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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS

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NORTHERN CAUCASUS

The gas pipe line from the oil fields to the city of Grozny is in operation. It is about 73 kilometers long. It was possible to carry out the construction under very difficult conditions and through very rugged country. The pipe line goes through the Terskiy mountain chain.

About 7,000 houses in Jersey have gas. Most public-service and government buildings, and industrial buildings used by Gazneft are heated by gas.

Use of the pipe will henceforth make it possible to furnish gas to the "Red Hammer," the largest machine-building factory in the city, and to some of the gasoline-refining enterprises.

The search for new sources of gas continues; these explorations are preliminary to future projects in the development of gas utilization in Grozny.

GEORGIA

1. Disorganization in Freight Transportation over the Transcaucasian Railroad

On the subject of the use of the Transcaucasian Railroad, the newspaper, Kommunist, of 4 September, says:

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"Each day which brings us closer to the 30th Anniversary of the October Revolution gives rise to brilliant manifestations of working-class consciousness concerning the Transcaucasian line. The Minister of Communications of the USSR has proclaimed victory for many of the sections of the Transcaucasian Railroad in the competition of the various railway lines of the Soviet Union. The collective of the station, Marling, (near Tbilisi) has lately been an example of the spirit of friendly collaboration in the application of the continuous 24-hour work system. And such examples are not rare throughout the whole extent of the line."

This praise is considered necessary by the newspaper to gloss over the actual situation of the Transcaucasian Railroad, for a few lines farther in the paper state:

"The Transcaucasian Railroad is involved in indebtedness to the State. As far as effective freight shipments are concerned, the railroad failed to fulfill during the first half-year, the plan for haulage of freight of prime importance to the general economy, such as manganese, coal, cement, "gunbrik," magnetite, and iron-castings. The delay observed in shipments of manganese is very serious. During the first half-year the shortage amounted to about 2,000 carloads. It has been established that there has been a similar falling behind for the month of July, and the quota for August has not been successfully fulfilled either."

"The principal reasons for the failure to fulfill the quotas for shipments lie in the poor utilization of available cars, inadequate use of labor in movements from the stations, and the lack of knowledge of the utilization of manpower."

2. Erection of a Plant for Electrified Transportation and for Repairs

In 1932 the electrified section of the Suram Pass, in Georgia, was opened for use. This was the first section of the Transcaucasian Railroad to be electrified, and the first in the entire railway system of the country. Electrification work continues. By the end of the Five-Year Plan, the Transcaucasian line will be electrified for 900 kilometers. Electric trains will go from Tbilisi, capital of Georgia, to Sukhumi, Poti, the coal mines of Tkibuli and Tkvarcheli, and to the port of Batumi. Day by day electric trains, Diesel trains, and motorized freight cars are replacing the steam locomotive on the Transcaucasian lines.

At present a plant is being built in Tbilisi (Archala), which is intended to be used as a base for this new equipment, as well as serving as a base for operations and repairs. Now the work is going ahead at full speed in the locomotive combine, which is the principal object of the new plant.

This transportation and repairs plant in Georgia, the foremost in the Soviet Union, will be 12 times more powerful than the locomotive, car, and repair shop named Stalin in Tbilisi.

(Kommunist, 8 October 1947)

3. In the Coal Mines of Tkibuli (Georgia)

Exploitation of the southwestern part of the mine in Tkibuli will be begun during the first half of 1948. But there are many obstacles to hinder getting the mine in operation any time in the near future.

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Construction of the combine, begun a year ago, has not yet progressed beyond the foundations. The arrangement of the area which is to be used as a coal yard has not exceeded 61 percent of the estimate in 3 months. There are many reasons for this, but the main ones are the poor use made of the machinery, and the inadequate organization of the work, which results in the workers ceasing or abandoning the work.

The situation is much worse on the site designated for the coal yard. Here much of the machinery is not operated for months at a time. It will soon be 2 months since any work has been done on the yard because of a lack of necessary material.

(Kommunist, 4 October 1947)

4. New Industrial Articles

Intense work may be noticed lately in the shops of the Tbilisi machine-tool plant imeni Kirov. The construction of machine tools is carried out according to the methods used for the production of new machine tools [sig]. The mechanical assembly shop for the production of special machine tools, which Comrade Spitsin supervises, has worked hard to produce a semiautomatic machine tool, 50 x 40, to be used in the petroleum industry. This tool makes a special cutting (ciselure) in tubes to be used for geological prospecting. Comrade Bodro is the one who devised the machine tool.

The factory turns out new types of machine tools for the enterprises of the Ministry of Agricultural Machines. They are machine tools with a series of "c-1" and "c-2" cuttings whose operation can be mastered in 2 months. These tools were made in the machine shops of Comrade Gogoladze, and in the assembly shops, whose chief is Comrade Tserodze.

(Kommunist, 4 October 1947)

According to a notice in the newspaper, Kommunist, 250 Georgians have finished their course of training in the Andreev Metallurgical Plant in Taganrog. These young men have been taught by the best foremen, specialists in precipitated fusion /or amalgamation/. Those who have participated in this training program will be hired by the Transcaucasian Metallurgical Plant of Georgia.

Minor News

In Georgia, petroleum production is carried on in the following regions: Mirzani, Patara Shiraki, and Norio. Oil from these places is of high quality, rich in gasoline. The Grummet Trust's oil-pumping plant obtains from this oil not only gasoline of the very finest quality but also kerosene and mazut.

(Kommunist, 20 September 1947)

Part 2. CAUCASIAN BULLETIN NO 6

GEORGIA

Extract from the newspaper Kommunist, published in the Georgian language:

1. The Avchala Metallurgical Plant

According to a despatch from the Georgian newspaper, Kommunist, the Foundry and Steel Plant of Avchala is meeting its quotas regularly and according to plan, and turns out cast iron and steel of high quality, which

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satisfies the needs of the machine-building plants of Georgia. On 1 December, the foundry had fulfilled 102 percent of the plan for the first 11 months of the year. In comparison with 1946, the foundry has increased its production by 26.9 percent. Labor efficiency has increased, on the average, 12.1 percent, and the retail price has been lowered by 7.8 percent.

2. Principal Construction Activity in Georgia

Comrade C. Kalandadze, representative of the Gosplan of the USSR for Soviet Georgia, in reviewing the principal establishments of Georgia, writes, among other things:

"The Stalin Five-Year Plan for the postwar period provides for an increase of 50 percent in industrial construction in Soviet Georgia in the year 1950 as compared with the year 1940.

"For the execution of this plan and the development of the new branches of industry of the Republic, the realization of a number of works of primary importance must be considered. As far as basic works are concerned, the capital investment has been increased to 4,120 million rubles, including the 390 million rubles provided for the year 1947, which more than doubles the capital investment of the year 1940.

"In 1947, the capital investment was impressively increased in the production-goods industry. Very special attention is paid to accelerating the construction of new electric stations. Great importance is attached to the construction in Ktalsi of an important base for metallurgical production. Likewise, the speeding-up by every means, and the putting into operation of new electric stations -- Khranges, Sukhanges, Chitakhviges [French: Tchitakhviges] thermoelectric station of the Transcaucasian Metallurgical Plant.

"This data shows that construction work in the Republic is going forward in a more organized manner this year than last. However, it still falls short of the estimates for the projects. The annual plan of capital investments in essential works for the 11-month period has been fulfilled in general throughout the Republic to the amount of 49.9 percent. (This percentage includes the ministries and administrations of the associated republics and of the Georgian Republic in the proportion of 51 percent, and those concerned with constructions under the jurisdiction of the Union in the amount of 49.7 percent.)

"In each ministry and in the new constructions, the work is being carried out according to the estimates of the annual plan for essential works or is exceeding them. Among the latter are included the Ministries of Forests, of Fuel, of Water, and of Motion Pictures. The construction [projects] which fall under the jurisdiction of the Union are the Khranges, the Sukhanges, the Ktalsi machine-construction factory for mine equipment, the Gruzneft, the Kolkhostry, the Sankovodstry, and the Black Sea Railroad.

"The administrative departments which were not able to achieve fulfillment of the central building plan are the Ministries of the Dairy Industry and Meat, of the Fine Textile Industry, of Agriculture, of Public Health, and of Communal Economy. The fulfillment of the plan proved to be inadequate in the field of central building as far as the Transcaucasian Metallurgical Plant, the Ktalsi Automobile Factory, and the Gruzgol' combine were concerned. It must be pointed out that the most important projects falling under the jurisdiction of the Union are not sufficiently supplied with construction materials, means of transportation, or documentation concerning budgetary estimates.

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A rational business organization demands that all construction projects be provided simultaneously with budgetary information. Unfortunately, there exists a serious lack here too. The preparation of budgetary estimates for the ministries, combines, and trusts is badly handled. In spite of the decision of the Council of Ministers of the USSR, in many cases building projects are executed without approval of plans and estimates. This necessitates frequent corrections during the process of construction, and causes delays and increases in cost. Thus, in view of the lack of plans and estimates, the "Gruzshakhtstroy" (Georgian mine shaft construction) could not begin construction of the most important works projected for 1947. The Chiaturi Plant, which has been under construction since 1943, still does not have a definitive technical plan. Neither is there an approved plan or estimate for the (Ceramic Plant of Tbilisi, for "Ragnarigos," nor for the coal mines of Tkivbuli -- TH: Probable meaning. Text is mutilated.)

3. Training New Groups of Workers

Comrade Lelin, substituting for the secretary of the Georgian Communist Party's Tbilisi Committee for Industry and Transportation, complains in the newspaper Kommunist of the shortage of qualified workers and the lack of organization in their training. Here is what he writes:

"It must be recognized that many organizations affiliated with the Party, professional organizations or 'Komsomols,' as well as the directors of enterprises, do not really assume the responsibility of training new contingents of qualified workers in useful professions by trying to provide them with technical knowledge.

"In the enterprises in Tbilisi of the local Ministry of Industry, 144 new workers were needed in 1946, but only 84 were trained. Although 835 persons were supposed to take technical courses, actually there were only 491. In 1947 only 62 persons were trained for this Ministry. In the motorized transportation enterprises, only 59 workers were trained in 1946, and 30 in 1947 -- out of the 230 workers anticipated.

"In 1946, only 685 workers were trained in the metallurgical enterprises of Georgia, whereas the project called for 1,155. In 1947, there were only 964 instead of the 1,365 required for the project."

(Kommunist, 14 December 1947)

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