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CRITICISM OF DISORGANIZATION AT TALLIN PLANT;
EXCESSIVE TRANSIT OF ELECTRIC MOTORS

PLANT FAILS TO PRODUCE MOTORS -- Tallin, Sovetskaya Estoniya, 19 May 53

For more than a year, the Tallin Vol'ta Plant has not been fulfilling its production program, thus depriving the state of hundreds of electric motors and other products. The plant administration attributes this failure to an increased production program and a labor shortage. However, the first quarter 1953 production program is approximately the same as that of the first quarter 1952, while the number of workers at the plant have increased by 120 in 1953.

The real reason for the plant failures at the plant lies in the poor organization of production. For example, in the assembly shop, more than half the workers are idle because of a shortage of motor shells and other parts. Sand, iron, and other materials are not properly stored, and, as a result, tens of tons of molding sand have been rendered useless. Different types of iron are not stored separately, and the cupola furnaces are loaded haphazardly. Since furnace charges are not analyzed at the plant, cast parts are often too hard for machining, or else they are too soft, and break when machined. Rejects in the foundry amount to 15 percent of total output. Defective castings may not be detected until the final stages of machining. In April, 560 electric motor shells were found to have casting defects after machining. So far in May, the machine shop has failed to turn out 100 size 5 shells on schedule, even though the month plan for them had been reduced 800 shells in comparison with that for May 1952. This failure was due to defective castings.

In the press shop in April, down time of presses totaled 370 machine-shifts. Presses are repaired only when a breakdown occurs.

There have been instances where only one of the 40 presses in the press shop was in operation because of a shortage of dies.

The Division of the Chief Mechanic (Seyct, chief mechanic) on orders from Pechenev, plant director, spends all of its time installing new equipment and neglects basic repairs of machine tools. Even the installation of new equipment is carried out slowly and haphazardly. Bobyrev, chief engineer at the

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plant, says that shortages of certain parts cause the delay, but why should new equipment lack parts? Unit-type machine tools received in 1950 were dumped around the plant at random. As a result, some parts were stolen and others became useless because of improper storage. Thus, the two tool shops have the double burden of preparing basic tools for production and of making replacement parts for "new" equipment. In the feverish scramble to fulfill production quotas, the tool shops have at times been pressed into machining shafts for electric motors. It has long been suggested that one of the tool shops specialize in making accessories, but no action has been taken along these lines.

No records are kept of the issuance or return of measuring instruments. As a result, the Vol'ta Plant has to reproduce all of its measuring instruments in triplicate every month.

The failures of the Vol'ta Plant are attributable to poor organization and the lack of intelligent leadership. The plant director does not consult with engineers and experienced production men, and turns a deaf ear to criticism. He tries to run the plant singlehanded, and tries to do the jobs of the production chief, the chief engineer, and even the shop directors. Numerous decisions have been enacted to correct the shortcomings of the Vol'ta Plant, but it is time that more effective measures be taken.

SERIES-PRODUCE MOTORS -- Yerevan, Kommunist, 28 Apr 53

The Yerevan Electrical Repair Plant has organized the series output of small electric motors. The plant will produce tens of thousands of these motors in 1953.

The plant has actually changed from a repair plant to an electrical machine building plant. Electric motors and welding transformers with the plant's trademark "YeERZ" have been shipped to Moscow, Khabarovsk, Gor'kiy, Stalino, Riga, and the construction projects.

HIT RESHIPMENT OF ELECTRIC MOTORS -- Moscow, Izvestiya, 15 May 53

The Yerevan Small Hydroturbines Plant receives electric motors for pumps from plants located thousands of kilometers away, and then sometimes ships the finished pumps to the point of origin of the motors. For example, the plant shipped to Tomsk pumps with motors made by a Tomsk plant. In 1952, the plant paid 347,000 rubles in railroad freight charges for the shipment of electric motors.

The Yerevan Machine Tool Building Plant imeni Dzerzhinskiy, the Yerevan plant of the Ministry of Agriculture and Agricultural Procurement Armenian SSR, and several other Yerevan enterprises also receive electric motors from far-off plants.

Such shipments are unnecessary, because there are plants of the Ministry of Electric Power Stations and Electrical Industry in Yerevan which produce electric motors. However, these motors are being shipped to other parts of the country. Two years ago, Gosplan Armenian SSR made an attempt to eliminate these cross shipments, but nothing was done and the whole problem has apparently been forgotten.

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SHIPS ELECTRIC MOTORS -- Moscow, Vechernyaya Moskva, 22 May 53

The Moscow Electrical Plant imeni Vladimir Il'ich ships electric motors to Azerbaydhan, the Ukraine, Belorussia, and Tadzhikistan.

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