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CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY Rumania

REPORT

SUBJECT The Progresul Metallurgical Works, Braila

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The Progresul Metallurgical Works (Uzinele Metalurgice Progresul - UMP), [redacted] is the former Franco-Rumanian Railroad Equipment Company, founded in 1924. Prior to World War II, UMP was merely a locomotive repair shop employing about 1,200 workers. Following the war, it was enlarged, remodeled and converted into a producing factory under the Rumanian Ministry of Heavy Industry. UMP is located within a 1,500 by 750-meter area on the northwestern edge of Braila, in the Brailita Quarter, adjacent to the Braila railroad classification yard. The street address is Strada Noua No. 9, and the streetcar line marked "Progresul" runs to the plant.

2. The approximately 4,000 employees of UMP are classified as follows:

   a. 2,500 employees working in three shifts daily.

   b. 170 engineers. About 20 of these are "old type" engineers and about 120 are youths between the ages of 25 and 30 who received their degrees after the war under the Soviet system, specializing in a single, very limited field. Many are department heads.

   c. 100 draftsmen and technical "white-collar" workers who work 10 to 12 hours per day.

   d. 300 technicians for production controls and tests who work in three shifts daily.

   e. 1,000 administrative personnel, warehousemen, handymen and general service personnel.

   f. 320 to 350 apprentices.

There are no technical personnel from the USSR or other bloc countries [illegible]

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employed in UMP.

3. Production of UMP

a. Motorized road rollers - produced under Soviet license; total weight, 10 tons; engine, 35 h.p. diesel (KD 35) produced by the Steagul Rosie plant in Orasul Stalin (UROS); injection pump made by I.C. Frimu plant in Sinia; production (begun in 1952), 35 per month; factory marking: bronze plate with the inscription "UMP".

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b. Small Stalinets excavators - produced under Soviet license but it is a excavator copied by the Soviets. Bucket capacity, 0.3 cubic meters; KD-35 engine from UROS; penumatic tires produced by Banloc plant in Baicoi; production: 15 per month; factory marking: plate with "E.0.3"; prototype completed in the spring of 1959 and exhibited at the Bucharest Fair.

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c. Medium Stalinets excavators - produced under Soviet license but a copy of machine; bucket capacity, 0.5 cubic meters; KD-35 engine; produced in 1950-1958 at a rate of five per month; factory marking: "E.0.5" (bucket capacity).

d. Assembled freight car axles - European gauge (1,435-mm); production, 65 assembled axles per 24 hours; wheels supplied mostly by Resita steel mill; axle weight w/o wheels, 450 kilograms; with wheels, about 2,000 kilograms.

e. Containers - All kinds for gas, fuel and liquids. Recently two hundred 20,000-liter wine tanks were built for domestic use, enameled inside with "Vinylin"; Spherical tanks, 4 meters in diameter, are now being built for the new synthetic fiber plant at Chiscani (Braila). Tanks for tankcars are not built at UMP, but in a plant in Orasul Stalin.

f. Bridge cranes and overhead cranes - for various uses. No self-propelled cranes or metal highway or railroad bridge parts are made at UMP.

g. Metal towers - for electric power lines and other uses. In 1956-1957, 200 towers, 18 meters high, of tubular construction were built and then erected on the Yugoslav border for use as observatories.

h. 100-mm steel balls - for cement mills for use in the horizontal cylinders; production rate: 1,000 per 24 hours.

i. Gears for reduction boxes - for power from one to 1,000 h.p. of the types "A", "B", and "C" ("C" is the largest and has three wheels); dimensions up to 2,200 mm in diameter and 660 mm in thickness; production rate: 30 per month for "C", and 200 to 300 for "A" and "B" of various dimensions.

j. Forging dies - of various types.

k. Bottom dies - about 1,000 bottom dies for the gears of the truck transmissions for the Colibasi branch of Steagul Rosiu truck factory in Orasul Stalin. Bottom dies are also made for the Banloc tire plant.

l. Toothed driving wheels for tanks - This item has been in production since 1954-1955; diameter, 500 to 600 mm; thickness, 120 to 150 mm; sic lightening holes; production rate: 40 to 50 per month.

m. Tank cover plates - In 1957, 600 circular plates to cover circular holes at unidentified places on tanks; nichel-chrome steel; sha;e of a circular cover (maximum diameter, 150 mm; minimum diameter, 110 mm; thickness, 30 mm).

n. Oxygen tanks - 200 tanks, of 6 cubic meters, daily, beginning in 1958 when this division became active.

o. Steel - 40 tons per 24 hours.

p. Other products - Forged parts up to 40 tons on orders from various establishments throughout Rumania; machine tools (stamping machines, presses, etc.) on order; for example, in 1955-56, a sawdust press was acquired dismantled, copied, and 3 or 4 duplicate presses made. 50X1-HUM

Production usually follows the rate established by the Collaboration Plan. There is a "Special Office" responsible for the tank driving wheels. This office also keeps the plans and documents and handles shipping. The plans of the tank wheels are listed as plans for "discs". The head of this office is a man probably a Securitate officer. 50X1-HUM

4. The precentages of defective products are as follows:

a. Steel foundry - 35 to 50 percent

b. Castiron - 12 to 15 percent

c. Castings - 5 to 10 percent

d. Forgings - 10 to 13 percent

e. Machine shop - 5 to 8 percent

5. War production - During World War II the following were made at UMP: 50X1-HUM

a. Mortars - 80mm Brand and ammunition: 2,000 mortar shells per 24 hours and one complete mortar for every 30,000 shells.

b. 100,000 metal antitank mines. The machinery for antitank mines was dismantled at the end of 1944 and taken to the USSR.

At the present time, UMP is equipped to handle all processing and working of iron, steel and metals and can produce complete tank- and artillery projectiles.

6. Naval production at UMP: [illegible]

a. River tugs - In 1946-1947, work was completed on 9 tugs begun by the Germans in 1943. Work had been suspended because the Schultzer engines had not come The Soviets had the engines brought in and upon completion the tugs were transferred by water to the USSR for use on the Don and Volga Rivers. Description: Length, 17 meters: 50X1-HUM

beam, 4.2 meters; molded depth, 1.20 meters; draft, 30 to 50 cm; propulsion, one 5-cylinder Schultzer engine of 160 h.p. and with a Kort nozzle on the screw gives 225 h.p.

b. Engines - Built three engines for the four minesweepers of the Rumanian Navy constructed by the Viitorul Shipyard. The engines were copied from an original German engine.

c. Armed river motor boats - 200 were produced from 1946 to 1950 for the Rumanian Frontier Guard.

d. Motor boats - 50 were produced in 1946-1947 for Navy harbor service.

7. Destination of the products made by UMP - The principal products are all exported to the USSR, Bloc countries or to countries under Communist influence. Shipments are made to the following countries:

a. Motorized road rollers - Since 1947 in 1957 there was a shipment at the price of $6,000 each. 50X1-HUM

b. Small Stalinets excavators - China

c. Freight car axles - East Germany, Hungary, Czechoslovakia and the USSR (European gauge sent to the USSR).

d. Containers - China, North Korea, North Vietnam; some are kept for domestic use.

e. Powerline towers - China, North Korea, and North Vietnam.

f. 100 mm steel balls for cement mills - In 1959, North Vietnam placed and order for 600,000 balls. The technological process for their manufacture was also granted to North Vietnam.

g. Gears for reduction boxes - Rumania, China, USSR; in 1958-1959, type "C" (diameter; 2,200 mm; thickness, 600 mm) to China and the USSR.

h. Dies - for domestic use.

i. Tank driving wheels - Uncertain, but probably to the USSR; Rumania has not plant for building tanks.

j. Oxygen tanks - for domestic use.

k. Other products - domestic use.

8. Sources of the raw material and manufactured items used by UMP are:

a. Special nickel and chrome blocks - Hunedoara and Resita steel mills.

b. Blooms for forging - Hunedoara steel mill (up to 400 by 400 mm and 6 to 8 meters long).

c. Plate - Over 4 mm thickness, Resita steel mill; over 4 mm thickness, Nicolae Cristea metallurgical plant in Galati.

d. KD-35 engines for rollers and excavators - UROS, Orasul Stalin.

e. Injection pumps for KD-35 engines - I.C. Frimu, Sinaia.

f. Pneumatic tires for excavators - Banloc plant, Baicoi.

8. Planning - Usually, the plans are drawn up by the USSR or IPROMET of Bucharest. The research and planning office of UMP makes the plans only for secondary products and for factory installations such as dies, bridge and overhead cranes, devices for forges, etc.

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9. Future Plans - At present the 0.3 cubic meter excavators (small Stalinets) are the main goal of UMP and improvements on them are in progress. The manager and ten technicians from the factory were at UMP in September 1959 to check the equipment and to agree to let UMP produce, starting in 1960, forged parts (crankshafts, and connecting rods) for the diesel engines for diesel-electric locomotives to be built by the 23 August Works in Bucharest.

10. Power Supply - Electricity is received by UMP from its own power plant, from the Braila network, and from the Galati thermoelectric power plant by separate conduit. The Braila current is AC 220-V, triphase, 50 cycle. The electricity reaches the plant at the transformer station. The plant power station has two semistable Ganz steam engines generating 500 kw/h each. Almost all furnaces are heated with fuel oil.

11. Water Supply - Water for industrial uses comes from a well which has been dug for this purpose. Drinking water comes from the city supply. The pumping station to supply drinking water for the plant is located in front of the Armenian Cemetery.

12. Transportation Facilities - There are railroad lines from UMP to the nearby Braila classification yards. About 20 UROS 3.5-ton trucks are also available for use.

13. Expansion Plans - The plant stadium will be transferred to a 6-hectare area adjacent to the north side of the plant and the area now occupied by the stadium will be used for putting up sections which have not yet been defined. The project is to be completed in 1960.

14. Security - The plant is completely surrounded by a 2-meter wall made of concrete columns and prefabricated concrete panels measuring 2 by 2 meters. Concrete lookout towers for guards are located around the wall. Security is carried out by plant guards who also have dogs.

15. Firefighting Equipment - The plant has its own firefighting equipment. The chief mechanic is responsible for this function and his shop maintains and repairs the equipment. He is also responsible for security measures against accidents at work and fires.

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