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SOURCE Newspapers, periodicals, and books as indicated.

SOME FACTS ON USSR ELECTRIC POWER PRODUCTION, CONSUMPTION

[Numbers in parentheses refer to appended sources]

According to Pravda of 1 January 1953, the Ministry of Electric Power Stations fulfilled its 1952 plan for electric power production on 31 December 1952.(1) An Elektricheskiye Stantsii article of January 1953 revealed that, as planned, 117 billion kilowatt-hours of electric power were produced in 1952.(2)

Pravda reported on 6 October 1952 that, in view of the rapid development of industries in the eastern regions of the USSR, over 40 percent of the total output of electric power was concentrated in these regions. They include the Volga Region, Urals, Siberia, the Far East, Kazakh SSR, and the republics of Central Asia(3)

During 1950, according to a 1947 Stroitel'naya Promyshlennost' article, it was planned to increase the capacity of electric power installations serving construction to 700,000 kilowatts, which was to be about 3.5 percent of the total capacity of USSR electric power stations. The estimated consumption by construction during 1950 was to be about 2 billion kilowatt-hours.(4)

Elektricheskiye Stantsii in November 1952 revealed that the construction costs of electric power stations not only did not decrease during the first half of 1952, but in many cases increased above the estimated amount. For instance, Mosenergo exceeded the estimated amount for the construction it carried out by 9.7 percent, Glavuralenergostroy by 11.5 percent, Glavyuzhnergostroy by 9.5 percent, and Glavenergostroy by 13.4 percent.(5)

Moskovskaya Pravda stated on 3 January 1953 that the extensive use of superheated steam at high pressures by TES, and other improvements achieved in the maintenance of the power generating equipment, resulted in a saving of about 300,000 tons of fuel during 1952.(6)

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On 19 November 1952, Moskovskiy Komsomolets reported that the steam turbine of 150,000-kilowatt capacity which was being manufactured in Leningrad was to be installed within the Moscow power system; a 10-percent fuel saving was to be effected by using the turbine, which was to operate by steam superheated to 550 degrees at a pressure of 170 atmospheres.(7)

According to another Elektricheskiye Stantsii article, 8 October 1952 was the 30th anniversary of the starting of the first 10,000-kilowatt-capacity, turbogenerator, at the Utkina Zavod, now the "Krasnyy Oktyabr" Electric Power Station in Leningrad, which burns peat in its boilers. The article stated that the boilers of the station were replaced after World War II, with the result that fuel consumption was reduced from 0.606 kilogram in 1940 to 0.555 kilogram of standard fuel per kilowatt-hour during the first half of 1950.(5)

V. Yu. Yurenev in his Promyshlennyye Paroturbinnyye Elektricheskiye Stantsii observed that electric power stations with a capacity of over 25,000 kilowatts are considered stations with a large capacity, while stations with a capacity of 25,000 kilowatts and less are considered to be of medium and small capacity. Yurenev stated, however, that this classification is not a permanent one since the capacities of newly built stations are on the upward trend.(8)

An article in Mekhanizatsiya Trudoyemkikh i Tyazhelykh Rabot in November 1952 stated that production of peat by enterprises of the Ministry of Electric Power Stations in 1951 increased 4.8 times over 1930. The article revealed that all the electric power stations of the Kalinin, Yaroslavl', Ivanovo, Belorussian, Lithuanian, Kirov, and Bryansk regional power systems burn peat in their boilers. It stated that the majority of electric power stations in some other oblasts, including Gor'kovskaya, Leningradskaya, Sverdlovskaya, and a part of Moskovskaya, also burn peat.(9)

M. Rauzen and V. Samsonov, in Propaganda Velikikh Stroyek Kommunizma v Klube, reported that 17,000 kilowatt-hours of power were required to produce one ton of caoutchouc 25,000 kilowatt-hours to produce one ton of aluminum, 50,000 kilowatt-hours to produce one ton of magnesium, 1,500 to 1,800 kilowatt-hours to produce a passenger car, and 150,000 kilowatt-hours to produce a four-engine airplane.(10)

Za Ekonomiyu Materialov in September 1952 reported that in 1946 the Ural plants of the Ministry of Ferrous Metals used 935 kilowatt-hours of power to produce one ton of electrosteel but that in 1950 they had reduced this consumption to 834 kilowatt-hours. To produce one ton of ferrosilicon, the Chelyabinsk Plant used 9,134 kilowatt-hours in 1946 but only 8,611 kilowatt-hours in 1950. The Ferroalloy Plant used 9,271 kilowatt-hours in 1946 but only 8,571 kilowatt-hours in 1950 for the same purpose.(11)

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2. Moscow, Elektricheskiye Stantsii, No 1, Jan 53
3. Pravda, 6 Oct 52
4. Moscow, Stroitel'naya Promyshlennost', No 4, Apr 47
5. Elektricheskiye Stantsii, No 11, Nov 52

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6. Moskovskaya Pravda, 3 Jan 53
7. Moskovskiy Komsomlets, 19 Nov 52
8. V. Yu. Yurenev, Promyshlennyye Paroturbinnyye Elektricheskiye Stantsii, Moscow, 1952
9. Moscow, Mekhanizatsiya Trudoyemkikh i Tyazhelykh Rabot, No 11, Nov 52
10. M. Rauzen and V. Samsonov, Propaganda Velikikh Stroyek Kommunizma v Klube, Moscow, 1952
11. Moscow, Za Ekonomiyu Materialov, No 2, Sep 52

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