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DIESEL LOCOMOTIVE SERIALLY PRODUCED; VOTES ON LOCOMOTIVES AND RR CARS

KHARKOV PLANT MAKES TE-2 DIESELS -- Pravda Vostoka, 14 Oct 50

The Kharkov Diesel Locomotive Plant recently began serial production of powerful, new locomotives. TE-2 diesel locomotives have made their first runs on the USSR railroads. One of the first locomotives produced was sent to the locomotive depot of the Tashkent-Tovarnaya station.

TASHKENT SCHOOL TRAINS DIESEL CREWS -- Pravda Vostoka, 25 Oct 50

In the near future 40 diesel locomotive engineers and 35 Diesel locomotive engineer's helpers, who will work on the Turkestan-Siberia Railroad System, will graduate from the Tashkent School for Locomotive Engineers.

ASHKHABAD SYSTEM DIESEL REPAIR POOR -- Gudok, 13 Sep 50

The Diesel locomotive depots of the Ashkhabad Railroad System have received some new equipment recently, such as grinding machines, devices for minor mechanization, facilities for repair of electrical machines, etc. However, the requirements are still far from being satisfied.

Up to now electricity has been used very little for annealing parts, and there are no high-frequency installations at all. There is no interchange of experience among the various depots of the system, there are no testing installations for many important components in the locomotive depots and diesel shops, and a single system for assigning repair responsibilities among workers is lacking.

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GAS-POWERED LOCOMOTIVES DO SHUNTING -- Gudok, 15 Sep 50

Series MK-2-15 internal-combustion locomotives have begun to be used for spotting cars in humpyards and shunting in intermediate stations and sidings on many railroad systems.

The locomotives are modified to operate on liquefied gas, a mixture of butane-propane and butane-butilene fractions. The gas is transported in special tank cars and is unloaded into special tanks of the type used for oxygen. The good qualities of this fuel permit the motor to be easily started at low temperatures, which makes the internal-combustion locomotive good for operations in the northern regions of the country. Three 40-kilogram cylinders of liquefied gas are sufficient for one day's operation of the locomotive. A MK-2-15 internal-combustion locomotive can move 6-7 loaded two-axle cars at one time.

The cost of an internal-combustion-locomotive-hour is 10-12 rubles, as compared to 45-50 rubles for a steam-shunting-locomotive-hour.

The utilization of internal-combustion locomotives for shunting in intermediate freight stations gives especially good results, as has been shown at Kursavka, Karamyka, Nagutskaya, and Buynasks on the Ordzhonikidze Railroad System.

LOCOMOTIVE AND TUG COMPARED -- Izvestiya, 3 Sep 50

A 1,200-horsepower locomotive is required to move freight weighing 2,000 tons, while a steam tug of the same horsepower hauls up to 25,000 tons.

KALININGRAD PLANT MAKES DUMP CARS -- Izvestiya, 11 Oct 50

All-metal self-discharging cars made by the Kaliningrad Railroad Car Building Plant can be seen on many railroad systems.

RR CARS GET WINTER LUBRICANTS -- Gudok, 6 Oct 50

On 20 September the change-over of railroad car journals from summer to winter lubricants began on the railroad systems of the USSR. By directive of the Ministry of Transportation, this operation should be finished by 20 October.

The experience of last winter shows that those railroad systems where cold weather found summer lubricants in the journal boxes had serious disruptions in train movements. The lubricants in the journals congealed, and the packing froze to the axle journals and was turned inside out with the very first revolution of the wheel. As a result, on the Chelyabinsk sector of the South Ural System alone, during 20 days of December, when there was cold weather, there were 166 train delays and 115 cases of cars being uncoupled because of hot boxes.

This summer, all railroad systems were amply supplied with winter lubricants, packing, and spare parts, and, as of 2 October, the plan on the network as a whole had been exceeded by 29,000 cars. However, while the Central and Volga okrugs had exceeded their plans by 10,000 cars each, the Donets Okrug was 1,000 cars behind and the Southwestern Okrug was almost 800 behind.

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