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METAL-SAVING CAMPAIGN
AT URAL RAILROAD CAR PLANT

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The Ural Railroad Car Plant uses an enormous quantity of metal. It is very important, therefore, to strive for an over-all reduction in the consumption of metal for every railroad car.

Workers of the press shop initiated a socialist competition for saving metal. Waste metal was to be collected and sorted by types of steel and by size. This project of the press shop was approved by the plant's party committee and by the bureau of the Sverdlovsk Oblast Committee of the VKP(b). All other shops and divisions of the plant joined in the metal-saving campaign. This brought remarkable results. During 1951, losses of rolled metal were less than one eighth of what they were in 1950. Losses of metal in foundry shops were also reduced considerably.

The plant and settlement areas were cleaned of scrap metal; processing of slag dumps was intensified. As a result, shipments of scrap metal to ferrous metallurgy plants were increased 60 percent in 1951, as compared with 1950. At the same time, deliveries of scrap metal from "Glavvtorchernet" (Main Administration of Procurement, Processing, and Sale of Ferrous Metal Scrap) for the plant's own metallurgical production did not increase.

The plant has introduced a large number of measures to ensure saving of metal. Considerable quantities of rolled metal can be preserved by a more efficient layout of patterns, hot and cold stamping with minimum tolerances, and the use of waste metal for manufacturing a number of parts.

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Party organizations in the plant shops constantly supervise the carrying out of these measures. For example, it was determined in the press shop that some layout charts were not well planned, causing considerable losses of metal. The party bureau demanded that the metal-saving campaign be stepped up. New layout charts were prepared which made it possible to save 39 kilograms of metal on each railroad car. Production of 70 different parts from waste metal was organized. At the initiative of several workers, production of washers from waste metal was begun.

Consistent efforts in the correct utilization of each kilogram of metal have resulted in a high record of production in the press shop. During 1951, the shop saved 288 tons of rolled metal. In 1952, the shop has pledged to save 360 tons of rolled metal and 55 tons of alloyed (shaped) and nonferrous metal.

The forge shop has also achieved notable results. By improving technological methods, reforging waste metal, and by other means, forge workers saved 452 tons of rolled metal in 1951.

The plant has been faced with the task not only of saving a maximum amount of metal, but also of producing with a minimum of labor consumption. The forge and press shops and foundries must reduce tolerances on forgings and use hot stamping and casting, i.e., reduce manual labor processes in the mechanical treatment of parts. Some results have been attained: manual labor required for the production of one large-capacity freight car was lowered 7 percent, and manual labor in the production of power units for oil-drilling installations and oil pumps was reduced 26.3 percent.

Designers of the plant have contributed a great deal to the metal-saving campaign. Suggestions made by designers included changes in the design of the brakeman's platform in boxcars, changes in floor supports of railroad cars, improvements in the design of the truck of freight cars, and changes in the design of the brake shoe of freight cars. All these changes made it possible to reduce the consumption of rolled metal and hot metal.

A group of designers headed by Vasil'yev improved the quality of power units, while at the same time reducing the amount of pipes, rolled metal, and electric wiring.

Designers play an important part in the efforts to save metal. They must create designs requiring less weight, based on new tolerances and giving additional savings of metal.

It is very important for the Ural Railroad Car Plant, as well as for many other enterprises of the country, that the metallurgical industry should deliver rolled metal with minus tolerances. Merely by increasing the weight of rolled shapes in excess of the theoretical weight, the Ural Railroad Car Plant used more than 1,000 tons of metal above the norm.

The Chelyabinsk Metallurgical Plant has agreed to deliver to the Ural Railroad Car Plant blanks for car axles with minus tolerances, not exceeding the theoretical weight. However, for the time being this is the only plant that is doing it. The Ural Railroad Car Plant should be in a position to receive all of its metal deliveries without excessive tolerances. Improved storage conditions must be achieved, eliminating damage and loss of metal in warehouses.

The metal-saving campaign has also been introduced in the plant's foundry shops. As a result of casting parts with minimum tolerances, the plant was able to save about 2,000 tons of metal in one year. Scrap metal produced in foundry shops is not shipped away, but resmelted at the plant. This helps not only to reduce metal losses, but also to cut down intraplant transportation costs.

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The results of the metal-saving campaign could have been more remarkable if the plant had given more attention to the practical solution of these actual problems. On the basis of last year's experience, the plant is now reaching higher indexes.

The Ural Railroad Car Plant has pledged, in 1952, to save 2,000 tons of metal above the norm, and, in addition, to collect 2,000 tons of scrap metal above plan on the plant and settlement area, thereby reducing shipments of scrap metal from other places.

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