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FREIGHT-HAULING OPERATIONS ON SOVIET RAILROADS

OPERATION OF ABOVE-NORM-WEIGHT CONSISTS -- Moscow, Pravda, 3 Dec 53

In 1953 the locomotive crown of Yelets Division, Moscow-Kursk-Donbass Railroad System, operated 4,700 above-norm-weight consists, hauling more than one million tons of freight above the norm.

The crew of locomotive No 787-68 of the Staryy Oskol Terminal operated 132 above-norm-weight trains, hauling 40,000 tons of freight above the norm.

Minsk, Sovetskaya Belorussiya, 31 Dec 53

During 1953 the Belorussian System operated 21,374 above-norm-weight trains, hauling more than 4 million tons of freight above the norm. These operations permitted the system to use, for a 24-hour period, on an average of four locomotives less than provided for in the plan, thereby saving nearly 2 million rubles.

Minsk, Sovetskaya Belorussiya, 22 Dec 53

During 10 months of 1953, more than 1,000 above-norm-weight trains were operated from the Kalinkovichi Engine Terminal, Belorussian Railroad System. The average daily locomotive run was exceeded by 5.3 kilometers.

Moscow, Moskovskaya Pravda, 8 Dec 53

During 11 months of 1953, more than 70,000 above-norm-weight trains were operated on the Donets Railroad System, hauling millions of tons of freight above the norm.



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Since the beginning of 1953, a locomotive crew of the Donets System has operated 160 above-norm-weight consists on which more than 35,000 tons of freight above the norm were hauled. This same locomotive crew has declined the aid of the helper engine in the Kamyshevakha-Vengerovka and Volodino-Kremennoye sections, where above-norm-weight consists usually employ this additional aid. Nearly 60 percent of the freight locomotive crews are following the example of this engine crew.

Moscow, Izvestiya, 17 Mar 54

In 1953 the Tula Division of the Moscow-Kursk-Donbass System operated 11,000 above-norm-weight trains and hauled millions of tons of freight above the norm. The reduction of the cost of hauling saved 2 million rubles. Since the beginning of 1954, the division has operated more than 2,000 above-norm-weight trains, hauling 400,000 tons of freight above the plan.

In the freight yards of the stations of Shchekino, Laptevo, Tula, Yasnaya Polyana, and others, compact loading of cars is being stressed. Various freight, including cotton wadding and sugar, formerly loaded in cars in one or two layers, is now loaded in three and four layers, thereby increasing the load weight of each car by several tons.

Riga, Sovetskaya Latvija, 26 Dec 53

The 1953 car-loading plan was completed on the Baltic Railroad System by 25 December and exceeded by the Riga, Rezekne, Vil'nyus, Shyaulayay, and other divisions.

In 1953 23,000 above-norm-weight trains hauling nearly 6 million tons of freight above the norm were operated. To haul this above-norm freight an additional 6,300 trains would have been needed.

Above-norm-weight train operations saved 6,040 tons of fuel, amounting to a saving of nearly 2 million rubles.

Riga, Sovetskaya Latvija, 13 Jan 54

An analysis of the operations of the Baltic System for 1953 shows the great effect the operation of above-norm-weight trains has upon the utilization of existing transportation facilities. It is estimated that the amount of above-norm weight freight hauled in 1953 would have required the formation and dispatching of an additional 5,670 consists of normal weight. It also would have been necessary to assign nearly 3,000 additional locomotives for these trains, requiring the expenditure of almost 2 million rubles.

In 1953 the Daugavpils Engine Terminal operated nearly 2,000 above-norm-weight trains, hauling 590,000 tons of freight above the norm. By these operations the engineers raised the productivity of locomotives by 6.2 percent, eliminated the necessity of forming and dispatching an additional 420 trains, and provided for the early delivery of 24,000 cars for unloading, thereby considerably hastening the car-turnaround time.

Riga, Sovetskaya Latvija, 7 Jan 54

In December 1953 the Yelgava Engine Terminal, Baltic Railroad System, operated 190 above-norm-weight trains, hauling 54,000 tons of freight above the norm.

- 2 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

Tallin, Sovetskaya Estoniya, 23 Jan 54

Locomotive engineers of the Tapa Station and dispatchers of the Tallin Division, both of the Baltic Railroad System, are organizing the operation of above-norm-weight consists on the Tallin-Narva section, with each freight train to exceed the weight norm by not less than 200 tons. The railroad workers of the Estonian SSR have also proposed to the workers of the Leningrad-Baltiyskiy Division, October Railroad System, that the operation of above-norm-weight consists be organized on the Tallin-Leningrad route.

On 18 January a locomotive engineer of the Tapa Terminal completed three runs with above-norm-weight consists. The second run completed by the engineer on that day was on the Tapa-Tallin section.

During 18 days of January, the Tallin Division operated 167 above-norm-weight trains.

Moscow, Komsomol'skaya Pravda, 8 Jan 54

The distance from the Vorkuta Station to the Sivaya Maska turnaround terminal is 130 kilometers. The operation of above-norm-weight trains is now a common occurrence on this section.

The administration of the Pechora Railroad System estimated that the amount of freight hauled by above-norm-weight consists on the system in 1953 would be equal to an additional 5,500 fully loaded trains.

Profiting from the experience of 1953, the engineers of the Vorkuta Engine Terminal decided to increase the weight of above-norm-weight consists by another 200 tons, thus surpassing the existing weight norm by 400 tons in all. However, the administration of the Pechora System ordered the formation of not more than five above-norm-weight consists in any 24-hour period. An appeal has been made to the Ministry of Railways by the locomotive engineers to correct this ruling since there is no real basis for it.

Since switching is difficult with above-norm-weight consists, the signaling equipment must be in perfect working order. For 3 years the division has been complaining that warning disks are not placed in front of all the entrance semaphores as prescribed. This condition still has not been rectified.

The dispatching service of the Pechora System is not operating properly, and since many divisions of the system have 75 percent of their engineers operating above-norm-weight consists, the dispatching service should be improved.

Alma-Ata, Kazakhstanskaya Pravda, 26 Jan 54

Locomotive engineers of Alma-Ata in 1953, after perfecting the hauling of trains by one locomotive on the Alma-Ata -- Otar section, operated 3,500 above-norm-weight trains and hauled nearly 1.5 million tons of freight above the norm, saving 1,842,000 rubles.

The schedule provides for the use of two locomotives on the Kos-Kuduk -- Alma-Ata section when the weight of the train exceeds 2,500 tons.

At a recent meeting of locomotive engineers, dispatchers, conductors, and other railroad workers it was decided that trains could be hauled on this section by only one locomotive without changing the weight norm. It is estimated that the amount saved by using one instead of two locomotives on the Alma-Ata -- Kos-Kuduk section would amount to 3 million rubles annually.

- 3 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

On this section ten trains were hauled in 3 days, each employing only one locomotive while the weight norm remained the same and called for the use of 2 locomotives.

FREIGHT HAULING ON CHARDZHOU-KUNGRAD RAIL LINE -- Moscow, Pravda, 2 Dec 53

Traffic began on the Chardzhou-Urgench section of the Chardzhou-Kungrad railroad line more than 6 months ago. Cotton fiber, astrakhar fur, wool, silk cocoons, grapes, fish, alfalfa, and melons are shipped over this line from the Turkmen and Uzbek SSRs. From the central regions of the country, Siberia, and the Ukraine, grain, cotton and wool fabrics, petroleum products, mineral fertilizer, cement, lumber, and other construction materials, hydroelectric turbines, excavators, tractors, trucks, bicycles, radio receivers, etc., arrive here for dispatch over the line.

The roadbed is now being prepared on the next section from Urgench to Kungrad.

REGULAR TRAFFIC OPENS ON KULUNDA-BARNAUL LINE -- Moscow, Pravda, 3 Apr 54

On 1 April 1954 regular traffic began on the recently completed rail line from Kulunda to Barnaul.

On 1 April the first train with tractors and construction materials was dispatched for Kulunda and the first passenger train departed from Stalinsk.

FREIGHT FOR AGRICULTURE ON TURKSIB SYSTEM -- Alma-Ata, Kazakhstanskaya Pravda, 8 Jan 54

Railroad workers of the Turkestan-Siberia Railroad System are competing in the faster hauling of seeds and agricultural machinery. The Rubtsovka Station is leading the system by the fast loading and dispatching of tractors produced at the Altay plant. The loading and dispatching plan for December was considerably surpassed.

There has also been a speed-up in the loading and dispatching of agricultural freight at the Chaykuruk Station. In December, at the Dzhambul Superphosphate Plant, nearly 200 cars of mineral fertilizer were loaded and dispatched above the plan.

FREIGHT OPERATIONS IN BAKU DIVISION, TRANSCAUCASUS RAILROAD SYSTEM -- Baku, Bakinskiy Rabochiy, 3 Dec 53

The number of fast freight trains is increasing on the railroads of the Azerbaydzhan SSP. Consumer goods and industrial raw materials are arriving at Baku, and machinery for the MPS, mineral fertilizer, trucks, and tractors are being loaded and dispatched for the agricultural regions. In November, the Baku Division, Transcaucasus System, loaded and dispatched hundreds of above-plan cars of vegetables, fruits, canned goods, tobacco products, flour, and other consumer goods.

HAULING FREIGHT FROM MOSCOW TO THE UKRAINE -- Moscow, Moskovskaya Pravda, 27 Jan 54

Motor vehicles, machine tools, agricultural machinery, various industrial equipment, and other freight are sent daily from Moscow to the Ukraine.

- 4 -

CONFIDENTIAL

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50X1-HUM

In recent months more than 4,000 cars of freight were dispatched to the Ukraine from the Moscow Division of the Moscow-Ryazan' Railroad System. Most of the freight was delivered over the Done'ts, Stalin, Southern, and Odessa-Kishinev Railroad systems.

In recent months the Voskresenskiy Chemical Combine imeni V. V. Kuybyshev loaded and dispatched for the Ukraine nearly 6,000 tons of mineral fertilizer.

The Lyubertsy Agricultural Machinery Plant imeni Ukhtomskiy is increasing the amount and variety of agricultural machinery dispatched to the kolkhozes, sovkhozes, and MTS of the Ukraine. In January, the enterprise dispatched 58 cars of agricultural machinery for the Ukraine.

HAULING OPERATIONS ON TADZHIK SSR NARROW-GAUGE RAILROAD -- Stalinabad, Kommunist Tadzhiikistana, 8 Jan 54

The narrow-gauge railroad of the Tadzhik SSR is rendering great service to the kolkhozes of the Vakshskaya Valley in the delivery of mineral fertilizers, fuel, and grain, which comprise a large amount of the freight hauled. Agricultural machinery, coal, food, industrial products, and all types of construction materials are also being delivered to the kolkhozes. The kolkhozes have been accorded preferential treatment in transporting agricultural products (vegetables, potatoes, fruits, etc.) to the city workers.

The 1953 freight-hauling plan was fulfilled by the railroad ahead of time, the productivity of labor increased 5.5 percent compared with a planned 1.2 percent increase, car turnaround time was reduced by 0.7 hour, and the cost of hauling was reduced by 4.7 percent. These operations resulted in an above-plan profit amounting to nearly 500,000 rubles.

In hauling operations special attention was paid to the timely delivery of mineral fertilizer (the plan for this type of hauling was fulfilled by 111 percent), fuel for the MTS (fulfilled 116 percent), and cotton freight (fulfilled by 108 percent). In addition, certain kolkhozes received agricultural machinery and equipment for power plants.

Stalinabad, Kommunist Tadzhiikistana, 14 Jan 54

The First Division of the narrow-gauge railroad completed in November the 1953 carloading and unloading plan and the year plan for freight hauling. The productivity of labor was increased by 5.5 percent, car-turnaround time was reduced by 0.2 hour, and the cost of hauling was lowered by 4.2 percent. Above-plan profit amounted to nearly 500,000 rubles. As a result of the efficient operation of the narrow-gauge railroad, the kolkhozes of the Vakshskaya Valley received needed freight on time.

CONTAINER HAULING, FREIGHT TRANSFER, AND FORWARDING OPERATIONS ON ODESSA-KISHINEV SYSTEM -- Kishinev, Sovetskaya Moldaviya, 19 Jan 54

The Office for Container Hauling and Transfer and Forwarding Operations (DORKTEK) of the Odessa-Kishinev Railroad System is conducting the renewal of contracts for the year 1954 for transfer and forwarding of freight to and from the railroad (carload, container, and less-than-carload consignments). New container-handling areas have been opened at the Kotovsk, Golta, Uman', Voznesensk, Bendery, Belgorod Dnestrovskiy, and Ungeny stations.

- 5 -

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50X1-HUM

The designated offices and loading areas may dispatch and receive in containers consumer goods, agricultural products, and household articles not requiring special packing.

Further information may be obtained by contacting the nearest office for container hauling and freight forwarding.

SOME 1953 INDEXES OF BELORUSSIAN SYSTEM -- Minsk, Sovetskaya Belorussiya, 15 Dec 53

As a result of the unsatisfactory work of a number of economic enterprises which permitted waste and the unfulfillment of many norms, the profit plan of the Belorussian Railroad System for 1953 was only 47.9 percent fulfilled.

On the whole, car-turnaround time on the Belorussian System for 9 months of 1953 was 2.1 percent faster than prescribed in the norm and improved over the corresponding period of 1952 by 0.7 hour. But the car-turnaround-time norm was fulfilled only on the Brest, Grodno, and Baranovichi divisions of the system. The unfulfillment of the car-turnaround-time norm on the Minsk, Zhlobin, and Mogilev divisions of the system resulted in a deficit of more than 5 million rubles. These divisions did not maintain the traffic schedule of trains, did not observe the speed including stops and speed excluding stops, and greatly increased car-layover time during loading and unloading operations.

Extended car layover in many instances is a result of the poor organization of loading and unloading operations at many of the enterprises along the system. The shippers are largely responsible for this. Car-layover time is especially long at several enterprises located at Kozyrevo, Brest, Zhitkovichi, Bobruysk, at the Klichevskiy Timber Management, and at the Match Factory imeni Kirov.

The leaders of these enterprises refuse to work for the reduction of car-layover time, preferring to pay large demurrages. All this, however, is very costly to the state. These enterprises pay hundreds of thousands of rubles in demurrages, which raises the cost of their products.

The strict observance of the order for routing freight flows is the best method for hastening car-turnaround time, and consequently, for lowering the cost of hauling. Nevertheless, the system often tolerates long, circuitous routing. For example, freight shipped from the eastern regions of the country to Stepyanka Station goes first to Minsk and then to its destination at Stepyanka. Many cars hauling freight consigned to stations located on the Lida-Baranovichi section go first to Baranovichi Station and then to their points of destination. In 1952, this practice led to a loss 5 million rubles.

Also, the system has poorly regulated the run of empty cars. The delivery of empty cars during 1953 has been 6 percent below the plan, which has meant a loss of 4 million rubles.

In recent years, the railroads of the USSR have adopted highly effective methods for the complete utilization of the load limit and cubic capacity of the rolling stock. However, at several stations, particularly in the Gomel', Grodno, and Minsk divisions, these methods are not widely used. As a result, during the first half of 1953 each car dispatched on the Belorussian Railroad System was underloaded on an average of 0.05 ton.

- 6 -

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The disdainful attitude of several divisions and stations toward the qualitative fulfillment of the loading plan has caused an underfulfillment of the revenue plan for hauling amounting to 16 million rubles for the first 6 months of 1953.

At a series of economic conferences of railroad workers, held in March and April of 1953, a number of changes in the cost-accounting system of terminals and stations of the Belorussian System were suggested and subsequently put into practice. As a result, the 5,211,000-ruble loss, representing the unprofitable operations of 22 percent of all enterprises in the first half of 1953, has been reduced during the second half of the year to 2,856,000 rubles.

Under the old system of cost accounting, engine terminals received funds for the run of locomotives, regardless of the amount of freight hauled, and classification stations received money for the number of dispatched trains regardless of the weight norm established by the graph or the length of the train.

Abuses of the old system led to the introduction, on an experimental basis, of a new method on 1 July 1953. Engine terminals are now financed according to the amount of freight hauled, and classification stations according to the number of trains dispatched, taking into account the weight norm and the length of the consist.

The new system of financing the terminals and classification stations has given positive results. Stations and locomotive crews are no longer interested in dispatching and operating underweight or underlength consists. As a result, the weight of trains has risen sharply.

Although a number of cars at the terminals have been serviced by new equipment, the equipment is poorly utilized. As a result, the layover of freight cars undergoing repairs has considerably exceeded the norm: in capital repair, 1.7 times; in medium repair, 1.4 times; and in annual repair, 3.2 times.

In many terminals of the Belorussian System a new method of systematizing the repair of cars has been introduced. This new method entails an account of each car undergoing repair as regards the planned and actual cost of separate elements. At the Baranovichi Car Terminal the cost for the medium repair of freight cars was constantly padded. With the introduction of the new method of planning, the cost of this type of repair was 603 rubles lower than the plan.

Still, some car terminal leaders are ignoring the new method of repair. At the Minsk-Tovarnyy and Volkovysk car terminals on 1 November there was a loss of 772,000 rubles in car repairs.

RESULTS OF 1953 SOVIET RAIL OPERATIONS -- Moscow, Pravda, 31 Jan 54

The 1953 plan for freight turnover on the railroads of the USSR was exceeded and increased by 7 percent as compared with 1952.

The general plan for average daily carloading was completed 101 percent. The railroads exceeded the plans for loading petroleum and petroleum products, ferrous metals, mineral construction materials, ore, flux, coke, chemical and mineral fertilizers, grain flour, salt, and sugar. The plans for loading timber, firewood, cement, refractories, scrap ferrous metals, peat, and cotton was not fulfilled. The plan for hauling hard coal from the mines of the Ministry of Coal Industry also was not fulfilled.

- 7 -

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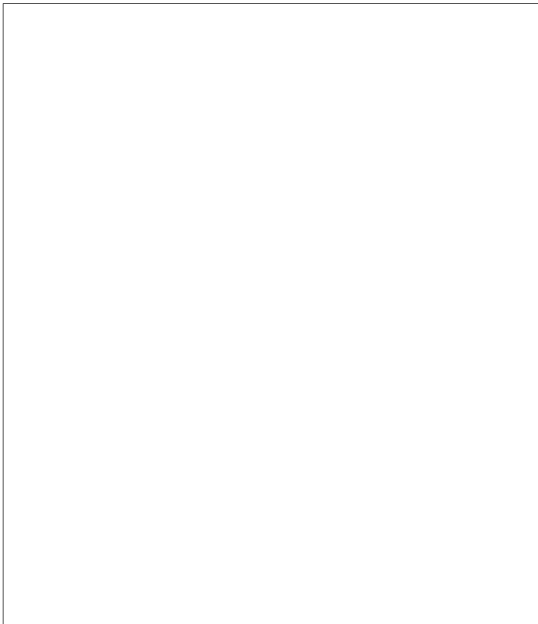
The average daily car-loading of all freight on the railroads in 1953 increased 7 percent as compared with 1952. In this figure the loading of coal increased 5 percent, petroleum and petroleum products 13 percent, ferrous metals 9 percent, timber 2 percent, cement 13 percent, refractories 6 percent, ore 9 percent, fluxes 8 percent, coke 9 percent, and chemical and mineral fertilizers 7 percent.

The loading of flour, sugar, metal, vegetable oils, tobacco, raw makhorka [low-grade tobacco] and tobacco products, macaroni, tea, fruit, and vegetables increased 15-26 percent.

The average freight-car-turnaround time in 1953 was decreased 3 percent as compared with 1952, but the plan for accelerating car-turnaround time was not fulfilled. The speed including stops of freight trains in 1953 was increased as compared with 1952 but the 1953 plan was not fulfilled. Car-layover time during loading and unloading operations and at car-servicing stations decreased in 1953 as compared with 1952, but the task in 1953 for shortening the layover of cars for loading and unloading operations by the shippers was not completed.

Although the average daily freight locomotive run in 1953 increased as compared with 1952, the 1953 plan was not completed. Fuel consumption per ton-kilometer was decreased 3 percent as compared with 1952.

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50X1-HUM

- 8 -

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