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**INFORMATION REPORT INFORMATION REPORT**

**CENTRAL INTELLIGENCE AGENCY**

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REPORT

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COUNTRY USSR

DATE DISTR. 27 Dec 1954

SUBJECT Kochetovka Marshaling Yards

NO. OF PAGES 8

DATE OF INFORMATION

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REFERENCES:

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Identification Data

1. Refer to page 7, an overlay of AMS N 501, Tambov (N 52-43, E 41-27), NN 37-12, Scale 1:250,000 on [redacted] the location of the Kochetovka marshaling yards.
1. Rail line, double-track, which ran between Michurinsk (N 52-54, E 40-30) and Voronezh. (Refer to Points 10 and 14 on Enclosure A for detailed information on the rail line and traffic).
2. Michurinsk
3. Rail line, double-track which ran between Michurinsk and Tambov; slag bed, Soviet standard gauge. It carried passenger trains to and from Michurinsk and freight traffic to and from the marshaling yards.
4. Rail line, double-track (see point 11, Enclosure A)
5. Rail line, double-track, Soviet standard gauge, wooden ties, and slag bed. This line led north to Moscow. For traffic details refer to site layout, Enclosure A.
6. Kochetovka marshaling yard. (For details refer to Enclosure A for site layout).

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Site Layout

2. Refer to Enclosure A for [redacted] sketch of the Kochetovka marshaling yards [redacted]
1. Rail line, double-track, Soviet standard gauge, wooden ties, slag bed, which led north to Moscow. All southbound trains, including passenger trains which did not stop in Kochetovka, entered the marshaling yards on this line.
2. Southbound receiving yard, a large area covered with railroad tracks. Its outline is marked with a broken line. [redacted]  
[redacted] Incoming freight trains stood here for an unspecified length of time (not over 12 hours) then broke up and went to the classification yard (point 4). Locomotives were refueled at Point 20 and transferred to the northbound dispatching yard (point 21). The locomotives belonged to the Moscow-Ryazan Railway Branch and did not go south of the Kochetovka marshaling yard.
3. Southern hump of unknown elevation where several old locomotives (wheel arrangement unknown) were used for shuttling purposes.
4. The southbound classification yard. This area is defined by a broken line. All freight trains from the receiving yard (Point 2) were forwarded here for classification. No unloading or transloading took place in this area; no facilities for transloading were observed here. The number of tracks could not be estimated [redacted]  
[redacted]
5. South and westbound dispatching yards which consisted of two areas, (designated by Roman numerals V and I). [redacted]  
[redacted] Number V section (six to eight tracks) from which freight trains were dispatched in a southerly direction to Voronezh. Trains dispatched from section Number V went in both a southerly and westerly direction. Westbound trains proceeded to Tambov.
- a. Approximately 20 trains, composed of 50-60 cars, left in a southerly direction each 24-hour period. Sixty percent of these cars were twin-axled. Freight consisted of coal (one complete train each 24-hour period), four to five empty tank car trains (50 to 65 cars), 8 to 10 sealed freight car trains, (loads unidentified - no tags), occasional military transports which transported tanks (various types but details unknown), artillery guns of various caliber [redacted] and trucks. These trains were guarded by military personnel. The transported military equipment was not new. Only very seldom were military troop transports observed but, frequently, agricultural machinery, timber, and iron ore transports (30-35 cars each day) were seen. [redacted] six to seven two- and four-axled flat cars with large tarpaulins; these covered objects traveled in a southern direction weekly. [redacted] they were aircraft to be repaired at the Voronezh aircraft repair plant. These cars were accompanied by Soviet Air Force soldiers. Occasionally, [redacted] tank cars [redacted] had "poison" written on them; they smelled of chlorine. Three to four closed box-car trains travelled empty. During harvest, the number of empty trains increased to 8-10 each 24-hour period. All freight trains were accompanied by armed members of the railroad guard unit.

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b. Approximately 12 to 15 freight trains, with 50 to 60 cars each, went to Tambov every 24 hours. Sixty percent of the cars were twin-axled; 40 percent were four-axled. Most of the trains consisted of closed box cars which were sealed. There were also four to five empty tank car trains with 50-65 cars, coal, timber, agricultural machinery, and occasional military transports (not new equipment which consisted of various tanks, artillery guns, and trucks [redacted]).

[redacted] Other freight included iron ore, 30-40 cars a day, and chemicals (quantity unknown).

6. Freight car depot. Cars in need of repair were sent here. It was a large area covered with railroad tracks where damaged freight cars were parked. There was one large building of unknown dimensions where major repairs were made [redacted].

[redacted] freight cars were being repaired; minor work was done outside. [redacted]

[redacted] employees [redacted] if needed, [redacted] from other sections of the marshaling yard were requested. All skilled personnel in this depot were given proficiency tests annually which included theoretical and practical examination. Old established workers were given only the practical part of the examination. No one ever failed these tests because they were conducted by local supervisors on good terms with the workers. [redacted]

the repair time could be cut in half if proper equipment was available. For example, six hours was required for three men to change one set of wheels on a freight car. If better jacks, cranes, and newer tools were used, the time would be cut down to four hours. In the winter, the jacks had to be heated before they could be used. [redacted]

7. Mess hall, wooden, 40 x 20 x 7 m., single-storied, with a sheet-metal gabled roof. Railroad workers ate here. There was a tool room in the northern section of this building.

8. Section V station building, brick, 40 x 25 x 30 m., three-stories, sheet-metal gabled roof, painted red. A railroad official, responsible for dispatching trains on schedule, was stationed here. [redacted] the building housed a control tower (range of operation unknown).

9. Sleeping quarters for railroad workers, wooden, 50 x 20 x 8 m., single-storied, sheet metal gabled roof. Railroad workers relaxed here during breaks in the winter.

10. Rail line, double-tracked, Soviet standard gauge, wooden ties, and slag bed. It led from Voronezh in the south. Aside from freight trains, about 8-10 passenger trains came from Voronezh each 24 hours and five to six small suburban trains transported railroad workers to and from work.

11. Rail line, double-tracked, wooden ties, slag bed, Soviet standard gauge. This line led to Tambov in the southeast. Only freight traffic was observed on this line.

12. A wooden bridge over the rail tracks for pedestrians only (authorized railroad personnel); it was approximately 50 m. long, and 15 m. high (type of structure could not be identified). At each end of the bridge there was a signal tower as high as the bridge. A wooden staircase with a rail led to the signal towers; access to the bridge was through the towers. [redacted]

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13. A brick station building, 50 x 30 x 25 m., three-storied, with a sheet-metal gabled roof; it contained various railroad offices.
14. Northbound receiving yard. Its approximate area is marked with a broken line. The number of tracks could not be estimated  
50X1 [redacted] All freight  
50X1 trains coming from the south and the southeast were parked in this area no longer than 12 hours before they were taken to the classification yard (Point 15). Locomotives were refueled at Point 20 and then transferred to the southbound dispatching yard (Point 5). These locomotives belonged to the Yugovostochnaya railroad branch and did not travel north of the marshaling yard.
15. Northbound classification yard. Its approximate area is outlined with a broken line. Freight trains from the receiving yard (Point 14) were transferred here for classification. No unloading or transloading was observed; no facilities for transloading were noticed. The number of tracks is unknown, but  
50X1 [redacted] the width of the section [redacted] 400 to 500 m. [redacted]  
50X1 [redacted] There were many signal towers scattered in the area.
16. Railroad infirmary, built of brick, two-storied, 25 x 20 x 20 m., with a sheet-metal gable roof painted red. Railroad workers were treated here for injuries. [redacted]  
50X1 [redacted] the most serious cases were taken care of here; no wards were available.
17. Second part of the railroad infirmary (see Point 16 for details).
18. Northern hump where several small, old locomotives (wheel arrangement unknown) were used for classification purposes.
19. Railroad guard building, plastered-stone, 40 x 25 x 8 m., single-storied, sheet-metal gabled roof. It housed the offices of the railroad guard unit. This unit was responsible for assigning guards to accompany the trains, one for each train. The guards were armed with rifles. Their work-schedule is unknown. Their uniforms consisted of a khaki shirt, khaki breeches, black boots, and a green hat with a black visor and green band around the hat. Shoulder boards were light green with yellow piping. The railroad branch insignia was worn on the shoulder board by some guards but was not compulsory; for instance, the insignia, in small metal letters, for the southeast (south of Michurinsk), read: YuVZhD (Yugovostochnaya Zheleznaya Doroga). Winter overcoats were grey. The officers' hat insignia consisted of a red star with two crossed rifles in the background. These guards were freely-hired (Volnonayemnyye). Applicants for the jobs had to have a completed tour of active duty and all guards had to attend political indoctrination lectures. There was no other training. In their off-duty hours, the guards were permitted to wear civilian clothing.
20. Refueling area, outlined with a broken line. There were several buildings in this area [redacted]  
50X1 [redacted] Numerous coal pits and water spouts were also in  
50X1 this area; long-range locomotives were checked, cleaned, and  
50X1 refueled here. [redacted]
21. Northbound dispatching yard is outlined with a broken line. This was called the Number III section. [redacted]  
50X1 there were 12-15 tracks in this area. Approximately 35 freight  
50X1 trains were dispatched from here each 24 hours. Most of the  
50X1 trains consisted of closed box cars, sealed, with no tags which indicated their destination. Seven to eight were full tank car trains with 45 to 50 cars. [redacted]  
[redacted]

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22. Locomotive depot with approximate area. [redacted] 50X1  
 [redacted] loco- 50X1  
 motives of the Moscow-Ryazan Railroad branch underwent maintenance here to an unknown extent. [redacted] about 50X1  
 100 locomotives of all sizes parked in the vicinity of this building. 50X1
23. Railroad mess hall was wooden, 50 x 20 x 8 m., single-storied, with a sheet-metal gabled roof. Railroad workers ate and relaxed here.
24. Section III station built of stone, plastered, single-storied, 40 x 20 x 10 m., with a sheet-metal gable roof. A railroad official, responsible for dispatching trains on schedule, was stationed in this building.

General Information

3. [redacted] 15,000 to 16,000 workers were employed at the yard. Until early 1952, work was done in two 12-hour shifts; after that, a new schedule of three 8-hour shifts was introduced. On the average, all workers were adequately skilled. All locksmiths and locomotive engineers worked on a piece-work basis, i. e., locksmiths per cars repaired, engineers per kilometers, etc. There were no forced labor employees. The trains were guarded at night but small thefts of food and clothing occurred occasionally. 50X1
4. The yard was approximately 10 to 12 km. long and 1 to 1.5 km. wide. It was subordinate to the Ministry of Transportation (Ministerstvo Putyey Soobshcheniya) in Moscow. [redacted] 50X1  
 [redacted] No expansion was noticed, only repairs of the tracks. The last rail disaster occurred in 1949 when a freight train ran into the rear of a passenger train and heavy casualties resulted. Investigation disclosed that the engineer of the freight train had fallen asleep. [redacted] 50X1  
 [redacted] the yard was bombed twice during World War II, both times at night. An oil train caught fire and caused considerable damage. This yard was supposed to be the third largest in the Soviet Union. Approximately 70 of the switches in the yard were automatically-operated. The others were located primarily at dead-end sidings and were manually-operated. Ties were wood and rested on dirt or crushed-stone beds. Semaphores had been replaced by a device called "svetofor". (See page 8 ). [redacted] 50X1  
 [redacted] various numbers written in chalk on all freight cars which came in from the southbound classification yard. These numbers ranged from 10 to 30. [redacted] each number stood for a certain city for which the car was destined; number 26 was for Stalingrad. [redacted] these numbers never changed. 50X1
5. Train-inspection procedure was as follows: 50X1  
 When a train was ready to be taken into the dispatching yard, it was announced over the loudspeakers, scattered in the dispatching yard, that a certain train would be parked on such and such a track. This was done for the attention of inspection crews who were to examine the train. The train was then divided (theoretically) into three sections, and three crews, each of which consisted of two inspectors and two locksmiths, checked the cars. There were three teams of brakemen who worked on the same train independently from the other teams. If a damaged car was found, it was detached from the train immediately. Checking was done on a priority basis. A train scheduled to depart at 1400 hours was examined before the train scheduled for 1500 hours. Six to seven cars had to be detached each 24 hours in the Number V section of the marshaling yard. [redacted] 50X1  
 [redacted] most of the damage was done during classification. Checking

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was also done in Sections I and III.

6. In case of emergency, more trains could be processed and dispatched, [redacted] times when departures of trains were delayed because of bottlenecks to the north or south. Very seldom, the trains were delayed because of snow drifts and, in those cases, people from nearby kolkhozy were summoned to clear the tracks of snow, for which job they were paid.

7. [redacted] During bad weather, the color of the light signal could be seen three to four kilometers ahead; the engineer could proceed by watching the instrument. It was placed among other instruments and looked like a round, flat, glass plate, 50 cm. in diameter. [redacted] this device, it showed a red light. [redacted] a medium-sized locomotive (wheel arrangement unknown) and could supply no further details.

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8. Most of the new freight cars [redacted] were made by the UVSZ (Uralskiy Vagonostroitel'nyy Zavod). All new four-axled cars had automatic couplings. Two-axled cars including the new ones still had hook-type couplings. When a train formed, all four-axled cars were put next to the locomotive, followed by the two-axled cars.

9. [redacted] four types of freight car repair: capital (once in four years), medium (once in three years), yearly (once a year), and current (small repairs).

10. Freight car load-capacities are given below in metric tons:

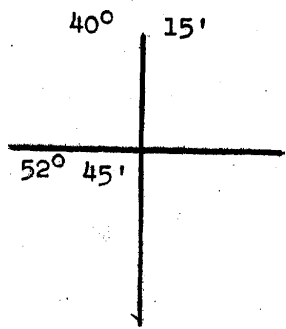
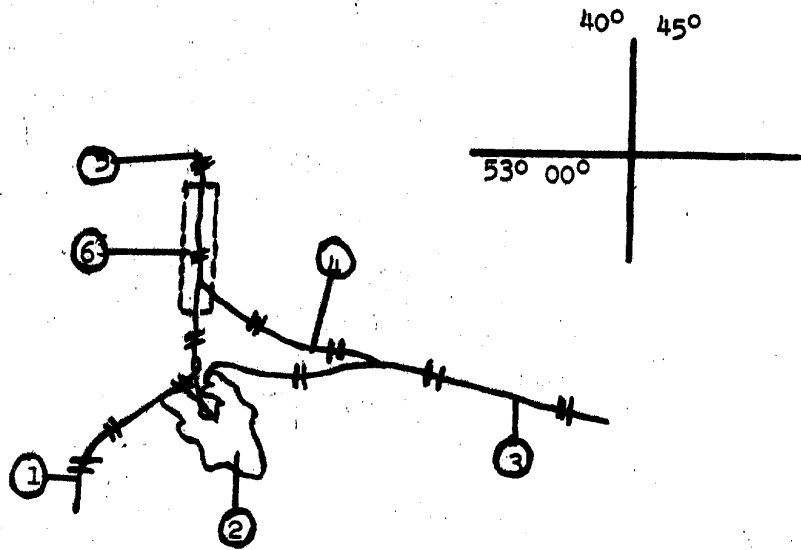
	Empty Weight	Load
two-axled closed box	2.5	18-20
four-axled closed box	4.5	55-60
four-axled gondola	4.5	50-60
two-axled platform	2.5	16-18
four-axled platform	4.5	40-50
two-axled tank cars	3.5	18-20
four-axled tank cars	4.5-5	50-60
four-axled hopper cars	4-4.5	40

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- Overlay of AMS N 501 Tambov.  
Sheet NN 37-12, Scale 1:250,000  
pinpointing the Kochetovka marshaling yards.



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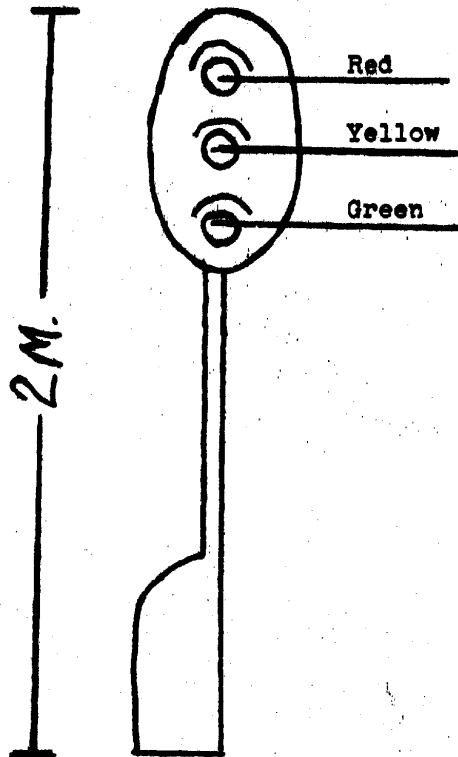
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Sketch of the railroad  
signal light seen in the  
Kochetovka marshaling yard.



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