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SOURCE Soviet newspapers as indicated. (Information requested.)

NEW TYPES OF RAILROAD EQUIPMENT INTRODUCED

KOLOMNA PLANT BUILDS NEW LOCOMOTIVE -- *Kommunist*, No 27, 3 Feb 49

A new P-34-001 freight locomotive, built by the Kolomna Locomotive-Building Plant imeni V. V. Kuybyshev in honor of the 9th Moscow Oblast and 8th Moscow City Party conferences, arrived in Moscow on 1 February.

The locomotive was designed by the plant's design bureau under the supervision of L. S. Lebedyanskiy, laureate of a Stalin Prize. Compared with existing locomotives, the new one has two steam engines with a total capacity of 3,000 hp, which is 1,000 hp more than the Series-L locomotive. This enables it to pull trains weighing up to 3,500 tons.

KHARKOV PLANT BUILDS NEW DIESEL-ELECTRIC LOCOMOTIVE -- *Sovetskaya Estoniya*, No 32, 9 Feb 49

A new Diesel-electric locomotive has been built by the Kharkov Plant of the Ministry of Transport Machine Building. The first run was made from Kharkov to Moscow, a distance of 780 kilometers.

The locomotive, 23 meters long, is equipped with two joined Diesel engines with a combined capacity of 2,000 hp. The electric power developed by the generators is transmitted to eight traction motors on the axles of the locomotive.

Operation of the locomotive is mechanized to the highest degree. For example, the Diesel engines are started by pressing a button on the engineer's panel. All operations are controlled by a single handle while the train is in motion. The engineer is able to regulate simultaneously the operation of the Diesel engines, the generators, and the traction motors, by turning this handle.

One of the outstanding features of the new locomotive is the economy of its operation, e.g., it used only 2.6 tons of Diesel fuel on the express run from Kharkov to Moscow. The locomotive can run 1,000 kilometers without refueling or watering. It has a maximum operating speed of 100 kilometers per hour. The locomotive is suited both for passenger and freight service, and can be operated under various climatic conditions.

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PASSENGER TRAINS GET NEW COACHES -- Sovetskaya Estoniya, No 32, 9 Feb 49

The Lianozovskiy Railroad Car-Building Plant near Moscow and the Plant imeni Yegorov in Leningrad have started production of a new type all-metal passenger coach. Both plants converted to the new type of production in a short time.

The new all-metal cars have already been included in long-distance passenger trains on the Moscow-Vladivostok, Moscow-Chelyabinsk, Moscow-Riga lines, and others.

The new design shows considerable improvement over the old cars. The heating system has been improved. The interior planning includes more conveniences for passengers. Spacious luggage compartments are installed under the seats.

At the Lianozovskiy Plant the reconstruction of six assembly-lines is being completed.

WORKERS PLEDGE HIGH PRODUCTION AND SAVINGS -- Pravda Ukrainy, No 31, 8 Feb 49

Employees of the Kolomna Locomotive-Building Plant imeni V. V. Kuybyshev and the "Krasnoye Sormovo" Plant imeni A. A. Zhdanov have pledged the following:

1. The Kolomna Plant is to save 1,800 tons of metal, 2,500 tons of fuel, 1.5 million kilowatt-hours of electricity, and to produce, as a result of this economy, 12 locomotives above the 1949 plan.
2. The "Krasnoye Sormovo" Plant is to save 2,000 tons of metal, 2,500 tons of fuel, 3 million kilowatt-hours of electricity, and to produce, as a result of this economy, one dry-cargo Diesel ship, two Diesel tugboats, and five passenger locomotives.
3. Both plants are to fulfill the 1949 gross-production plan by 5 December, the anniversary of the Stalin Constitution. Both plants will operate profitably, the Kolomna Plant to make not less than 5 million rubles above the plan and the "Krasnoye Sormovo" Plant not less than 8 million rubles.

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