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SOVIET RAILROADS GET NEW EQUIPMENT; NEW PRODUCTION METHODS INTRODUCED

RADIOS BEING INSTALLED ON LOCOMOTIVES -- Leningradskaya Pravda, 19 Feb 52

Preparations have started for the installation of radio sets on locomotives of the Tashkent Railroad System. Teletype systems are now in operation at the Tashkent-Freight, Arys', and Ursat'yevskaya stations to relay information concerning the type of freight which will arrive at these stations.

INTRODUCE AUTOMATIC BLOCKING AND TRAIN STOPS ON RAILROADS -- Moscow, Gudok, 3 Jan 52

Many rail thoroughfares are being equipped with automatic block systems and automatic train stops. In addition, the most modern electrical centralized switching is being introduced and radio communications between the locomotive engineer, the station, and train dispatchers are being expanded widely.

In addition to the large number of schools, hospitals, and playgrounds, approximately 3.5 million square meters of living quarters have been built for railroad workers during the postwar years.

SELF-CLEARING DUMP CARS PRODUCED FOR KUYBYSHEVGIDROSTROY -- Kishinev, Sovetskaya Moldaviya, 15 Feb 52

Kaliningrad car builders have built self-clearing 50-ton dump cars for Kuybyshevgidrostroy (Organization for the Construction of the Kuybyshev Hydroelectric Station). The cars are both reliable and economical in operation. While it takes between 150 and 200 persons at least an hour to unload 1,000 tons from conventional type rolling stock, the same amount of tonnage can be unloaded from these dump cars by one man in 3-4 minutes.

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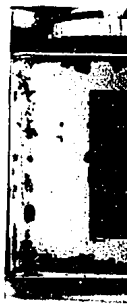

DAUGAVPILS LOCOMOTIVE AND CAR REPAIR PLANT INTRODUCES NEW METHODS -- Riga, Sovetskaya Latviya, 15 Feb 52

Hydraulic jacks are now used in repairing locomotives at the Daugavpils Locomotive and Car Repair Plant. The electrical motor winding is now dried in special lamp-drying cabinets and, as a result of this method, the power plant conserved 61,000 kilowatt-hours in 1951. The steam used by forging hammers was previously released into the air, while now it is used to heat the blacksmith, boiler, and other shops. This conversion of steam saved the plant 131 tons of coal during the 1951 winter season.

LIMIT USE OF METAL -- Minsk, Sovetskaya Belorussiya, 13 Feb 52

Rigid restrictions on the use of metal have been established at the Brest-Vostochnyy Locomotive Depot of the Minsk Railroad System, and workers are striving to save both ferrous and light metals. Waste metal, which was formerly sent to the scrap heap, is now used as raw stock for the production of such items as cotter keys, blow-out grates, journal box covers, washers, and other parts.

It takes 12 kilograms of bronze to produce one bushing. Old bushings are no longer thrown into the scrap heap as junk, but are reconditioned and reused.

Grease replaced oil as the lubricant in piston rod bearings. This extended the life of the bearings and saved light metals.

Approximately 16 kilograms of light metal and 60 kilograms of ferrous metal are saved on each locomotive repaired.

CAST IRON COLD WELDED BY NAZAROV METHOD -- Moscow, Gudok, 22 Dec 51

According to information of the Main Administration of Car Managements, 25 railroad systems use the Nazarov cold-weld method in welding cast iron. The method, developed by a welder named Nazarov, is used in repairing horizontal boring mills, journal boxes, bearings and other car parts, locomotive cylinders, and superheater receptacles.

In cold welding, the welding is done not by one electrode but by a bundle of copper and steel electrodes which are used at the same time. By using these electrodes simultaneously, the arc changes from one electrode to another, the high temperature created by the arc is moderated, and the heat is distributed over a wider space. As a result, the basic metal melts and fuses together much more slowly and the structure of the cast iron is not destroyed. This is a very important factor in welding cast iron. The molten metal fuses much better because of the difference in the characteristics of copper and steel. The use of coated electrodes permits the formation of a lag which protects the joint from oxidation.

Cold welding is not developed more widely because of the lack of special-quality electrodes. Although it is successful, much remains to be done to expand this technological process. No method has yet been found to weld locomotive cylinders in a vertical position.

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