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50X1-HUM

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SUPPLEMENT TO REPORT NO 50X1-HUM

THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. The change in the priorities of Berliner Technisches Buero (BTB) announced by its director Smolikov (fnu) in late July 1953 was caused by the Russian plan to transfer all remaining SAG's to German possession at the beginning of 1954. It is now obvious that Smolikov must have been apprised in advance of this plan, which was made public several weeks later. Also as a consequence of the transfer plan, Smolikov cancelled his leave to Russia, which he has had planned for some time. On 25 August 1953 Smolikov again gave strict orders that only the projects listed below are to be worked on and to be completed in the fourth quarter 1953; no other work is to be carried out, and no other order is to be accepted. The projects on the ultimate priority list to be completed before the transfer of the SAG's into German possession are as follows:

   a. Project 1/4M - Development of a universal stand for the investigation of strain in automobile parts.

   b. Project 2/5M - Development of instruments for the measuring of pressure and temperature in motors, including an instrument for measuring carbon, shaft rotation movement.

   c. Project 3/6M - Development of a single-cylinder universal test stand with temperature control installation. Smolikov specified that part "D" of this project, concerning the construction of the temperature control installation, could be dropped if the construction could not be completed by the end of 1953.

   d. Project 5/8M - Development of test stands for Otto, Diesel and gasoline motors. The following parts of this project were declared urgent and are to be completed by the end of 1953:

      A. Test stand for 200 HP Otto motor.

      B. Test stand for 200 HP Diesel motor.

      C. Test stand for 200 HP gasoline motor.

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e. Project 34/37M - Development of an installation for instantaneous temperature measurement in the cylinder of a combustion motor.

f. Project 35/209M - Development of an installation for the determination of instantaneous temperatures in rapid succession in the cylinder of a combustion motor.

g. Project 4/331M - Development of a stand for the determination of air consumption by a motor.

2. In order to be able to complete the above-mentioned projects by the end of 1953, two purchasers from BTB have been assigned to visit all delivery firms and make sure that all needed materials are delivered on schedule. In addition, Dr. Rudolf (fnu), of USIG headquarters in Berlin-Weissensee, and Reppchen (fnu), of the Supply Department of SAG Transmasch Headquarters, Leipzig, have been relieved by USIG from their present duties, and have been assigned the exclusive job of visiting the delivery firms of the technical-scientific offices (Bueros) of SAG's, and of attempting to shorten the terms of delivery of materials to the offices.

3. Part "A" of project 2/5M concerns the measurement of temperature with the aid of spectral lines. In order to carry out this part, BTB began in early 1953 the development of a spectrograph, after the Zeiss firm in Jena had declined, because of a lack of adequate material, to construct a spectrograph for BTB. The device, which is about two meters long and 80 centimeters high, has now been completed at BTB and is in the process of being adjusted. It will be used in conjunction with a photometer (Schnellphotometer) and a projection device, both delivered by Zeiss Jena, for the evaluation of spectral lines. Two more spectrographs have been built at BTB; they will also be used for temperature measurement with spectral lines in projects 34/37M and 35/209M.

4. In August 1953, a crankshaft test stand for torsional and deflectional vibrations (Kurbelwellenpruefstand fuer Torsions-und Biegeschwingung) arrived from VEB Schopper, Leipzig. This stand, which is to be used for project 1/4M, is now being mounted.

5. With the increased emphasis placed on carrying out the above-mentioned projects and in view of the increased efforts to obtain on schedule all parts and materials needed, it is believed that the projects will be completed by the end of 1953. The personnel of BTB also believe that they will continue to work for the Russians after the transfer of SAG Transmasch to German possession. This belief is based mainly on the fact that other technical offices of the SAG's which were transferred to German possession in 1952, have continued to work for the Russians. The Chemnitz scientific-technical office of SAG Avtovelo, for example, continued to carry out Russian orders after it was transferred to the people's-owned industry. Among the orders now being carried out by this office for the Russians is the development of a test stand for gas turbines.