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CARLOADING, UNLOADING, AND HAULING OPERATIONS ON SOVIET RAILROADS

INTRODUCTION OF BASIC GRAPH ON ODESSA-KISHINEV RAILROAD SYSTEM-- Kishinev, Sovetskaya Moldaviya, 24 Oct 53

Following the example of workers of the October Railroad System, most of the engine crews of the Kishinev Terminal are already in the second month of operating trains according to a basic graph. The adoption of the basic graph has increased the coordination in the work of all the offices of the railroad system, raising lagging elements to progressive levels. As a result, the terminal successfully completed the September hauling plan.

The introduction of the basic graph has permitted each engineer of the Kishinev Terminal to know exactly when, or which route, and in what time he will operate his train. It has also permitted the carrying out of preventive maintenance on engines strictly according to schedule.

In pre-October competition among railroad workers, the crew of the Kishinev Engine Terminal estimated that by introduction of the basic graph the average daily run of locomotives would considerably surpass the norm and that fuel consumption would be lowered at least 5 percent.

The introduction of the basic graph has also helped to increase the number of above-norm-weight trains. In September alone, the engineers operated nearly 200 consists, considerably surpassing the weight norm.

One engineer, for example, surpassed the norm for the average daily locomotive run by 3 kilometers, reduced the turnaround time by 1.7 hours below the norm, and saved during the month more than 2,300 kilograms of fuel. In September, three other engineers operated 7, 11, and 12 above-norm-weight trains, respectively.



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OPERATION OF ABOVE-NORM-WEIGHT CONSISTS -- Riga, Sovetskaya Latvija, 15 Oct 53

During the first 10 days of October, engineers of the Yelgava Engine Terminal, Baltic Railroad System, operated 30 above-norm-weight consists hauling 7,200 tons of freight above the norm.

Moscow, Trud, 17 Oct 53

Recently an engineer of the Odessa-Kishinev Railroad System operated his train from the Oknitsa station to the Bel'tsy station in 19 minutes less than the time prescribed in the graph. The weight of the train surpassed the norm by 100 tons. This was the 25th above-norm-weight train delivered to its destination by this engineer in 1953.

During 1953, engineers of the Kishinev Terminal have operated 1,065 above-norm-weight trains hauling 200,000 tons of freight above the norm. They have saved nearly 1,500 tons of fuel.

Moscow, Izvestiya, 9 Oct 53

An engineer of the Brest-Vostochny Terminal, Belorussian Railroad System, has operated from the Brest station to the Bereza Kartuskaya station a consist which surpassed the weight norm by 500 tons. During 9 months of 1953, the engineer has operated 59 above-norm-weight consists and has hauled more than 13,000 tons of freight above the norm.

The operation of above-norm-weight consists at the Brest-Vostochny Terminal has become a matter of course. On some runs the weight norm has been surpassed by 1,000 tons.

At present, each locomotive of the terminal hauls, on a 24-hour basis, 5 percent more than in 1952. During 9 months of 1953, hundreds of thousands of tons of freight above the norm were hauled, and 1,000 tons of coal were saved.

Moscow, Trud, 21 Oct 53

On the Krasnoyarsk Railroad System engineers constantly strive to operate more above-norm-weight trains at higher speeds. One engineer operated an above-norm-weight consist on the stretch from Chernorechenskaya to Bogotol in 20 minutes less than the time prescribed in the graph.

In 9 months of 1953, engineers of the railroad system have operated more than 7,000 above-norm-weight consists hauling one million tons of freight above the norm and saving 900,000 rubles.

Another engineer of the Krasnoyarsk Railroad System has, in 1953, hauled 19,000 tons of freight above the plan and saved 60,000 rubles and 300 tons of fuel.

Moscow, Gudok, 13 Oct 53

In the winter of 1952, engineers of the Daugavpils Terminal, Baltic Railroad System, assumed the obligation of organizing the operation of above-norm-weight consists on the Riga-Daugavpils-Polotsk line. The Chiyekurkain and Polotsk engineers have met this obligation.

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Engineers of the Chiyekurkaln Terminal, during 9 months of 1953, hauled 660,000 tons of freight above the norm.

Engineers of Daugavpils, during 1953, have operated 1,292 above-norm-weight consists hauling 392,000 tons of freight above the norm.

During 9 months of 1953, engineers of the Baltic Railroad System operated 17,000 above-norm-weight consists and hauled 4½ million tons of freight above the norm.

Riga, Sovetskaya Latviya, 31 Oct 53

Engineers of the Lepaya station have recently operated more than 160 above-norm-weight consists hauling 42,000 tons of freight above the norm.

Moscow, Izvestiya, 29 Dec 53

On the Southern Railroad System more than 35,000 above-norm-weight consists have been operated in 1953, hauling millions of tons of freight above the plan.

Now the engineers of the system are beginning competition in the operation of above-norm-weight consists according to a basic graph.

FREIGHT FOR STALINGRAD HYDROELECTRIC POWER STATION -- Moscow, Gudok, 9 Oct 53

Thousands of tons of freight arrive daily at the construction site of the Stalingrad Hydroelectric Power Station. This freight includes, among other things, construction materials, machinery, and equipment for the construction of branch establishments.

INCREASE IN HAULING OF CONSUMER GOODS -- Ashkhabad, Turkmenskaya Iskra, 9 Oct 53

The flow of consumer goods on the Ashkhabad Railroad System to cities in Turkmenistan, Uzbekistan, and Tadzhikistan is constantly growing. September meat loadings slated for the workers of Nebit-Dag and Krasnovodsk were five times those of August. The August loading and dispatching results were surpassed in September by 306 more cars of canned goods, meat, and soap, and 102 more cars of sewn articles, dishware, furniture, and other consumer goods.

During the third quarter 1953, 31 more cars of canned goods were loaded than in the second quarter, 44 more cars of sugar, and 1,440 more cars of cattle destined for the slaughterhouse. The loading and dispatching of melons for workers of Moscow and Leningrad increased greatly.

At the stations of Mary and Tedzhen the September loading norms for consumer goods were surpassed by 50 cars.

Kiev, Pravda Ukrainy, 11 Oct 53

From the farms of the southern oblasts of the Ukraine and Moldavia grain, sugar beets, fruits, and vegetables are arriving for shipment on the Odessa-Kishinev Railroad System. In September 1,500 cars of grapes were hauled on the system.

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Moscow, Gudok, 14 Oct 53

This fall the flow of potatoes, cabbages, carrots, and onions to the Surovatikha station, Gor'kiy Railroad System, is greater than ever before. For example, the other day five refrigerator cars of potatoes were loaded for Petrozavodsk; the following day seven refrigerator cars were loaded for Vorkuta, and two boxcars for Gor'kiy.

On 12 October six cars with potatoes and two with other vegetables were loaded and dispatched from Surovatikha.

The loading and dispatching of potatoes and other vegetables is well organized at other small stations in the Arzamas Section of the Gor'kiy Division -- Vorsma, Chaglovo, Cheremas, and Royka. The Vorsma station, for example, dispatched on the average only one car a week in August, but now, five to six cars of potatoes and two to three cars of other vegetables are dispatched daily.

The successful loading of potatoes and other vegetables in the Arzamas Section was made possible by the timely delivery of more than 200 refrigerator cars and many boxcars.

After fulfilling the September loading plan for potatoes, the railroadmen of the division in the first 10-day period of October dispatched two express freight trains with vegetables and eight express trains with potatoes.

Minsk, Sovetskaya Belorussiya, 24 Oct 53

From the Azov station, North Caucasus Railroad System, meat, fish, dairy products, clothes, and furniture are being dispatched to Moscow and Leningrad, and to cities of the Donbass and the Urals. Railroad workers are also dispatching lumber, which arrives at Azov via the Volga-Don water route destined for various regions of the North Caucasus.

The crew of the Azov station was the first on the North Caucasus Railroad System to complete the yearly loading plan ahead of time.

Tbilisi, Zarya Vostoka, 17 Oct 53

In August, railroad workers on the Transcaucasus Railroad System delivered 600 cars of fruits and vegetables, 240 cars of sugar, 165 cars of cheese and butter, and 1,600 cars of flour, confectionery products, and similar goods.

Moscow, Pravda, 1 Jan 54

The Ministry of Railways USSR has announced that the 1953 carloading plan was completed on 27 December.

Kiev, Pravda Ukrainy, 1 Nov 53

The Vil'nyus Division of the Baltic Railroad System has surpassed the loading plans for the second half of September and for all of October by almost 27 percent. As a result, nearly 40,000 car-hours were saved. All trains hauling freight for agriculture, and consumer goods were given priority treatment.

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The number of container shipments was increased with the aim of hastening consumer goods to their destinations.

UNLOADING LIVESTOCK ON BALTIC SYSTEM -- Riga, Sovetskaya Latvija, 27 Oct 53

At the station of Chiyekurkain, Baltic Railroad System, livestock is now being unloaded from boxcars in 15 to 20 minutes without uncoupling the switching engine.

IMPROVED LOADING METHODS ON SOUTHERN SYSTEM -- Tallin, Sovetskaya Estoniya, 13 Oct 53

Since the beginning of 1953, railroad workers of the Southern Railroad System, due to better loading methods, have used 5,500 cars less than allotted. Because of this the state saved 2 million rubles.

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