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SOURCE Newspapers as indicated.

GRAIN LOADING INEFFICIENT;
NEW COST ACCOUNTING METHOD INTRODUCED

GRAIN LOADING LAGS IN PLACES -- Gudok, No 101, 24 Aug 49

On many railroad systems, grain is lying in the open, and effective measures for shipping or covering the grain are not being taken. At Bekovo station on the Southeastern System tens of thousands of tons of high-grade rice are lying in the open. Grain is put right on the ground and is not covered even in bad weather. At Rossosh' station, the local grain-procurement offices and the Administration of Reserves are not cooperating. Workers of the Administration of Reserves at the station of Talovaya have readdressed 2,000 tons of oats to the Rossosh' grain-procurement point, where 3,000 tons of grain are lying in the open. The Rossosh' grain-procurement point has been reducing its demands for empty freight cars ^{when} twice the amount of cars would not be sufficient to handle the incoming wheat.

At Gul'evichi station on the North Caucasus System large quantities of wheat are lying in the open, but there is no shortage of freight cars. The loading is going slowly and the transporters are often idle. Loaded cars are delayed for days on the station tracks. Poles, wire, and lamps have been installed to light the loading points, but the head of the station has failed to make arrangements with the milling combine to provide electric power. As a result, no grain is being loaded at night.

An inspection at Nezabrdino station on the Stalin Railroad System has shown that storage space has not been prepared for the new harvest. Some space has not been repaired, and other still contains grain from the 1948 harvest. As a result, grain is being left in the open.

At Dolzhanskaya station on the North Donets System more than 1,000 tons have been put in the open. The station lacks freight cars. Fowl from fowl-raising farms in the vicinity of the station are fattening themselves on the state's grain.

At Topki station in Siberia rotten rails on sidings are causing alarm. There is an insufficient quantity of car stops, and the ends of planks are being used instead. However, the supply of cars in the station is ample, and the grain loading is progressing well.

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Barnaul station in Altay is suffering from a lack of tarpaulins, nails, and empty freight cars. Cars arriving from the Barnaul Plant often need to be repaired again. There is little order in grain-loading points.

Gudok, No 97, 14 Aug 49

During the first 12 days of August grain carloadings on the USSR railroad network as a whole were above the level set by the state plan. The Vinnitsa, Kishinev, Kovel', Southern, Stalin, Azerbaydzhan, Transcaucasus, Stalingrad, Turkestan-Siberian, and all the systems of the Western Okrug are meeting the plan and requests from grain-procurement points for freight cars. The Odessa, South Donets, Southwestern, North Caucasus, and Southeastern systems are meeting the plan for loading but are not supplying freight cars at the necessary rate, with the result that grain is piling up in storehouses. On the Southwestern, North Caucasus, and Southeastern systems a large quantity of grain is lying in the open. On the North Caucasus system, grain shipping from the stations of Blagodatnaya [not listed in 1948 or 1949 timetables; possibly identical with Blagodatnoye], Labinskaya, Kushchevka, and Izobil'naya, as well as others, is being held up.

The Ufa, Kuybyshev, L'vov, and Ordzhonikidze systems are not completing the plan. The systems of the Donets and Southwestern okrugs are not meeting the plan for long-distance shipping of grain.

Gudok, No 99, 19 Aug 49

Until recently the head of the North Caucasus Railroad System asserted that no grain was lying in the open along the tracks of the system. However, in the Izobil'naya, Rasshevatsk, Blagodatnoye, Labinskaya, Yeysk, Starominskaya, Stepnaya, and other stations grain has been "drying" for weeks in the open, even during bad weather. An inspection on 14 August showed that in almost all stations of the Krasnodar section grain was lying in the open; disorder in loading and handling grain trains on the section is great.

The great demand in the stations for freight cars is not being satisfied, while at the same time the supply of empty freight cars on the system is considerably above the norm. Utilization of rolling stock is poor. On the Stavropol' section, the freight car pool in July was almost 100 percent above the norm. However, freight-car turnaround time was much above the norm.

CAR DELAY IN FREIGHT STATIONS GREAT -- Gudok, No 98, 17 Aug 49

Delay of freight cars in freight stations was one of the main reasons that the 1948 plan for freight-car turnaround was not completed. Analysis shows that loading and unloading operations take only 15-20 percent of the total time that freight cars spend in the stations; the remaining time for the most part is spent in waiting. There are stations where waiting consumes 70 - 80 percent of the time cars spend in the stations.

NEW DEVELOPMENT IN RR COST ACCOUNTING -- Gudok, No 99, 19 Aug 49

In the Depot imeni Voykov of the Kalinin Railroad System the work of locomotive crews is being measured by a new index: the norm amount of movement on one run. The norm is computed by multiplying the weight of the train (in tons) by the length of the run (in kilometers) and the norm for average speed excluding stops (in kilometers per minute). This product is divided by 1,000 to arrive at the number of units for the run. Each unit that the locomotive achieves above the established norm saves the depot 10 rubles. The norm is established for each type of locomotive according to its weight and speed. The norms vary for loaded trains, empty trains, and trains required to drop or pick up cars at intermediate stations on their runs.

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NEW RAILROAD BOOKS FOR SALE -- Gudok, No 100, 21 Aug 49

The All-Union Publishing and Polygraphy Association of the Ministry of Transportation (Transzheldorizdat) is offering for sale the following books:

For a Higher Profitableness of Railroad Transport Enterprises.
Collection of articles. Price: 6 rubles.

Dispatchers in the Struggle for Acceleration of Locomotive Turnaround Time, Ye. N. Sharikov. Price: 1 ruble.

Advanced Methods of Running Track Maintenance, G. M. Shakhnyants. Price: 1 ruble 50 kopecks.

Automatic Brakes for Locomotives, V. I. Krylov. Price: 15 rubles.

Greasing Railroad Car Journal Boxes, V. D. Skorokhodov. Price: 7 rubles.

Water Supply in Railroad Transport, L. F. Komyagin. Textbook for railroad technical schools. Price: 14 rubles 50 kopecks.

The Problem of the Capacity of Railroad Bridges, M. F. Lisitsyn. Price: 10 rubles.

Long-Distance Dial Telephone Communications, V. I. Shuplov et al. Price: 8 rubles.

Two-Way Electrical Equipment for Motorized Railroad Cars, G. V. Ptitsyn and B. N. Tikhaonov. Price: 7 rubles.

RAILROAD, HIGHWAY BUILDERS NEEDED -- Tikhookeanskaya Zvezda, No 153, 1 Jul 49

The Administration of Railroad and Highway Construction needs the following for field work: construction engineers who have graduated from specialized training institutions, senior bookkeepers, bookkeepers, heads of warehouses, supply workers, warehousemen, expeditors, senior economists, economists, foremen, heads of automobile transport groups, and automobile mechanics. Apply: Kh'arovek, ulitsa imeni Gogolya, 28, Second floor, personnel department. -- Advertisement

RAILROAD TO BUILT USSR AND CZECHOSLOVAKIA -- Gudok, No 97, 14 Aug 49

Construction is progressing on the railroad between Kosice and Bohumin. The road, which is being built under the Five-Year Plan, will broaden the economic and trade ties between Czechoslovakia and the USSR.

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