

STAT

Page Denied

STAT

SOVIET CONSTRUCTION OF RAIL LINES IN VIRGIN LAND AREAS

Gudok,
Moscow, 28 Oct 1954

In the great expanse from the upper reaches of the Tobol River to the Irtysh and the Ob' rivers, the construction of 2,132 kilometers of rail lines is beginning. The new lines, principally of narrow gauge, will run from west to east and from north to south, cutting through the great areas of virgin and undeveloped lands which are beginning to be cultivated in Kazakhstan. The purpose of these lines is to aid in the quickest development of the new lands and to provide an exit for grain and other agricultural products from the hinterland regions. [See appended sketch.]

The Ministry of Railways and the Ministry of Transport Construction must, in August 1955, open 850 kilometers of track in the new regions for limited train traffic.

In volume and national economic significance, the work to be done by the transport construction crews may be compared to the construction of the heavily traveled main lines. The length of the planned lines equals the distance from Moscow to Murmansk and there will be 18 million hectares of land suitable for wheat growing connected to the new lines. After a year, the young crops will surpass the wheat areas of England, Australia, Belgium, Denmark, and Holland taken together.

Of the over-all length of the new lines, 1,850 kilometers will be narrow-gauge and 282 kilometers will be broad-gauge.

The lines will pass over the main grain-cultivating areas of Kazakhstan, including the Severo-Kazakhstanskaya, Akmolinskaya, Kokchetavskaya, Pavlodarskaya, and Kustanayskaya oblasts, and will encompass separate regions of the Chkalovskaya and Kurganskaya oblasts and the Altayskiy Kray.

The Kustanay-Peski-Kokchetav line, 450 kilometers long, will pass through the Kustanayskiy, Mendygarinskiy, Ubaganskiy, and Uritskiy rayons of the Kustanayskaya Oblast, will provide an outlet for grain of the Oktyabr'skiy Rayon of the Severo-Kazakhstanskaya Oblast, and will connect the Ayrtauskiy, Ruzayevskiy, Kokchetavskiy, and Aryk-Balyk'skiy rayons of the Kokchetavskaya Oblast.

The Kokchetav--Kzyl-Tu--Kaymanachikha stretch which will be 380 kilometers long and will pass over the Chkalovskiy, Enbekshil'derskiy, and Kzyltuskiy rayons of the Kokchetavskaya Oblast. It will also serve the Irtyshskiy Rayon of the Pavlodarskaya Oblast and the Russko-Polyanskiy Rayon of the Omskaya Oblast. In the area of Kaymanachikha Station this line will come out on the left bank of the Irtysh River.

From Kurgan Station to Peski through the Sovkhoz imeni Khrushchev, 275 kilometers of track are to be laid. The areas which will be connected to this line are: the Kurganskiy and Lebyazh'yevskiy rayons of the Kurganskaya Oblast, Presnogor'kovskiy Rayon of the Kustanayskaya Oblast, Ruzayevskiy Rayon of the Kokchetavskaya Oblast, and Oktyabr'skiy and Presnovskiy rayons of the Severo-Kazakhstanskaya Oblast.

The distance by rail from Atbasar northward to Peski Station will be 175 kilometers. This line will intersect Atbasarskiy Rayon of Akmolinskaya Oblast and Aryk-Balyskiy Rayon of Kokchetavskaya Oblast. From Atbasar southward, the line will extend 100 kilometers to the Sovkhoz "Krasnoznamenskiy."

STAT
 

Northward from Yesil' Station to Uritskoye Station, 200 kilometers of track will be laid to serve the Uritskiy and Semiozernyy rayons of Kustanayskaya Oblast and Ruzayevskiy Rayon of Kokchetavskaya Oblast. A 100-kilometer line is being constructed from Bulayevo Station to Sovkhoz imeni Malenkov and is to serve the Bulayevskiy Rayon of the Severo-Kazakhstanskaya Oblast and Chkalovskiy Rayon of the Kokchetavskaya Oblast.

From Shil'da Station to Sovkhoz "Ozernyy," 170 kilometers of track will be laid to serve the Adamovskiy Rayon of the Chkalovskaya Oblast.

A broad-gauge line will be laid from Tuz-Kala Station northward to Uspenka [32 kilometers]. A 250-kilometer, broad-gauge line will also run from Karasuk to Kamen'na Obi near the left bank of the Ob' River. Eventually, this line will become part of the rail line planned from Barnaul to Omsk.

All of the above lines are to be in full operation in August 1957.

By August 1955, the following routes must be put into limited operation:

Kustanay to Uritskoye, a distance of 135 kilometers on the Kustanay-Peski line.

Kokchetav to Volodarskoye, 60 kilometers on the route to Peski.

Kurgan to Sovkhoz imeni Khrushchev, 160 kilometers on the route to Peski.

Atbasar to Sovkhoz "Pobeda", 50 kilometers on the route to Peski.

Atbasar to Sovkhoz "Krasnoznamenskiy", 100 kilometers.

Bulayevo to Sovkhoz imeni Malenkov, 100 kilometers.

Yesil' to Sovkhoz imeni Lomonosov, 90 kilometers on the route to Uritskoye.

Shil'da to Adamovka, 75 kilometers.

Kokchetav to Kzyl-Tu, 80 kilometers.

By the completion of all the sections from Kustanay to Kaymanachikha, a narrow-gauge line 830 kilometers long will be developed. It will run in a latitudinal direction, parallel to the present broad-gauge main lines of Chelyabinsk-Omsk-Novosibirsk and Magnitogorsk-Akmolinsk-Barnaul, approximately halfway between them. The main purpose of this line is to provide an outlet from the new grain regions. Eventually the narrow-gauge line Kustanay-Peski-Kokchetav-Kaymanachikha will play a pioneer role in the laying of a broad-gauge mid-Siberian main line.

The 550-kilometer stretch being laid from Kurgan to the Sovkhoz "Krasnoznamenskiy" will strengthen transport connections between Karaganda and the Ural Mountains.

Individual sections on which limited train traffic must be started by August 1955 will at first be of singular importance for the loading and dispatching of newly harvested grain. The eventual inclusion of these sections into a unified narrow-gauge network is a necessary requisite for the speedy movement of the rolling stock, the development of a single train-movement chart, and the hauling of increasing freight flows.


 STAT
 

In 1954, the kolkhozes, MFS, and sovkhoses of Kazakhstan have plowed for harvesting in 1955 more than 8 million hectares of virgin and uncultivated land, surpassing the state plan by 1.7 million hectares. As a result, the area sown in the republic for harvesting in 1955 will amount to 18.6 million hectares, against 9.2 million hectares in 1953. In 1956, the sown area will amount to 28.5 million hectares, since it is planned for 1956 that 10 million hectares of virgin and uncultivated soil will be plowed for harvesting.

A great deal of attention has been directed toward developing rich harvests in the sown areas. On a number of kolkhozes and sovkhoses, a 20-centner [about 2,204 pounds] yield of wheat per hectare of virgin land is already considered average.

However, although grain is the determining factor in the construction of the new rail lines, it will not be the only freight hauled over these lines. There will be a great inflow of freight to the new lands, especially fuel, lubricating materials, and spare parts for the equipment used in plowing, planting, and gathering the grain.

There will also be consumer goods for the people living and working in the area, and rock for construction, from the projected quarries at Kzyl-Tu and at Kamen' na Obi on the bank of the Ob' River. Timber and metal will also be hauled over the new lines.

It is, at present, difficult to say just what freight besides grain will be hauled, and in what directions, over the new narrow- and broad-gauge lines. While drawing up the plans for the distribution of the future stations, terminals, and transshipment points, the planners are also helping to decide just where the new grain warehouses and elevators, sovkhos settlements, and electric power stations are to be located.

The narrow-gauge rail lines must be constructed quickly with a minimum amount of work and monetary expense. They are somewhat cheaper to construct than hard-surface roads and considerably cheaper than broad-gauge rail lines.

The operation of narrow-gauge rail lines in this area will provide a more convenient mode of transportation, especially by comparison with road transportation. A great deal of experience has been accumulated in the USSR in the operation of narrow-gauge rail lines. The over-all operating length of the existing narrow-gauge rail lines in the USSR is equal to the over-all railroad network of England.

Narrow-gauge lines serve the timber, sugar, and peat industries. The Beloretsk, Alapayevsk, and Vyksa narrow-gauge lines of the Ministry of Ferrous Metallurgy cover 300-400 kilometers. In the virgin land area, the narrow-gauge rail laid will amount to 1,850 kilometers.

The Ministry of Ferrous Metallurgy, beginning with 1954, is obligated to increase the output of narrow-gauge rail and to deliver to the Ministry of Transport Construction 40,000 tons of rail, complete with fastenings. The Ministry of Transport Machine Building must produce thousands of narrow-gauge boxcars with a carrying capacity of 16.5 tons and also special 20-ton cars for the hauling of grain. These tasks are to be accomplished by series production.

The narrow-gauge lines will be supplied with powerful steam locomotives and internal-combustion-engine locomotives. The Ministry of Railways must begin now to prepare crews for the various professions, and also technical-engineering workers specialized in the field of narrow-gauge railroads.

STAT

The constructors must be provided with special track-laying machines, ballasting equipment, tamping machines, and other mechanical equipment.

The construction of the narrow-gauge lines in the virgin land areas must be carried on over nine routes simultaneously. The first group of construction workers and the mechanized columns have arrived, following the surveying expeditions, at the stations of Kustanay and Kokchetav, Kurgan, Atbasar and Yesil' Bulayev and Shil'da. The work charts have already been issued for leveling off the first stage of the roadbed. Earthwork has begun in the areas of Kurgan, Kustanay, Atbasar, Bulayev, and Yesil'.

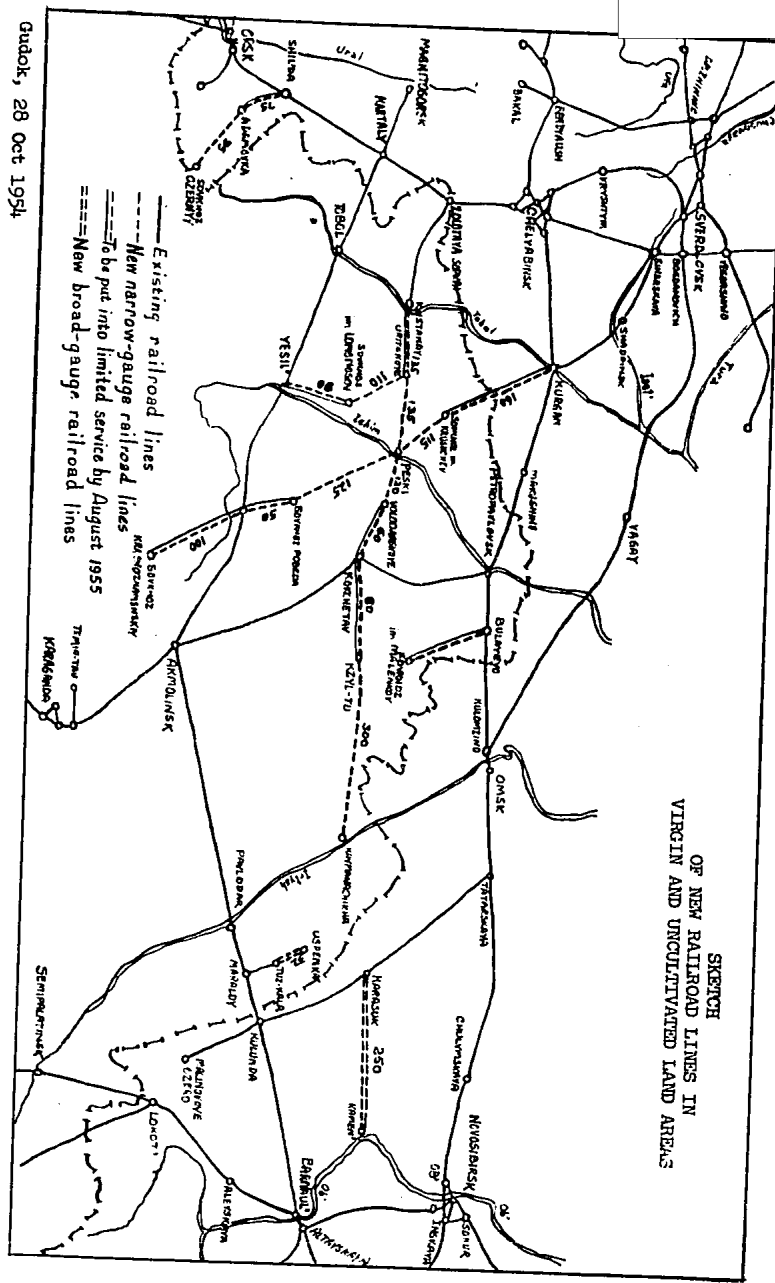
A number of construction administrations are slow in the transfer of working forces, prefabricated housing, and machinery to the virgin land area. The success of the operation will depend, in large measure, on how quickly and expediently the machinery, such as excavators, bulldozers, and scrapers, is introduced and how well the workers are provided with necessities and cultural advantages.

The construction workers will receive help from local soviet and social organizations, and sovkhos and kolkhos workers. To help in the construction, thousands of workers will also arrive from the RSFSR, Belorussia, the Ukraine, and Kazakhstan. The Ministry of Timber Industry USSR has pledged to load and dispatch, in the next 6 months, 20,000 square meters of prefabricated houses, thousands of cubic meters of round timber and lumber, and a large quantity of railroad ties for the use of the construction workers.

The decision to lay rail lines in virgin and uncultivated land areas was reached at the June Plenum [1954] of the Central Committee of the Communist Party of the Soviet Union.

STAT

STAT



- END -