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ACHIEVEMENTS, DIFFICULTIES OF RUMANIAN RAILWAY SYSTEM

[Comment: The following report, taken from Rumanian newspapers, gives information on achievements and difficulties of the CFR (Căile Ferate Romane, Rumanian Railway System). In January and February 1953, the CFR and its component units were discussed in numerous articles in the Bucharest daily newspapers. These articles pointed to increased efficiency, saving of fuel, and great production at railroad workshops. The reports culminated in the announcement of a nationwide conference of railroad workers in Bucharest. On 14 and 16 February, the newspapers carried speeches of delegates to the conference, which criticized various aspects of railroad operations. On 16 February, the papers reported a speech by Gheorghiu-Dej which summarized achievements and errors in railroad operations. An examination of speeches made at the conference, together with individual newspaper articles published before and after the conference, gives a general picture of difficulties of the CFR.

It is interesting to note in this connection that Rumanian newspapers appear to emphasize each month the industry which is lagging farthest behind in plan fulfillment. Coverage of the railroad conference resembles that of the national conference of coal miners in June and July 1952 [ ]. At the coal conference, delegates similarly expressed criticism of errors in mining. The highlight of that conference was also a speech by Gheorghiu-Dej. As a consequence of the coal conference, Bucharest newspapers for many months carried numerous reports of better living and working conditions for miners and of a sustained drive for greater coal production. Subsequently the Ministry of Coal attained a higher degree of plan fulfillment than ever before.

Numbers in parentheses refer to appended sources. 7

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National CFR Conference

Viata Capitalei reported on 16 February that representatives of 180,000 railroad workers throughout Rumania attended a conference in Bucharest to discuss fulfillment of the Five-Year Plan in 4 years. (2) According to Viata Sindicala of 18 February, 1,100 delegates attended. (1) On 14 February, Viata Capitalei reported that the conference, called by the Ministry of Railroads and the CFR Trade Union, was under the chairmanship of Ionel Diaconescu, Minister of Railroads. Speakers included A. Moisi and Dumitru Gabor, general directors in the Ministry of Railroads; Petru Moldoveanu and Ion Baicu, assistant general directors in the Ministry of Railroads; Dumitru Mocanu, Assistant Minister of Railroads; Ion C. Ion, personnel director in the Ministry of Railroads; and speakers from CFR installations in Arad, Giurgiu, Focsani, Oradea, Timis, Medgidia, Adjud, and Bucharest. (3)

Achievements of the CFR

According to Viata Capitalei of 16 February, Gheorghiu-Dej, in his speech before the railroad conference, discussed achievements of the CFR as follows:

During the war, a great part of the Rumanian railway system was destroyed. Railroad centers and repair shops, such as Grivita, Ploesti, Stalin, the Bucharest Marshaling Yards, and others were destroyed. By the end of 1946, however, 83 percent of the system was repaired. Large installations such as Grivita in Bucharest, the Bucharest Marshaling Yards, and installations in Galati, Pascani, Simeria, and Rosiori were rebuilt. In 1950, rebuilding of the CFR was completed. Particularly outstanding was the construction of the Bumbesti-Livezeni, the Rosiori-Craiova, and the Telea-Valea Visului lines.

Gheorghiu-Dej stated that the volume of investments in railroads under the 1953 plan is to be double that of 1952. More than half of this expenditure is to be used for rebuilding and producing rolling stock. In 1952, the first electric line in Rumania was built between Stalin and Campina. In 1952, the production and repair of locomotives was 40 percent greater than in 1948, and the production and repair of freight cars 28 percent greater. The net kilometer-tons of freight in 1952 was more than double the 1944 figure. The average daily load carried by freight cars was 200 percent greater than in 1944. (2)

Production achievements in individual installations, reported before and after the conference, were as follows:

The Red Banner for Production was awarded to the Cluj Regiune CFR Directorate for outstanding production by its units. Romania Libera reported on 12 February. (4)

The Grivita Rosie Railroad Equipment Plant carried on a drive to fulfill the Five-Year Plan in 4 years, Viata Capitalei stated on 7 February. The welding, lathe, and locomotive sections of the plant were leaders in production. (5) On 10 February, the same newspaper reported that Stakhanovites in section IV-a of the plant were setting the pattern for other workers by pledging greater production. (6) An article appearing in Viata Capitalei on 12 February reported that the boiler section, under Alexandru Codescu, was exceeding its norms for the installation of pressure tubes. A second article on the same day, reported that members of car section II-a of Grivita Rosie were exceeding norms by as much as 35 percent. The welding brigade of car section III-a fulfilled its plan for the production of electrodes 180 percent, saving 800 lei. The women's brigade in boiler section III-a surpassed its quota for the production of spacer bolts 40 percent. (7) On 13 February, Viata Capitalei reported that boiler section III-a of Grivita Rosie had

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pledged fulfillment of the 1953 plan ahead of schedule.(6) According to Viata Capitalei of 14 February, the following sections of Grivita Rosie were surpassing production norms: assembly section II-a, machine section IV-a, smelting section VI-a, boiler section III-a, machine section II-a, and car section III-a.(3)

On 22 January, Viata Sindicala reported that the workshop of the Bucharest Marshaling Yards was building a car of the ITD type, for the further expansion of transportation in Rumania. A prototype was built by a collective of 27 leading workers under Ion Ciomartan, chief of the car section, and master Ioan Ionescu. The new car, which is to go into mass production in 1953, is equipped with journal boxes built according to Soviet specifications, a welded chassis, and a loading surface 14 square meters greater than that of old cars.(9)

On 30 January, Viata Sindicala reported that the "Iite Pintilie" CFR workshop in Iasi was expected to begin mass production of ITD freight cars in 1953. Construction of large production shops for the manufacture of these cars began in December 1952; however, the car section of the workshop pledged that it would turn out the first ITD car using old facilities and equipment.(10)

According to Romania Libera of 5 February, a new type of electric mine locomotive was being built by Electroputere. The new locomotive was built according to Soviet plans and with the aid of Soviet technicians. It is to be used at the V. I. Lenin Hydroelectric Power Plant in Buzau and in mines.(11)

Greater efficiency and the saving of fuel, as a result of new methods at CFR installations, were reported as follows:

On 1 February, Romania Libera reported that the first train with planned routing traveled from Socola Rosie to Marasesti. The train consisted of 45 cars. A second article on the same day, reported that the CFR installation in Galati had surpassed its passenger train plan 9.05 percent, its freight plan 11.6 percent, and its kilometer plan 58 percent. As a result of the adoption of new methods.(12)

According to the 3 February issue of Romania Libera, the Port of Constanta Locomotive Depot adopted the slogan, "Let us fulfill the 1953 plan in 10 months." Crews of 17 locomotives at the depot saved fuel and lubricants worth 17,700 lei between 1 and 20 January.(13)

According to Viata Capitalei of 5 February, the Bucharest Marshaling Yards' locomotive depot made every effort to rationalize methods of transportation and to plan train routes. Individual crews exceeded hauling plans and conserved 60.9 tons of fuel in January 1953.(14)

At Bucharest-Calatori, according to an article appearing in Romania Libera of 5 February, workers pledged to cut the use of fuel 9 percent. As a result, large quantities of fuel were conserved on locomotives 321,062; 2,209; 2,833; and 2,921. A second article reported that the Nicolina-Iasi Main Workshops, under the Iasi CFR Regiune Directorate, surpassed plans 36 percent and saved 7,630 kilograms of raw materials between 10 and 20 January.(11)

The same paper stated on 6 February that the Pitesti CFR Locomotive Depot, using Soviet methods, had saved 400 tons of conventional fuel and lubricants in January.(15)

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On 9 February, Viata Capitalei reported that stations under the Bucharest SEF (Serviciul Exploatare Feroviara, Railroad Exploitation Service) engaged in competitions to reduce the time spent in stations by trains in transit. The Fieni, Chitila, and Bucharest marshaling yards' stations were particularly successful in this competition. (16)

Romania Libera reported on 10 February that the Medgidia locomotive depot had used 1.15 percent less fuel than planned, saving 32,578 lei in January. In addition, crews of the depot made every effort to travel greater distances between repairs. A second article of the same date declared that Bucharest-Calatori had saved 54 tons of fuel per locomotive in January 1953. A third article stated that the CFR Motor Shop in Stalin had cut expenses by using new Soviet methods. A fourth article on the CFR reported that the Sibiu locomotive depot had saved more than 70,000 lei by cutting the time of repairs and by better maintenance. (17)

On 11 February, the same newspaper reported that the CFR installation in Braila had cut the length of stops in transit, had reduced delays in transit, and had adopted the planned routing of trains. As a result, the equivalent of 18 cars per month were freed for hauling. (18)

According to Viata Sindicala of 11 February, SEF Pascani formed 107 freight trains with 8,746 excess tons, instead of the 1,000 tons planned. According to a second article, the Resita Sovrometal Transport Service, using the Lunin and Papavin methods on six locomotives, saved 16 tons of fuel in January. (19)

SEF Rosiori sponsored competitions in January 1953. As a result, the monthly plan of the enterprise was exceeded 5.1 percent. Average loads per freight car on long hauls increased 3.9 percent. The percentage of trips without freight was cut 6.2 percent more than planned, according to Viata Capitalei of 11 February. (20)

On 12 February, Viata Sindicala stated that the Iteani CFR depot and the Simeria locomotive depot were conserving fuel and applying the Klavdiya Baranovskaya method. (21) The same newspaper reported on 14 February that the Caransebes locomotive depot and the Lugoj depot were saving fuel and exceeding their transport plans. (22) On the same day, Romania Libera contained three articles concerning fuel economies and greater efficiency at railroad depots in Craiova, Galati, and Oradea. (23) Romania Libera reported on 15 February that the Simeria depot was cutting the quantities of fuel needed for hauling materials from Simeria to Hunedoara. (24)

Three articles in the 16 February issue of Viata Capitalei described efforts at Bucharest-Calatori, the Bucharest Marshaling Yards, and other Bucharest railroad installations in honor of the railroad conference in progress in Bucharest. These installations saved fuel, increased traffic, exceeded plans, and formed trains with excess tonnage. (2)

Romania Libera stated on 19 February that the CFR installation in Caransebes saved fuel by the Korabelnikova method. (25) Romania Libera reported on 20 February that smelters, lathe operators, and boiler makers of the Constanta Port Locomotive Depot were exceeding quotas. Crews of trains were making every effort to surpass the plan for the conservation of conventional fuel. (26)

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Difficulties of the CFR

## 1. Equipment

Gheorghiu-Dej, speaking before the railroad conference in Bucharest, pointed out the following difficulties in regard to railroad equipment, according to Viata Capitalei of 16 February 1953:

Significant progress was made by the Rumanian railroad in late 1952 and early 1953, yet complaints have been that the CFR is unable to keep up with industry or to fulfill transport needs. One of the explanations for this situation is the need for greater quantities of modern locomotives, freight cars, and passenger cars. Although the number of locomotives now in use is sufficient to meet present needs, the locomotives are old and in poor condition, and repair work is slow. Larger locomotives of greater power are needed to meet increased transport requirements, as well as to replenish the park and to create reserves. In addition, the quality and speed of repairs must be improved.

Gheorghiu-Dej stated that there are not enough freight cars. Those on hand are relatively old, are of inadequate capacity, and include too few types. However, the rate of production of freight cars is continually on the increase. In 1953, twice as many freight cars are to be produced as in 1951. Nevertheless, in order to overcome the continued shortage, it will be necessary to continue to increase the car park, to manufacture four-axle cars of greater capacity, to develop new types of cars for special goods, and to improve the speed and quality of repairs. A new locomotive plant in Moldavia is being planned, and a new freight car plant will be built elsewhere in Rumania to satisfy these needs.

He pointed out that passenger cars are old and uncomfortable. They are unable to meet traffic needs. Consequently the new Flamura Rosie car plant in Arad has been built to construct passenger cars, and Grivita Rosie shops in Bucharest and Timisoara are increasing production. The number of tracks must be increased, and temporary bridges must be made permanent. Flood areas must be improved and other terrain problems which endanger roadbeds must be overcome. Safety devices must be modernized, loading platforms must be enlarged, and telecommunications equipment must be brought up to date. In addition, ministries must take steps to overcome the lack of discipline in planning transportation. CFR shops must increase the rate of repairs. These shops will have to be reorganized and enlarged since the present repair situation is unsatisfactory.(2)

This picture of the repair situation appears to be borne out by the fact that the four Bucharest daily newspapers carried numerous articles pointing to increased efficiency and production, but reported only two instances of fulfillment of repair plans. On 5 February, Viata Capitalei reported that the CFR Spare Parts Shop had exceeded its January plan 16.6 percent. The lathe section, the iron smelting section, and the bronze section were leaders in fulfillment.(14) On 15 February, Romania Libera stated that the CFR installation in Timisoara reported plan fulfillment in its locomotive repair shop and motor vehicle repair shop.(24)

Three speakers at the railroad conference pointed out reasons for poor maintenance and repair of equipment, as follows:

Viata Sindicala of 14 February published a speech made by Gheorghie Baba of the Oradea railroad car repair shop. Baba declared that irregular train traffic is due in large measure to personnel difficulties in all branches of the CFR, but particularly in the repair service. The lack of labor discipline constitutes a potential danger. In a number of places employees on duty

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have been seen imbibing alcoholic beverages, which endangers the safety of trains. Some workers attain successes at the expense of rules and regulations. Administrative organs contribute to the negligence, thus incurring serious losses and raising operating costs. Train repairmen are not taking measures to prevent accidents. He concluded that the lack of personnel is largely responsible, and that the car repair service must attract more workers.

Gheorghe Gheorghievici, subchief of locomotive section 9 at Medgidia, also discussed maintenance and repair, according to another article in the same issues of Viata Sindicala. He declared that linemen do not conform to the repair schedule. Team chiefs drive along the line without talking to the gangs and thus fail to maintain discipline. Eighty percent of the railroad accidents in areas under the jurisdiction of the installation are due not to materials or equipment, but rather to old methods, lethargy toward deviations in discipline, and "familiarism" on the part of the leaders. (22)

According to Romania Libera of 14 February 1953, Ion Baicu, Assistant General Director of Railroad Construction, stated in a speech before the railroad conference that the supply of materials and equipment to railroad construction enterprises is behind schedule. He said that the Ministry of Railroads, the State Planning Commission, and the State Supply Committee must study the supply of materials for the construction of railroads and bridges, particularly at the Danube-Black Sea Canal project, in order that schedules may be met. (23)

## 2. Personnel

In pointing out difficulties of the CFR in his speech at the railroad conference, Gheorghiu-Dej emphasized personnel problems, according to Viata Capitalei of 16 February.

He stated that the number of trained personnel of the CFR was 12 percent greater in 1951 than in 1950, and 52 percent greater in 1952 than in 1950. More than 2,000 young workers took railroad courses at intermediate technical trade schools and at the Railroad Institute during the 1952-1953 academic year. In addition, hundreds of thousands of railroad workers took trade courses elsewhere. In 1952 alone, 21,700 persons received specialized training.

He pointed out, however, that the volume of transportation rose 131 percent from 1950 to 1952 and that the recruitment of new personnel by the CFR did not rise commensurately. This lack of personnel is due in large part to the bureaucratic attitude of railroad school planners. Training plans have not been fulfilled. This is dangerous in the railroad field where skill and long experience are needed everywhere. In 1952, the over-all training program was fulfilled 91 percent. However, the plan for the training of mechanics and skilled help was fulfilled only 66 percent, of firemen 53 percent, of repairmen 79 percent, and of linemen 56 percent. Consequently the CFR has 7,560 basic skilled workers and 780 engineers and technicians below the minimum required.

Gheorghiu-Dej added that many of the workers from various training schools were improperly trained; that the choice of pupils was poor, and the teaching unsatisfactory, and that trained men were not logically assigned. Thus, for example, the Timisoara Regiune Directorate has 44 engineers in its administration and 46 on the job. Too many graduates of railroad schools are retained as office workers, rather than sent out on the road. In addition, the leaders of the former Ministry of Transports and certain regiune CFR directorates shifted personnel in a dangerous manner. Thus, 4 general directors and 12 men in high posts were shifted within the former General Directorate of Transports. At the Fetesti SEF and station alone, 4 service chiefs and 4 station masters were shifted within a short time. This was common in many other places.

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throughout the country. In a 6-month period in 1952, there was a turnover of 4,300 persons under the General Directorate of Personnel of the Ministry of Railroads. Furthermore, obscurantist elements in the former Ministry of Transports removed many capable persons from important posts without cause.

He claimed that training programs are made up without regard for practical considerations. Assignments and promotions do not take into account individual abilities and local needs. Regional directorates fail to exercise control over the planning of training. The Political Directorate is failing in its duties. He concluded that the Ministry of Railroads must revise its entire training program.(2)

Ion Baicu, in a speech before the conference, emphasized the lack of personnel in railroad construction, according to Romania Libera of 14 February. Despite the fact that the construction load has tripled in the last three years, skilled personnel has been removed from the General Directorate of Railroad Construction and has been assigned elsewhere in the Ministry of Railroads. The labor force at construction plants has fluctuated. He maintained that poor housing and food conditions have been partially responsible for the labor turnover.(23)

### 3. Bureaucratic Errors

Ion Baicu also pointed out bureaucratic errors in railroad constructions, as follows: Transportation constructions are to be 325 percent greater in 1953 than in 1950, and 221 percent greater in 1953 than in 1951. However, the planning of constructions has been defective. Plans have been assigned late to enterprises responsible for carrying them out. The plans failed to provide for the construction of new repair and maintenance shops. At the beginning of January 1953, not a single construction shop had received its work plan for the new year. At the end of January, only 18 percent of the construction projects for 1953 had been assigned. This is very serious, for under present laws, a workshop cannot begin a project until its financing has been approved. The shop cannot apply for approval of the financing until it has submitted its work plan. Approval of financing requires 60 to 90 days. Thus, late assignment of plans causes considerable delays.

D. Mocanu, Assistant Minister of Railroads, also attacked bureaucracy in a speech presented before the railroad conference, according to another article in Romania Libera of 14 February. He stated that bureaucracy in administrative units of the Ministry of Railroads is prevalent. There is a lack of regulations and instructions for the operation of railroad units, a need for jurisdictional delimitations for all levels, and a need for administrators who can fulfill their responsibilities. An example of bureaucracy is evinced by the General Directorate of Statistics, which recently introduced the use of three new statistical forms. These forms, which record the amount of material used above the norm, must be filled out daily by all employees under the Ministry of Railroads. This entails a very great volume of work, since the forms apply to approximately 60,000 different items at railroad units throughout the country. These records could have been kept by lower units and submitted as monthly reports of over-all figures. The great number of forms already in existence has led to bureaucracy. He asserted that, for great efficiency, all forms currently in use by the Central Directorate of Statistics should be changed.(25)

### 4. Wages

According to Viata Capitalei of 16 February, Gheorghiu-Dej offered the following criticisms of the existing wage system, in his speech at the conference.

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The present wage system, which was adopted in 1949, did not contain a unified wage scale. Therefore, in 1950, a wage plan based on type of work, and a bonus system were decreed. In 1952, wages were pegged to plan fulfillment. However, there is still not enough wage differentiation for skilled labor. Some workers, such as tower masters and instructors, receive less than the men whom they train. Local standards and norms are established on construction projects, thus permitting higher pay than called for by the wage system. The bonus system is not properly applied. And finally, not enough women are engaged in railroad work.

Gheorghiu-Dej set forth the following solutions to these difficulties: a wage scale based on the degree of skill required by a job, seniority increments; annual bonuses for excellent service; extra pay for heavy work; revision of norms; closer linking of jobs with the reward system; and raising of health and living standards of railroad workers (2)

##### 5. Local Difficulties

The following difficulties, experienced at six CFR installations, were discussed by speakers at the railroad conference, according to six articles appearing in the 14 February issue of Viata Sindicala.

Ion Iminovici, of the SEF in Arad, declared that railroad transportation has remained behind while the rest of the economy has progressed, and this situation is a concern of all railroad workers. However, rules for proper railroad operation are not being obeyed. For example, a regulation has been issued for planned routing of freight trains in order to permit rotational use of locomotives. This is to ensure time for cleaning locomotives, to ensure enough locomotives, and to conserve fuel. However, the regulation has been ignored by transport and service organizations. This has caused a crowding in stations, and therefore a lessening of the transit capacity of each section. In addition, the trains are not made up on time, and locomotives are detained 3 or 4 hours. Iminovici asserted that the Ministry of Railroads erred in setting up railroad districts based on administrative regiunes; this system does not take into account the necessities of the road.

Petre Craiu, in charge of telecommunications at Arad, reported that a special study has been made of railroad telecommunications. Much of the railroad telecommunications equipment is now produced in Rumania, he declared. The equipment formerly imported caused great difficulties, because workers did not know how to operate it and did not handle it carefully. Service sections did not know how to repair or maintain it properly, and they were not equipped with the proper tools.

Craiu stated that at present the Arad telecommunications section is suffering from the fact that the Timisoara supply center does not furnish the required materials. The supply center says that they are out of stock. Therefore the Arad section is often idle. In addition, there is a lack of trained personnel. Schools train personnel in theory, but not in practice. Recently four graduates of an intermediate technical trade school were assigned to Timisoara Regiune, but they were incapable of doing the work because they knew only theory. The General Directorate of Personnel must take measures to prepare graduates in practical work as well.

He pointed out that the shops do not have drinking water, despite the fact that money has been allocated for this purpose. Part of the equipment of the telecommunications section in Arad is more than 10 years old and no longer fulfills the needs. The section needs spare parts, modern machine tools, a supply and shop car, sleeping quarters, a dining car, and other equipment. Planning is so poor that the section has been forced to do rush work at the end

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of each plan period. At present, the section is completely idle, for no money was granted to pay for carrying out the 1953 work plan.

Gheorghe Parlog, of the Giurgiu city station, pointed out a number of accomplishments at his station in his speech before the conference. He reported that a new shed has been built to speed loading and unloading. A new coal elevator feeds locomotives more rapidly and in any position. The station has its full complement of personnel, and the formation of trains requires 15 minutes less than formerly. However, he stated that competitions for more efficient work are not successful. The station administration and enterprise committee neglects competitions. Officials remain in their offices and never make personal investigations of labor conditions or plan fulfillment.

Valerian Varlan, of locomotive section 9, Focsani, reported a shortage of cars and locomotives at his enterprise. He stated that there are many mistakes in work. Repair and major rebuilding are not satisfactory. Cars cannot be used for hauling because they have been damaged by bumping, by rotting, by defective rails, etc. The enterprise does not know how to get along on what it has. Training of personnel is poor. Housing for workers is lacking. Contradictory orders are received. The planning of capital and investment expenditures is done by one agency without consulting others. No labor protection measures have been taken. Manpower is at half strength.

Ion Grosu, of a CFR installation in Giurgiu city, reported that war damage has been repaired in Giurgiu, but that the low wage scale has kept away new workers. Therefore routing line repairs and maintenance can not be maintained. He suggested that a possible means of keeping up repairs and maintenance would be the formation of a mobile maintenance unit for the entire region. He added that there is insufficient housing, and labor conditions are very poor. This too has discouraged prospective employees. Furthermore, party and union organs have not introduced Soviet methods.

Emil Stanea, of the Timis Marshaling Yard's station, reported that many of the employees of his installation are sons of kulaks, enemies of the working class, who seek to sabotage railroad traffic. These employees cause great difficulties. Their work must be redone by others. Often they do not show up for their shifts and the line is left unattended (22)

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