

The locomotives and locomotive facilities of railroad transport are not being satisfactorily prepared for winter. The Main Locomotive Administration is satisfied itself with quantitative fulfillment of the plan for repair of locomotives, while layover of locomotives in all types of repair is 50-100 percent higher than the norm. The number of locomotive breakdowns in June in comparison with May not only did not decline, but even increased somewhat.

The situation in regard to repair and construction of depot installations and facilities for servicing locomotives is exceedingly poor.

On many railroad systems, work in track reconstruction, medium track repair, and reinforcement of curves is lagging behind the schedule.

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All winter preparations on the Ural-Siberian and Far Eastern railroad okrugs and on the Pechora, Northern, Kirov, Turkestan-Siberian, Ufa, Kuybyshev, and Orenburg railroad systems are to be finished by 1 October. Winter preparations the other railroad systems are to be completed by 15 October.

SCORES CHELYABINSK RR CENTER -- Gudok, 6 Aug 50

Last winter, the first really cold weather rendered the Chelyabinsk railroad center almost inoperable. Many tracks remained underneath snowdrifts for $2\frac{1}{2}$ months. For 3 months thousands of cars waited on the Omsk, Tomsk, Karaganda, and Ufa railroad systems to be passed through the Chelyabinsk center.

At present, operations are no better than they were at the beginning of last winter. The rail center continually receives an excessive load. While during all of April there arrived in the center 546 cars whose direction was to be changed (from north-south to east-west or vice versa), the number of such cars arriving at present is 600-650 every 10 days. All of these cars must be processed first in one yard and then in another. At the same time, the southern by-pass up to now has been loaded to only half of capacity.

Only half of the trains are being made up in hump yards, and many of these trains are then further processed. The number of trains dispatched has dropped almost one-third in comparison with April and May. The norms are not being met for any operation in the processing of through freight. Every day 15-20 cars are uncoupled from readied trains because of defects.

ORE FREEZING STILL A PROBLEM -- Gudok, 25 Jun 50

Combating the freezing of iron ore and manganese ore during loading and unloading in the Krivoy Rog Basin is a forgotten phase in ore shipping. The freezing of this freight causes the national economy great losses. In winter, iron and manganese ore arrive at metallurgical plants frozen solid and frozen to the floor and walls of the cars. As a result, layovers of cars in unloading operations on the sidings of the "Azovstal'" Plant, plants in the Dnepr region, and in the Donbass are five to ten times the norm. The metallurgical plants have paid the railroads huge sums in fines for holding cars too long. However, no fines can reimburse the railroad systems for the loss: according to the most modest calculations, more than 25,000 cars were lost because of excess layover in unloading during 3 winter months.

In the mines of the Krivoy Basin, empty cars arrive as a rule with remnants of frozen lading -- coal, ore, and ballast. Last winter it was necessary to assign up to 500 workers to cleaning the cars every day.

Methods of preventing the freezing of ore used in the Krivoy Rog Basin and at Marganets are imperfect. Expensive unslaked lime -- from 600 to 1,200 kilograms per car -- is used as a preventive measure. Last year, more than 30 million rubles were expended for this purpose.

In addition, the process of liming ore slows up freight car turnaround time and occupies a large number of workers. Sawdust, salt, and straw have also been tried, but they do not give the desired results.

Soviet scientists should find an economically effective way of removing the water from manganese ore and reducing the moisture content of Krivoy Rog ores at the point of extraction. The effectiveness, depending on temperature, time of year, and time spent en route, of the existing preventive measures such as lime, salt, and sawdust should be determined. The effectiveness of removable installations, such as heaters for warming the ore in cars both en route and at unloading points, should be tested and calculated.

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