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 CENTRAL INTELLIGENCE AGENCY
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 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
 CD NO.

50X1-HUM

COUNTRY USSR
 SUBJECT Transportation
 HOW PUBLISHED Monthly periodical
 WHERE PUBLISHED Moscow
 DATE PUBLISHED Feb 1948
 LANGUAGE Russian

DATE OF INFORMATION 1948
 DATE DIST. 8 Apr 1949
 NO. OF PAGES 3
 SUPPLEMENT TO REPORT NO.

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SOURCE Zheleznodorozhnyy Transport, No 2, 1948. (Translation requested.)

FREIGHT PLAN FULFILLMENT DEMANDS SHORTER HAULS

Rationalization of Transport - A Most Important Reserve
 in Completing the Five-Year Plan Ahead of Schedule

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The Five-Year Plan specifies reduction of the average freight-haul distance from 790 kilometers in 1945 to 690 kilometers in 1950, or a reduction of 100 kilometers. In 1946, the planned reduction was only 27 kilometers, and the effected reduction 51 kilometers. The average haul distance in the first 6 months of 1946 was 37 kilometers longer than that in the corresponding period of 1947, and the average freight haul in the third quarter of 1946 was 29 kilometers longer than in the same quarter of 1947. In the first half of 1947, the average haul was 728 kilometers (11 kilometers less than the distance in the same period of 1940).

A distance reduction of one kilometer on all freight hauls over a period of one year frees approximately 1,000 cars and saves more than 20,000 tons of fuel, and 9 million rubles in transport costs.

The progress in the rationalization of transport of various types of freight follows.

Coal

Average haul in 1940 was 694 kilometers; in 1945, 672 kilometers; in 1946, 695 kilometers; and in the first half of 1947, 675 kilometers.

Hauling of Chelyabinsk and Bogoslovsk coal has more than doubled its pre-war level, and hauling from the Moscow coal fields has nearly tripled. In some regions, however, crosshauling has not yet been eliminated.

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There is a great deal of short hauling in the Donets coal fields. In July 1947, the Donets railroads transported 32,600 tons of coal on 9-kilometer runs, 157,000 tons on 10-19 kilometer runs, 88,400 tons on 20-29 kilometer runs, and 278,000 tons on 30-kilometer runs. This hauling required more than 12,000 freight cars. Such irrational hauling must be eliminated there, as well as on the Volga, Dnepr, Don, Pechora, and Severnaya Dvina Rivers.

Ferrous Metals

The average 1947 hauling distance increased because foundries of the south did not attain the proper smelting level. As a result of reconstruction of the southern metallurgical base, the supply of metal is increasing, and the haul distance decreasing.

The exchange of metal between the southern and eastern metallurgical bases has increased in comparison with 1940. This is due to the fact that some metal is produced in the south which does not meet the needs of such importers of southern metal as the central USSR, the Caucasus, and the western and other adjacent regions.

As early as May 1947, the Ministry of Communications considered the problem of rationalizing ferrous-metal hauling. Although the Ministry of Ferrous Metallurgy developed provisional specialization of rolling mills for 1947-48, execution of the program has been slow.

Previously, more than 50 separate ministries and central organizations were involved in the hauling of metal, but now supply and freight planning is centrally managed through the Glavmetallozab (Main Administration of Metals Supply).

Ore

The average haul was 562 kilometers in 1940, 685 kilometers in 1946, and 642 kilometers in the first half of 1947. The distance increase was due primarily to a decrease in combined railroad-water hauling of Krivoy Rog ore and of Chiatura manganese ore.

The principal tasks for the rationalization of ore hauling are (1) shortening the haul of Krivoy Rog iron ore to the foundries of central USSR by more than 1,000 kilometers (through increased smelting of metal from Lipetsk and Tula ores at the central USSR foundries, increased use by the central foundries of scrap iron now being exported from the central USSR to the blast furnaces of the south, and by smelting of pyrite cinders containing 50-60 percent metal), (2) transporting of Chiatura manganese ore to the foundries of the south and central USSR exclusively by combined railroad-water connections via the ports of Poti and Mariupol', and in winter via Poti and Novorossiysk. Such hauling was carried on before the war, and (3) rationalization of ore hauling in the Urals.

Ferrous Scrap Metal

The average haul in 1940 was 668 kilometers; in 1946, 1,093 kilometers; and in the first 6 months of 1947, 879 kilometers.

The Ministry of Ferrous Metallurgy and the Ministry of Transportation have promised the government to work out systems of normal freight flow of scrap.

The Kuznetak Metallurgical Plant gets 20 percent of its scrap from a distance of 3,500-3,800 kilometers. Metallurgical plants located on the Sverdlovsk and Southern Urals Railroad Systems get 30 percent of their scrap from a distance of 1,500-1,800 kilometers.

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Lumber

The average haul in 1940 was 1,019 kilometers; in 1945, 780 kilometers; in 1946, 830 kilometers; and in the first half of 1947, 855 kilometers.

Due to a lack of lumber stock in the regions adjacent to the Kuzbass (Kuznetsk coal fields) and the regions along the Tomsk and Krasnoyarsk Railroads, lumber had to be hauled there from the Urals (a 2,500-kilometer run). Lumber stocks must be increased in the Tomsk Railroad region. Large timber resources exist there, which could supply the Kuzbass and Central Asia.

Water transport is not being fully utilized. The Volga water route is little used in comparison with the railroads in transporting lumber from the North, Pechora, and Gor'kiy Railroad regions to the Donbass (Donets coal fields) and the Caucasus. The Kama River is also insufficiently used, although its basin contains timber resources which could be transported by water to the Donbass, the Lower Volga regions, and the Caucasus.

The Main Administration of National Timber Supply does not sufficiently promote development of efficient lumber allocation to eliminate irrational hauling.

Grain Freight

Rationalization of grain hauling is difficult because of diversity of crops and types of products made from the various crops.

The regional offices of Zagotzerno (grain procurement) permit much cross-hauling. This is often due to insufficient use of rural grain mills.

Water transport and motor transport are not being properly used for short hauls.

Peat

The planning of peat hauling is handled by the Ministry of Electric-Power Stations and the Ministry of Textile Industry, which are pledged to carry on an exchange of peat when cases of irrational hauling occur.

Construction Materials

Construction-material hauling is irrational principally because of a lack of organized allocation and centralized planning. At present, more than 80 different ministries and central organizations are involved in the planning of construction-material shipments over Ministry of Transportation facilities.

The Five-Year Plan specifies use of motor transport for short hauls wherever possible. Such important junctions as Sverdlovsk, Chelyabinsk, Nizhny Tagil, Novosibirsk, Moscow, Gor'kiy, Khar'kov, and Dnepropetrovsk have been especially congested by short-haul shipments. The Ministry of Transportation has worked out a program to eliminate such irrational hauling.

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