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 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT   
 CD NO.

COUNTRY USSR  
 SUBJECT Economic - Technological, automobile industry, construction projects  
 HOW PUBLISHED Daily newspapers  
 WHERE PUBLISHED USSR  
 DATE PUBLISHED 6 - 12 Jun 1951  
 LANGUAGE Russian

DATE OF INFORMATION 1949 - 1951

DATE DIST. 24 Oct 1951

NO. OF PAGES 4

SUPPLEMENT TO REPORT NO.

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SOURCE Newspapers as indicated.

MOSCOW AUTO PLANT IMPROVES PRODUCTION;  
MINSK PLANT LAGS;  
AUTO PLANTS SUPPLY CONSTRUCTION PROJECTS

FULFILLS PLANS --- Moscow, Vechernyaya Moskva, 11 Jun 51

The Moscow Small Displacement Automobile Plant (MZMA), which had worked sporadically and failed to fulfill the plan in 1949 and the first quarter 1950, not only fulfilled the 1950 plan, but wiped out the 1949 deficits. It exceeded qualitative and quantitative indexes in the first 4 months of 1951. In the same period, rhythmic work and waste reduction enabled the plant to save 1,260,000 rubles.

Work has been done to improve the construction and to eliminate the defects of the Moskvich automobile. A new gearshift box has been developed with the gearshift lever mounted on the steering column. A crankshaft of increased durability has been introduced, and the body and a number of units have been strengthened.

To increase plant efficiency, 425 units of equipment have been reorganized. In the chassis, assembly, and body shops, four new conveyers have been set up. Highly productive aggregates for the continuous heat treatment of parts have been installed in the metallurgical shops. Automatic machines for nickel plating and other improved equipment have been developed.

Eighteen thousand workers have completed courses for improving the handling of machines through increased technical knowledge, and have received certificates for completing minimum technical courses entitling them to operate machine tools. More than 97 percent of the operating equipment has been put on the socialist maintenance program. The movement for the effective utilization of metal has resulted in the saving of more than 70 tons of steel and nonferrous metal in the first quarter 1951.

More than 2,300,000 rubles have been spent on improving the working and living conditions of workers in 1950 and the first quarter 1951. New ventilation systems and sanitation units have been installed.

The plant workers have set themselves the task of making their plant an "excellent quality" enterprise by 1 May 1952.

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ADVANCED METHODS EARN PLANT STAKHANOVITE TITLE -- Moscow, Moskovskaya Pravda,  
12 Jun 51

On 8 June 1951, the collegium of the Ministry and the Central Committee of the Trade Union of the Automobile and Tractor Industry awarded the Moscow Small Displacement Automobile Plant (MZMA) the Stakhanovite title. By 7 November 1950, 45 brigades, 12 sections, and four departments had received the Stakhanovite title. The heat treatment shop and body shops received it by 17 December. In May 1951, 18 shops, 60 departments 121 sections, and 263 brigades joined them.

Every month since April 1950, the plant has exceeded the program for commodity and gross production in assigned type designations. It exceeded the plans for labor productivity, and reduced manufacturing cost and labor consumption in the production of automobiles. To improve the technological processes, 770 running meters of roller conveyers for the crankshaft, flywheel, cylinder head, rear axle housing, and other production lines have been installed. Four conveyers have been put into operation in the chassis, body, and assembly shops. One hundred five highly productive attachments have been introduced, and 353 machine tools have been converted to high-speed cutting.

To attain the title of excellent-quality plant, 312 brigades, 242 departments and some 4,000 Stakhanovites have entered the competition. In recent months, the plant began to introduce advanced forms of technical control, and methods for the prevention of rejects; 234 operations were converted to statistical control methods, while 52.6 percent of all shop controllers work by periodic control methods.

Before the plant could claim the Stakhanovite title, it had first to reduce excess consumption of metal, to curtail rejects, and to salvage defective products by repairing them. With this aim, the press shop improved the stamping of parts and salvaged waste for making small parts. In the automatic shop, the worker now receives metal by weight and accounts for it with finished parts. The plant saved 74 tons of metal in the first quarter.

A great number of workers, including engineering-technical workers, have opened personal accounts indicating their contributions to the efforts to economize. They contributed 2.2 million rubles to the savings provisionally planned for the year.

The technical production instruction of workers, engineers, and technicians has been greatly expanded in the last 2 months. Of the number of workers putting equipment on the socialist maintenance program, 1,792 machine-tool workers have passed examinations qualifying them to operate equipment; 1,306 workers, included in the individual cost accounting program, completed short-term schools for increasing productivity. Work methods were studied by 485 Stakhanovites, according to the method of F. Kovalev. The experience of the advanced is communicated to the rest: 856 workers studied in the Stakhanovite schools.

The adoption of the title imposes new and increased tasks. In particular, the plant has decided to introduce a modernized motor, front suspension, and rear axle, and by 1952 to increase the mileage of the automobile before it requires a general overhauling to 60,000 kilometers.

BLAME MINISTRY FOR WASTE, INEFFICIENCY -- Moscow, Pravda, 8 Jun 51

The Ministry of Automobile and Tractor Industry is responsible for the failure of the Minsk Automobile Plant to fulfill its production plan for several consecutive months. The plant has made energetic efforts to liquidate the production lag. In April, for example, the foundry, chassis Shop No 1, chassis Shop

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No 2, frame, and other shops completed the monthly assignment 3-4 days early. However, the plant again fell behind. The reason is that the plant is far short of producing everything necessary for the output of automobiles. Other enterprises of the ministry furnish many parts and units by cooperative arrangements. The ministry has established interplant cooperation on such a poor basis that the work of the Minsk Plant is retarded.

The Yaroslavl' Automobile Plant, which supplies the Minsk Plant with motors, rotating cams, and other parts, failed to supply all the required motors last year. Often motors arrive irregularly; five times as many arrived in the last 4 days of April as in the beginning of the month.

The ministry's slipshod arrangements for cooperation have retarded production growth of the tractor, bicycle, and other plants, which have grown up on the outskirts of Minsk in the course of the postwar Five-Year Plan. Several thousand machines have accumulated in the bicycle plant, waiting for pumps from Podmoskov'ye.

The ministry is surprisingly indifferent to the needs of the new enterprises. Kiklamov, Minister of Automobile and Tractor Industry, his deputies, and the leaders of the main committees are not well informed on the situation in the Minsk plants. Whenever the ministry learns of a lack of parts, it orders them to be transported in automobiles, fast trains, and even in planes, thereby raising the cost of production and creating superfluous expenses. For example, to transport one motor 1,000 kilometers, from Yaroslavl' to Minsk, in an automobile, costs the plant 10½ times as much as transporting it by freight train. The plant paid almost 265,000 rubles for transporting motors in the first quarter 1951. The cost of expeditors, retained by the Minsk Plant at Yaroslavl', Moscow, and Smolensk, and the unnecessary missions, telegrams, letters, and telephone conversations, add to excessive expenditures.

Even though V. Pobedonostsev, Deputy Minister of Automobile and Tractor Industry, who visited the Minsk Plant in April, acknowledged the ministry's failure to administer its plant properly, nothing has been done so far. V. Mayboroda, the plant director, was summoned to account in Moscow in mid-May. Even while the ministry's collegium convened and took the "usual measures," the Minsk Automobile Plant experienced extreme difficulty in its work, because of a lack of rotating cams.

There are a great many other needs at the plant. It seriously needs help in the expansion of the production of malleable iron, steel, and nonferrous castings, and in the organization of heavier dump truck output. There are serious deficiencies in planning. Important questions do not, however, find practical resolution in the ministry.

DELIVER ABOVE-PLAN SPARE PARTS FOR CONSTRUCTION PROJECTS -- Yerevan, Kommunist,  
10 Jun 51

In the first half of 1951, the Yerevan Avtodetal' Plant delivered spare parts to the motor vehicles of the great construction projects ahead of time.

The plant workers declared that since they had exceeded their program, they could supply parts above plan for the GAZ-AA and ZIS-5 motor vehicles equal in amount to their plan for one quarter, according to the type designations of the construction workers. On 8 June, the Kuybyshev Hydroelectric Station workers asked for 2,600 parts for their motor pool. The Kakhovka Hydroelectric Station workers requested 1,480 above-plan parts from the second quarter 1951 output for the GAZ-MM and ZIS-5 motor vehicles.

The plant workers resolved unanimously to fulfill these supplementary orders.

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SUPPLY 10-TON DUMP TRUCKS TO CONSTRUCTION PROJECT -- Moscow, Komsomol'skaya  
Pravda, 6 Jun 51

The Yaroslavl' Automobile Plant has supplied 10-ton YaAZ-210 dump trucks  
to the Volga-Don construction project.

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