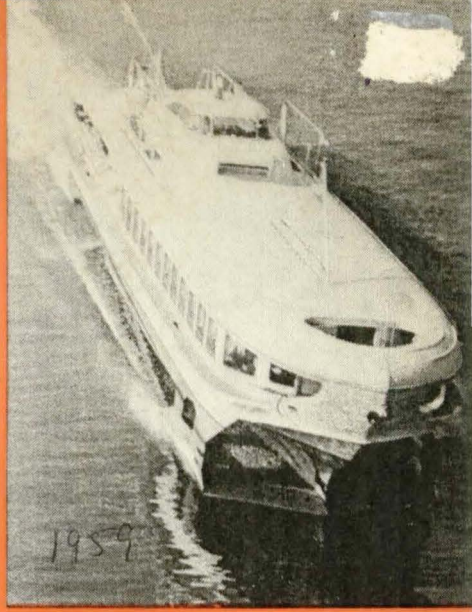
A SOVIET FACTORY

Past Present and Future





An account of steel-making, ship and loco-building at Red Sormovo by

N. ANISHCHENKOV

6D

Soviet Booklet No. 59

1959-1965 STUPENDOUS 7 PROGRAMME

A Soviet Factory past, present and future

by

Nikolai Anishchenkov

Soviet Booklet
No. 59

London,
November, 1959



NIKOLAI ANISHCHENKOV, the author

A Note on the Author

NIKOLAI ANISHCHENKOV was born in 1926 into a peasant family of Smolensk Region. His father perished during the war against fascism.

Evacuated to Gorky from his native district, which lay within the zone of hostilities, the sixteen-year old peasant was placed in the metallurgical department of the "Red Sormovo" Ship Yards' factory school.

The training course had been reduced to a minimum during the war, and Nikolai Anishchenkov, therefore, soon crossed the threshold of the newly opened-up open-hearth furnace shop of the works with a group of other youths from his native region.

The commission of examiners approved him as a steel founder's helper, a job which he held for nearly three years.

Promoted to steel founder at the age of nineteen, he became the youngest foundryman at the works.

Today, Nikolai Anishchenkov is one of the best metallurgists in the "Red Sormovo" Shipyard. His progressive methods in production have earned general recognition, and in 1958 he was awarded the title of Hero of Socialist Labour.

The young steel worker, an active and authoritative figure in the Sormovo Yards, was a member of the Young Communist League from 1944 to 1953 when he was admitted to the Communist Party.

As a delegate to the Twenty-First Congress of the Communist Party of the Soviet Union, held in Moscow in January and February of 1959, this steel worker took part in the debates on N. S. Khrushchov's report of the target figures for the U.S.S.R.'s Seven-Year Plan, 1959 to 1965.

Rebirth

I LIVE on the banks of the Volga, in Sormovo, the oldest industrial district of the city of Gorky.

The works in which I am employed has entered upon its second century, for it was founded in 1849. Sormovo began to build river ships in 1854, and locomotives and rolling stock by the end of the nineteenth century.

Pre-revolutionary Sormovo is vividly described in the opening paragraphs of Maxim Gorky's novel *Mother*. The writer's description is not easy to forget.

"Every day the factory whistle shrieked tremulously in the oily, smoky air above the workers' settlement. And in obedience to its summons sullen people, roused before sleep had refreshed their muscles, came scuttling out of their little grey houses like frightened cockroaches. They walked through the cold darkness, down the unpaved street to the high stone cells of the factory, which awaited them with cold complacency, its dozens of square greasy eyes lighting up the road. The mud splashed beneath their feet. They shouted in hoarse sleeply voices and rent the air with ugly oaths, while other sounds came floating to meet them: the heavy hum of machinery and the hiss of steam. Tall black chimneys, stern and gloomy, loomed like thick clubs above the settlement.

"In the evening, when the setting sun found weary reflection in the windows of the houses, the factory expelled the people from its stone bowels as though they were so much slag, and they filled the streets again—grimy, black-faced, their hungry teeth glittering, their bodies giving off the clinging odour of machine oil."

Working conditions were shocking in Sormovo in those days, as in all other industrial establishments of old Rnssia. The shops were fitted with the most primitive equipment, and in the main work was done by hand. The working day lasted eleven to twelve hours, and the wages were miserable.

"The wages we got before the Revolution were only enough to lead a beggar's life," recalls the ninety-four-year-old pensioner Tikhon Tretyakov.

The workers were discharged for the slightest misbehaviour. Human dignity was constantly trodden upon. There were endless fines, no medical aid, and not so much as a hint of labour protection.

Living conditions were such as could not be imagined by the generations grown up in Soviet times.

Such was the unhappy existence of the people of Sormovo until power was taken by the workers and peasants.

The Sormovo Yards were nationalised in 1918 and thus became the property of the people. It was not long before sweeping changes began to take place.

And then came the thirties, when the Soviet people entered upon their

first five-year plans of industrialisation. The shops of "Red Sormovo" were fitted with powerful, modern machines, new lathes and numerous devices.

New bright and spacious shops sprang up beside the squat old buildings. Labour productivity climbed sharply, the output of the plant multiplying many times as compared with the pre-revolutionary level.

There was also a change in the variety of products turned out.

The modernisation of the works continued on an even greater scale after the war. The conveyer system was introduced in the machine shops, while automatic control was introduced in the foundry, the rolling mill, at the shipbuilding berths and in a number of other sections.

The production of steam locomotives was suspended owing to the transition of the Soviet railways from steam to electric and diesel engines. The construction of steamers was discarded even earlier, for the chief type of river vessel in the U.S.S.R. came to be the diesel motor ship.

The Sormovo workers' contribution to the industrialisation of the land of Soviets, and to the economic might of socialist power has been acknowledged by the entire Soviet people. The personnel of the "Red Sormovo" works have been distinguished four times by the Government of the U.S.S.R., winning two Orders of Lenin, the Order of the Patriotic War, first class, and the Order of the Red Banner of Labour.

Made in "Red Sormovo"

We are engaged mainly on the production of river vessels, for the Sormovo yards have been launching ships for more than a century. But what an enormous leap our shipbuilding has taken in that time!

The first vessel laid in the Sormovo docks was the capstan steamer *Astrakhan* with a 60 h.p. engine. On the eve of the forty-first anniversary of the October Revolution, our yards launched the biggest river ship in the U.S.S.R., the 2,000 h.p. diesel-electric ship *Lenin,* the flagship of the River Volga.

Her length is 400 feet, and width, 55 feet. She can develop a speed of 16 miles an hour. The comfortable cabins of the *Lenin,* equipped with all conveniences, can accommodate more than 400 passengers.

In 1958 we began to build fast propeller-driven ships with underwater wings. The hull of such a diesel ship does not touch the water when in motion. Only its wings below glide through the surface.

The ship has sixty-six soft armchairs with backs which can be lowered. There is a refreshment counter, and a deck for the passengers to stroll on.

Tested in operation these ships were found to have an insignificant draught, and excellent manoeuvrability. A crew of only three are needed.

Such a ship has been sailing the Volga from Gorky to Kazan for more than two years, covering the 270 miles stretch in seven hours.

We have also launched large numbers of diesel freighters with displacements of 2,000 tons and more. These ships can sail at the rate of 11 miles an hour even when fully laden.

Our wharves, moreover, not only build large ships, but also lighter vessels for small river navigation.

Since 1951, we have been building collective-farm motor ships, as they

are called. The draught of such a ship is only 24 inches, which means that it can sail a stream one could easily wade across.

Our works has been implementing the national economic plan in three other spheres as well.

First of all, we have been helping to equip agriculture with new machinery and excellent implements. As far back as 1956 we began to build silo-harvesting combines, and seed dryers.

We have also been manufacturing numerous spare parts in large quantities for tractors, harvester combines, and ploughs.

Secondly, we have been producing equipment for chemical plants: nitrogen collectors, benzine tanks, reservoirs of various types for acids and organic combinations.

And finally, we have been manufacturing consumers' goods, particularly furniture and washing machines. The wardrobes and washing machines made by "Red Sormovo" are in great demand.

And all that we produce, from the largest river boat in the U.S.S.R., the diesel-electric ship *Lenin*, to the latest "Volga" washing machine, pursues the single aim of meeting the growing needs of the Soviet people.

The Shop Where I Work

Our shop began operations in 1941. Until then we had been smelting steel in the old open-hearth furnace section inherited from the last century.

Though this shop had been revamped to some extent in the thirties, it could not fill our demands for steel. That is why a new open-hearth shop—a bright and spacious three storey affair—arose beside the old building.

The furnaces in our shop are comparatively small, especially if measured against the metallurgical aggregates of the plants in the southern Ukraine, the Urals, and Siberia. Still, the chief labour processes have been mechanised, and the furnaces are operated automatically.

Whereas the old shop employed men specially trained for the charging, there is no such trade in our new shop. None of the new mechanisms used in our shop today has proved as valuable and so lightened the work of the foundrymen as the changing machine.

Our shop has the first continuous steel pouring installation in the world. This complex machine created by the Soviet heavy machine-building designers has done away with an entire stage in steel production—the pit pouring of the monlds.

Another trade done away with is that of the pit man. Instead, there is the new trade of the continuous steel-pouring installation operator.

Sormovo's open-hearth section before the Revolution employed a single engineer, while the foremen lacked not only a higher, but even a secondary technical education.

Our shop today employs thirty-six engineers and technicians, while twenty foremen and foundrymen are attending the evening classes of the technical school.

Our shift works very smoothly. Thanks to good organisation, we have been able to make the most of every minute of our working time. Our team has some really excellent achievements.

In 1958 we obtained an average of 10 tons of metal per square yard of furnace hearth. This is a record not only for our works.

We are doing our best to spread the experience of our most highly qualified steel makers to all the shifts. Each of us wants to turn out as much high grade steel for the plant as possible.

Nor is our attitude towards our work and our shipyard prompted by material considerations alone. We very well know that our labour, experience and knowledge are necessary to the country as a whole.

None of us were ever unemployed, for unemployment has long been a thing of the past. More than that, every worker is really the master of this large establishment that has been growing from year to year.

The Real Masters

I well remember a question put by a foreign tourist inspecting Sormovo. "Just who is the boss of the Sormovo Ship Yards?" he asked his guide, a young teacher in the French language in one of our schools.

A little surprised by this unexpected question, the guide smiled and answered:

"I'm the boss! And all whom you meet in the streets of Sormovo! They're all masters of the yards."

"But surely," countered our guest, "the master of the plant is the State, the Government, which is seated in Moscow."

"We are the State," said the young Sormovo teacher, paraphrasing the words of a French king. And he was right!

The factories and plants, coal and ore mines, electric power stations and railways of the Soviet Union are the property of the people.

The workers employed in Soviet establishments receive wages for their work, while the profits of these enterprises are invested in new industrial and agricultural establishments, in the construction of new schools and hospitals, theatres and sanatoriums, dwelling houses and parks.

The incomes of the State enterprises also serve to pay the pensions of retired workers and allowances to mothers with many children and to young unmarried mothers. The same funds pay the wages of teachers and public health workers.

That is why the Soviet working people are directly interested in obtaining the best results from their work.

I receive a fixed wage for my work, like any other worker. But what is most important is that I know that the steel I make is used to build fine ships, agricultural machinery, chemical equipment, and consumers' goods.

And all these things are very necessary to the Soviet people, myself included. That is why I cannot regard my work indifferently.

Moreover, highly productive labour, and careful observation of economy measures are also important sources of income for the plant. A large share of this income goes to finance the construction of the child establishments of our plant (the children's nurseries, the kindergartens, and the children's summer camps) and to pay the premiums won by our workers.

The same funds are used to furnish the workers with free and subsidised trips to the health and rest homes.

All this helps to explain why every worker does his best to assist the management to improve the organisation of production.

The socialist system guarantees the active participation of all the workers and specialists in the management of production. Success in any section directly depends on their advice, recommendations, and efforts.

Role of Trade Union

A list of the questions handled by the plant committee of the trade union will convey an idea of the part played by this organisation in running production.

The union jointly drafts the current and long-term production plans with the manager. It also hears the manager's reports, and those of the chief engineer and the shop superintendents on the implementations of the plans.

Together, too, they check on mechanisation and automation aimed at lightening the workers' labour.

With the manager, the trade union determines priorities when it comes to deciding how the profits of the establishment are to be spent on improving the workers' living and cultural conditions.

The trade union strictly checks on the management's fulfilment of all labour legislation, and its observation of safety rules. They are in charge, too, of state social insurance and jointly with the management distribute the flats of the honses built at the expense of the works.

The union takes part in the promotion of rank-and-file workers to executive positions. This process is continuous. Many who were plain workers only yesterday are now team leaders, foremen, shop and section superintendents.

Many of my comrades have displayed exceptional organisational ability and now occupy posts of responsibility in production.

Our present manager, for example, began his work here as a plain fitter in 1930. Soviet power gave him the opportunity to acquire a higher education. Without interrupting his daily work on the job, Alexander Lyapin finished the Sormovo Technical School, and later the evening department of the Gorky Marine Engineers' Institute.

Our chief engineer is also an old-timer of Sormovo. He is the son of an old Russian technical expert who placed his knowledge and experience at the disposal of the people from the first day of nationalisation.

Not only the greater part of our shop superintendents, designers, technologists and foremen, but also the mayor of Sormovo, Ivan Staroverov, Chairman of the Executive Committee of the District Soviet of Working People's Deputies, and the mayor of Gorky, Alexei Proskurin, are old Sormovites, former workers of our shipyard now vested with high powers by their thousands of electors who have full confidence in them.

Both the management and the trade union organisation at the works carry out their activities in the interests of the workers. But though pursuing common aims, the management and the union may differ in their opinions as to the best way of solving the problems at hand, or of settling one question or another.

The co-operation of the management and the trade union makes for the

effective solution of all questions, large and small, with due account being given to the opinions and experience of the interested parties, and to the real interests of the workers.

In January or February every year the management and the trade union committee conclude a collective agreement which defines the mutual obligations of the trade union organisations and the management in the fulfilment of the State production plan, fixes the labour norms and wage scale and labour protection and safety rules, and provides for the improvement of the communal and cultural services for the personnel and their families.

The trade union carefully checks on the management's fulfilment of all its obligations.

The draft of the collective agreement, which reflects all aspects of life of the thousands of workers at the "Red Sormovo" works, is carefully discussed at the workers' meetings in the shops, and then at a general trade union conference at the works.

Only after this does the collective agreement go into effect—and it is then binding on both the workers and the management, and cannot be altered or violated by one side or the other.

An important form of workers' and specialists' participation in running production is the permanent shop and works production conferences whose members are elected at general meetings in the shops and departments.

Two-thirds of the members of the works' permanent production conference are rank-and-file workers. The remainder are foremen, technicians, engineers, and economists.

According to the records of our trade union committee, as many as 14,000 workers and technicians of "Red Sormovo" took part in the work of these production conferences last year.

These workers contributed more than 1,500 various proposals on technology and the improvement of the equipment. By carrying out these proposals we were able to save more than 16 million roubles, and markedly improve the quality of output.

The work of our Inventors' and Innovators' Society is also linked with that of the permanent production conferences.

"Red Sormovo", incidentally, will celebrate a jubilee this year—the fortieth anniversary of the workers' inventors' movement.

The workers of pre-revolutionary Sormovo didn't care a jot about inventions and innovations, for neither could offer them anything but additional trouble. It was only after the workers had become the masters of the enterprise that they showed any desire to help their establishment with their own experience and ingenuity.

The technical level of the Sormovo workers has been rising from year to year. More and more inventors and innovators have come to the fore.

The Inventors' and Innovators' Society of the works now has a membership of more than 3,000 workers, technicians, and engineers. The contribution of this voluntary organisation to the technical progress of the works has been steadily growing.

Delegate to the Party Congress

Our works has a large Communist organisation that plays an exceptionally important role in the entire production of Sormovo, and in its social and political life.

In all of its activities it is invariably supported by the non-Party workers whose political confidence it fully enjoys.

The members of the Communist Party of the Soviet Union are those workers, technicians, engineers, designers, and office employees who command most authority and are most active in production and social life.

The members of the Communist Party are employed in all the shops and departments. The Communists not only do exemplary work themselves, fulfilling all their obligations honestly and conscientiously, but try to inspire others to do the same.

In some shops, as for instance the shaped steel foundry, and the machine and welding shops, more than 70 per cent of the Communists are inventors and innovators.

It was not by accident that many employed in our works followed the example of the Soviet textile worker, Valentina Gaganova, who, after the Twenty-First Party Congress, voluntarily assumed the duties of a team leader of a backward team in order to bring it to the fore in production.

The first to follow Gaganova's example was the Communist Anna Gorzhunova, team leader of electric welders in the hull department.

It happened in this way:

The workers were discussing the monthly production results at a meeting in the hull department. The qualified welders complained that they lost a lot of time training the newcomers, and that the latter were unable to fulfil their quotas.

At this point Anna Gorzhunova said: "I've an idea. Let's ask the management to put all the inexperienced welders into one team."

"But who would ever agree to lead such a team?" the shop superintendent demanded.

"I would, for one," announced Anna Gorzhunova. "I am prepared to try to teach the young newcomers to work well."

The Party shop organisation in turn did everything to help Gorzhunova. A team of young welders was set up under her guidance.

Though the team failed to fulfil their target for that month, it exceeded its plan in the following month. And as a result all the members of the team began to earn far more money than before.

The Communists of "Red Sormovo" are not only outstanding workers in a productive sense, but also carry on a lot of social activity.

Every one has his own Party assignments, which include explaining the decisions of the Central Committee of the Communist Party of the U.S.S.R. and the Soviet Government to the population, and giving public lectures on home affairs and the international situation.

As a member of the Communist Party, I, too, have often had to address public meetings.

Most of the Communists at the works are engaged in production like myself.

There are people of four generations in our Party organisation. But

most of our members are people who grew up in Soviet times, like myself. They joined the Party during and after the war.

The ranks of the Sormovo Party organisation have been constantly growing. The political confidence vested in our organisation by the workers, and their loyalty to the ideals of Communism is shown by the fact that during the war about 2,000 workers, engineers, and designers at our works joined the Party.

Joining the C.P.S.U., the advanced and most highly organised section of the Soviet people, offers no privileges whatever. On the contrary, it increases the obligations of everyone who becomes a Communist, adding to his responsibility for the common cause—the building of a Communist society.

I was elected a delegate to the Twenty-First Congress of the Communist Party of the Soviet Union at the Gorky Party Conference at the end of last year.

Just before I left for Moscow, hundreds of my comrades, both young and old, Communists and non-Party workers, came to see me in the shop. They shook my hand and asked me to tell the Congress about our work and plans, and about our successes in production.

Our Seven-Year Plan

There was one principal question on the agenda of the Twenty-First Congress of the C.P.S.U.: the Target Figures for the Development of the National Economy of the U.S.S.R. for 1959-65.

The new Seven-Year Plan envisaging a considerable growth in the economy of the land of Soviets, and a further marked improvement in the living and cultural standards of the Soviet people, is a product of the creative work of millions.

The drafting of the plan was begun at the industrial enterprises and construction sites. This happened at the "Red Sormovo" works, too, in the spring of 1958 on the suggestion of the Gorky Economic Council in charge of all the establishments in our region.

Starting in the planning and economic department, it soon involved all the workers and specialists at the works. The management of every shop, the Party, trade union and youth organisations, the Scientific and Technical Society, the inventors and innovators, and even the old workers now on pension tried to make their contributions to the draft plan.

There were arguments, and quite sharp ones too! Arguments in which not only the Sormovo workers took part, but also the members of the Gorky Economic Council, the scientific research institutes of ship building, the State Planning Commissions of the Russian S.F.S.R. and the U.S.S.R.

The workers' meetings, where the first outlines of the plan were discussed, produced proposals whose realisation would have required not seven years, but considerably more. These proposals will receive due consideration from the management in prospective long-range planning.

After considerable discussion and thought we elaborated a seven-year project for the development of our works, which came to form part of the "Target Figures for the Development of the National Economy of the U.S.S.R. for 1959-1965."

Steel-smelter Anishchenkov with his son—who tries on his father's dark glasses.

Below: *the new open-hearth furnace shop at Red Sormovo.*

The House of Culture catering for Red Sormovo workers.

Below: *on the Volga "beach" as one of the diesel-electric river boats built at Red Sormovo goes by.*



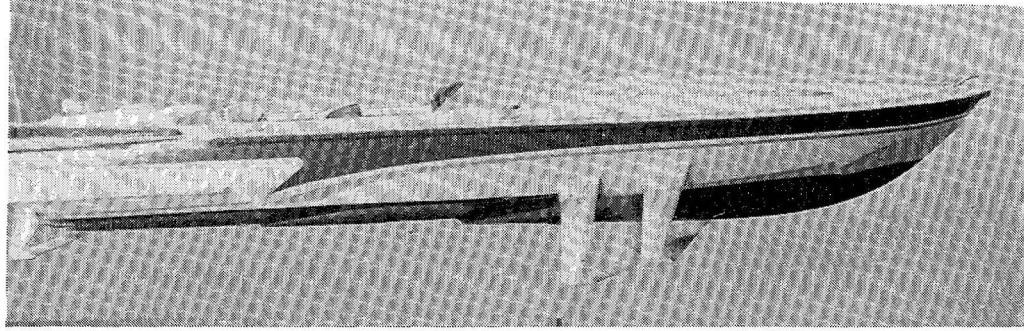
One of the many two-storey houses being built for Sormovo workers. Four families live in a house like this.

Forty years ago, Nizhni Novgorod—(as Gorky, of which Sormovo is a district—was called), had only one library and 100,000 *books. Now the libraries run into hundreds and they have over six million books. Here is the scientific workers' reading room in the Lenin Regional Library.*

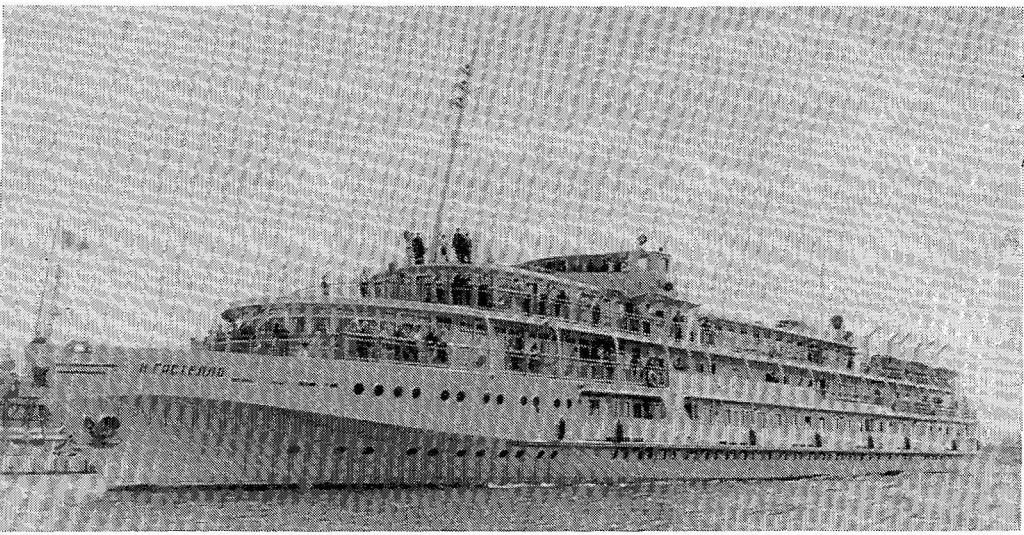


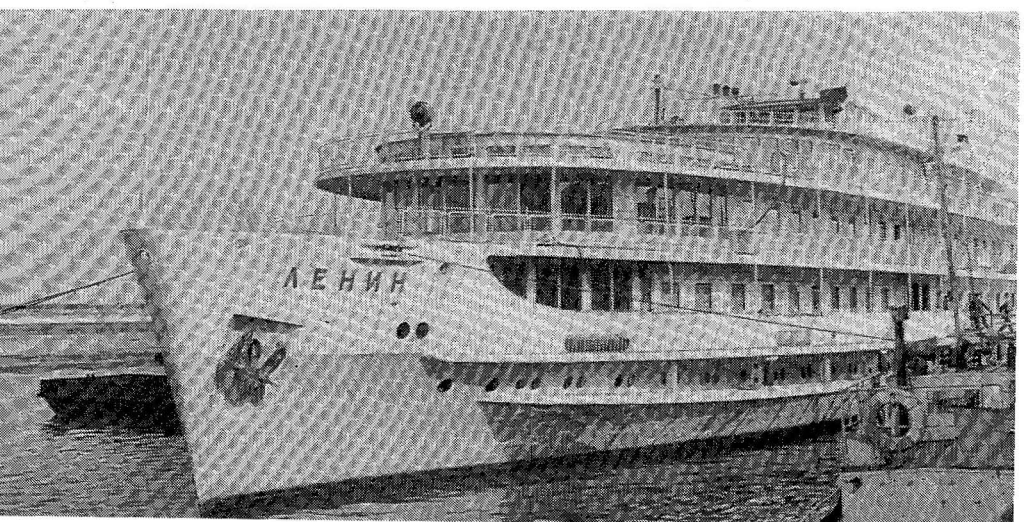


A vista of the Soviet land across the Volga. A favourite vantage-point for Sormovo workers from which they can see many of the ships which have been made in their yards.



PRODUCTS OF SORMOVO: Above: *a six-seater hydrofoil speed-boat which planes above the surface of the water.*
Below: *the electric-diesel ship N. Gastello.* Bottom: *the Volga's newest and largest passenger ship—the "Lenin"—a diesel-electric ship which carries* 500 *at* 16 *knots, and has a* 100*-seat cinema and a swimming pool aboard.*







The hydrofoil principle is being extended at Red Sormovo to larger vessels. The sixty-seater shown here has given a good account of itself and many others are to be built for fast transport on the Volga.



Sormovo workers live in an historic town—for Gorky is the old Nizhni Novgorod, famous for its Fair. The building above, once the main building of the old Fair, is now the Trade Administration Building of Gorky.

The author (centre) *with his team of steel-smelters.*



What are the tasks specified in our seven-year plan for the further development of production?

First of all, our plan envisages an increase in output of all our products by 75 per cent in 1965 as compared with 1958.

In the next seven years we shall have to master the production of new types of ships, and modernise those we are building now. Our technical progress, moreover, will be directed towards boosting the speeds of all types of ships, lowering their weight by the introduction of new materials, particularly plastics.

We shall also increase the tonnages of ships and cut down on the size of their crews by introducing remote control.

After the diesel-electric ship *Lenin,* mentioned above, the Sormovo workers in 1959 launched a second giant river ship of the same type, the *Soviet Union.*

During the first year of the plan, "Red Sormovo" is to begin the production of a new type of vessel, unusual for us: a great ocean-going ferry for the Caspian Sea.

This ferry is to carry trains across the Caspian Sea from Baku to Krasnovodsk. The vessel will accommodate a train of thirty-six freight cars or eighteen all-metal passenger coaches.

The diesel-electric installation of more than 7,000 h.p. will enable the ferry to keep to her schedules in any weather.

Continuing with the production of freighters, our personnel will improve these ships and increase their tonnage to 5,000 each. On the freighters the main engines will be run by an entirely new system of remote control devised by the works engineers Osipov and Nadporonsky.

Our seven-year plan also provides for the production of various classes of ships sailing on underwater wings. These are not only for use in rivers, but also at sea, particularly in the new man-made seas of Kuibyshev, Stalingrad, Rybinsk, Tsymlyanskaya, and Moscow.

On the eve of the Twenty-First Congress of the Communist Party of the Soviet Union the shipbuilders of our yards laid the keel of the first of the Sormovich-type ships. It will accommodate 150 passengers.

At present, our designers are already at work on plans of passenger ships on hydrofoils, calculated to carry 300 passengers.

Great importance is attached to the construction of self-propelled oil tankers to carry liquid fuel along the rivers. This type of river boat for the Volga and its tributaries is particularly important since Tataria, Bashkiria, and Stalingrad region, lying on the banks of the Volga, have become important oil producers in the U.S.S.R.

Their role in the fuel pattern of the country has been rapidly growing, which means that we Sormovites must do what we can to provide the new oil fields with the transport they need.

The decisions of the Twenty-First Congress of the C.P.S.U. provide for the rapid development of the chemical industry which is to treble its total output by 1965. There is also to be a sharp increase in the output of cloth and other consumers' goods made of artificial fibre and synthetic materials.

In connection with this the production of equipment will have to be stepped up for the numerous chemical plants under construction in the

U.S.S.R. and we Sormovo workers are to make a considerable contribution to this.

During the current seven-year plan, our works is to develop the production of consumers' goods on a greater scale than ever. We have large wood-working shops and can manufacture a lot of furniture from our waste wood. We have set up special wood-workers' teams exclusively producing furniture for the population.

The new types of washing machines designed in our works will also be manufactured on a large scale in the next seven years.

The workers of Sormovo will fill many different orders for agriculture from 1959 to 1965. We are to turn out hundreds of thousands of caterpillar treads for the tractors, to increase our output of plough frames, reaping machine forks and many other spare parts for agricultural machinery.

Technical Progress

While listening to N. S. Khrushchov's report to the Twenty-First Congress of the C.P.S.U. and to the numerous speeches of the delegates gathered from all ends of the country, I keenly felt and understood the great importance attached to technical progress, to the utilisation of the latest discoveries of science and technology, for the further flourishing of my socialist homeland, for the general well-being of its peoples.

At my works, as at other Soviet enterprises, a wide movement began after the Congress for fulfilling the Seven-Year Plan ahead of time.

Calculating our resources, the potentials of our enterprise, we, Sormovo workers unanimously arrived at one conclusion: in order to progress more rapidly, to fulfil the seven-year plan of the factory not in seven, but in six years, or, perhaps, in an even shorter time, antomation of all production processes, the comprehensive introduction of up-to-date technique, was necessary.

The seven-year plan envisages complex mechanisation and automation of all the work in the open-hearth department—from charging, already done by powerful charging machines, to the cleaning and processing of the ready slabs sent to the rolling mill. The workers' functions will be limited to setting and controlling the machines and units.

In easing the steelmakers' work a great role will be played by the start of a second, new, continuous steel-pouring unit in 1959. Larger than the first, it will differ, too, in its design.

Whereas the first installation now yields slabs or ordinary steel of one size and shape only, the second will pour metals of various sorts and yield different sizes, both square and rectangular, which will, of course, have a telling effect on our output of rolled metal.

After the start of the second continuous steel-pouring unit the figure of the casting-pit man will disappear forever from the open-hearth shop.

Sixty-four workers, casting-pit men and blowers, whose labour is now manual, will acquire a new trade. Some will become remote-control desk operators, others will apply their strength, experience and knowledge at different stages of the expanding open-hearth production.

One thing is quite clear to us: no one will be left withont work,

as there are no "unnecessary" people in our works, or anywhere else in the Soviet Union.

The second important technical measure in our open-hearth shop is the unification of all the open-hearth furnaces and increase of their thermal capacity. This will mean, in part, shortening the time of the smelts.

The automation of production processes naturally means a big increase in labour productivity. In the pattern shop, for instance, the first production line has been put into operation. As a result, if we assume the output of this ship in January 1959 to equal 100, then in June it equalled 770.

Now, a second conveyor is being assembled here, and by the end of 1959 this section will have been turned into an automatic shop.

Communists work at each stage of open-hearth production. They are the initiators of technical innovations, consistent and tireless champions of technical progress.

During the past thirty years our works has continuously been experimenting in order to turn out new and better products. We have three designing bureaus, headed by talented engineers, widely known throughout the country.

We, Sormovo workers, never rest on our laurels. Our director, Alexander Lyapin, on his return recently from Moscow, where he attended a meeting of the Central Committee of the Communist Party, told us that in the Machinery Pavilion of the U.S.S.R. Exhibition of Economic Achievement there were on display, side-by-side with modern first-class machines and mechanisms, obsolete models which need to be taken out of production.

The Communists of "Red Sormovo" decided to organise a similar exhibition at our works—in the technical room of the Palace of Culture—in order to show to the public the output of its numerous shops, both the best models as well as those which are already out-of-date but are still being produced through inertia.

Many engineers and technicians took part in organising this exhibition. It was highly popular with the Sormovo workers and was undoubtedly very useful.

Technical progress is a question to which none can remain indifferent. That is why it attracts such great attention in our works.

We now have a commission for the promotion of technical progress, elected by a general meeting from amongst the best workers, engineers and designers.

The Future Begins Today

The first workers' and peasants' state in the world—the Soviet Union—has been in existence for more than four decades.

Labouring under incredibly difficult conditions all these years, fighting economic backwardness, and repelling their enemies from within and without, the Soviet people have been confidently advancing to their cherished goal—the building of a Communist society.

A great deal has already been accomplished. Formerly backward Russia has become a mighty socialist power whose successes are

acknowledged the world over. There has been an immeasurable rise in our living standards and in our cultural level.

But our ultimate aim is Communism whose banners carry the words: "From each according to his ability, to each according to his needs".

Communism spells abundance of all that man needs, a high level of technical development, science, and culture. And it is for the achievement of these aims that the citizens of my country are labouring so enthusiastically.

Our final target is near, for the seven-year plan is the decisive phase in the creation of the material and technical basis of Communism, the foundation on which we shall build the bright structure of communist society.

In view of all this, one can well understand the enthusiasm which greeted the seven-year plan for the development of our country. One may safely say that this plan is a matter of immediate concern to all the working people of the Soviet Union.

And that, too, is why the bold programme of work over the next seven years was received in a businesslike way at all establishments, large and small, in all parts of the Soviet Union.

Everywhere, the possibilities were weighed, and the resources calculated. It was decided that the seven-year plan could be fulfilled ahead of time, and, needless to say, we Sormovites, too, weighed in.

The workers and specialists of the shaped steel shop pledged to do all the work necessary for mechanisation and automation in five years instead of seven.

This initiative was caught up by the drop-forge men, the rolling-mill operators and other teams of the works.

On the eve of the Twenty-First Congress of the C.P.S.U. our works supported and emulated the initiative of the young railwaymen of the Moscow shunting-yards, who launched the movement for the formation of Communist work teams.

The first such team to appear in our works was the rolling-mill operators' team headed by Vasily Berezin in December 1958. Its programme could be briefly summarised as follows: to work, study, and live in a Communist manner

The group that fights for the title of Communist work team pledges to exceed the state plan, to turn out only high quality goods, to raise the educational and technical level of its members, and to lead an exemplary life.

We foundrymen have not lagged behind this movement, and steel founders' teams are striving to win the title. We have worked out rapid smelting methods, and produced considerably more metal than demanded by the state plan. We know that metal is needed everywhere and are sparing no efforts to give our country all the steel she needs.

A Worker's Budget

My labour record ranges over nearly two decades. Work has long become the chief thing in my life, as it is in the lives of all my friends.

I can hardly imagine myself separted from the works, from the friendly community of the Sormovo workers.

But in addition to the joy of creation, work yields another blessing—security! In our socialist homeland, where everything is subordinated to the interests of the working people, every man is justly paid for his work.

The State has surrounded the working people with paternal care. I have no need to worry over the morrow, to be afraid that I might lose my job or part of my earnings.

People's lives have been improving from year to year. Unemployment has long been a thing of the past. Its spectre no longer hangs over us.

The economic progress made by our country provides a firm basis upon which the Soviet people's living standard and cultural level can be raised.

I witness the lives of my comrades on the job, of my neighbours and friends improving year to year. People now dress better, and the shops are stocked with more and more first-class goods.

My own family provides a good example. I'm an ordinary worker. Hundreds of my comrades at work earn as much as I do.

True, I have never tried to calculate exactly where my wages go; and, in fact, to tell the reader about this I should need the help of my wife, Zinaida. She has been keeping the accounts of the family for years.

There is no real book-keeping involved, only a simple day-to-day reckoning of our income and expenses. A look at her notebook will clearly show how my family lived last year.

My basic wage is 1,628 roubles a month. Twenty per cent or 327 roubles more, are added when my monthly norm is fulfilled. My team receives double pay for every extra ton of steel produced over and above the plan.

All the shifts that operate our furnace produce hundreds of extra tons of metal every month; and this, of course, pushes up our pay.

To this I may add that the law provides for as much as a 15 per cent increase on the annual incomes of steel founders for the lengths of their service records.

In 1958 I earned 31,440 roubles. This is the pay entered on my card by the book-keeper of our shop; and it is made up of two parts—my wages over twelve months (including vacation pay) and the lump annual payment for my length of service record. The first sum comes to 27,700 roubles, and the second to 3,740.

There is an income tax on wages in the U.S.S.R. for the time being. This tax, however, is not exacted from all citizens. A part of the lower and middle wage groups among the industrial and office workers, pensioners and students are exempt from such taxation. As for me, I paid 2,600 roubles in income taxes last year.

How do we live, the three of us: my wife, my eight-year-old son, and I? How are my earnings spent?

First of all, there is the rent. In my seventeen years in Sormovo I have changed my home four times, and each time without regret; for moving to a new place always brought better conditions.

When I arrived in Sormovo in 1942 I was put up in the hostel of the factory school. After finishing this school in 1943, I moved to the factory's youth hostel with my comrades.

I lived in this place for nearly seven years, until I got married. I stayed with my wife's family nearly all of 1950. Later, when Zinaida was to become a mother, the works gave me a room fitted with all conveniences.

In December 1958, I and other workers of the open-hearth section each received a two-room flat in the new house in which I now live.

My wife's notebook shows that we paid 1,048 roubles in expenses for our own room, including communal services, in 1958.

Now that we have moved to a separate flat, our rent and expenses for communal services have, naturally, risen somewhat. We shall have to pay about 1,600 roubles for rent, gas, electricity, and so on, this year, or less than 5 per cent of my earnings.

As for food, we need deprive ourselves of nothing. We have all the meat, fish, butter, fats, eggs, fruit, beer, sweets, and dairy produce we want.

Every shop at the Sormovo works has its own dining room, and in addition there are many cafes and snack bars at the works.

Restaurant facilities are being greatly extended now. Housewives may order meals to take home. My son Sasha gets a warm breakfast at school every morning.

Our food, plus various items on holidays, cost us 14,400 roubles last year.

We have been spending more and more money on cultural needs from year to year. In 1958, we spent 1,450 roubles for tickets to the theatre, the cinema, for books, and magazines.

We spent more than 6,000 roubles on clothing and shoes last year. The things we bought included: a fur overcoat for me, a warm coat for my wife, suits for all three, and several silk dresses.

Despite last year's considerable outlay, particularly our expenses in moving, we still have money in the bank. We managed to save enough for a new set of furniture. A new flat deserves new furniture! And we hope that our home will soon be very comfortable and cosy.

I might add that the families of all the foundrymen live equally well. Some of my fellow-workers, who have two and sometimes three other members of their family working, can be sure of bigger incomes.

Speaking of my real wages, it would be wrong to stress my pay alone.

The State regularly spends a considerable amount of money on every Soviet citizen. My son goes to school free of charge, and it is common knowledge that his schooling, according to the most modest estimates, costs nearly 1,000 roubles a year.

Moreover, all three of us receive medical treatment free of charge at the shipyard and district polyclinics. And the upkeep of the house in which we live costs several times more than the money we pay.

Like all my work-mates, I spend my holidays at a rest home or sanatorium. As a rule, we pay only 30 per cent of the cost of such accommodation. The rest is covered by state social insurance.

Many of our workers, too, receive free passes to these holiday homes. As many as 3,500 Sormovo workers took advantage of this privilege last year, spending their vacations at rest homes or resorts on the southern shores of the Crimea, the Caucasus, and the Baltic.

The family budget of every worker at Sormovo, therefore, consists not only of his wages, but also of the money spent on us directly by the State.

This comes to a large sum indeed. More than 215,000 million roubles last year went in cash allowances, pensions, grants, free tuition, medical treatment, holiday pay, the upkeep of boarding schools, kindergartens, children's nurseries, sanatoria, rest homes, homes for the aged, and other expenses.

Moreover, this sum is to reach 360,000 million roubles by 1965, which means that about 3,800 roubles a year will be spent on every worker.

In addition, more than 800 roubles will be spent per worker by the State to finance the construction of dwelling houses, cultural and medical establishments.

We Sormovo workers live prosperously and well. The new seven-year plan, too, will bring a further reduction in the workday and a steady climb in real wages.

By 1965 we shall have the shortest workday in the world—a six-hour day with two free days a week. Our real incomes, which have been growing year by year, will rise by 40 per cent by the end of the seven-year plan.

Personal income tax will be abolished in the next few years. Even greater funds will be allocated by the State for free tuition, medical treatment, recreation, physical culture, and the support of the children and the aged.

After Working Hours

We work seven hours a day, and only five hours on all days preceding holidays.

What do we do with all our spare time?

In Sormovo today we have every opportunity to devote our leisure time to cultural recreation and rest. Besides, there are the evening schools —the technical schools, the schools for young workers, and various courses attended by thousands of Sormovites at the expense of the State.

The largest trade and technical school of Sormovo, training highly qualified workers of various specialities for the "Red Sormovo" works, is the local trade school which has trained more than 6,000 young shipbuilders and metallurgical workers since the war.

This school, whose course of training requires two years, is open to all young men and women who have had seven years of general schooling. The instructors are the most active and prominent foremen, technicians and engineers of the works.

All the students who finish this trade school receive jobs at "Red Sormovo" in their various specialities, each being employed in keeping with the knowledge he has acquired.

The second important school of Sormovo is the machine-building secondary school, which trains workers for positions of responsibility in production. This school has a day and evening section. On completing the course, the students who receive their technician's diplomas are allocated by the works' management to employment in their respective trades.

Like many other Soviet industrial establishments, moreover, "Red Sormovo" has its own network of training courses and technical schools where every worker and specialist may augment his skill.

This, too, is at the expense of the State. Suffice it to say that these courses were attended by 2,400 Sormovo workers last year.

But Sormovo is not the only place where the workers may study, for our district is part of Gorky City which has a university, tens of institutes and technical schools, a conservatoire and many other kinds of schools now being attended by the Sormovo workers without interrupting their jobs in production.

Science and art, in which our people were already very interested, even before the Twenty-First Congress, aroused still more interest after the Congress had approved the grand programme of Communist construction.

Sormovo, like other Soviet cities, established institutions such as the people's university of culture and the university of arts.

Despite their names, these are no higher schools of learning, but are popular lecture halls, which may be attended by anyone who wants to.

The task of such people's universities is to broaden the cultural and political outlook of workers and their families. The students at these universities display a great interest in music, the theatre, and films.

In April 1959 all four lectures of the university of arts in the works' Palace of Culture were devoted to the history of the Russian theatre, from its inception, down to the present-day. The lecturers were prominent critics, professors and teachers of the Gorky Conservatoire. After each lecture excerpts from the most popular plays were performed by actors and actresses from the theatres in Gorky.

Sormovo's Palace of Culture, an acknowledged cultural centre, is visited by 2,500 people every day. It has a concert hall seating 1,400, a cinema for 400, a lecture hall for 300, a gym, and two large reading rooms. Actors and actresses from the theatres of Gorky and Moscow, as well as prominent singers and other musicians, often perform in our concert hall.

Our Palace of Culture also helps talented workers to develop their gifts. More than 1,200 of our workers and members of their families belong to the Palace's drama groups, choirs, ballet groups, brass band, and the string orchestra of folk instruments.

The Palace attracts workers of all ages, including old age pensioners. The choir of the old veterans of Sormovo, which has fifty singers, is very popular.

The Palace also has special rooms and halls for schoolchildren who can follow their favourite arts and hobbies—though many of their

pursuits are really matters requiring a good deal of skill—under the guidance of experienced instructors and teachers.

Apart from its Palace of Culture, Sormovo has three cinemas, including a wide-screen cinema, a park of culture on the banks of the Volga, and a stadium for the works football team, which is one of the best not only in Gorky, but in the whole of the Russian Federation.

I myself am a football fan and never miss a game. So perhaps the reader will think I'm a little biased if I boast about our team's prospects.

Since we live on the banks of the Volga, water sports are naturally very popular in the summer. Swimming, yachting, boat racing, and, in the winter, skating, all form part of our lives.

More than 600 of our workers have their own out-board motors and motor-boats.

Sormovo in 1965

Gone is the old workers' settlement that was Sormovo before the Revolution, the dreary edge of the city so vividly described by Gorky in his novel, *Mother*.

Instead, we have the new Soviet Sormovo, distinguished not only for its people free of all exploitation, not only for its socialist way of life, but for its splendid appearance as well.

In place of the squalid old log houses black with soot are now wide avenues lined with tall blocks of well-designed flats in which live industrial and office workers.

There are many new schools, hospitals, theatres, clubs, dining rooms, restaurants, and shops.

A characteristic feature of the Sormovo scene is the great turret crane. One may see such cranes on all sides, for new dwelling houses are springing up everywhere, as well as the numerous buildings to house the cultural establishments, and other services for the people.

More than 15,000 flats are to be built in Sormovo in the current seven-year period.

In addition, the City Soviet will meet the wishes of its electors by allotting 1,650 plots of ground free of charge to those who want to build their own homes. These prospective home owners will receive long-term credits from the State.

The new dwelling houses being erected in Sormovo in accordance with the seven-year plan will, of course, have all conveniences—gas, central heating, and so on. As elsewhere throughout the country, the flats being built will each house a single family.

Sormovo has long become a district of Gorky, and we Sormovo people feel responsible for the development of the entire city which plays an important role in the economic life of the country and is the fourth largest city in the Soviet Union in population.

There are about 250,000 families in Gorky today. During the current seven-year plan 130,000 flats will be built in the city. This means that every second family will celebrate a house-warming.

Gorky is no exception. No less than 15 million new flats are to be built in the cities of the Soviet Union in the next seven years. In addition, 7 million homes are to be built in the villages.

More and more houses are being built with garages attached for the car owners of Sormovo. This is important, for already nearly 800 Sormovo workers own motor cars, and about 700 have motorcycles; and the number of such owners is bound to grow in the near future.

The seven-year plan has ushered in a burst of construction of cultural and service establishments: schools, hospitals, kindergartens and nurseries, laundries, restaurants, dining rooms and all that is needed to meet the cultural and other needs of the population.

Those who have not visited Sormovo for two or three years find it difficult to recognise our district, which is rapidly changing its face. By 1965 the changes will be even more sweeping.

Steel for Peace

There is one thought uppermost in my mind when I come to work every morning:

"I must give our country more steel today, more in this shift than in yesterday's!"

This idea is shared by my comrades in the team, by all the workers, technicians, and engineers of the open-hearth department.

We all clearly know where our metal goes, what needs of our population it serves.

We see our steel transformed into comfortable motor-ships, diesel electric ships, and freighters, which in turn transport people, oil, wheat, machines and building materials, vegetables and fruit, meat and butter, furniture and clothing and many other things essential to the cities of the Soviet Union.

We also see how our Sormovo steel is turned not only into ships, but also into a vast assortment of consumers' goods.

When I attended the Twenty-First Congress of the Communist Party in Moscow, I walked through the streets of the capital during the recesses. Crossing the splendid Crimean Bridge spanning the Moskva River, I could not help recalling that the buttresses had been built at our plant.

And when I entered the Moscow Underground, I knew full well that we Sormovo workers had contributed much to its construction. The tubing for the tunnels was made in Sormovo.

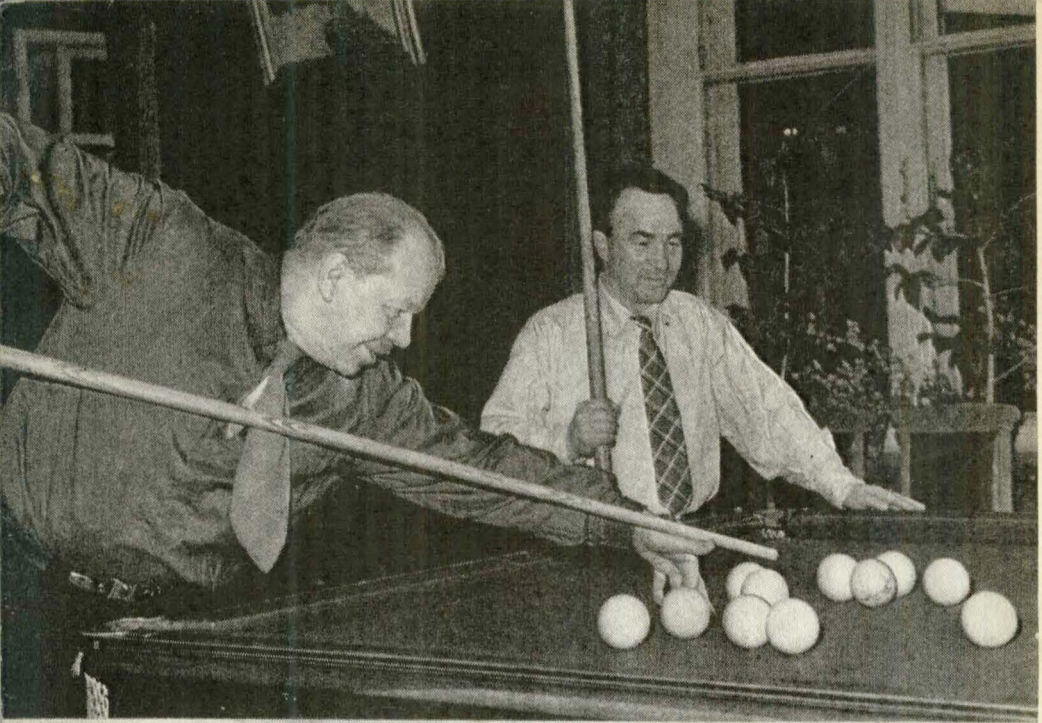
I was filled with pride at the thought that I belonged to an outstanding force of the Soviet working class, the workers of Sormovo, and that my steel had been used for the things necessary for a peaceful existence.

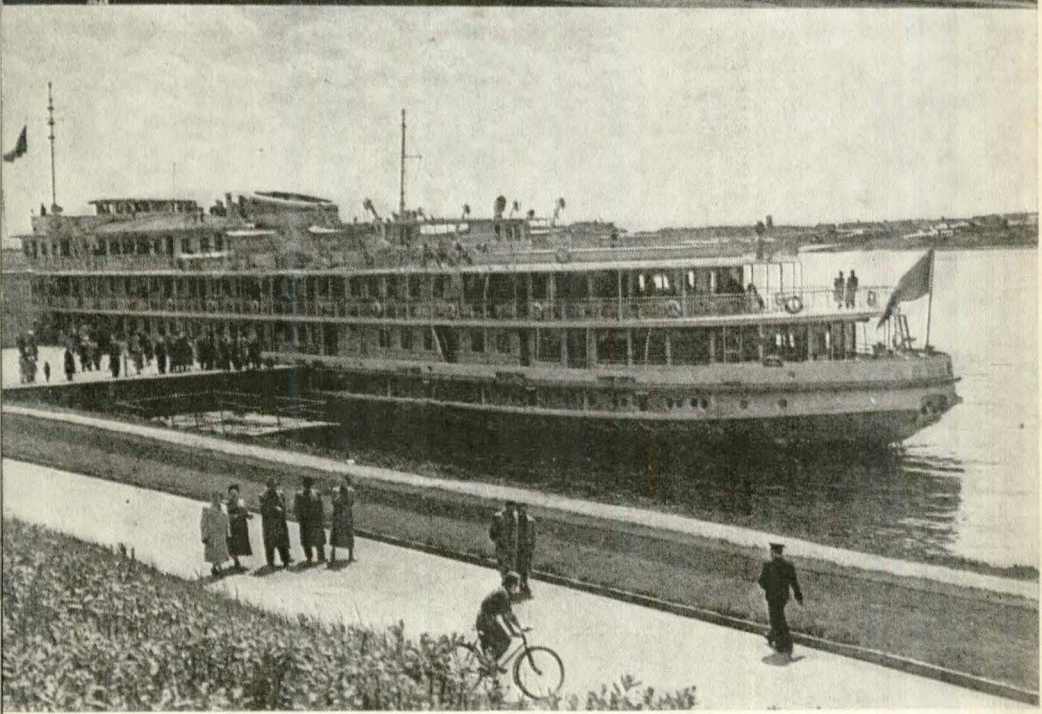
In the report made by Khrushchov at the Twenty-First Congress of the C.P.S.U., and in all the speeches of the delegates and guests I marked two words used constantly together: peace and Communism.

To fulfil our seven-year plan and the grand plan of Communist construction in the U.S.S.R. we need peace above all.

We hate war, because we want to build and not to destroy, to live, and not to die. It is by the path of peace and friendship that we move forward.

My comrades and I are making steel for peaceful purposes, for the cause of peace alone.





Above; *Sormovo workers enjoy a game in their club.*

A stern view of the Volga's flagship, the diesel-electric ship "Lenin" built at Red Sormovo.

488