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USSR Report

TRANSPORTATION

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USSR REPORT
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CIVIL AVIATION

SLOW DEVELOPMENT OF AERIAL PHOTOGRAPHY NPO DEPLORED

Moscow VOZDUSHNYY TRANSPORT in Russian 15 Mar 83 p 3

[Article by B. Yemel'yanov, senior scientific associate of the State Scientific Research Institute of Civil Aviation: "Aerial Photography Is Not an Issue of Secondary Importance."]

[Text] Today there really is no sector of the national economy in which material from aerial photography could not be used. With the appearance of the AN-30 airplanes, it seemed that the problem of meeting the demand for small- and medium-scale aerial photography had been solved. But the facts undeniably show that civil aviation is meeting this demand only by 80-85 percent. What is the matter here?

Somehow aerial photography has turned from an important form of production into a matter of secondary importance. Photographic subdivisions essentially have no organizational structure or centralized management. In addition to everything else, the work in the subdivisions is planned and evaluated on the basis of the total number of hours of flying time. Therefore, the main task of the subdivisions consists of fulfilling the plan for flying time. There is no calculation of aerial photography in terms of final production (in square kilometers of territory photographed). In fact, the single correct indicator of normative net production is used only when a summary is made of the results of socialist competition within the bounds of a survey party. Naturally, under these conditions the economic effect from introduction of flying and navigational equipment that automate the aerial photography process remains on paper alone.

In connection with the massive scale of construction in recent years, the demand has grown for large-scale aerial photographic surveys. But civil aviation is not able to meet these demands. Therefore the departments in need of these surveys are forced to start up their own amateur production. In 1982 enterprises under the Main Administration of Geodesy and Cartography of the USSR Council of Ministers alone leased up to 10 AN-2 airplanes (ordinary planes with no special flying or navigational equipment), in order to do surveys using their own forces, their hastily trained flight crews.

The management of civil aviation aerial photography enterprise subdivisions usually cites lack of specialized aircraft in refusing to carry out large-

scale aerial surveys. One should recall that the collective of the State Scientific Research Institute of Civil Aviation back in 1966 carried out a set of operations to re-equip the AN-2 for survey work. Recommendations were made and methodological specifications and guidelines were prepared. All questions were coordinated with the testing and design bureau and series re-equipment of the AN-2 could have been started. However, for a number of reasons the work was not carried through to the end.

The need for utilization of the AN-2 for this purpose was discussed in the article "The Airplane Can Still Be of Service", published in VOZDUSHNYY TRANSPORT in December 1981. This did not bring any concrete results, even though the Ministry of Aviation Industry agreed to consider the proposal again in response to the newspaper's statement.

The absence of an "aerial photographic survey manager" and the evaluation of subdivisions' work on the basis of hours of flying time have led to a situation that contradicts common sense: achieving a high level of survey productivity is undesirable, since it leads to difficulties for flight subdivisions in fulfilling the plan according to the basic indicator.

It is well known that aerial photography is done only in clear, cloudless weather, and often a great deal of time is spent waiting for these conditions. And the plan has to be fulfilled! Crews try to fulfill the plan using all kinds of means. Experience shows that only 30 percent of the flights are actually used for survey work, while the rest are nonproductive and their only goal is to reach the planned level of the basic indicator.

At the same time, every year there is a reduction in flying time for pre-season training.

There is also an acute personnel problem. Navigator-aerial surveyors are trained in educational institutions that are not under the Ministry of Civil Aviation, but under the Main Administration of Geodesy and Cartography of the USSR Council of Ministers. The flight crews are not really trained anywhere. There are only some short-term courses in the subdivisions. The engineering staff gets reinforcements simply by chance: VUZ's do not meet the requests of the Ministry of Civil Aviation in any systematic way.

Several years ago at the State Scientific Research Institute of Civil Aviation some proposals were worked out for creating the "Aeros'yemka" [Aerial Photographic Survey] Scientific Production Association [NPO]. They were reviewed by the ministry and approved. Some of the proposals were implemented. One would like to see the entire question of creating the association positively resolved. Life itself makes this urgent demand.

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CIVIL AVIATION

MINISTRY RESPONSE TO AERIAL PHOTO WORK CRITICISM

Moscow VOZDUSHNYY TRANSPORT in Russian 21 May 83 p 2

[Article by S. Rodionov, chief of the Use of Aircraft in the National Economy Administration of the Ministry of Civil Aviation, in the column "The Newspaper Takes a Stand, Measures are Taken": response to article "Aerial Photography Is Not an Issue of Secondary Importance"]

[Text] The article "Aerial Photography Is Not an Issue of Secondary Importance", published in the newspaper VOZDUSHNYY TRANSPORT on 15 March 1983, was given careful consideration at the Use of Aircraft in the National Economy Administration of the Ministry of Civil Aviation.

Taking into account the great importance of materials obtained by aerial photography, aerial survey work receives the special attention of our administration.

At the same time, some of the shortcomings mentioned in the article do indeed exist. Clients' requests for large-scale aerial photographic surveys are still not being met completely. The airplanes used for photographic surveys do not operate efficiently enough.

The Use of Aircraft in the National Economy Administration, together with other administrations of the Ministry of Civil Aviation, is working to eliminate the existing flaws. In the second quarter of this year there are plans to conduct experimental production tests on the MI-8 helicopter for large-scale photographic survey work, and in coming years there are plans to utilize AN-28 airplanes for this type of surveying. A series of directives for improved organization of aerial photography, increased efficiency and improved product quality and for providing assistance to aerial photography survey crews in 1983 has been prepared and delivered to civil aviation administrations.

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CIVIL AVIATION

BROOMS USED TO CLEAN IL-86 INTERIORS ; MODERN EQUIPMENT LACKING

Moscow VOZDUSHNYY TRANSPORT in Russian 12 Mar 83 pp 2-3

[Article by L. Tsesarkin, VOZDUSHNYY TRANSPORT correspondent, in the column "Returning to an Earlier Topic": "One More Time on Aunt Pasha and the Electronic Broom"]

[Text] In Place of an Introduction

According to data from the Medical Sanitation Administration of the Ministry of Civil Aviation, in 1982 as a result of unsatisfactory preparation of airplanes according to the requirements of sanitary services, it was necessary to perform repeated cleanup in 4226 instances and 109 flights were delayed; 227 records were made of sanitary violations, and 114 officials were fined.

With such disconcerting statistics in hand, a team which included N. Bushuyeva, a physician inspector from the Medical Sanitation Administration; and taking turn in each airport, chief physicians from the Sanitary Epidemiology Station T. Bondarenko and Yu. Gutnikov; workers from the sanitary department of the UGATs [Civil Aviation Administration of the Central Region] Sanitary Epidemiology Station A. Komissarova and N. Kleyn and chiefs of domestic services shops have been inspecting the sanitary condition of airplanes at the Domodedovo, Vnukovo and Bykovo airports. Here is a report of what we witnessed.

At Domodedovo--Everything is Done the Old Way

A door covered with frost squeaked open and through it came some formless figures, wrapped in clothing up to their eyes and loaded down with buckets, brooms, bags and rags. Their feet moved heavily in the huge felt boots and slipping and spilling water from the buckets, they trudged toward the distant, graceful silhouettes of the airliners.

There was something very familiar about these figures. Of course! These are our old friends--the Aunt Pashas. Three years ago we told about them in the feuilleton "Aunt Pasha, the Broom, and Electronics", which was published in VOZDUSHNYY TRANSPORT, No 32, 13 March 1980.

We asked the airplane cleaning women "How have the conditions of your work changed since that time?"

"Can't you see for yourself? We're still dragging bags, buckets and brooms across the entire field. We draw hot water there in the shop, but when we get to the plane, it's icy. At night we can't get the technicians to turn on the lights, and you can't clean up the cabin in the dark."

"Do they heat the airplane and are you using the MUS-1 machine for cleaning the airplanes?"

"Whoever thought up that MUS machine should have to use it himself. A healthy man doesn't have the strength to move those hoses around. And you can see for yourself what cold we're working in, so don't even bother to ask about heating the planes."

And here is what was found during an inspection of the sanitary condition of the airliners.

The TU-154 airplane No 85271 on the Alma-Ata--Ust-Kamenogorsk--Moscow flight had yellow, crumpled, dirty headrest covers; only one set is provided for the entire round trip. The flight attendants have to turn them inside out so they will look semi-decent. There are half as many cups, glasses and dishes as there should be. The flight attendants are not given brooms, dustpans or rubber gloves. It might seem like a trivial detail that the carpets in the airplanes are not fastened down securely, but it is not just that dirt and dust accumulates under the carpets; both passengers and flight attendants could trip and be injured.

We found the same problems, with minor variations, on the TU-154 airplane No 85172 on the Chita--Omsk--Moscow flight and the TU-154 No 85068 from Odessa. On some planes of the Kazakh administration, the toilets in the first cabin were closed altogether, for "technical reasons", and passengers were standing in a long line, some with children's toilet seats, through the plane's kitchen to reach the toilets in the rear.

G. Mal'tseva, chief of the Domodedovo domestic services shop, greeted us like old acquaintances.

"Exactly three years have passed since 'Aunt Pasha' was printed in the newspaper. What has changed in that time? Our employees' lounge is a beautiful place--we have a refrigerator, electric samovars for heating water, a color television, lovely curtains and pictures. The women are very happy. What makes it even more pleasant is that they are conscientious workers. It was no coincidence that our shop took first place in the socialist competition and received a monetary prize. In a word, we are trying, but the conditions are, of course, difficult. Every day we service about 125 flights, in the summer this figure doubles; there is insufficient transportation, especially at night. So our women have to trudge across the entire field carrying buckets and brooms. And they have to drag trash bags back because instead of 20 containers for trash collection, we don't even have half that number. We have a machine for cleaning the planes, but it is only an illusion. The vacuum cleaner doesn't work and neither does the tank for heating water.

We also talked with N. Novikov, chief of the Domodedovo Production Association.

"Frankly, I have to say that every year we have more and more problems," Nikolay Petrovich said. "The main problem is that the passenger terminal complex has been too crowded for a long time. The peak passenger turnover can reach 34,000 people per day, and the terminal was designed for only 2500. There are certainly more than enough concerns. Nonetheless, the domestic services shop is not our least important service. Without it we cannot really improve the level of services for the passengers so that every passenger has a sense of our concern and attention and remains satisfied with the service he has received.

"Of course, there are some shortcomings of our own in the shop's work and we are doing everything within our power to eliminate them. But there are some things that do not depend on us. There is, for example, a problem with the work clothes. Workers in all the services complain about them. Of course, it is hard for a woman to work in the quilted pants and heavy felt boots. And as far as the MUS machine is concerned, I have to say frankly that the machine is hopelessly outdated. Airplane cleanup is still not mechanized. This is up to scientists and design engineers."

No Changes at Vnukovo

"What has changed in three years?" L. Chuvilina, chief of the domestic services shop repeats the question. "Our facilities have been expanded, a storeroom has been added on. The new IL-86 planes are flying out of here now. But we are still working the same way: with buckets, rags and brooms. We don't have enough transportation, the vacuum cleaner on the MUS doesn't work, neither does the water-heating tank, there aren't enough trash collection containers. The 'prehistoric' work clothes are still the same."

A. Borisov, director of the airport, said, "Oh, those notorious MUS machines. Women can't handle the heavy and awkward vacuum cleaner by themselves. And for a driver to do this work, he has to receive additional pay. Here's another problem. The same thing happens in transportation. Of course, we understand that it is more convenient to use an RAF microbus for the cleaning women than a big bus; but drivers receive one wage for the large buses, and for the RAF microbuses the wage is almost half as much."

Yes, there are quite a few problems here. Here is another one. Several IL-86 planes are serviced at Vnukovo. It takes 8 women almost 2 hours to clean a big plane like this. They often have to use those same notorious brooms. The domestic services shop at Vnukovo has only 3 "Raketa-77GA" vacuum cleaners to clean 120 daily flights. And no one can explain why there is not a permanent vacuum cleaner on board every IL-86.

Bykovo Has Problems Too

A. Kazakov, chief of the domestic services shop at Bykovo airport showed us his site--two small rooms in a little building.

He said, "Our problems are not due to our close quarters--all the services are faced with space difficulties. The problem is that we do not receive proper supplies and equipment. We have a problem with headrest covers, for example. There is a catastrophic shortage. The problem probably lies in the psychology of the suppliers. After all, how do they count? They think that more headrest covers are needed for the large airplanes, and fewer are needed on the small planes. But this isn't true! It's a paradox, but more are needed on the small planes. Count it for yourself. There are 160 passengers on a TU-154, making a round-trip total of 320 headrest covers. The AN-24 carries only 50 passengers, making a round-trip total of 100 headrest covers. But the AN-24 makes four flights per day. This means that 400 headrest covers are needed every day. How can we get out of this situation when they haven't been giving us new headrest covers for several years now?"

"Transportation has to be better organized too. The bus we have runs only from 8 o'clock in the morning to 8 o'clock at night, even though there are more flights in the evening than during the day. The women often have to carry the heavy ladders themselves. And another thing that might seem trivial is the old rags that are used. According to the instructions, glass in the airplanes should be wiped with "soft cotton towels". But we use whatever we can. And I won't even go into the matter of work clothes--they are equally uncomfortable for everyone."

We walked out to the area where the planes are parked. An L-410 just landed from Kostroma. One can see from the threshold that the headrest covers have not been changed for a long time. The same is true on the AN-24 from Kursk. The YaK-40 No 87251 from Kaunas shows that some concern was given to the passengers' service. The headrest covers are clean, even on the return flight. There is a full set of water cups.

G. Vasilyukhin, commander of the Bykovo Aviation Enterprise is well aware of the problems of the domestic services shop.

"In two or three months our cleaning women will receive facilities with twice the area that they have now," he said firmly. "We will solve the transportation problem sooner than that--by the middle of March. The bus will operate from 6 in the morning until 12 at night. Soft rags can be made from used headrest covers, and we can do this ourselves. The production chief will order the technical crew to transport step-ladders to the airplanes. As far as work clothes and mechanization of cleanup operations are concerned, unfortunately they do not depend on us."

Summarizing the Results

It is sad to say, but we have ascertained that over the last three years mechanization has not touched any means for cleaning airplanes. We have a paradox: the modern IL-86 airplane, equipped to the limit with electronic and automatic equipment, is cleaned like a peasant hut was cleaned 100 years ago, with a broom. This is as unnatural as if an elegant IL-62 or the same IL-86 were to be pulled onto the runway by a shaggy old horse.

As before, there are not enough dishes, headrest covers, and towels. The economic loss due to flight delays can be calculated easily. But how can one measure the moral costs to a passenger who sees someone else's dark brown hair left from yesterday on the headrest cover, or discovers on his water glass the traces of someone's lavender lipstick? The problem does not lie with the "switchmen": Aunt Pasha's broom can never replace a vacuum cleaner and a stewardess cannot double the number of dishes she was given in the middle of her flight.

Of course, some claims can be made against the Ministry of Construction, Road and Municipal Machine Building, which has been dragging out the production of equipment that has been ordered for many years. But what about our sectorial scientific subdivisions, are they just standing on the sidelines? Who, if not the specialists at the State Scientific Research Institute of Civil Aviation, should be developing convenient, highly efficient machinery and equipment? Unfortunately, the Main Administration of Operation and Repair of Aviation Technology [GUERAT] is not making sufficient demands in the area of introduction and supply of means for cleaning airplanes to aviation enterprises. Obviously, workers at GUZSANT [expansion unknown] and "Aviatekhsnab" should be better familiar with the needs of the domestic services shops and should take a more direct interest in the problems.

Means for mechanized cleanup of airplanes will be realized then, and exist not just on paper. Then the MUSes and MOSes will be more than just boxes on wheels. Then vacuum cleaners that do not clean will disappear, and so will water heaters that do not heat water. We would like to believe that these times are coming.

And meanwhile, today, if the main labor implement of Aunt Pasha is a broom, let it be an electronic broom.

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RAIL SYSTEMS

MINISTER KONAREV ADDRESSES MEETING ON RAILWAYS' FINANCIAL STATUS

Moscow GUDOK in Russian 2 Jul 83 p 3

[Article by N. Anikin: "To Increase Production Efficiency--Network Conference of Financiers"]

[Text] A two-day conference of financial and accounting rail transport personnel concluded at the MPS [Ministry of Railways]. Representatives of USSR Gosplan, USSR People's Control Committee, USSR Ministry of Finance, USSR Gosbank and Stroybank, Administrations of the MPS, and scientific-research and educational institutes participated in it.

A. G. Kovrigin, chief of the MPS Administration of Finance gave a report on the tasks of the rail transport finance offices with regard to improving planning and economic operations in light of the decisions of the November (1982) and June (1983) Plenums of the CPSU Central Committee.

The conference participants discussed broad issues of improving planning and administration, strengthening cost accounting, planning and financial discipline, intensifying the activity of economic levers and stimuli, and improving monitoring and analysis.

Minister of Railways N. V. Konarev gave a presentation at the conference. He called on financiers, accountants, planners and economic scientists to strengthen the effects of economic levers on improvement of the operation of all links in the transport process.

As a result of the efforts which have been widely developed to implement the decisions of the November (1982) Plenum of the CPSU Central Committee, the situation on the railroads has begun to improve somewhat. The plan for general freight dispatching for the first half year was fulfilled ahead of schedule. Labor productivity has increased and transportation costs have been reduced. The use of rolling stock and other equipment has improved in comparison with the corresponding period in 1982. If one is to consider fulfilling five-year quotas as an increasing result, transport lags significantly with regard to volume, quality and financial indicators. It is necessary to overcome this lag.

The financial position remains extremely strained. During the two years of the five-year plan, a significant lag in planned profit has been permitted,

and indebtedness has been incurred on loans from Gosbank. The obligations to Gosbyudzheth [State Budget] are not being completely satisfied.

What must be undertaken now to provide a successful fulfillment of the five-year plan? The minister emphasized in particular the tremendous role the financial services are called upon to play in improving all economic and financial activity of rail transport.

First of all, it is necessary to determine the economic levers, and then relying on them to actively influence operations and such processes as freight loading and dispatching, unloading, reclassifying and passing through transit car traffic and interaction with sidings. It is important to examine the possibility of financial and economic effects on transfer of cars at junctions.

The direct dependence of economic indicators on fulfilling the shipment plan, on the level of all operations is clear to everyone. However, the economic managers do not always look deeply into the economic consequences of decisions which are being undertaken, and their effect on the net results. And the result is that operational subdivisions frequently fulfill the plan at any cost, while economists determine and analyze the economic results with considerable delay, when the production situation has already changed. It is necessary to think about how to reduce this gap.

Finance offices should take up an offensive position with regard to those industry services which exert a decisive influence on the level of organization of shipments, on the maintenance and repair of rolling stock and other equipment and on their efficient use.

Among economic problems, the most important one is to accelerate the growth of labor productivity. In order to compensate for the lag permitted during the first 2 years of the five-year plan, it is necessary to increase the average annual growth rate to 3.7 percent during the remaining time instead of 2.4 percent. In the first half year of the third year, good results have been obtained. It is necessary to do everything to continue to increase the growth rate of this most important indicator and (and this is extremely important) to insure a normal relationship between the labor productivity growth rates and wages.

The economic services, along with the industrial services, should take decisive measures to uncover and use all reserves for reducing production costs.

Strengthening control over fulfillment of the shipment plan, over proper levying of transport payments and fees and increasing the profitableness of hauling passengers is one of the most important tasks of the financial offices. Tariffs require both a scientific basis and improvements.

Economists should strive to use economic levers and stimuli more actively, to strengthen cost accounting and to establish the conditions of its actual, not its formal application. The question of expanding the economic independence of enterprises must be thought out thoroughly, and it must not be

forgotten that all of the linear subdivisions are closely interconnected by a united industrial process.

It is also necessary to think of how to be certain of the advantageousness of economic and material stimulation on the most crowded sections of the network, and to establish a dependence between allocation standards to the economic bonus fund and the size of awards and the level of freight and passenger traffic, as well as on the level to which the carrying capacity is utilized.

It is advisable to increase the role of economic sanctions, particularly for the use of locomotives beyond scheduled norms on turn-around sections, beyond the boundaries of divisions and railroads.

The economic administrations, first of all the Administration of Finance, should organize and head up analytical work, urgently require an in-depth analysis from the main administrations and railroad administrations, and developing measures for utilizing internal reserves. It is necessary to increase the level of effectiveness of economic analysis.

Under current conditions, it is necessary to raise substantially the significance and prestige of economic workers, particularly accountants. The chief of a financial department or service and the chief accountant--these are the primary advisors and assistants to the manager, who alertly guard the national interests.

The minister emphasized that a creative approach to the matter is necessary. It is important to do away with inertness and formalism decisively. Top conscientiousness and responsibility, firmness and decisiveness are necessary in eliminating waste and the various kinds of unjustified expenses. Everything new and progressive in economic work should be adopted on the railroads, and it should work toward the primary goal--the successful fulfillment of the plan, and the improvement of efficiency and quality of transportation.

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RAIL SYSTEMS

RAILWAYS MINISTRY SECURITY OFFICIALS DISCUSS FREIGHT LOSSES, THEFT

Moscow GUDOK in Russian 8 Jul 83 p 2

[Article by V. Sudakov, GUDOK correspondent, Moscow: "A Covering Force for Unprotected Shipments"]

[Text] A two-day network conference of the chiefs of militarized railroad security departments and detachments was held. Executives from the CPSU Central Committee, the USSR People's Control Committee, the USSR Procuracy, the USSR Ministry of Internal Affairs, the Central Committee of the Rail Transport and Transport Construction Workers Union and administrators from the main administrations and the administrations of the Ministry of Railroads participated in it.

The first deputy minister of Railroads V. N. Gin'ko opened the conference.

A. A. Kas'yanov, chief of the MPS [Ministry of Railways] Administration of Militarized Security read a report on measures to intensify the struggle against cargo theft and to firm up discipline within the militarized security elements, and on the problems confronting them.

He spoke of some improvement in the security of freight being transported within the railroad network and presented the positive experience of the work of VOKhR [military security] detachments in Brest, Darnitsa, Kurgan, Rzhev, and a number of other stations. But this is merely a step toward improving the security of transported freight. The speaker noted the increase in theft during the first quarter in comparison with the same period of last year on the Far Eastern, Volga, Tselin, Dnepr, Lvov, Baltic and several other railroads. "Apparently," said the speaker, "they have not drawn the necessary conclusions on these railroads from the decisions of the Trade Security Board which met 13 December of last year. It is necessary to respond to this decision with action."

Not everything is favorable with regard to security of export and import cargoes being transported on the Gorkiy, Central Asian, Dnepr, Alma Ata, Baltic, Azerbaijan and North Caucasus railroads. And the most alarming thing is that at times transport workers themselves participate in the thefts, thereby discrediting the high calling of the railroad worker.

Much space was devoted in the report to the increasingly frequent instances of intentional shortloading of cars by dispatchers, breaking of seals en route and leaving "abandoned" trains without guard.

The untimely, belated investigation of thefts is a serious shortcoming. Announcements and formal documents concerning robberies arrive at investigative agencies too late, when it is not always possible to find the criminals. As before, transportation of motor vehicles and agricultural equipment and of products list freight are unsatisfactorily organized, and the traffic level of through-goods running is low.

Further the speaker dwelt on flaws of freight yards operations at numerous stations and focused attention on the losses caused by fires.

"Now," said comrade Kas'yanov, "the TsKVLKSM [All-Union Leninist Young Communist League], together with workers from the MVD [Ministry of Internal Affairs] and railroad workers, is conducting Operation "Transport." Its goal is to take all possible supplementary steps to insure the security of shipped cargo.

GUDOK has already announced the beginning of the network-wide inspection-competition for insuring the security of shipped cargoes; it is being conducted by the MPS and the Central Committee of the Rail Transport and Transport Construction Workers Union. Inspection commissions should devote particular attention to "unfavorable" stations and sectors. They are known, and it is now necessary to work with them in real earnest.

The representatives of the departments and VOKhR detachments that spoke at the conference shared the working experience of their elements.

Chief of the militarized security department of the October Railroad, B. R. Zhivich told how, following the example of the Petrozavod workers on his railroad, "days of discipline" are being held. These days have an educational function and increase the personal responsibility of each person for the area of work entrusted to him, they compel one to be more demanding with regard to one's own job responsibilities. Zhivich also shared his experience in organizing freight security in the station parks.

Chief of the militarized security department of the West Siberian Railroad, V. D. Polyakov, told about the picket freight security method they employ, and about the highly recommended system of "memory" cards for VOKhR riflemen.

V. M. Burykin, deputy chief of the Administration of Internal Affairs for Transport of USSR MVD familiarized conference participants with the overall state of affairs with regard to freight security at a number of junctions and divisions of the railroads. He told in particular about how much work elements of the UVDT [Administration of Internal Affairs for Transport] are doing and about the discovery of particularly dangerous criminal groups engaged in cargo thefts on the South Urals, West Siberian and other railroads.

In his speech, the chief of the VOKhR department of the Transbaykal Railroad, V. A. Gordiyenko, spoke of the socialist competition between the elements and on the development of Leninist principles of competition--publicity, comparability of results and possibility for practical repetition of the experience.

The speeches of V. L. Fedenev, chief of the VOKhR department of the Alma Ata Railroad and L. M. Cherkashin, head of the command staff advanced training school, were devoted to questions of consolidation, preparation and proper deployment of personnel.

Conference participants listened attentively to the speech of the head of USSR Procuracy department, L. A. Baranov. He spoke of the need to introduce a more rigid order of traffic at stations and to improve the activities of commercial inspection points at rail junctions.

The chief of the Brest militarized department V. A. Bychkovskiy, the chief of the security department of the Kuybyshev Railroad V. P. Kurin and the chief of the VOKhR department of the Kiev division N. Kh. Bozhok also spoke.

Deputy chief of the MPS Main Administration of Freight L. I. Matyushin told about a series of measures to insure the security of transported freight that have been developed and are now being introduced on the railroads.

The chiefs of rail security departments where transported cargo security is particular cause for concern were also head at the conference. Chiefs of the security departments of the Central Asian Railroad, Yu. P. Bogatyrev; the Dnepr Railroad, A. Ya. Shumenkoi and the Volga Railroad, I. Ya. Kapul'nik reported on measures being undertaken to prevent thefts.

N. S. Konarev, USSR Minister of Railways, appeared before the assembled delegates. He again directed the attention of those present to those important and crucial tasks which have been posed before the railroad workers by the party and the government by the decisions of the November (1982) and June (1983) Plenums of the CPSU Central Committee. The minister analyzed in detail the causes of the losses and expressed his firm conviction that the participants of the conference, the collectives of all the railroads and the departments will be able to close the loopholes snugly for light-fingered individuals and that they will wage an irreconcilable struggle with any regulatory violations in the rail transport system.

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RAIL SYSTEMS

TRANSPORT DEPARTMENT OFFICIAL LAUDS MOSCOW RAIL CAR REPAIR INITIATIVE

Moscow EKONOMICHESKAYA GAZETA in Russian No 2, Jan 83 p 5

[Article by V. I. Davydov, first deputy chief of the division of transportation and communications of the CPSU Central Committee: "An Efficient Attitude Toward the Cars"]

[Text] Interruptions in the work of railroads, late shipment of prepared products and significant losses because of damaged cargos have a negative effect on the development of our economy and cause serious concern. This alarm and the large shortcomings in the work of the Ministry of Railways were discussed at the November (1982) Plenum of the CPSU Central Committee by General Secretary of the CPSU Central Committee, Comrade Yu. V. Andropov.

Difficulties in transportation are frequently brought about by the poor technical condition of the fleet of cars. This is one of the main reasons for the shortage of loading resources. Sometimes there are many cars traveling on the railroads with beds that are in a state of disrepair and which cannot be loaded without repair.

In recent years a good deal has been done to develop and re-equip the repair base for the railroad car business. But still the existing capacities are not enough to put things in order and keep all of the fleet of cars in working condition. The fact is that in a relatively short period of time there has been a sharp increase in the intensiveness of the utilization of rolling stock. On many sections the speed has increased, the distance which the cars travel without stopping has increased, and the composition of the trains is reformed more rapidly in the shunting yards. And, perhaps, the main thing is the following: in principle the methods of loading and unloading have changed and the very nature of the cargo has also changed a good deal.

When bulk cargos that are frozen together are loaded onto dump cars, the beds of the open cars are constantly being damaged. And what happens to a car when it is loaded or unloaded using bucket cranes! All the crane operator has to do is be in a hurry and miss the mark and the upper framework of the bed cracks . . . covered cars are also damaged if powerful automatic loaders are not used skillfully to load them.

It is not difficult to imagine what happens when during maneuvering or dispatching of the trains from the shunting yard "out of carelessness" the cars are released with an impact speed that is twice the permissible one. And now, unfortunately, such cases are not rare.

Statistics Bear Witness

Dispassionate statistics are eloquent: In 1982 an average of several thousand cars were damaged each month on the sidings of industrial enterprises and in the ports. The cars are also beaten up in the process of operation on the railroads themselves. And these are only the breakdowns that are registered in documents. A large amount of damage is not documented.

It is not difficult to cover up damage, say, to a support, the boards or the floor of a car bed. For the car operates under very complicated and specific conditions. It goes throughout the entire railroad network which has an overall distance of more than 140,000 kilometers. And the rolling stock also goes into thousands and thousands of sidings of enterprises and bases as well as into ports. Its assignment to a particular railroad is purely conditional.

Unlike other technical equipment, the repair of cargo cars is not assigned to any particular enterprise. When one notices damage or sees from the inscription that the time period between repairs has expired, the car is sent to any depot.

In general, a cargo car has no specific master. Everyone who uses them is called upon to be concerned about this valuable state property which is sometimes in short supply. First of all one should do absolutely everything possible in order to reduce the damage to a minimum.

There is no doubt that it is necessary to produce more durable, all-metal cars. At the same time it is necessary to improve the machines and mechanisms that are used for loading and unloading and to improve the organization and technology of such operations.

It is no less important to radically change attitudes toward these cars. Not a single case of damage should go unnoticed or unregistered. And, of course, the parties who are specifically guilty must bear responsibility--moral and material. We are speaking about having the law enforcement agencies and the public decisively come out against those people who take an irresponsible attitude toward the cars--who damage and mar them, send them out with large residuals of cargo, and so forth.

The task is to make sure that railroad workers and workers of enterprises that receive and send out cargo work energetically together to improve the fleet of cars. At the present time there is a fairly large number of cars that are, as they say, "suitable for loading with limitation." They simply create an additional load for the railroad lines and shunting stations that are overloaded anyway, and they bring about extra expenditures of fuel, electric energy and material resources which can in no way be justified. It is necessary to eliminate "cars that are suitable with limitations" from the rolling stock as soon as possible.

Many places have now accumulated experience in active participation of industrial enterprises in the repair of the cars. In turn, a good example is provided by collectives of a number of large plants that are located in Chelyabinsk Oblast which have organized special shops and sections for the repair of rail rolling stock.

This initiative was approved by the CPSU Central Committee, which recommended it for extensive dissemination. There are now more than 200 shops which repair more than 25,000 cars of the Ministry of Railways each year in industrial enterprises of the country. But this is no longer enough.

The Value of The Undertaking of the Moscow Workers

The initiative of a number of Moscow enterprises and the Moscow Railroad is of truly state significance. The joint goal is this: to reach a point where each car or container is sent from the capital center only in completely good repair.

The new undertaking, which was approved by the party Central Committee, has now been supported in a businesslike way in many other regions of the country. A large amount of organizational work is being done especially energetically by the Moscow party Gorkom. The patriotic movement is also growing in the oblasts served by the Moscow Railroad.

A short amount of time has passed, but already about half of the Moscow enterprises that have sidings have concluded special agreements with the railroad. The agreements clearly stipulate the mutual responsibilities. The workers of the enterprise take on the responsibility for repairing cars that come to their sidings with damaged beds.

It is important to emphasize that we are speaking only about the repair of the beds. The running parts which pertain directly to safety of movement, as before, can be repaired only by car depots belonging to the railroad.

Railroad workers, for their part, have committed themselves to sending the enterprises the necessary materials, spare parts, certain mechanisms, instruments and blueprints of equipment; they will also engage in training the workers.

Preliminary calculations show that if all of the enterprises of the capital that have sidings will participate in this matter it will be possible to repair an additional 40,000 cars and 30,000 containers a year. Thus the railroad workers will receive appreciable assistance.

But the value of the initiative of the Moscow workers is not exhausted with this. Let us imagine that a car has been sent to a siding with a small amount of damage to the bed: it is necessary to pound on a couple of boards or weld some part. This, as they say, is a trivial matter. And there is usually someone to do it at the enterprise. At almost every plant carpenters and welders are not rare.

Previously a car was sent to the depot for this minor repair. The procedure is not at all simple and it takes place in a most complicated railroad center. Sometimes it takes a day or even more time to send a car in need of repair from the siding to the depot. And the actual work of the repair workers takes only a couple of minutes.

Thus just one railroad puts dozens of cars out of circulation each day. As specialists have calculated, in the country as a whole as a result of reducing the quantity of rolling stock that is sent to the depot it is possible to release

2,200 cars each day for additional loading. It is not difficult to imagine how, with organization of simple repair of the beds of cars in the new way, the work of the railroad centers will be facilitated and so will the work on the sidings themselves.

The undertaking of the Moscow workers, finally, also exerts an important educational influence. One cannot forget about the psychological aspect. Briefly, one can say that in places where cars are repaired they will not damage or break them. On the contrary, they will protect them and try to use them efficiently.

This was discussed by participants in a recent conference of the Moscow CPSU Gorkom. In particular, they gave the following example. At the Karacharovo Machine Plant the loaders sometimes out of negligence have damaged the wood panels, bent the bolts and even broken off the car doors. There are practically no cases like this anymore.

The undertaking of the Moscow workers is distinguished from what was previously done and is being done in Chelyabinsk and other places by the fact that they repair not only those cars which the enterprise itself needs for dispatching products. Rolling stock is put into order before it leaves the sidings and it is sent loaded to other places, sometimes even to other railroads, traveling many hundreds and sometimes thousands of kilometers. In Moscow, in particular, more cars are unloaded than are loaded. Consequently, the undertaking of the Moscow workers makes it possible to fulfill regulated assignments better--to send only cars that are in good repair to the points for loading larger cargos.

The Moscow Party Gorkom has set the task in this way: all enterprises of the capital that have sidings and transportation shops are called upon to help railroad workers in repairing the beds of the rolling stock and also containers. The party gorkom and raykoms are doing a large amount of explanatory work in the collectives. They show the state significance of the initiative and its role in searching out reserves for fuller satisfaction of the needs of the national economy for shipments. The administration of the Moscow Railroad gives advice and practical assistance to enterprises so that they can equip specialized sections and staff brigades for the repair of rolling stock.

Including All 32 Railroads

Measures for extensive dissemination of the initiative of Moscow workers were repeatedly considered by the collegium of the Ministry of Railways. The undertaking is being given a stable legal, organizational and economic basis. Minor repair of the beds of the cars is becoming an indispensable part of the technological process in the transportation shops of the enterprises.

Such organizational work should be developed by all branch ministries and departments that are cargo dispatchers and cargo recipients. They will have to provide for the establishment of the initiative of the Moscow workers at enterprises under their jurisdiction.

By the beginning of 1983 about a thousand industrial enterprises that have sidings concluded agreements with transportation workers for the repair of cars. This kind of cooperation is now being introduced on all 32 railroads of the country.

A large role in the work that is being developed is being played by the branch divisions of the central committees of the communist parties of the union republics, the party kraykoms and obkoms, the councils of ministers of the union and autonomous republics and the krayispolkoms and oblispolkoms.

There is no doubt that the undertaking of the Moscow workers will become a constituent part of that large amount of assistance which transportation is now receiving. But this undertaking alone is not enough to bring complete order into the entire fleet of cars and constantly maintain it in reliable operating condition.

When developing the car repair base and renovating the depots and plants it is necessary at the same time to achieve better utilization of existing capacities. It is time to place the repair of cars and containers on a modern basis in the transportation plants and depots, and to comprehensively mechanize and automate labor-intensive operations. It is necessary to assign skilled personnel to the enterprises and create good conditions for their labor and life. One must think about how most effectively to stimulate an increase in volume and improvement of the quality of repair. It is necessary to motivate the collectives of the depot to place the cars that need most work in the car barns first.

Maintaining the fleet of cars in good repair guarantees stable, rhythmic and efficient operation of rail transportation and contributes to successful implementation of the responsible tasks set for the workers by the 26th Party Congress and the November (1982) Plenum of the CPSU Central Committee.

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RAIL SYSTEMS

MOSCOW RAILCAR REPAIR INITIATIVE RESULTS FOR FIRST HALF OF 1983

Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 83 p 6

[Article by B. Baranov: "To Spread the Initiative of the Muscovites: The Effectiveness of the Transportation System"]

[Text] In half a year, 290,000 railcars have been repaired by the forces of the enterprises.

The country has embarked upon the period of mass gathering of the new harvest. The lofty responsibility for the safety and timely delivery of the grain cultivated lies with the railroadmen. At this time a large part of the covered rolling stock is being sent to transport grain. For this, well-prepared railcars in good repair must be given up for loading. Practically all the repair forces on the railroads are now busy putting them in order.

In repairing the railcar fleet, the role of the collectives of industrial enterprises and construction organizations is growing. The Muscovites' initiative has spread further. Many enterprises can serve as an example of a responsible attitude toward sanitizing railcars and containers. Together with the railroadmen, they create repair bases, send qualified workers there, and place material and equipment at their disposal.

In the first half of the current year, the enterprises of industry, construction, and other fields have repaired with their own forces some 290,000 railcars and almost 92,000 containers. If the enterprises put 52,000 railcars in order in April, they increased the figure to 65,000 in June.

More, almost all the enterprises that have concluded agreements for the repair of rolling stock are sanitizing it. The collectives of enterprises of the ministries of chemical industry and ferrous metallurgy have prepared 45,000 railcars for loading in half a year. For some time past, the mines and sections of the coal industry have been increasing the pace of railcar repair. Some mines have acquired Donbass railcar repair machines.

However, one must bear in mind that the miners load some 30,000 railcars of fuel every day. And in June, only 100 railcars a day were being repaired in all the coalfields, which is completely inadequate. Until recently, the mine workers were returning to the railroadmen not a few defective half-railcars, which could have been put in order by their own forces.

As earlier, enterprises of the ministries of chemical and oil machine building, nonferrous metallurgy, heavy and transportation machine building, industrial construction, and some others are feebly engaged in railcar repair. Each of these ministries repairs a total of 30-50 railcars a day.

Railcar repair at the Dnepr metallurgical plant, the Nikopol ferroalloy plant, Zaporozhstal, the Achinskiy aluminum combine, the Uchalinskiy metallurgical concentrating combine, the enterprises of the Vorkuta coalfield, the timber processing combines in Arkhangel'sk and Bratsk, and Saratov's Nitron association is not done in the proper manner.

The economic directors of a number of enterprises frequently request the allotting of railcars to carry their products, but at the same time refuse under various pretexts to help the railroadmen sanitize rolling stock.

Few industrial enterprises have yet concluded agreements with the railroadmen for railcar repair in Azerbaijan, Moldavia and Kazakhstan. In these republics the need for container transportation is great. The repair of containers by the forces of the enterprises has not been developed. Here only 1,800 containers were repaired in half a year.

12462

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RAIL SYSTEMS

NEW SEGMENT ON YEREVAN METRO ABOUT TO OPEN

Yerevan KOMMUNIST in Russian 8 Jun 83 p 1

[Article by A. Kuris'ko, candidate of technical sciences, associate of the Armgiprotrans institute: "It's Starting Soon! Let us Present Gortsaranain"]

[Text] The newly opening 1.4 kilometer section begins at the functioning surface station Sasuntsi David and continues out along the railroad tracks to Tamantsineri Street, where the surface station Gortsaranain is located.

With the opening of the given section, the total length of the metro line is 9.2 kilometers, with six stations.

The line runs, in the open section, in the corridor between the functioning railroad tracks and the industrial enterprises, which required the reconstruction of a number of access roads and the relaying of various lines of communication.

The two-track line in the section from Sasuntsi David Station to Gortsaranain Station was laid by a unit of Armtransstroy under the leadership of E. Saakyan. The first trains have passed along the line, the breaking in of which is now in progress; minor defects are being eliminated.

The section opening ends by a complex of buildings: SCB (signalling, centralization, and blocking), CTS (complete transformer substation). Gortsaranain Station also has a platform hall 10 meters wide and 100 meters long, which is covered with gray Pambak granite with interspersions of red cabbage granite. Beyond the tracks are walls faced with Gazgan marble, with vertical insets of white marble. On the walls rests a ceiling of reinforced cement cell elements made in Leningrad. This new technical solution permits one span to cover the entire station without supports.

From midplatform, let us go down on the three-belt escalator installed by the brigade from TO-5 Tbiltonnel'stroy which is led by T. Kitsurashvili. It also installed the escalators in the Lenin Square and Eritasardakan stations. This brigade's work is notable for its thoroughness, resourcefulness, and conscientiousness.

The inclined escalator hall is faced with Oktemberiansk red tufa. The lobby of Gortsaranain Station, which is a continuation of the escalator hall, is a

regular octagon with eight arches, which support a pyramidal ceiling. On the outside the lobby is faced with basalt, with arches at the two entrances. Inside, the lobby is covered with red tufa.

In the main, the whole station complex was built by the unit from the Yerkhimstroy trust led by A. Muradyan.

Surface construction of the given section of the line has meant the saving of more than 11 million rubles in comparison with the cost of underground construction.

The doors of Gortsaranain Station will soon open, and the passengers of the southern industrial region will evaluate the true value of the new form of transport.

And the metro builders will go on to new sections of the line running southward toward Spandaryan Square.

12462

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RAIL SYSTEMS

DIFFICULTIES RESOLVED IN MINSK METRO CONSTRUCTION

Moscow IZVESTIYA in Russian 2 Jul 83 p 1

[Article by IZVESTIYA's own correspondent: "A Metro Line Under the River"]

[Text] The builders of the Minsk metro have decided to begin construction of its first underground line ahead of schedule--in July of next year, in commemoration of the 40th anniversary of the liberation of Soviet Belorussia from the German fascist invaders.

A crucial test was recently passed: the righthand tunnel section was dug under the river Svisloch. It was not easy to overcome this water barrier. The nation's metro-building history includes few examples of digging tunnel sections under rivers in conditions of the shallow laying of a metro. Just such a metro is being built in Minsk.

Several ways of passing under the riverbed were carefully analyzed. The most economical was chosen--digging the tunnel under cover of an earthen embankment. The Svisloch was dammed, and large-diameter steel pipes were laid in its channel to carry the river's water.

Earthworks under a river require special preparation. Experience teaches that unpleasant surprises always await metro builders here. For example, in their path the workers found large boulders, some of them two meters in diameter. What about huge wooden timbers--who would have expected these well-preserved logs, many meters long, in death made into a wall, in concrete foundations?

Once, recalled the oldtimers, right there where the Minsk metro line now is, there was a wooden bridge built across the Svisloch. After it was swept away, they erected a concrete one. But the timbers from the first bridge remained.

The metro builders of P. Tikhomirov's brigade quickly removed this unexpected obstacle. The work proceeded at shock tempos, and the tunnel access complex was finished on the right bank of the river with fine precision.

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RAIL SYSTEMS

TEST RUNS BEGIN ON MOSCOW METRO'S SERPUKHOVSKIY LINE

Moscow PRAVDA in Russian 10 Jul 83 p 1

[Article by N. Korshunova, Moscow: "The Train Has Arrived in Chertanovo"]

[Text] Yesterday the first test train passed along the new underground line that runs from Dobrynin Square to Chertanovo Rayon.

The departure of a test train on a new line is always a portentous event for metro builders. And while more than one month will pass before the line is opened for use and the pale blue expresses will be running with passengers, the first trip marks the end of a big and complicated effort.

The new underground main line, 13.9 kilometers long, did not come easily to the builders. The line passes through densely-populated areas of the capital, and this has always entailed difficulties. Very complex geological conditions and the urban planning situation required the builders to summon as allies not only their immense experience, but also to take the path of innovation. They had to resort to a deep and local lowering of the water level, to artificial freezing of the ground, to alter the so-called method of driving tunnels and anchoring foundation walls, and other progressive methods.

Eight stations and the big Warsaw Depot have been built on the Serpukhovskiy radius. Serpukhovskiy Station, one of the deep-placed column-and-pylon type, was built first, in keeping with the practice of metro construction. It is linked by a passage with the functioning Dobrynin Station on the ring line. Tula Station is the next on the line. It, like two others on the radius--Nakhimov Prospect and South, is single-arched. Nagatinskaya, Sevastopol, and Chertanovo Stations are of the column type; they are built of reinforced ferro-concrete elements made in factories.

Dressed in granite and marble, the underground stations look modest today: the chandeliers are not yet blazing with fire, the clapping of escalator belts is not yet heard. The artistic decoration of the stations, which expresses themes linked with Moscow's past and present and with the hero-cities of Tula and Sevastopol, is still in progress.

The metro builders intend to have the Serpukhovskiy radius in operation by the 66th anniversary of Great October. The line, running from Dobrynin Square to Chertanovo Rayon, links major living areas. In the future, the radius will be extended toward the center of the city, to Borovitskiy Station near the Library imeni V.I. Lenin. Then it is planned to link it with the Timiryazevskiy radius, the construction of which has already begun. And from South Station, trains will in the future go further south, to Prague Station.

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RAIL SYSTEMS

ELECTRIFICATION OF BARANOVICHI-BREST LINE FACES DELAYS

Moscow GUDOK in Russian 26 Jul 83 p 1

[Article by L. Kudash, chief of the technical department of the electrification service: "The Supports Stride Westward"]

[Text] Further and further westward stride the supports of the contact network. Electrification is in progress in the Baranovichi-Brest section, without a reduction in the scale of train movements. This 204-kilometer section is the last in the huge Moscow-Brest polygon.

It is hard to overestimate the significance of electrification of this line. Here pass tens of fast passenger trains and many import and export cargoes.

...At the start of this year, a conference of representatives of all the units participating in the electrification was held in Brest. At it a commitment was accepted to complete the work ahead of schedule. This helped to mobilize people for shock labor. Collectives SMP-869 of Transsvyaz'stroy trust and SMP-802 of Transsignalstroy trust began to function more energetically. Overcoming difficulties, the brigades of the Beltransstroy trust successfully set up the supports and installed the contact network.

Brigade SMP-678 of the Beltransstroy trust is building the substation at Oranchitsakh quickly and well. Now it is practically ready, and they are setting up the equipment here and installing the cable. Next come the substations at Domanov and Brest-Vostochnyy.

However, things are not going smoothly everywhere. For example, from the very first days the foundation diggers and the vibration loaders began to act up. As a result, the timetable for setting up the contact network supports on the Bereza-Kartuskaya-Brest and even at the Brest junction itself was upset. At first there were delays because of a shortage of supports and of the foundations for them. True, the system's managers took strategic steps: a rotational system was set up to obtain them from the factories of other systems, and the situation was corrected.

At times the timetable is upset by other matters. For example, a brigade of the Beltransstroy trust has not yet begun to construct the transformer points.

To speed up the pace of electrification and meet the accepted commitments, it is necessary, as was recorded in the protocol of the last conference after an inspection of the section by all the directors participating, first of all to repair the equipment for reliable work. Particularly that engaged in primary tasks, such as setting up the contact network supports. It is necessary to speed up the construction of protection for the communication lines. A lag has been permitted here that may affect the date for introducing electric traction.

In a word, things are going well enough in the Baranovichi-Brest section. And to meet the commitments accepted, it is necessary to speed up the pace and to raise the quality of labor.

Editorial Note: While Comrade Kudash's material was being prepared for printing, Comrade Sverkunov, GUDOK's own correspondent on the Belorussian system, reported that a hitch has occurred in the task of the electrification workers because of difficulties with the installation of the contact network supports, the foundations for them, and the anchors, which were provided by the enterprises of Glavstroyprom, and also because of an interruption in the supply of the rigid crosspieces supplied by Glavzheldorstroy of the North and West.

12462

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RAIL SYSTEMS

KRASNOYARSK RAILROAD SLOW TO ADOPT RAILCAR REPAIR INITIATIVE

Moscow GUDOK in Russian 28 Jul 83 p 1

[Article by A. Kudelya, engineer, Krasnoyarsk: "Indifference Hurts Business: The Factory to the Road, the Road to the Factory"]

[Text] The workers of the Reshotinskiy timber management have prepared tens of railcars for loading and sent them to their recipients. But their neighbors--the Poymenskiy timber management--have poorly met their commitments to Tinsk Station, with which they have concluded a contract. Holes in the floors of railcars are haphazardly patched with slabs, and more serious repairs are flatly refused: there is the danger of fire in doing welding work close to warehouses.

"From the beginning of the year this timber industry management has not managed to sanitize a single railcar or to dispatch in them even 1,000 cubic meters of wood," says station chief V. Sushkevich. "But they do not accept those in disrepair for loading."

The Krasnoyarsk road is choking for lack of empties. Factories and timber industry organizations, coal and ore pits require one thing from railroadmen: railcars, railcars, railcars! But it is hard to recall a month in which the neighboring main lines supplied an empty according to plan. And what railcars the Krasnoyarsk people obtain from the East Siberian and Kemerovski systems they term, in one caustic word, the "picked-over"--meaning what was left after many selections.

Everything that is in the slightest degree fit for loading the neighboring systems, the so-called "rescuers", keep for themselves. Thus, the Krasnoyarsk railroadmen and their clientele are always trying to adapt what remains to their business. For 12 years an aluminum plant has been sanitizing railcars, readying for use some 200 units of rolling stock per year. Since 1978, the Krasnoyarsk silk combine has repaired 4,800 containers for the loading of its own products.

Therefore, the initiative of the Muscovites was not new to the Krasnoyarsk people. Nevertheless, many directors had to be convinced of the need to rehabilitate empties by their own forces. Up to now, only 41 enterprises of the kray have concluded agreements with the system. Of those that have concluded

one, not all have begun meeting their accepted commitments. Some do not repair, but "patch up".

In the present year, the cooperating enterprises have sanitized 1,174 railcars and 32 containers. This is several times fewer than planned.

At the last joint conference of transport workers and workers from industrial enterprises the question was discussed: Whose fault is it that railcars are being damaged?

"It often happens," complained the participants, "that we agree to accept a 'marginally fit' empty for loading. We repair it. And we suddenly learn that our neighbors, the Bazaikhskiy PPZhT, have grabbed it."

At the river port, at the graphite plant, at the Promzheldortrans enterprises, at the combine factory, at the Achinskiy aluminum combine, they regard railcars barbarously, there is no other word for it. After unloading them, it is necessary to make repairs at the depot.

Incidentally, where most of the railcars go out of service, they do not hurry to follow the example of the Muscovites. For example, at the combine factory. Its directors know that empties will be provided all the same for their production, which has special importance. "Why go to unnecessary trouble?" they apparently argue. Sibtyazhmash, the enterprises of the Krasnoyarskugol association, and the television factory have not concluded agreements with the system.

The wall of indifference that has separated the directors of these and some other enterprises from common concerns will, I trust, be broken down. And the quicker the better. You know, by the most modest reckoning, the industrial enterprises served by the Krasnoyarsk junction alone should be able to sanitize not less than 24,000 railcars this year!

12462

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RAIL SYSTEMS

CHIMKENT ENTERPRISE REPAIRS OWN RAIL CARS, BUT FACES OBSTACLES

Moscow GUDOK in Russian 19 Jan 83 p 1

[Article by Yu. Fel'chukov, "Minuclobreniy" Press Center correspondent (Chimkent): The Railroad Car--Our Common Concern"]

[Text] The Chimkent Fosfor Association is one of the largest enterprises of the Ministry of Mineral Fertilizer Production. Railroad workers of the Alma-Ata Railroad's Sayrom station serve it.

"Previously, perhaps our most painful problem," says the deputy general director of the association, K. Shirtayev, "was too much idle time of the cars, which in some years exceeded the planned amount 4-fold. In particular, there were large losses in receiving and releasing operations. These are now done at our Zavodskaya station, and we also fill out shipping documents here, which saves a lot of time. The introduction of scientifically substantiated norms for idle time of cars for each of our industries also helped."

These and other measures enabled the association's collective to achieve remarkable success. Last year it was suggested that the idle time of rolling stock be reduced to 0.1 hours below the norm and they reduced it by 0.4 hours. There was a time when the cars were delayed on the siding for up to a day and a half, and now they stand there nine and a half hours.

"We are now solving another important problem," says the chief of the railroad shop, S. Akhmirov, "we are organizing the repair of rolling stock that comes to us loaded. On the basis of the repair and construction shop they have created a point for preparing the cars. Here we clean them and do minor repair--carpentry work, welding of the roofs of the hatches, tighten the lugs and replace worn-out parts of the beds. We devote special attention to preparing the covered cars. In order to avoid losses of bulk cargos on route, we line the inside of the cars with paper, and we cover the door openings with shields."

Workers of the Sayram station, in turn, conduct a preliminary inspection of the cars and make note of things that have been repaired so that workers at the sidings of the association do not waste time on this. In other cars they find broken pieces which their fellow workers help to eliminate.

Each day the association repairs 5-6 cars. But they could repair considerably more if the railroad workers helped them more with parts and timber materials, of which there are frequently not enough.

There are other factors that impede the work. Shunting work for selecting from the trains cars that are in disrepair at the Sayram station and also the transfer of rolling stock to and from the sidings are done, as a rule, using locomotives from the association. And a paradoxical situation has arisen here. Doing this work selflessly, the collective of the railroad shop is placing itself in a disadvantageous position. The fact is that they are allotted fuel and lubricants only for operations which are done on the siding. But additional work requires additional expenditures. So the transport workers of the association go into debt from month to month. And the station workers are encouraged to save money on maneuvering work. It seems that it is necessary to plan the quantity of fuel and lubricants on the basis of the actual volume of operations that are performed.

Another issue. It is understandable that increasing the load on locomotives leads to more rapid wear of the mechanisms, and it is very difficult to obtain additional spare parts.

"Our brigades," says chief of the Zavodskaya locomotive depot, V. Glushchenko, "strictly observe the rules of preventive maintenance and do the necessary current repair. And the fitters, headed by Viktor Abramovich Podgornov, also do work that is usually done under plant conditions. But we do not have these conditions. And it is very, very difficult to send a locomotive for plant repair, even after the normative time periods have expired."

About 5 million tons of granulated slag have accumulated on the territory of the association's transportation shop. These improvised "storehouses" cause harm to the environment and clutter up places intended for constructing new buildings. And yet granulated slag is a valuable raw material for cement plants, which flood the association with telegrams requesting that its delivery be accelerated. But there are not enough cars. Railroad workers do not supply enough rolling stock that is in good repair. This apparently means that it is necessary to increase the volumes of repair at the enterprise. And to do this it is necessary to solve on the spot the problems that are impeding this work.

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RAIL SYSTEMS

LEAD EDITORIAL PROMOTES MOSCOW RAIL CAR REPAIR INITIATIVE

Tallinn SOVETSKAYA ESTONIYA in Russian 22 Jan 83 p 1

[Editorial: "Efficient Handling of Cars"]

[Text] The 26th CPSU Congress set a responsible task for transportation workers: to provide for complete and prompt satisfaction of the needs of the national economy and the population for shipments, and to raise the level of utilization and the reliability of the operation of transportation, especially rail transportation.

Under the conditions of the continuously growing volumes of cargo that is shipped by rail transportation and the critical shortage of rolling stock, to maintain the cars and containers in good repair and to take a thrifty attitude toward them acquire primary significance.

Proceeding from state interests and creatively solving the problem of accelerating the shipment of cargos, the collectives of a number of industrial enterprises of Moscow, in conjunction with railroad workers, have come out, as we know, with a new patriotic initiative. They have taken on the responsibility of sending only cars and containers that are in good repair from the Moscow center, and they have appealed to all enterprises and organizations of the city that receive and dispatch cargo on railroad cars and in containers to develop work for putting the means of transportation in good condition and carrying out the necessary measures so that the repair of cars will be done with minimum expenditures of time. This undertaking of the Moscow workers has been highly rated in the CPSU Central Committee.

Analysis shows that extensive organization of repair of railroad cars and containers is also an essential task for labor collectives of our republic. As was noted at the 9th Plenum of the Central Committee of the Communist Party of Estonia, in recent years much has been done to improve shipment of cargos in containers. This progressive kind of shipments is being purposively and consistently introduced by the Estonian SSR Ministry of the Meat and Dairy Industry for its own products. The ministry has set concrete assignments for enterprises under its jurisdiction to carry out before 1985 in order to develop container and package shipments, it is exercising control over the fulfillment of these assignments, and it is rendering the necessary assistance in solving the problems that arise. The collective of the Estonian Steamship Company has also achieved success in this matter.

Still this work is poorly arranged at many enterprises. The volume of container shipments decreased even in the Estonian Division of the railroad. At the same time the need for them is increasing. The established limits for containers satisfy the orders of the enterprises by only 30-35 percent or even less. The reason for the situation that exists is not only the poor efficiency of the utilization of existing containers, but also the lack of proper organization of their repair.

This makes it incumbent on every labor collective that receives or dispatches cargo on the railroad to render assistance to railroad workers and to achieve mutual understanding in their joint work.

It should be noted that the initiative of the Moscow workers is finding increasingly broad support in our republic. Thus on the initiative of the Morskiy party raykom of the city of Tallinn, a business meeting was held for executives of a number of industrial enterprises of the rayon along with managers of the Estonian Division of the Baltic Railroad. They had a concrete discussion about unutilized reserves both at the enterprises and on the railroad for the repair of rolling stock. The RET [expansion unknown] Association is creating a special brigade for the repair of containers. In the first quarter of 1983 the Maardu chemical plant committed itself to equipping a special area for these purposes, which will be supplied with welding equipment and instruments for the repair of cars. They are also creating a section for loading containers with mineral fertilizers. The necessary measures are being developed for increasing the material motivation of cargo workers and other categories of workers who are engaged in handling the cars.

Following the example of the Moscow workers, agreements have been concluded between railroad workers and the collectives of a number of industrial enterprises of the rayon, which envision the organization of the repair of cars and containers through joint efforts.

In other words, the joint search has led to certain results. Now it is important to persistently realize them in practice, and, through the joint efforts of railroad workers and workers of industry, construction and other branches, to return all cargo cars and containers to the national economy in good repair. Specialized sections and brigades for repair of rolling stock will have to be provided with all the necessary materials and technical means.

Party organizations and soviet and economic agencies will have to develop initiative and a creative attitude toward the matter, explain the great national economic significance of the undertaking of the Moscow workers, disseminate and introduce advanced practice, and encourage the conclusion of agreements between enterprises and the railroad for joint actions to renovate cargo cars and containers.

The repair of rolling stock involves certain material expenditures. Supply agencies of the republic must therefore provide for the delivery of the necessary materials to the enterprises and organizations that repair cars and containers through their own efforts.

A good deal depends on the railroad workers themselves. The Estonian division of the railroad still has reserve for increasing the volumes of repair work in the car depots and the stations. It will be necessary to accelerate the renovation, to replace equipment, to create new repair sections, and to equip them with the appropriate mechanisms.

It is important to develop a thrifty, conscientious attitude toward means of transportation as public property, and to decisively put a stop to inefficiency. One cannot tolerate cases where at the stations and on the sidings of the enterprises where cars and containers are damaged because of negligence, the rules and norms for loading and unloading and carrying out shunting work are violated, and so forth.

Strengthening production discipline in transportation is the direct duty of party, trade union and Komsomol organizations. The final results will depend to an immense degree on their demandingness and initiative.

Let every wagon, every container leave the enterprises only in good repair. The rolling stock must operate with a full load.

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MARITIME AND RIVER FLEETS

BRIEFS

BARGE OF NEW SERIES--More than 2,500 t of hard coal was transported from Kotlas to Arkhangelsk by a barge launched by the shipbuilders of Limenda. Not a single vessel of such type in the Severnaya Dvina basin was able to take on so much cargo at one time until now. "The leading vessel in the new R-171 series has proven itself in a positive way during the experimental voyage," explained I. Zhdanov, chief of the technical department of the Northern Steamship Company and deputy chairman of the receiving commission. "The leading vessel is distinguished by increased carrying capacity and high maneuverability. It is intended for transporting coal, mineral construction cargo, large containers and wheel and caterpillar track equipment..." The new nonselfpropelled vessel is already in use in transporting transit cargo, and workers of the Limenskiy plant are preparing to launch another barge of the same type.

[By S. Zhernakov] [Text] [Moscow VODNYY TRANSPORT in Russian 21 Jun 83 p 1] 9817

GAS CYLINDER SHORTAGE--"Harbor, respond to 131st." "Harbor listens." "What is the situation with our order for gas?" "There is no gas and there will be none," the duty dispatcher responds sharply. "This is the second time that we have requested for an exchange of gas cylinders, but are getting the same response: there is no gas and there will be none," Yuriy Belousov, captain of the motorship ST-131, said indignantly. Belousov is not alone in his indignation over the sluggishness of Tyumen port workers. But as explained by Galina Viktorovna Karganova, chief dispatcher of the Tyumen port, the leapfrogging with the exchange of gas cylinders has been going since 15 May. The rivermen are being let down by the Tyumen'gazifikatsiya [not further identified] trust. Incidentally, owing to delays in supplying gas cylinders at the Tyumen roadstead last year every motorship lost an average of 3-4 days during the navigation season. There have also been such instances during the current navigation season. It appears that the lesson was of no benefit to the rivermen. Is it not about time for supervisors of the Ob-Irtysk Steamship Company to take a few steps in the direction of their neighbors and adopt measures locally?

[By staff correspondent G. Vstavskiy] [Text] [Moscow VODNYY TRANSPORT in Russian 23 Jun 83 p 3] 9817

NEW TOURIST MOTORSHIP--The tourist fleet of the Volga Joint Steamship Company has received a new, modern four deck vessel. It was built by Czechoslovak specialists and has many conveniences for passengers. It has comfortable cabins, a movie and concert hall, a library, a reading area, restaurants and

cafes. The motorship is named after Georgiy Konstantinovich Zhukov, a famous military leader and four times Hero of the Soviet Union. Currently, the liner is on its maiden voyage with residents of hero-city of Volgograd and other places in the country aboard. [By staff correspondent V. Chinguzov] [Text] [Moscow VODNYI TRANSPORT in Russian 28 Jun 83 p 4] 9817

ANTI-RUNOFF COMPLEX--A powerful anti-runoff complex was commissioned yesterday near the city of Kazandzhik. It will shield the bed of the Karakumskiy Canal and the plantations and gardens located along its banks against destructive mountain torrents. The strongest mud and rock torrents now pose no problem to the 1,100-km man-made river, a considerable part of whose course extends along the slopes of Kopetdag. Created simultaneously with the construction of the canal, the unified anti-runoff system reliably protects the canal and cities. [Text] [Moscow VODNYI TRANSPORT in Russian 21 Jul 83 p 2] 9817

NEW SUPPLY VESSEL--Shipbuilders of the Krasnaya Kuznitsa Plant have launched a universal multipurpose supply vessel, intended for transporting coastal cargo. The future places of call by the new vessel are sparsely populated places along northern seacoasts. Consequently, the vessel is equipped with mechanisms for conducting all kinds of cargo operations on an unequipped coast. This is a routine motorship of such type, which was constructed by ship repair workers of Solombala. The new supply vessel was named "Varandeyem" in honor of the first settlement of oil prospectors on the coast of the Barents Sea. [By M. Kichigin] [Text] [Moscow VODNYI TRANSPORT in Russian 21 Jul 83 p 1] 9817

NEW ICE BREAKERS--During the latter part of 1982, the Finnish shipyard of the (Vyartsilya) Joint-Stock Company [A/O] constructed the icebreakers "Mud'yug" and "Magadan" for the Ministry of the Maritime Fleet. These vessels are a new type of icebreakers, designed for operation in the Barents, Okhotsk and Baltic Seas. The icebreaker's greatest length is 92.0 m, width is 21.4 m, draft is 6.0 m and speed is 16.5 knots. The main power plant consists of four (Vyartsilya-Vaasa) 8 R 32 diesels connected through regulators to two propeller shafts. Effective horsepower of the power plant is 9.1 megawatts (12,400 horsepower). There are three auxiliary (Vyartsilya-Vaasa) 624 TS diesels. The vessel is equipped with a pneumatic washing system which considerably reduces friction when the vessel goes through ice. A new system is used to control the propeller blade pitch of the regulated step. [Text] [Moscow MORSKOY FLOT in Russian No 6, Jun 83 p 51] COPYRIGHT: "MORSKOY FLOT", 1983] 9817

FINNISH VESSELS FOR USSR--The shipyard of the (Vyartsilya) Joint-Stock Company is building supply vessels for the USSR. They will serve oil and gas fields in the Black Sea and in our country's northern regions. The vessel's length is 67.5 m, width is 13.8 m, draft is 4.7 m and speed is 16 knots. The vessels are equipped with two (Vyartsilya-Vaasa) 9R32 engines with an overall capacity of 6.14 megawatts (8,350 horsepower). The engines operate on heavy fuel and are connected through the regulator to the propellers of the regulated step. Equipment of the vessels also includes a 6-t hoisting capacity crane and effective rescue gear. The vessels are of the L2 ice class and can be used under temperatures ranging from -30 to +40°C. [Text] [Moscow MORSKOY FLOT in Russian No 6, Jun 83 p 51] COPYRIGHT: "MORSKOY FLOT", 1983] 9817

PORTS AND TRANSSHIPMENT CENTERS

BRIEFS

ROLL-TRAILER SHOP--Aralsk--A vessel arrives in port. But a container has not completed its voyage: it must be transferred to a railway car. For this purpose there are roll-trailers--huge flatcars on wheels on which cargo of any size can be transferred in port. The Aral'skiy Ship Repair Plant has already produced small experimental batches of them. Roll-trailers will soon be introduced into series production: a special shop to produce them is being put into operation at the enterprise. "We are preparing for a housewarming," states assembly worker brigade leader A. Izbanov, "and are doing everything to move up the date." The brigade leader introduced Eskar Zhasarabergenov and Amangel'da Shorayev, the leading workers. They are natives of Aralsk, children of fishermen. It happened many times that after working their shift, the young people from A. Izbanov's Komsomol-youth brigade came to help construction workers. The shop built of steel and glass is almost ready. It was built by construction workers of the Central Asiatic Steamship Company in Chardzhou, Baku communications workers and workers of the Kherson administration of the Specialized Construction and Installation Trust [Spetstroyontazh] of the Ministry of the Maritime Fleet. The new shop will produce 500 roll-trailers annually. [By PRAVDA correspondent Yu. Kirinitsiyarov] [Text] [Moscow PRAVDA in Russian 20 Jun 83 p 1] 9817

ILICHEVSK CARGO HANDLING SEMINAR--Recently an all-union seminar was held in the Ilichevsk port on "The Problems of Intensifying Loading and Unloading Operations and Raising the Capacity of Ports on the Basis of Using Progressive Technology and Safe Labor Methods and Means for Mechanizing Cargo Handling Operations." Participating in the work of the seminar were workers of the Dry Cargo Fleet Main Administration [Glavflot] of the Ministry of the Maritime Fleet [MMF], supervisors and chief specialists of the country's steamship companies and ports and representatives of planning organizations. Delivering reports at the seminar were I. Orlov, deputy chief of the Dry Cargo Fleet Main Administration; F. Romanovskiy, chief of a department of the Dry Cargo Fleet Main Administration; V. Zolotarev, chief of the Odessa port; and others. Participants in the meeting adopted recommendations aimed at raising the intensiveness of cargo handling operations in ports. [By staff correspondent D. Romanov] [Text] [Moscow VODNYI TRANSPORT in Russian 28 Jun 83 p 1] 9817

VYSOTSK MOORING AREA--About 2 months remain before the Vysotsk anchorage point, an affiliate of the cargo region of the Vyborg seaport of the Baltic Steamship Company, will welcome its first vessel. A mooring area was constructed in

Vysotsk which will be able to handle two vessels simultaneously. Two portal cranes will be installed here with the help of a "Bogatyr'" floating crane. Dredging is underway. After it is completed, maritime deep-sea vessels will be able to enter Vysotsk. [By staff correspondent V. Yeliseyev] [Text] [Moscow VODNYY TRANSPORT in Russian 7 Jul 83 p 4] 9817

AKTAU FERRY, TANKER QUAY--The capacity of the Caspian port of Aktau was increased 1.5-fold. The ferry quay, which was rarely used here until now, was reequipped. Oil pipelines, pipes for pumping out water ballast from vessels and other systems were connected to it. Priming devices can be removed in a few minutes during the approach of a ferry and reinstalled just as fast to serve tankers. The flow of raw materials has been increasing annually from the Buzachi Peninsula, where oil deposits are being developed at increased rates in accordance with the decisions of the 26th Party Congress. The port's oil pier is operating under intense conditions and because of this the port workers have developed and introduced a dual-purpose use of the ferry quay. [By Shevchenko] [Text] [Moscow VODNYY TRANSPORT in Russian 7 Jul 83 p 4] 9817

NEW SEAPORT QUAY--Donetsk Oblast--A new specialized quay was commissioned at the port of the Zhdanov "Azovstal'" Metallurgical Plant imeni S. Ordzhonikidze. Enterprises of Kerch, Nikolayev and Kherson now can receive large-size production of "Azovstal'" by sea. According to preliminary estimates, this means of transportation will make it possible to free up to 4,000 railway cars a year. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 28, Jul 83 p 24] 9817

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