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SOURCE Newspapers as indicated.

RAIL OPERATIONS IMPROVE;
NEW RAILROAD SYSTEM CREATED

INCREASE NUMBER OF ABOVE-NORM-WEIGHT TRAINS -- Riga, Sovetskaya Latvija, 5 Aug 51

In the first 6 months of 1951, 2,079 above-norm-weight trains carrying 482,000 tons of freight above norm were shipped on the Latvian Railroad System. An additional 233 steam locomotives would have been required to haul this additional freight.

Petrozavodsk, Leninskoye Znamya, 5 Aug 51

Railroad engineers of the Kirov System drove 3,156 above-norm-weight trains in the first 6 months of 1951. They carried 586,000 tons of freight above norm. Nearly 100 "pyatisotniks" /engineer striving for average daily locomotive runs of 500 kilometers or more/ consistently exceeded the norms of the condensed schedule for locomotive turnaround time.

Tallin, Sovetskaya Estoniya, 5 Aug 51

In 1946, the Estonian Railroad System shipped 1,815 above-norm-weight trains carrying 134,500 of freight above norm. In the first 6 months of 1951, the system shipped 1,752 above-norm-weight trains, thus doubling the weight carried in 1946.

Alma-Ata, Kazakhstanskaya Pravda, 5 Aug 51

In June alone, more than 640 above-norm-weight trains carrying 650,000 tons of freight above norm were shipped on the Karaganda Railroad System.

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Moscow, Gudok, 4 Sep 51

In August, the locomotive crews of In Depot, Far East Railroad System, ran more than 200 above-norm-weight trains, carrying about 150,000 tons of freight above norm.

Good results were also obtained by the locomotive crews of Obluch'ye Depot, Far East Railroad System. They hauled about 120,000 tons of freight above norm.

ASHKHBAD RAILROAD SYSTEM TRAFFIC UP -- Ashkhabad, Turkmenskaya Iskra, 5 Aug 51

Freight and passenger traffic on the Ashkhabad Railroad System has increased 7 percent over 1950. During summer 1951, daily fast train service from Moscow to Stalinabad via Ashkhabad was started; the fast trains run four times weekly. These trains are made up of newly designed all-metal cars.

CAR TURNAROUND TIME SPEEDED UP -- Moscow, Izvestiya, 13 Jun 51

During the first quarter 1951 the South Donets Railroad System speeded up car turnaround time by 5.5 hours against the norm; car layover during freight operations was reduced by 2 hours.

Two million rubles above plan were saved as a result of increasing the train speeds, maintaining schedules, reducing the cost of hauling, and increased labor productivity on the part of the railroad workers.

COMPLETE TRAIN DISPATCHING PLAN 100 PERCENT -- Kiev, Pravda Ukrainy, 10 Aug 51

So far in 1951, the Stalin Railroad System has completed the plan for dispatching and processing trains 100 percent according to schedule. The processing of trains according to norms increased 34.2 percent in comparison with last year. Improved operations permitted a 27.9-percent decrease in the number of railroad cars operating and improved the general plan of hauling 11.6 percent above last year.

In the 7 months of this year the system hauled several thousand carloads above plan.

During the first half of this year 50 million rubles above plan were saved and of these 6 million were given to the fund for the great construction projects.

MINSK RAILROAD SYSTEM CREATED -- Moscow, Gudok, 2 Aug 51

Effective 15 August 1951, by order of the Ministry of Transportation, the administration of the Brest-Litovsk Railroad System is to be transferred to Minsk, and the Minsk Division of the Western Railroad System is to be transferred to the Brest-Litovsk System. At the same time, the Brest-Litovsk System is to be renamed the Minsk Railroad System.

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