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SOURCE Newspapers as indicated.

NOTES SHORTCOMINGS IN RAIL OPERATIONS

LEADERS, LAGGARDS IN TURNAROUND TIME LISTED -- Moscow, Gudok, 5 Jan 51

Railroad systems achieving the best results with the assignments for freight-car turnaround time in December were the Perm', Stalin, Southeastern, Pechora, Western, Belorussian, Latvian, Vinnitsa, South Donets, Moscow-Ryazan', Kalinin, L'vov, Ufa, and Kishinev systems.

The following systems lagged behind the others in regard to execution of the freight-car turnaround time assignment: Tashkent, Transcaucasus, Turkestan-Siberia, Karaganda, Moscow Inner Belt Line, Ordzhonikidze, Brest-Litovsk, Orenburg, Ryazan'-Ural, Moscow-Kursk, Kirov, Odessa, Southern, and Lithuanian systems.

MINISTRY CALLS FOR IMPROVEMENTS -- Moscow, Gudok, 14 Jan 51

On 30 December, the Ministry of Transportation issued an order concerning measures for assuring the completion of the first-quarter 1951 plan for carrying, including steps for eliminating the excess of local freight and for accelerating unloading. However, at many points the order has not been carried out, and as a result unloadings have dropped during the first days of the new year on many railroad systems:

WEATHER HAMPERS CHELYABINSK -- Moscow, Gudok, 8 Dec 50

Snowstorms hit the South Ural Railroad System at the beginning of November, and cold weather set in afterward.

In the Chelyabinsk railroad center, two snow-removal machines got out of order in the snowstorms, and station tracks had to be cleaned by hand. Train formation and hump operations were disorganized. A large number of cars piled up and receiving of trains from all points was disrupted. In general, it was a repetition of what occurred last winter.

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The use of hot journal lubricants for cars going off the humps was poorly organized, as was the supplying of sand to locomotives.

The whole sector from Chelyabinsk to Uktus is loaded with local freight, and many stations on this sector have only one track free for through traffic. On the system as a whole, the necessary attention is not given to the even distribution of local freight among the divisions so as not to create impediments for through freight.

MORE EXTRA-HEAVY TRAINS -- Moscow, Gudok, 12 Jan 51

During 1950, the Brest-Litovsk System handled more than 1,800 above-norm-weight trains.

Moscow, Gudok, 7 Jan 51

During 1950, the Perm' System handled 11,204 above-norm-weight trains and carried 3.7 million tons of freight above the norm. Steam locomotive engineers saved 10,805 tons of coal and electric locomotive engineers saved 965,000 kilowatt-hours of electric power.

CAUCASUS OKRUG SLASHES INEFFICIENT HAULS -- Moscow, Gudok, 14 Jan 51

By reducing inefficient hauls, the Caucasus Railroad Okrug, during 9 months of 1950, saved more than 10,000 cars and a total of 14.5 million ton-kilometers, thereby effecting a saving of about one million rubles. The carrying of forest products from the Novorossiysk station to the areas of the Azerbaydzhan Railroad System was reduced by more than 500,000 ton-kilometers by carrying the products by sea with transshipment at the ports of Tuapse, Poti, and Batumi.

However, all the inefficient hauls on the system of the okrug have not been eliminated, particularly in regard to the nonrevenue carrying of mineral construction materials by the Ministry of Transportation itself.

NORTH DONETS COAL SHIPPING DISORGANIZED -- Moscow, Gudok, 14 Jan 51

Coal amounts to about 70 percent of the total freight carried by the North Donets Railroad System, but because there exist in the Donets Basin three independent "Uglesbyt" (Coal Sales) administrations, the Voroshilovgrad, Rostov, and Stalino administrations, the system is experiencing difficulties in planning and regulating the flow of coal.

Each of these administrations plan the carrying of coal for a series of stations of the North Donets, South Donets, North Caucasus, and Stalingrad railroad systems, depending on in what oblast the loading station is located. At the same time, all three administrations worry only about the quantitative fulfillment of their assignments, and ignore the efficiency of the carrying, as can be shown by the following examples.

The stations of Krasnoarmeyskoye, Bel'giyskiy, and Grodovka are located on the borders of Stalino and Dnepropetrovsk oblasts. The Stalino administration plans the carrying of gas coal from these stations of the South Donets System to Popasnaya, Artemovsk, and Voroshilovgrad. It was planned to ship to 25,000 tons per month to the latter stations and to other points on the North Donets System. At the same time, the Voroshilovgrad administration planned to send gas coals from the Bezhanovka station of the North Donets System in the other direction to Yenakiyev, Amvrosiyevka, Trituznaya, Pravda, Novorossiysk, and Zhdanov. Thirteen thousand tons per month were to be carried in this direction.

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The Voroshilovgrad administration sends PZh coal from the Irino and Orlovskaya stations of the North Donets System (Voroshilovgrad Oblast) and from the Izvarino and Verkhneduvannaya (Rostov Oblast) stations to the South Donets, Stalin, Odessa, Kishinev, and Kovel' systems. The Stalino administration plans the shipment of coal of the same type from the stations of Stalino, Rutchenkovo, and others of the South Donets System in the opposite direction to Gosudarev Bayrak of the North Donets Railroad System and also to the Yaroslavl' and Moscow-Donbass systems.

The existence on the North Donets System of three "Uglesbyt" administrations and the lack of a single centralized system for coal distribution by destination points has led to the dispersion of freight flows and has reduced the possibility of organizing coal carrying in long-haul trains. Anthracite is loaded in 22 stations of the North Donets System. The Voroshilovgrad and Stalino administrations plan to ship anthracite to the Stalin System from almost all of these stations and to the Southern System from 16 coal-loading stations. Coal is shipped to Poltava from six stations, to Kharkov from seven, etc. The Stalino administration plans to ship anthracite from the Rassybnaya station to 143 points, and from Mochalinskiy, to 87 points. With the organization of a single "Uglesbyt" administration in the Donets Basin, it would be possible to organize up to 70 percent of all the cars loaded into long-haul trains.

POOR MAINTENANCE CAUSES RAIL FAILURES -- Moscow, Gudok, 28 Jan 51

On some railroad systems there have recently been cases of rail failure, the chief reason being unsatisfactory running track maintenance under winter conditions. The properties of frozen ballast have not been taken into account, nor has the increased sensitivity of the rails to shocks when cold. Also, on the Sinarsk subsection of the South Ural System there have been frequent cases of rails breaking around bolt holes because insufficient attention has been given to rail joints. It is time to increase the attention given to rail joints and to expand the use of defect-detecting instruments.

URGE FURTHER USE OF UKRAINIAN LIGNITE -- Moscow, Gudok, 6 Sep 50

In the areas traversed by the Odessa Railroad System there are huge resources of Ukrainian lignite of the Aleksandrovskiy, Bogachevskiy, and other deposits. The extensive utilization of this fuel in locomotives conserves high-quality clinkering coals which have to be brought in. Also, the addition of lignite in fuel mixtures permits the most effective utilization of anthracite and lean coals, which, while having a high calorific value, also have a clinker which fuses easily and forms on the firegrates a solid crust impervious to air. Lignite promotes the disintegration of the clinker, making it porous.

On the Odessa Railroad System as a whole, the use of lignite until a little while ago was still most insignificant. Last month, however, the proportion of lignite in the total fuel expenditure of the system was 18 percent, and the utilization of lignite can be increased with success to 50 percent of the total fuel expenditure of the system. That the supplying of locomotives with local fuel is poorly organized is the fault of the fuel department of the railroad system and also of the fuel department of the Southwestern Okrug. Lignite can be used successfully not only by locomotives of all of the Odessa System, but also on the neighboring Southwestern, Vinnitsa, and Kishinev systems. It is clear that the effective use of lignite is possible only in locomotives whose combustion apparatus is faultless. Also, several technical changes in the locomotive are necessary, including lengthening of the firebox dome by one brick.

It has been determined by practice that the most profitable fuel mixture contains 50 percent lignite.

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CAR DELAYS DRAW PUNISHMENT -- Baku, Bakinskiy Rabochiy, 4 Jan 51

The Prosecutor's Office of the Azerbaydzhan Railroad System has indicted a number of persons guilty of continual delaying of loaded freight cars in railroad stations. For holding up 296 cars for a total of more than 8,000 hours, one man has been sentenced to 1½ year's loss of freedom.

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