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ITEM No 14682/52

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26 Nov
V-1346/A+B+C

RUMANIA

INDUSTRY
Metallurgy Factory

The "23 August", Ex-"Malaxa" Factory

SOURCE ISTANBUL: A refugee of foreign origin who left Rumania in April 1952. He was an insulator (chamotteur) and had worked in the plant between 1949 and 1952.
DATE OF OBSERVATION: 1952.

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The ex-"Malaxa" metallurgy factories are constructed on a terrain of about 6,000 square meters, and are composed of four groups of buildings, each approximately 2,000 meters long and 100 meters separated from one another. In each of these buildings are various sections employed in the smelting processes of materials, such as the planning section, milling, fitting, etc. Each building is connected to the outside by train rails for the transportation of raw materials coming into the plant and the finished product leaving the plant. Sections are connected by pulleys of different capacities, up to 75 tons. Between the buildings are four sets of train rails, which form principle arteries into the factory, and these rails go into secondary lines, which communicate with all sections of the buildings. Material is transported on this railway system by 100-ton cars run on electric motors, and these railway cars are loaded from platforms on steel rails.

Nearby but outside the factory grounds, is the rolling mill "Republica" covering a surface of about 150,000 square meters and possessing the most up to date equipment which, in 1945, has hauled off to the Soviet Union as war reparations, but was returned in 1949. This factory produces tubes, pipes, sheet metal, etc.

The factory electricity generating plant covers 500 square meters and, in 1952, a large reservoir with 48 injectors was constructed. The foundry section is composed of furnaces for making the metal malleable, a process which is completed with hydraulic hammers weighing 75 tons and by electrical furnaces, producing steel of the best quality. Two Siemens Martin furnaces with two injectors each have a

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temperature capacity of 1,800 degrees centigrades and a production capacity of 80 tons each load. Another furnace has a capacity of 50 tons. The total number of smaller furnaces is 308. Until 1950 the factory had its own guard force, but in 1951 the Rumanian army took over, assigning three battalions for the task. Spread over the factory grounds are seven field guns and some anti-aircraft observation posts. Within the plant are regular worker-guards who are especially vigilant at night. For the most part, the factory guards concentrate attention on workers who, because of factory exploitation and inhuman working conditions, are driven to commit acts of sabotage.

Communist Personalities Of The Ex-"Malaxa" Factory

SCHEFFER (fnn), 40 to 42, tall, thin, brown hair and eyes, is director general of the ex-"Malaxa" factories and has risen from the labor ranks. An uncommunicative man, seldom seen in the factories, his activities are confined to liaison with the ministries.

DRUGER (fnn), 30, well built, blond, blue eyes, married, is the foundry director. He frequently invites the workers to his office where he instructs them on ways to pass their norm assignments. An ignorant man, he organizes the Syndicate meetings and delivers inflammatory speeches in conformity with Party orders, urging the workers to seek out class enemies and denounce saboteurs of production. In return for their vigilance, the workers are promised money gifts and promotion.

VLADIMIROV (fnn), 35, blond, black eyes, married, is engineer of the locomotive and motor construction section of the plant, the production of which is exported to the Soviet Union. Of Russian origin, he was brought to Rumania to direct this section of the factory. He knows very little Rumanian and has little inclination to speak, being primarily concerned with the quality of production. He is a good technician but has very little general culture.

BERIAN Alexandru, 32, average height, black hair and brown eyes, is president of the UTM and chief engineer of furnace construction in the section of the foundry producing steel, bronze and aluminum. He is a capable man and, while holding membership within the Party, is not at all devoted to the cause. He is friendly with the workers and tries to protect their interests, actually

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favoring those who are not members of the Party.

The Production Of The Ex-"Malaxa" Factory

The technical personnel of the ex-"Malaxa" factory numbers 40,000 persons. Not counted in this number are 5,000 laborers recruited each day for new constructions. As these people are taken from the so-called bourgeois class, they are not given contracts.

In the foundry section our personnel was composed of 45 workers under the direction of engineer BERIAN. Our group was responsible for the construction, maintenance and operation of the furnaces. In the electric furnaces, every two hours approximately 1,000 kilograms of finished steel was produced. In the Siemens Martin furnaces about 5,000 kilograms was turned out in two hours. The smaller capacity furnaces were 308 in number, each one producing between 300 and 500 kilograms in each load. The furnaces of the nickel and bronze foundry produced 80 tons a load in two furnaces, and 50 tons in another.

About 880 railway cars designed for Soviet Union tracks were produced each month and exported to Soviet Russia; locomotives were also built for the Soviet Union. In 1950, on special order of the Sovromtransport company, wheels for railway cars for weights of 8,000, 10,000 and 15,000 kilograms were produced. Sixty Diesel motors were produced each month, turbines for hydraulic generators, airplane parts in cast-aluminum, on order of the Soviet Union. For six months of 1950-1951 tanks were manufactured, and in the foundry section they made three-centimeter steel plates for tanks.

Most of the factory production was exported to the Soviet Union. All factory production was submitted to the inspection of a committee of experts sent especially for the task from the Soviet Union. This commission of 34 persons was under the direction of engineer VLADIMIROV (fnu). Before any finished product could be packed for shipment, it had to be approved by the commission. (Packed goods were marked "Slave.") When, as it frequently happened, the commission refused to pass products, the defective goods were consigned instead to be used by the Rumanian industry. Manufactured equipment on rail wheels destined for the Soviet Railroads was transported in 15-ton railway cars as the wheel width of the equipment was designed for Soviet tracks and could not be run on normal rails.

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EVAL. COMMENT: Director of the "23 August" ex-"Malaxa" plant is DUMITRASCU L., who succeeded to TEODORESCU Ion. See "Scanteia" of 26 August 1952. VLADIMIROV is confirmed. The said DRUGER is really A. DRUKER, chief of the first Party basic organization. See "Scanteia" of 15 January 1952.

The number of workers has been estimated by authoritative sources (engineers who worked at the plant) at about 12 to 15,000.

The production of railway cars is grossly exaggerated. According to previous report it does not exceed 200 a month (not counting loose parts.) This report recalls another report emanated from the same correspondent and which was published as Item No. 6162/52 (different source.)

See for reference Items No. 4305/52, 11978/52, I 5537/52, 10283/52, "Scanteia" of 25 June 1952, "Scanteia Timoretului" of 1 August 1952 and "Romania Libera" of 22 August 1952.