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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Belorussian SSR)

REPORT

SUBJECT 1. Method of Changing Railway Car Undercarriages at Brest

DATE DISTR. 18 November 1959

NO. PAGES 2

REFERENCES RD

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DATE OF INFO.

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PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

- The changeover from narrow-to broad-gauge track at Brest takes place behind the bridge [redacted] The narrow-gauge rails are laid between the broad-gauge rails. On both sides of the tracks are electrical lifting installations, each with a height of about 2½ meters. Four of these lifting installations are used for each car. The car is disengaged from the narrow-gauge undercarriage by means of a locking pin, after which the car is lifted up about 1½ meters by the lifting arms of the lifting apparatus. When the car is jacked up, a wide-gauge undercarriage is brought from a switch system behind the railway (sic). The wide-gauge undercarriage pushes away the narrow-gauge undercarriage. The car is then let down on the undercarriage and fastened to it. Ten cars are handled at the same time. [redacted] about 45 minutes are necessary for the operation. A sketch showing the method of changing the undercarriages (Attachment 1) [redacted]

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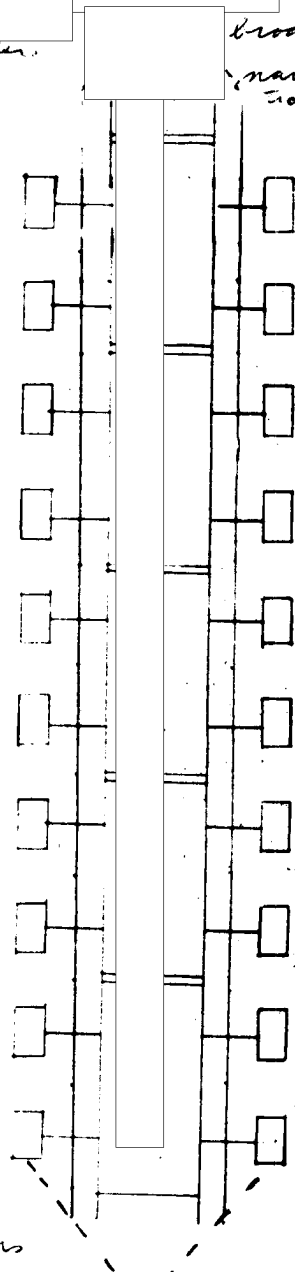
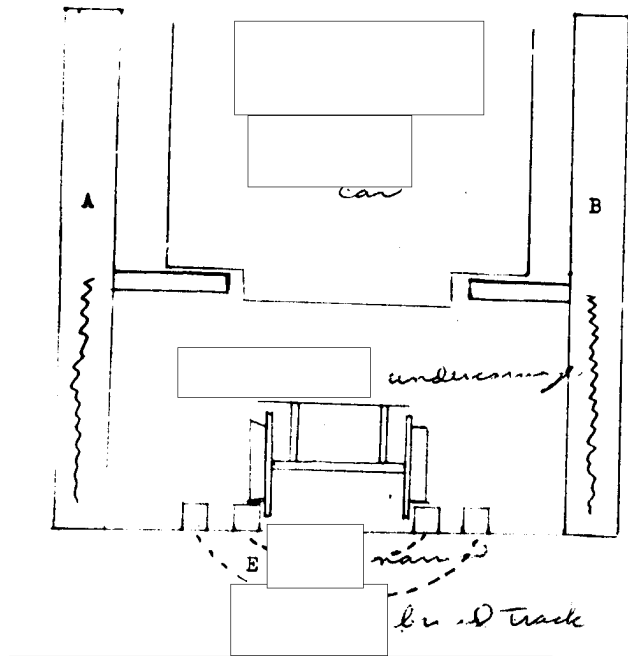
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Sketch of the changing of train undercarriages from narrow gauge to Russian broad gauge at Brest

Top view

broad narrow tracks

Front view



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A - electric lifting installation on 2 1/2 meters high

D - undercarriage of bridge

E - wide gauge and narrow gauge laid between it

electric lifting installation 4 per car

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