

**Aleksey A. Gordin**

State University of Architecture and Civil Engineering

Nizhny Novgorod

ORCID ID: 0009-0008-3336-5301

## SOVIET CITY IN THE CONTEXT OF INDUSTRIAL CORPORATISM

**Abstract:** The paper analyses the features of everyday life of a Soviet city in the context of factory corporatism (departmentalism). Industrial corporatism covered various aspects of the Soviet way of life in cities. The subject of study is the city of Gorky, one of the largest industrial centres of the USSR. Factories played one of the central roles in the urban development of the territory. Social policy was the most important activity of Soviet industrial enterprises. Corporatism was part of the cultural and leisure sphere of the Soviet city.

**Keywords:** Soviet city, industry, corporatism (departmentalism), Soviet way of life, labour collectives, social policy.

In the late 1920s and early 1930s, a new system of organising urban space was created in the Soviet Union. The Soviet city was formed as a special sociocultural (social) system, with its essential features different from other urban systems (Western (bourgeois), Eastern type and etc.). The process of formation of the Soviet city was determined by industrialisation, the spirit and ideas of the first five-year plans. It was in the 1930s that the formation of the Soviet economic and socio-political system, the Soviet way of life and worldview took place – in other words, it was the phenomenon that today researchers denote by the term “Sovietism”<sup>1</sup>. The city played a key role in defining the Soviet way of life. It can be confidently stated that from the second half of the 20<sup>th</sup> century, cities – as centres of industry, science and education – began to determine the essential characteristics of the Soviet period.

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<sup>1</sup> Зубкова Е. Ю. *Советская жизнь как предмет исторической реконструкции* // Российская история. 2019. №5. С.3–14; Зезина М. Р. *Некоторые вопросы реконструкции советской жизни* // Российская история. 2019. №5. С.19–24.

Since the 1960s in the USSR, the urban population began to exceed the number of rural residents. A turning point occurred in 1961, when the ratio between the urban and rural population first changed. At the end of the year it was 51% vs. 49%. During 1960–1964, almost seven million villagers moved from the countryside to the city, aged mostly 17 to 29<sup>2</sup>. In the 1970–1980s, urbanisation processes in the USSR continued to intensify.

One of the most important features of the Soviet city was its corporatism (or in Soviet terminology “departmentalism”). It is necessary to define the concept. Corporatism is a system of social relations based on institutional unity (belonging to a certain profession, enterprise, institution, social category, etc.). Corporatism in the urban environment in Russia had a deep historical tradition. It was a typical phenomenon for a medieval Russian city, with its quarters and suburbs having clear economic and social specifics. Corporate spirit was also characteristic of the Russian city of the New Age period – with clearly defined workers’ settlements (outskirts) and aristocratic (elite) areas.

The Great Russian Revolution of 1917 led to the democratisation of urban space, the elimination of social inequalities within the urban environment and a new social distribution of housing.

In the first years of Soviet power, the housing stock was nationalised. In 1918, housing was removed from private ownership and transferred to local Soviet authorities. As a result, there was a consolidation (seizure) of surplus living space from the former owners and the moving of workers and employees into the houses and apartments of the bourgeoisie, etc.<sup>3</sup>

Some workers moved from the working-class outskirts to the neighbourhoods of the former urban elite. Social boundaries within urban space became more blurred.

The further development of the national economy influenced the appearance of Soviet urban areas. The formation of a new system of corporatism in the Soviet city occurred during the period of the first five-year plans (late 1920–1930s). Industrial enterprises became one of the leading centres of corporatism in the urban environment.

A striking example of the phenomenon of Soviet factory corporatism is the city of Nizhny Novgorod (Gorky). In 1928–1929, in the territory of Greater Nizhny Novgorod (including Sormovo and Kanavino), there were 62 enterprises employing 31,432 workers (of whom 18,338 were in the machine-building industry).<sup>4</sup>

In 1930, grandiose industrial construction began in the city of Nizhny Novgorod and its surroundings, primarily in the area beyond the river. At the Second Regional

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<sup>2</sup> Зеленин И. Е., *Аграрная политика Н. С. Хрущева и сельское хозяйство* // Труды Института российской истории РАН. 1997–1998 гг. Вып. 2 / Российская академия наук, Институт российской истории; отв. ред. А. Н. Сахаров, Москва 2000, 404–405.

<sup>3</sup> Меерович М. Г. *Наказание жильем: жилищная политика в СССР как средство управления людьми. 1917–1937*, Москва 2008, 12–16.

<sup>4</sup> *История индустриализации Нижегородского-Горьковского края (1926–1941 гг.)*, Горький 1968, 8.

Party Conference, V. V. Kuibyshev emphasised: “That corner of the region that I saw in N. Novgorod gives the impression of continuous construction. I’m unlikely to be mistaken if I say that not a single city in our League can now compare with N. Novgorod in terms of the number of facilities under construction and the scope of construction”.<sup>5</sup>

As a result of the implementation of the five-year plan, the city of Gorky turned into one of the largest industrial centres of the USSR. The number of workers in the city increased from 24,300 (1926) to 127,000 (in 1933). Sixteen new plants came into operation in Gorky<sup>6</sup>, including the Gorky Automobile Plant (GAZ), Gorky Milling Machine Plant, Gorky Aviation Plant No 21, Gorky Artillery Plant No 92. All these enterprises were launched in 1932.

Workers’ settlements (districts) were formed around each enterprise. Depending on the scale of the enterprise (the number of employees, volume of products, its nature), these were various infrastructure projects. At the Gorky Automobile Plant, the largest enterprise in the region, which had particular significance in the national economy of the Soviet Union, a socialist city was created. In 1931, the territory of Sotsgorod, “the social city”, with adjacent villages and workers’ settlements was included in Nizhny Novgorod, as a result of which the Avtozavodsky district was formed. In 1932, around 42 thousand people lived there.<sup>7</sup>

Soviet urban space began to be divided not only into official territorial-administrative units – districts (although they could coincide with the factory territory), but also internally into industrial corporate (departmental) segments, represented by an industrial enterprise with the corresponding factory social infrastructure (residential villages, educational, cultural and medical institutions, etc.). Social institutions in industrial urban areas were directly or indirectly run by factories (outpatient clinics, hospitals, palaces of culture (houses of culture), sports facilities, etc.). Even schools that were officially subordinate to local education authorities had a corporate connection with specific factories through a system of patronage. Corporatism connected the work collectives of factories into a special microcosm. So, at the Gorky Automobile Plant, it was Sotsgorod (Avtozavodsky district), where, first of all, car constructors lived. At the Krasnoye Sormovo plant, there was the Sormovo district with a predominant population of shipbuilders. At the aviation plant No 21 – the village named after Ordzhonikidze, aircraft manufacturers lived. At the Krasny Anchor plant there was Aktyubinskaya Street and a part of the Moscow road, on which there were factory houses for blacksmiths, mechanics, chain and anchor production specialists. Factories determined the rhythm of life, and the social and cultural atmosphere in these local corporate societies.

Soviet factories were not just industrial enterprises, but performed broad social functions. As Soviet workers figuratively said, “the factory gate was everything to

<sup>5</sup> *История города Горького. Краткий очерк*, Горький 1971, 364.

<sup>6</sup> *История города Горького. Краткий очерк*, Горький 1971, 376–377.

<sup>7</sup> Гордин А. А. *Горьковский автомобильный завод. История и современность. 1932–2012*, Н. Новгород 2012, 95.

them". This concerned various aspects of everyday life: from organising nutrition (especially in emergency conditions) and providing housing, to taking care of the rest and leisure of workers and their families. Major social issues were resolved within the factories. The larger the enterprise, the more opportunities its workforce had.

One of the most important issues of urban Soviet everyday life was related to the provision of housing. The leading enterprises in the field of housing construction were two industrial giants – the Gorky automobile plant and the Krasnoye Sormovo plant. Throughout the Soviet period, enterprises invested significant resources in housing construction. The leader in the field of civil engineering in the city of Gorky was the automobile plant. In May 1930, two weeks after the start of construction of the automobile giant's workshops, the construction of residential areas of Sotsgorod began. The project to create a city of automakers was the largest in scale in the region and one of the largest in the Soviet Union. By spring 1932, the permanent housing stock of the automobile plant was 113,000 m<sup>2</sup> and the barracks stock was 85,000 m<sup>2</sup>.<sup>8</sup> As of 1 January 1934, the housing stock of the Avtozavodsky district occupied 297.5 thousand m<sup>2</sup>.<sup>9</sup> In 1936, the figures increased to 363.8 m<sup>2</sup>.<sup>10</sup> As of 1 January 1939, the volume of residential space in the Avtozavodsky district increased to 509.8 thousand m<sup>2</sup>.<sup>11</sup> Active housing construction at the Gorky Automobile Plant continued in the post-war period, until the 1990s. For the sake of comparison, we present data for 1975. In the Avtozavodsky district, 853.9 thousand m<sup>2</sup> were built; in Sormovsky – 562.5; Soviet – 475.1; Kanavinsky – 322.5; Leninsky – 310.4.<sup>12</sup> From the 1930s until the end of the Soviet period, providing housing for workers and engineers was one of the priority social tasks of enterprise management.

An interesting example of corporatism in the field of housing construction was the "people's construction" method that arose at the Gorky automobile plant. In 1955, on the initiative of the workers of the press-forging building, a cinder block house was built by themselves.<sup>13</sup> This is how a new method arose in housing construction in the second half of the 1950s – "people's construction", which soon spread far beyond the automobile plant.

The discussion of a new method of building houses took place in 1956.<sup>14</sup> The main criteria of the method were short construction times, low cost and comfort of small

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<sup>8</sup> *Общество и власть. Российская провинция. 1930 г. – июнь 1941 г.* Т.2. / Сост. А. А. Кулаков, В. В. Смирнов, М 2005, 500.

<sup>9</sup> Государственное казенное учреждение Центральный архив Нижегородской области (далее – ГКУ ЦАНО) Ф.Р 2561. Оп. 2. Д. 3. Л. 11об.

<sup>10</sup> ГКУ ЦАНО Ф.Р 2561. Оп. 2. Д. 9. Л. 6.

<sup>11</sup> ГКУ ЦАНО Ф.Р 2561. Оп. 2. Д. 3. Л. 11об.

<sup>12</sup> ГКУ ЦАНО Ф.Р 2717. Оп. 1. Д. 1401а. Л. 3.

<sup>13</sup> Чернеев П. М. *Рабочие завода дополнительно строят жилые дома*, Музей истории ОАО "ГАЗ".

<sup>14</sup> Государственное казенное учреждение Государственный общественно-политический архив Нижегородской области Ф. 39. Оп. 6. Д. 348. Л. 21.

two-three storey houses. The project assumed for each family the presence of utility rooms (sheds) and small plots of land for vegetable gardens<sup>15</sup>. All this was put into practice.

Giproavtoprom developed a project for the construction of two-storey cinder block houses near the village of Paryshev in the Avtozavodsky district. In September 1956, the executive committee of the city council allocated a plot of land for new buildings. At the same time, house designs were being finalised. The Housing Construction Assistance Council was led by the head of the press-forging workshop P. M. Cherneev. For the construction of houses, each workshop appointed a manager and workers. Future residents helped them. At first, the issues of supplying the workshop with building materials were resolved independently; later this work was transferred to section No 2 of the capital construction department of the enterprise. The production of cinder blocks, beams, lintels, windows and doors was organised in the construction and woodworking workshops at the Novaya Sosna plant. In 1956, 17 cinder block houses were commissioned. In 1957, the first stage settlement "40 Let Oktyabrya", consisting of 65 houses, sprang up in the area. By the early 1960s, houses of the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> stages were erected next to it in the area of Yanka Kupala Street. The initiative of the automakers was highly appreciated at the VI session of the Supreme Soviet of the USSR of the fourth convocation and in the resolution of the Supreme Soviet of the USSR of 31 July 1957 "On the development of housing construction in the USSR".<sup>16</sup>

Thousands of families of car factory workers moved from barracks and shelters to new apartments. It was a kind of breakthrough in the field of housing construction. The infrastructure in the "people's construction" villages developed rapidly – kindergartens and nurseries, schools, shops, a bathhouse, and an outpatient clinic were built. The "people's construction" method is a striking example of the implementation of the principle of factory corporatism in the development of urban space.

Within the urban space, Soviet factory corporatism was very clearly visible in the area of supplying the population. During the first five-year plan, under the conditions of the rationing system and the supply crisis of 1932–1933, factories created their own food supply. The department of enterprises included factory fields, livestock farms, etc. Products received from departmental agricultural enterprises (cooperative farms, ZRK) were sent to factory canteens and children's institutions<sup>17</sup>. Vacant lands in factory areas and settlements were given over to individual vegetable gardens. Trade union organisations of factories helped their workers and engineers with seeds, tools, and harvesting. In the second half of the 1930s, as the supply situation improved, these social functions of enterprises declined. However, with the beginning

<sup>15</sup> Ibid.

<sup>16</sup> Горьковский автомобильный / Редкол.: И. И. Киселев, В. Я. Доброхотов, А. В. Новиков и др., М 1981, 273.

<sup>17</sup> Два года борьбы за овладение передовой техникой. Материалы к отчету парткома автозавода им. Молотова на третьей заводской партконференции. Декабрь 1933 г. Л.44–45 // Музей истории ОАО "ГАЗ".

of the Great Patriotic War, factory managers were again tasked with supplying workers and engineers. In 1942, labour supply departments were re-established at enterprises, responsible for the material support of labour collectives. The factories used the experience of the 1930s in supplying labour collectives in conditions of extremely limited resources. Factory canteens played a major role in the food supply of workers and engineers. The labour supply department of the automobile plant was one of the largest in the region. In 1943 it had: three state farms with the sown area of 1700 ha, 986 heads of cattle, 960 pigs, 151 horses. This structure served more than 100,000 people in the settlement. In 1943, the plant received from the suburban farms of the Doskino state farm: a poultry farm and a pig farm, including meat – 68 tons, eggs – 34 thousand pieces, poultry – 1600 pieces, milk and dairy products – 577 tons, potatoes – 380 tonnes, vegetables – 2900 tonnes. These products covered the need to supply plant workers with vegetables and potatoes – 60%, meat and dairy products – 10%<sup>18</sup>. One hundred percent of the plant workers were served with public catering and a significant part (60–70%) were served with food twice a day<sup>19</sup>. All young workers who graduated from factory training schools (FZO) and vocational schools (RU), and some of the fighters in the work columns were provided with three meals a day. In addition, the Employee Provisioning Department (ORS) organised meals in children's canteens and created a special dietary canteen<sup>20</sup>. The organisation of individual gardening through factory committees played an important role during the war years.

Another example that illustrates the principles of factory corporatism in supplying citizens was the social policy of enterprise management during the years of perestroika (1986–1991). During this period, there was a reduction in the standard of living of the population, and the goods deficit increased. Effective measures for social support of the workforce were carried out at the Gorky Automobile Plant (GAZ). Thanks to the vigorous activity of GAZ General Director B. P. Vidyayev, mutually beneficial cooperation with China was established – the automobile plant began supplying cars to the East, and food, clothing and other consumer goods were sent from China. At the automobile plant, nine “Chinese stores” (as they were popularly called) were opened, where plant workers were offered consumer goods (clothing, dishes, food (Chinese stew, tea, etc.)) using coupons. Every Friday, car manufacturers were given food packages (1.5 kilograms of meat, one kilogram of sausages, one or two cans of stew, one or two cans of minced sausage, two or three cans of ham). In conditions of the food crisis, this was a great help to the families of workers and engineers from the management of the enterprise. In the city of Gorky, a man in a Chinese down jacket in the late 1980s was a sign of corporatism and belonging to the car factory. Once again, on the outskirts of the Automobile Plant, the population began to plant potatoes and other vegetables. Workers acquired their own gardens and vegetable gardens (garden plots were allocated through the enterprise). On

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<sup>18</sup> ГУ ЦАНО. Ф.2435. Оп. 7. Д. 29. Л. 78.

<sup>19</sup> ГУ ЦАНО. Ф.2435. Оп. 7. Д. 29. Л. 80.

<sup>20</sup> ГУ ЦАНО. Ф.2435. Оп. 7. Д. 29. Л. 82.

weekends and vacations, thousands of car factory workers went to factory gardening partnerships.<sup>21</sup> Thus, in the area of the village of Oranki of the Bogorodsky district, the Gorky Automobile Plant created a huge gardening partnership. Plots were allocated to workers and engineers in workshops and departments in the relevant sectors. This social policy, pursued by the management of the enterprise, was a kind of factory paternalism.

Of great importance in the USSR were public consumption funds, used to meet the needs of the population in addition to the wage fund (free of charge or on preferential terms). From these funds, the population received free education, medical care, benefits, free or discounted vouchers for holiday homes or sanatoriums, part of the costs of housing and utility services were covered, etc. As a result of the growth of public consumption funds in the family budgets of workers and employees of the USSR, payments and benefits from this source by the early 1980s amounted to more than 1/5 of all income.<sup>22</sup> A part of the payments and benefits from these funds were provided within the framework of the plant's social policy.

The plant, in the perception of most of its workers and engineers, was a big family. This also pertained to certain corporatism. According to the recollections of the workers of the Krasny Yakor plant, their entire lives in the 1960–1980s were connected with the “factory gate”. Their parents worked there, they themselves lived in houses in the factory streets adjacent to the enterprise, they got married within the factory collective, their children studied at the “factory” sponsored school No 109 and after graduating, having received vocational education, they went to work for “Krasny Yakor”, and spent their holidays at the tourist base of the Oka enterprise. Family ties literally intertwined the workforce of this plant. Everyone knew each other. It really was one big family of “Krasny Yakors”. The plant also had its own non-production achievements – a kind of symbols of the enterprise that the workers and engineers were proud of. At “Krasny Yakor” there was a factory garden and flower greenhouse, and an even better New Year tree – a playground for children, located on the Moscow road, connecting the city of Gorky and the capital.<sup>23</sup> This perception of the work collective as a big family was also shared by automakers, Sormovichi residents, and others.

An important part of city corporatism was the organisation of joint leisure. This was an important part of corporatism in the cultural space of the city. Let us give a few examples. In the period of the 1950–1960s in the Avtozavodsky district, the largest centres of cultural life were the Cinema and Concert Hall and the Central Club of Sotsgorod (CKS), engaging the choreographic circle, Russian folk song choir, classical

<sup>21</sup> *Общество и власть. Российская провинция. 1986–1991. Т. 6.* / Сост. А. А. Кулаков, В. В. Смирнов, Л. П. Колодникова, Москва 2010, 465–466; Эпштейн К. Н. *Три народных ордена Славы Бориса Видяева*, Нижний Новгород 2019, 10.

<sup>22</sup> *СССР. Энциклопедический справочник* / Гл. ред. А. М. Прохоров, Москва 1982, 278–279.

<sup>23</sup> *Завод Красный Якорь: 120 лет истории* / А. А. Гордин, И. Л. Дорожнова, Ю. В. Сухонина, Нижний Новгород 2018, 178–181, 234–238.

music choir, brass and string orchestras. The CKS theatre group (led by V. I. Vedernikov) enjoyed well-deserved fame. The workers and engineers who played in this theatre group staged plays by Ostrovsky "It shines, but does not warm", Simonov "Under the chestnut trees of Prague", Gusev "Glory" and others. In 1951, in Moscow, at the final round of the All-Union Show of Amateur Arts, automakers, who presented a performance based on the play by S. I. Aleshin "Director", amazed the jury with their stage skills, proving that the drama circle of the Gorky Automobile Plant could pose and solve complex stage problems. The Central Club of Sotsgorod was one of the best in the Soviet Union.<sup>24</sup> In 1961 after opening of the Palace of Culture of the automobile plant, CKS was handed over to schoolchildren of the district, becoming the House of Culture for Schoolchildren.

On 15 January 1949, the House of Technology opened its doors to car manufacturers, where production evenings and seminars for the exchange of labour experience were held. At the House of Technology there was a library, a drama club and an amateur arts club. A significant event in the life of the Gorky Automobile Plant and industrial region was the opening in 1961 of the Palace of Culture, which became the largest cultural and educational centre in the Gorky region. The huge building of the Palace of Culture housed a theatre hall with 1,200 seats, a cinema hall, library, and dance hall; dozens of circles, sections, and interest clubs were active there. Artists from Gorky and theatres from the capital performed on the stage, and meetings were held with famous figures of art and culture. A folk theatre operated in the Palace of Culture (directed by N. V. Nikolsky), the team was a laureate of all-Russian and all-union amateur art shows. The folk song and dance ensemble of the automobile plant (director A. P. Levanov) received great recognition; this group fostered a close friendship with the choir named after Pyatnitsky. The People's University of Culture operated within the walls of the Palace; in 1964, a faculty was created specifically for youth and teenagers, "Gorky Automobile Plant – a giant of the domestic automotive industry".<sup>25</sup> Over five thousand people visited the GAZ Palace of Culture every day.

Cultural work was also carried out in another Gorky enterprise – "Krasny Yakor". Going to the theatre was very popular among Krasny Yakor residents. In 1974, collective visits to the Gorky Drama Theatre (the play "Steelworkers"), the Tashkent Drama Theatre and the Moscow Theatre K. Stanislavsky were organised. In 1977, the trade union committee of the plant organised a visit to the concert of Moscow artists, the Leningrad ice ballet. Artists from the Perm Theatre, the Small Theatre, and the Petrozavodsk operetta performed for the workers and engineers of the enterprise. The factory workers loved to attend premieres together at the Moscow cinema. In 1974, plant workers participated in film festivals in the Moscow and Mayak cinemas. They were also frequent guests at the Gorky Circus – in 1973, 920 factory workers watched the programmes "Kio" and "Bengal Tigers". In winter, mass trips of plant

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<sup>24</sup> К XX-летию завода // Музей истории ОАО "ГАЗ".

<sup>25</sup> *Общество и власть. Российская провинция. 1965 г. –1985 г.* Т. 5. / Сост. А. А. Кулаков, В. В. Смирнов, Л. П. Колодникова, Москва 2008, 525.



workers and specialists were organised on health trains to the Zholnino and Kozino areas. The trade union committee organised excursions to the historical cities of the Gorky region (Chkalovsk, Semenov), to Gaidar's places (Arzamas), Bolshoye Boldino, Vladimir, Suzdal, etc. In 1977, 480 people took part in these excursions.<sup>26</sup>

Belonging to corporations was also reflected in Soviet festive culture. The main Soviet holidays – May 1 and November 7 (the day of the Great October Socialist Revolution) were celebrated with solemn demonstrations of workers. Workers and engineers walked in festive columns of the enterprises and factories where they worked. Each plant sought to show its achievements and new products. There was even a certain competitive element between factories – who would better implement measures of the enterprise, demonstrate technical innovations, etc.

In specific areas of the city, professional holidays were celebrated (e.g. Mechanical Engineer's Day) or labour achievements at a specific enterprise (the release of anniversary products – 1,000,000 cars – at the Gorky Automobile Plant, or the launching of a ship – at Krasnoye Sormovo). Those were holidays for specific areas and factories.

Another element of corporatism was associated with physical education and sports. It was an important element of Soviet urban everyday life. Soviet factories had an extensive network of physical education sections and sports grounds, and large factories had their own stadiums and professional sports teams. This element of corporatism was very clearly manifested in sports. Thus, the Gorky Automobile Plant had its own professional hockey team "Torpedo" – one of the strongest in the Soviet Union. Many automobile factory hockey players were members of the USSR national team. The Torpedo team enjoyed special love and care from the car manufacturers; they all supported their factory team. Victory in the match became a real holiday for the residents of the working-class area. The Sormovo football team "Volga" played in the major league of the Soviet Union championship. This team was the pride of the shipbuilders.<sup>27</sup>

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<sup>26</sup> ГКУ ЦАНО Ф.Р 3278. Оп. 2. Д. 376. Л. 23–24; ГКУ ЦАНО Ф.Р 3278. Оп. 2. Д. 606. Л. 9; ГКУ ЦАНО Ф.Р 3278. Оп. 2. Д. 697. Л. 17–18; ГКУ ЦАНО Ф.Р 3278. Оп. 2. Д. 844. Л. 17.

<sup>27</sup> Гордин А. А. *Горьковский автомобильный завод. История и современность. 1932–2012*, Н. Новгород 2012, 238–240; *Корабелы вольной реки: к 170-летию Завода „Красное Сормово“* / Авт.-сост. Р. В. Голубин, А. А. Гордин, А. Н. Маслов и др., Н. Новгород 2019, 152.

**Алексей А. Гордин**

## **СОВЕТСКИЙ ГОРОД В КОНТЕКСТЕ ИНДУСТРИАЛЬНОГО КОРПОРАТИВИЗМА**

### **Резюме**

Подведем краткие итоги. Одной из важных черт советских урбанизированных территорий была индустриальная корпоративность (ведомственность), определявшаяся, как правило, конкретными городскими промышленными территориями. Корпоративность приводила к формированию уникального микромира со своими традициями, культурой, образом жизни. Центром этого микромира был советский завод, выполнявший не только хозяйственные (экономические) функции, но и социальные, культурные, общественно-политические. Советские предприятия играли системообразующую роль. Важнейшей частью советской промышленной системы была социальная сфера. Заводской патернализм играл особую роль в чрезвычайных условиях военного времени, кризисные периоды истории, помогая рабочим и инженерам решать бытовые вопросы. Трудовые коллективы советских заводов, жители рабочих районов (поселков) идентифицировали себя как единую общность, как большую семью. Корпоративность была не только идентификационным маркером горожан, но и в определенной степени системой их ценностей и взглядов, важным аспектом их публичного и частного образа жизни.

**Алексеј А. Гордин**

## **СОВЈЕТСКИ ГРАД У КОНТЕКСТУ ИНДУСТРИЈСКОГ КОРПОРАТИЗМА**

### **Резиме**

Једна од важних карактеристика совјетских урбанизованих територија била је индустријска корпоративност (ведомственост), која се обично одређивала конкретним градским индустријским територијама. Корпоративност је довела до формирања посебног микросвета са сопственим традицијама, културом, начином живота. Срце овог микросвета био је совјетски завод који је обављао не само економске функције, већ и социјалне, културне, друштвено-политичке. Совјетска предузећа обликовала су систем. Најважнију улогу имао је совјетски индустријски систем у социјалној сфери. Заводски патернализам је играо посебну улогу у ванредним условима ратног времена, кризним периодима историје, помажући радницима и инжењерима да реше свакодневне проблеме.

Радни колективи совјетских завода, становници радничких квартова (насеља) идентификовали су се као посебна заједница, као велика породица. Корпоративност није била само идентификациона ознака грађана, већ и, у одређеној мери, систем њихових вредности и погледа, важан аспект њиховог јавног и приватног начина живота.