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 CENTRAL INTELLIGENCE AGENCY
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REPORT []
 CD NO. []

50X1-HUM

COUNTRY USSR DATE OF INFORMATION 1950 - 1951
 SUBJECT Economic; Technological - Automobile and tractor industry, bearings
 HOW PUBLISHED Daily newspapers; monthly periodical DATE DIST. 27 Apr 1951
 WHERE PUBLISHED USSR NO. OF PAGES 4
 DATE PUBLISHED Dec 1950 - 2 Mar 1951 SUPPLEMENT TO REPORT NO.
 LANGUAGE Russian

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SOURCE Newspapers and periodical as indicated..

CHELYABINSK, MINSK PLANTS SHIP TRUCKS,
TRACTORS TO CONSTRUCTION PROJECTS;
LACK SPARE PARTS FOR TRACTORS, TRUCKS

SHIP TRACTORS TO CONSTRUCTION SITES -- Moscow, Vechernyaya Moskva, 3 Feb 51

The Chelyabinsk Tractor Plant received a number of orders for S-80 tractors for the first quarter. The orders were filled on time, the loading of machines for the first quarter has already been completed, and tractors have been shipped to the builders of the Kuybyshev Hydroelectric Station, the Volga-Don Canal, and other new building projects.

Kiev, Pravda Ukrainy, 31 Jan 51

The Chelyabinsk Plant has shipped caterpillar tractors to the Kakhovka construction site.

SEND TRUCKS TO KUYBYSHEV, VOLGA-DON PROJECTS -- Moscow Moskovskaya Pravda, 28 Feb 51

The Moscow Automobile Plant imeni Stalin has made 65 ZIS-150 trucks for the Volga-Don construction project and 30 trucks for the builders of the Kuybyshev Hydroelectric Station. It also shipped 25 vehicles above plan to the Stalin-grad Hydroelectric Station site.

Kiev, Pravda Ukrainy, 18 Feb 51

The Ural Automobile Plant recently shipped a large column of 3-ton Ural-ZIS trucks to the Kuybyshev and Volga-Don construction sites.

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SHIPS TRUCKS TO STALINGRAD PROJECT -- Minsk, Sovetskaya Belorussiya, 9 Feb 51

The Minsk Automobile Plant builds the 5-ton MAZ-205 dump truck and 7-ton MAZ-200 truck.

The plant has adopted gas case-hardening in the heat treatment shop, hardening by high-frequency currents, and precision casting.

Moscow, Krasnaya Zvezda, 14 Feb 51

The Minsk Automobile Plant has shipped dump trucks to the Stalingrad Hydroelectric Station project.

Minsk, Sovetskaya Belorussiya, 21 Feb 51

A dump truck and a 7-ton drop-sides (bortovaya) truck built by the Minsk Automobile Plant have been sent to the Soviet Pavilion of the Leipzig Fair.

MINSK PLANT PLANS PERMANENT CONVEYER -- Minsk, Sovetskaya Belorussiya, 9 Feb 51

The Minsk Tractor Plant is turning out KD-35 tractors on a temporary conveyer. It also builds spare parts for agricultural machinery. The plant's main task in the coming year will be to organize the mass production of tractors on a permanent main conveyer.

Riga, Sovetskaya Latvija, 18 Jan 51

The Minsk Tractor Plant builds the powerful Kirovets D-35 caterpillar tractor and the Belorus' wheeled tractor.

POOR PLANNING, DISTRIBUTION CAUSE BEARING, PARTS SHORTAGE IN MTS -- Kishinev, Sovetskaya Moldaviya, 24 Feb 51

Many MTS in the Moldavian SSR report a disturbing shortage of spare parts. There is not only a severe shortage of bearings, but also of simple parts which could easily be produced in the republic. Balance-beam bushings, for lack of which tractors are standing idle in the Komratskiy, Atakskiy, Tarakliyskiy, Vornichenskiy, and a number of other MTS, were formerly made at the Beltsy Repair Plant. They were made of pig iron instead of bronze, and there were no complaints about their quality. This year the local office of Avtotraktorosbyt (Automobile and Tractor Sales Trust) decided to ask the Main Administration to authorize the mass production of pig-iron bushings, but it did not make this request until February, when it was already time to supply these parts to the MTS.

Repair of many tractors was not completed because there were no rocker arm shafts, balance-beam covers, shafts, oil pumps, guard covers, bearing sockets, governor pulleys, and other parts which could very well be made by republic industries. Last year, the Council of Ministers Moldavian SSR decreed three times that orders be distributed among enterprises of the Ministries of Agriculture and Local Industry. But the parts consumers did not make sufficient demands upon the suppliers, and enterprises failed to fill very important orders because the Ministry of Agriculture did not supply the necessary raw materials.

The Kishinev Repair Plant, Ministry of Agriculture, should have made, among other spare parts, 800 rocker arm shafts, 400 working shaft bushings, and 500 magneto drive shafts, but it made none of these parts. The planning organs of

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the Ministry of Agriculture Moldavian SSR are greatly to blame for the collapse of spare parts production in republic plants. But Smorigo and Kravtsov, the managers of the office of Avtotraktorosbyt, are also fully responsible for the late delivery of spare parts to the republic. The operations department of the republic office, headed by Kravtsov, has shown little cognizance of the activities of all-Union plants which supply parts to the republic. Many enterprises, particularly the Saratov Serp i Molot Plant, the Voroshilovgrad Plant imeni Oktyabr'skaya Revolyutsiya, and the Vladimir and Lipetsk tractor plants, failed to ship a great quantity of spare parts in 1950. The republic office has the right to institute proceedings for monetary sanctions and fines to made suppliers more answerable for the punctual delivery of parts, but the soft-hearted office manager has not once taken such action in the past 2 years.

The managers of Avtotraktorosbyt and the Ministry of Agriculture did not establish strict controls on the proper consumption of spare parts according to existing state norms. This lack of control led to a situation in which some MTS received a considerably larger supply of essential parts for the year than they were supposed to, while others did not get their share. For example, the Grigoriopolskiy MTS received 20 cylinder heads for STZ-NATI tractors instead of 8, the Orgeyev MTS received 21 instead of 10, and the Suslenskiy MTS 15 instead of 9. The Durlshitskiy MTS received only one cylinder head instead of the 6 due it, and the Buzhorskiy MTS received 7 instead of 11.

The republic office did not distribute spare parts properly by inter-rayon divisions. The Beltsy division base had a large supply of various-make bearings which were very scarce elsewhere. To unload his stock, Lipatov, the base director, dumped 1,200 locking rings for STZ-NATI tractors on the Aleksandrenskiy MTS, which had ordered only 20.

The parts list ordered from republic enterprises must be expanded, to make a decisive improvement in the supply of spare parts to MTS. New enterprises must be induced to fill these orders. The Ministry of Agriculture Moldavian SSR must tighten controls and requirements for the consumption of spare parts by MTS directors. Finally, Avtotraktorosbyt's employees must be made responsible for getting centralized stocks of spare parts to the republic at the stipulated time and in the needed variety, rather than distributing parts mechanically.

RIGA LACKS OIL FILTERS FOR GAZ-51 TRUCKS -- Riga, Sovetskaya Latvya, 10 Feb 51

Many Riga drivers have driven GAZ-51 trucks 100,000-150,000 kilometers without capital repairs. However, the rules of technical operation are grossly violated, because certain necessary parts are not supplied to truck users. For example, the fine oil filter should be changed every 2,000 kilometers, according to instructions. But it is impossible to obtain such a filter in the stores of Glavavtotraktorosbyt, (Main Administration of Automobile and Tractor Sales), Glavneftesbyt, (Main Administration of Petroleum Sales), the Ministry of Trade, Latpotrebsoyuz (Latvian Consumers' Union), or the Ministry of Motor Transport in Riga. Operating with a dirty filter will increase wear on the motor and lead to premature breakdowns.

It is time that the State Planning Committee Latvian SSR looked into the possibility of making oil filters in the republic.

MTS COMPLAIN OF WORK DONE BY MOTOR REPAIR PLANT -- Frunze, Sovetskaya Kirgiziya, 16 Feb 51

The First Bazar-Kurganskaya and other MTS complain that tractor repairs are being held up because the Dzhahal-Abad Motor Repair Plant has consistently failed to meet the plan for motor repairs. The plant serves 14 MTS. Three-fourths of

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the motors overhauled in January were completed in the last 10 days of the month, which is typical of the last-minute shock methods of this plant. Brigades are inefficiently organized and mechanization of heavy work is neglected. Motors are sent out improperly adjusted and untested, and usually have to be overhauled again at the MTS. One motor sent out by the plant had 17 serious defects, and a 30-horsepower STZ tractor could develop only 23-25 horsepower as a result of soot in the vaporizer and lack of cleaning.

CITE LACK OF DRIVERS' MANUALS IN LATVIAN SSR -- Riga, Sovetskaya Latvija, 22 Feb 51

Riga and other cities in the Latvian SSR are entirely lacking in drivers' manuals and visual aids to help drivers understand the construction and operation of new automobiles and trucks. The Main Administration of Motor Transport and the Administration of Printing, Publishing, and Book Trade should see that books and visual aids on automobile mechanics are printed and put on sale.

MAKE TIRES FOR RACING CARS -- Moscow, Avtomobil', No 12, Dec 50

The Moscow Tire Plant has organized the production of light, durable 5.00-16 tires made of specially selected materials for racing cars. They have a fine tread of a special pattern which enables them to hold the road better at high speeds, and gave good results in tests.

Racing car tires are now being made in lots on orders from automobile motor clubs and from committees for physical culture and sport under the Council of Ministers USSR.

SHOPS IN MOSCOW AUTO PLANT BECOME STAKHANOVITE -- Moscow, Vechernyaya Moskva, 20 Feb 51

The press and fittings shops of the Moscow Automobile Plant imeni Stalin were recently awarded the title of Stakhanovite shops. There are now 12 Stakhanovite shops and 60 Stakhanovite sections in the plant. The forge shop is now striving for this title.

MOSCOW PLANTS INCREASE LABOR PRODUCTIVITY -- Alma-Ata, Kazakhstanskaya Pravda, 2 Mar 51

Five conveyers have been put into operation at the Moscow Carburetor Plant, and more than two thirds of all aggregates have been put on the high-speed program. The plant mass produces carburetors for all makes of automobiles made in Moscow.

The personnel of the First State Bearing Plant imeni L. M. Kaganovich decided to form at least 170 mixed brigades of setup men and to teach at least 2,000 workers Stakhanovite work methods. By using machine tools more efficiently, the workers, foremen, and engineering-technical employees of the plant will increase labor productivity 16 percent this year.

The Moscow Instruments Plant has been put on a daily work schedule, and the production time for instruments has been reduced considerably. A continuous production line from the raw materials warehouse to the finished products warehouse has been organized. Output per worker has increased almost $1\frac{1}{2}$ times.

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