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REPORT

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INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

COUNTRY USSR
 SUBJECT Economic - Railroad equipment
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED USSR
 DATE PUBLISHED 4 Jun - 31 Jul 49
 LANGUAGE Russian

DATE OF INFORMATION 1948/1949
 DATE DIST. 3 Oct 1949
 NO. OF PAGES 3
 SUPPLEMENT TO REPORT NO.

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SOURCE Newspapers as indicated.

NEW RAILROAD EQUIPMENT
IMPROVES PERFORMANCE

NEW MACHINES DEVELOPED -- Tikhookeanskaya Zvezda, No 163, 13 Jul 49

Enterprises of the Main Administration of Railroad-Machine Building Plants of the Ministry of Transportation USSR have recently produced a number of new complex machines which will mean a substantial increase in labor productivity in railroad enterprises. A new universal machine, designed by Stalin Laureate Talashenko, can remove earth, slag, and snow. These plants have also completed the first six snow plows and models of other machines, including a gravel remover, fast detector car (vagon-defektoskop), assembling and reconditioning handcar for use on electrified sections, and mobile jacks.

RAILROADS TO USE NEW BRAKE -- Tikhookeanskaya Zvezda, No 130, 4 Jun 49

Tests of the new M-135 universal automatic brake, designed by the inventor Matrosov, have been completed with outstanding results on the roads of the Far East Railroad Okrug. The brake is suitable for use on passenger trains, on level ground or mountainous terrain, and with empty or loaded trains. Under any conditions, the engineer can brake the train in three ways -- gradual, complete stop, or emergency. The brake can be shifted to emergency after either gradual or complete braking. After once releasing the brake, the engineer can brake again without waiting for the system to be recharged. One of the most valuable assets of its design is the continuous charging of the brake cylinders, independent of their capacity or the release of the piston rods. The brake system can also be charged without the locomotive. The brake is effective at any moment as a result of this uninterrupted charging.

In 1949, all new steam, Diesel, and electric locomotives and passenger and freight cars, being built in Soviet plants, will be equipped with this new type of brake.

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NEW HAND BRAKE FOR MOUNTAINOUS COUNTRY -- Zarya Vostoka, No 149, 31 Jul 49

Recently, tests of a new hand brake for trains operating in areas having sharp inclines was tested on the Shurab-Isfara section. Usually five or six flat cars loaded with rock are added to trains operating under these conditions to add braking power. The new brake, which is removable, permits the trains to dispense with the extra freight cars. Running without the extra cars accelerates freight-car turnaround time and shipment of coal from mines. With the brake, in one month the "Tadzhikugol" Trust was able to ship 30 trainloads of coal more than in the month preceding the adoption of the brake. The brake was designed by Engineer Bazhenov.

BRAKE SHOE PERFECTED, ADOPTED -- Kazakhstanskaya Pravda, No 143, 24 Jul 49

Atmolinsk -- Last year senior engineer Sergey Sergeevich Pavlov of the Kushmurun depot perfected a locomotive brake shoe. This device together with skillful operation of the locomotive made possible a record run of 150,000 kilometers between overhauls. Pavlov's brake shoe has found wide usage on the Karaganda Trunk Line and has interested engineers of other railroad lines. The directors of the Karaganda Railroad have published a pamphlet and are now preparing an illustrated poster to help popularize the brake shoe.

POLISH LOCOMOTIVE EXHIBITED IN MOSCOW -- Gudok, No 100, 21 Aug 49

A Series PT-47 passenger locomotive having a 2-8-2 wheel arrangement is on display in the Moscow Passenger Station of the October Railroad System as a part of the Polish Industrial Exhibition in Moscow. The locomotive weighs 106 tons and has a tractive force of 16,800 kilograms and a top speed of 110 kilometers per hour. The locomotive was manufactured by the Chrzanowski Locomotive-Building Plant near Krakow.

Also on display is a serial-produced sleeping car built by the Poznan Plant, which was bombed by the Americans and British in the last days of the war. The plant is now fully reconstructed. A dining car and a mail car produced serially by the Wroclaw Plant are also on display.

KALUGA PLANT REPORTS SUCCESSES -- Gudok, No 97, 14 Jul 49

During the second quarter of 1949 the Kaluga Machine-Building Plant (head, N. Kholodkov) increased the volume of production 47 percent over the corresponding period of 1948. Labor productivity rose 36 percent, and profits during the quarter amounted to 2,337,000 rubles. Labor consumption for basic products was lowered 19.8 percent, including 20.5 percent for internal combustion locomotives and 23.2 percent of freight trolleys.

The plant has begun serial-cyclic assembly of the dismantlable ID inspection hand car.

RAIL EQUIPMENT DELIVERY UP -- Krasnyy Flot, No 179, 31 Jul 49

In 1948, USSR railroads received from industry 53 percent more locomotives, 45 percent more freight cars, and 34 percent more rails, than in 1947. About 1,600 kilometers of track have been equipped with Stalin Laureate Tantsyur's automatic block-signal equipment.

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Pravda, No 212, 31 Jul 49

In the second quarter of 1949, USSR production of railroad rails rose 90 percent; main-line steam locomotives, 11 percent; main-line electric locomotives, 130 percent, and output of main-line freight cars rose 51 percent, in comparison with the same period of 1948.

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