

FORM NO. 51-NC  
MAR 1952

(20)

50X1-HUM

CLASSIFICATION CONFIDENTIAL  
CENTRAL INTELLIGENCE AGENCY  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT  
CD NO.



COUNTRY USSR  
SUBJECT Economic - Transportation, rail  
HOW PUBLISHED Daily newspapers  
WHERE PUBLISHED USSR  
DATE PUBLISHED 18 Oct 1953-12 Jan 1954  
LANGUAGE Russian

DATE OF INFORMATION 1953-1954

DATE DIST. / 8 Mar 1954

NO. OF PAGES 5

SUPPLEMENT TO REPORT NO

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE As indicated

NOTE ACHIEVEMENTS, LAGS IN SOVIET RAIL OPERATIONS

OPERATION OF ABOVE-NORM-WEIGHT TRAINS -- Moscow, Gudok, 18 Oct 53

During 9 months of 1953, 853,700 above-norm-weight trains were operated on the railroad systems of the USSR, hauling more than 250 million tons of freight above the norm. The above-norm freight tonnage hauled in 9 months of 1953 almost equals the total for 12 months of 1952.

Vil'nyus, Sovetskaya Litva, 3 Nov 53

During September and the first half of October, engineers of the Vil'nyus Terminal, Baltic Railroad System, increased the average daily run of their locomotive by 15.8 kilometers above the norm. The engineers operated 280 above-norm-weight trains, hauling thousands of tons of freight above the norm and saving 160 tons of fuel.

Stalinabad, Kommunist Tadzhikistana, 4 Nov 53

In operating their locomotive, B-203, an engine crew of the Stalinabad Engine Terminal, Ashkhabad Railroad System, fulfilled the 1953 plan for the road operation of the engine by 135 percent. By these operations the crew saved 55 tons of coal and surpassed the average daily run of the locomotive by 14.5 kilometers, thus saving 9,000 rubles.

Minsk, Sovetskaya Belorussiya, 5 Nov 53

Locomotive crews of the Brest Vostochnyy Engine Terminal, Belorussian Railroad System, are operating several above-norm-weight consists daily. On 18 October, engineers of the terminal operated seven above-norm-weight consists, hauling nearly 5,000 tons of freight above the norm, and saving by these operations

- 1 -

CLASSIFICATION CONFIDENTIAL

STATE	NAVY	NSRB	DISTRIBUTION						
ARMY	AIR	FBI							

CONFIDENTIAL

50X1-HUM

more than 12 tons of fuel. On 27 October, the engineers operated nine above-norm-weight express freight trains. Since the beginning of 1953, the engineer having the best results operated 60 above-norm-weight consists, hauling nearly 15,000 tons of freight above the plan.

Petrozavodsk, Leninskoye Znanya, 5 Nov 53

Engineers of the Petrozavodsk Engine Terminal, Kirov Railroad System, operated 57 above-norm-weight consists in October.

Riga, Sovetskaya Latvija, 12 Nov 53

During 10 months of 1953, locomotive crews of the Chiyekurkain Terminal Baltic Railroad System, operated 2,425 above-norm-weight trains, hauling more than 750,000 tons of freight above the plan. Such operations release 33 locomotives monthly for other service.

Alma-Ata, Kazakhstanskaya Pravda, 15 Nov 53

A senior engineer of the Alma-Ata Engine Terminal, Turkestan-Siberia Railroad System, recently operated, from Kos-Kuduk Station to Alma-Ata, an above-norm-weight train of 2,660 tons, surpassing the weight norm by more than two times. By this run the engineer save fuel, lubricants, and other materials worth 1,760 rubles.

During 10 months of 1953, the engineers of the Alma-Ata Terminal have operated 3,100 above-norm-weight consists, hauling 1.1 million tons of freight above the plan. By these operations the engineers have saved 1.3 million rubles.

Moscow, Moskovskaya Pravda, 15 Nov 53

In October, engineers of the Lyublino Engine Terminal, Moscow-Kursk-Donbass Railroad System, operated 667 above-norm-weight trains, hauling 270,000 tons of freight above the plan. The engineers also surpassed the norms for the average daily locomotive run and the speed excluding stops. One engine crew operating on the Lyublino-Serpukhov stretch ran 45 consists, each surpassing the weight norm by 200 tons or more. These operations saved 32 tons of fuel.

Ashkhabad, Turkmenskaya Iskra, 19 Nov 53

Since the beginning of 1953, engineers of the Krasnovodsk Division, Ashkhabad Railroad System, have operated more than 550 above-norm-weight trains.

Moscow, Izvestiya, 12 Jan 54

On the Tomsk Railroad System in 1953, 39,000 above-norm-weight consists were operated, hauling several million tons of freight above the norm and saving 40,000 tons of fuel.

INCREASED LOADING AND HAULING OPERATIONS -- Moscow, Gudok, 20 Oct 53

At the siding warehouses on the Transcaucasus Railroad System, trucks arrive daily loaded with potatoes, cabbage, apples, plums, grapes, and pears from

- 2 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

the kolkhozes of the Georgian SSR. On all the divisions of the system, refrigerator cars are being supplied for the fruits and vegetables. During 15 days of October, 1,080 cars of fruit and vegetables were loaded and dispatched. At the stations of Gori, Kareli, Sadakhlo, and Marneuli, loading is carried on day and night.

A crew at the Gori Station has worked out a new method of handling refrigerator cars. Assemblers now form the cars into consists at the loading points before sending them to the station.

Moscow, Gudok, 20 Oct 53

During 15 days of October, 172 cars of livestock above the plan and two additional express trains with potatoes and vegetables were dispatched from the Vologda Division, Northern Railroad System. The best results in loading and dispatching consumer goods were attained by the workers at the Cherepovets and Vozhega Stations, Northern Railroad System, where the half-month plan was almost doubled.

Stalinabad, Kommunist Tadzhikistana, 6 Nov 53

Railroad workers of the Sary-Assiya Station, Stalinabad Division of the Ashkhabad Railroad System, reported on 1 November that the loading and unloading plan for 1953 had been completed. As a result of the high productivity of labor, 5,000 cars were loaded and more than 9,000 cars were unloaded above the plan. The layover time of the rolling stock was shortened by 4 hours.

Moscow, Vechernaya Moskva, 10 Nov 53

In the third quarter of 1953, railroad workers of the Moscow Division, Moscow-Kursk-Donbass Railroad System, fulfilled the general state plan for loading, freight, and agricultural freight. For example, the plan for grain loading was surpassed by more than two times. Car turnaround time in the division was accelerated by 17.7 percent and the norm for the average daily locomotive run was surpassed by 29 kilometers.

Stalinabad, Kommunist Tadzhikistana, 17 Nov 53

At Leninabad Station, Kokand Division, Tashkent Railroad System, railroad workers surpassed the loading and unloading norms for the month of October. Thirty percent more freight was dispatched from the station during that month than in September.

Moscow, Izvestiya, 20 Nov 53

In the Melitopol' Division, Stalin Railroad System, grain and flour are being loaded and dispatched on express freight trains for Moscow, Saratov, Riga, and other cities. The express trains leave Akimovka, Partizany, and Prishib stations regularly. The layover of each car undergoing loading operations has been reduced by half an hour.

Moscow, Pravda, 12 Jan 54

In 1953, railroad workers of the Tula rail center, by better utilization of the rolling stock, released 1,400 cars for other service.

- 3 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

Formerly, the production of the Tula Wadding Mill was packed in large bales which, when placed in a car, occupied only two layers, leaving an empty space of 30 centimeters between the top layer and the ceiling of the car. Now the bales are made smaller and are stacked in three layers, thus more fully utilizing the carrying capacity of the car. Because of this new loading method, the amount which formerly was loaded in five cars is now loaded in four cars.

Also, as a result of a new method of loading refined sugar, four additional tons are now loaded in each 50-ton boxcar.

Tashkent, Pravda Vostoka, 25 Nov 53

Because of more compact loading methods, 12,000 cars have been released for other service on the Tashkent Railroad System since the beginning of 1953.

POOR ORGANIZATION NOTED IN HAULING OPERATIONS -- Ashkhabad, Turkmenskaya Iskra, 17 Nov 53

Railroad workers of the Ashkhabad Railroad System fulfilled the October loading norm for only 20 out of 35 types of freight destined for agriculture and the light and food industries. Agriculture and industry of the republic [Turkmen SSR] failed to receive thousands of tons of oil cake, cotton wool, flour, etc.

The management of the Ashkhabad Railroad System is doing little to help organize the freighting operations of intermediate stations. Dzhebel, Kazandzhik, Kelyata, Karabata, Ravnina, Uch-Adzhi, and Kala-I-Mor Stations have warehouse areas which are not being used in the freighting operations. Archman, Baba-Durmaz, Gyaurs, and other stations have no warehouses.

Much of the freight for the agricultural trade centers is sent from the oblast and rayon trade bases in less-than-carload consignments. However, this type of hauling on the Ashkhabad Railroad System is poorly organized. As a result, many agricultural procurement agencies are often forced to haul the freight 100 kilometers or more in trucks. The freight handlers assigned to package shipments on local trains for unloading the freight at the small stations are not fulfilling their function. Since the beginning of 1953, a great deal less freight has been hauled on these cars than was received at the rayon and oblast centers for shipment.

Leningrad, Leningradskaya Pravda, 17 Nov 53

It was estimated that on 1 November 1953 there were 350 cars of unclaimed freight at the railroad stations of the October Railroad System located on the borders of Leningradskaya Oblast.

At Leningrad-Tovarnyy-Vitebskiy Station, 52 cars of stone accumulated which had arrived in July 1953 on consignment to a railroad repair office of Moskovskiy Rayon. The chiefs of the office ignored the many demands for stone. Also, several cars with stone arriving at the Detskoye Selo and Leningrad-Tovarnyy-Vitebskiy stations for delivery to Construction Administration No 75 of the Ministry of Railways accumulated and were not delivered on time.

At Oraniyenbaum Station, nine cars of slate arriving in July and August for a brick plant were held up, and at the Sosnovo Station, 28 cars of bricks were detained which were destined for Construction Section No 9 of the Sel'stroy (Rural Construction) Trust.

- 4 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

Tbilisi, Zarya Vostoka, 18 Nov 53

Although the Transcaucasus Railroad System fulfilled the 9-month loading plan by 103.2 percent, the system failed to load 737 cars of flour, 164 cars of salt, and 763 cars of consumer goods and raw materials for light and food industries. The Tbilisi, Baku, and Kirovabad Divisions of the system are particularly poor in hauling freight for the kolkhoz villages.

Car turnaround time is 7.8 hours above that prescribed in the norm, and car station layovers amount to 86 percent of the car turnaround time.

At Tbilisi-Tovarnaya Station, the layover time of a car from the time of its arrival until it begins to be loaded is, on the average, 12 hours; during loading operations, 3 hours; and until it is dispatched toward its destination, 26 hours. The same situation exists at many other stations of the Transcaucasus Railroad System.

Ashkhabad, Turkmenskaya Iskra, 14 Nov 53

By adopting progressive work methods, railroad workers of the Mary Division of the Ashkhabad Railroad System surpassed the load norm for each car of cottonseed by 2.2 tons and for each car of cotton fiber by 3.5 tons.

However, not all the divisions of the Ashkhabad Railroad System are doing as well as the Mary Division. The norm for carloading established by the Ministry of Railways is disrupted from year to year. It was determined by experienced loaders that 7 tons of raw cotton could be loaded in an ordinary boxcar, instead of 6 tons as prescribed in the norm. On the Ashkhabad Railroad System, on the average, only 6.3 tons of raw cotton are loaded in each car. Because of this, during the present half of 1953, an additional 6,500 cars above the plan have been used in the loading and hauling of cotton.

The failure to fulfill the loading norm for local cars, which are usually dispatched half empty, also caused great losses to the Ashkhabad Railroad System.

- E N D -

50X1-HUM

CONFIDENTIAL