

CENTRAL INTELLIGENCE AGENCY
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INFORMATION REPORT

REPORT

COUNTRY USSR (Armenia)

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SUBJECT 1. New Factories in Erevan
2. Avtodetal (Automobile Parts) Factory
in Erevan

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Projected Soda Factory

January 1948

1. On 27 January 1948, a commission arrived at the Erevan Chemical Factory under the Ministry for Local Industries. This commission was composed of two representatives of the Ministry of Local Industries of the Armenian SSR, three members of the Kharkov Chemical Society, and three members of the Erevan Chemical Society i/n Mendeleev. The commission has been appointed to draw up plans for a soda factory, to be located on the grounds of the chemical factory. It is proposed that the factory have an output of 10,000 tons of soda per annum. It is expected that the project will be complete by May 1948 and that construction of the new factory will begin in the summer of 1948.

Factory No. 14

2. Construction of Factory No. 14, belonging to the Energoremrest (Power Station Repairs Trust) of the Ministry of Electric Power Stations of the USSR, is being completed at Transportnaya Street in the town of Erevan. The factory is expected to produce parts and materials for the repair of electric power stations. The director of the factory is Kirakosyan.

Avtodetal Factory

February 1948

3. The Avtodetal Factory in Erevan is controlled by the Central Directorate for Aggregate Industries of the Ministry of the Motor Vehicle and Tractor Industries of the USSR and is, therefore, a factory of All-Union importance. The Avtodetal (Automobile Parts) Factory, also called Avtozapchast (Avtomobilnaya Zapasnaya Chast--Automobile Spare Part), is an entirely new enterprise, built after the war. Partial production started at the beginning of 1946. Work has been unsatisfactory and the State program was not fulfilled either in 1946 or in 1947. For instance, in June 1947, the factory carried out only about 50% of the plan; in July, about 45%. The reasons for the non-fulfillment are: 1) shortage of specialists, technicians, and engineers; and 2) shortage of the necessary equipment.

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-2-

4. Production: The factory produces various spare parts for motor vehicles, mainly for ZIS-5 trucks, and for tractors, mainly for Universal tractors and two parts for STZ tractors (Stalingrad Traktorny Zavod = Stalingrad Tractor Factory). About four-fifths of the output consists of motor vehicle parts and about one-fifth of tractor parts. In 1947, the factory was producing 15 types of parts

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In 1948, the factory was to produce ten new types of parts. The factory is also engaged on a small scale in the production of consumer goods and goods for local enterprises, such as for the Erevan tramways. In 1947, the factory produced goods to the value of about 2,700,000 (rubles?) (gross production).

5. Equipment and Materials: The factory is constantly being equipped with new machine tools and automatic machinery from Moscow and Gorki. In 1947, it received about 120 machine tools, such as grinding machines, internal grinding machines, cylinder and cone-grinding machines, gear-cutting and slotting machines, thread milling machines, and turning lathes. The factory receives forgings for the production of parts from the Chelyabinsk ZIS Factory and from the Cherbarkul Factory under the Ministry of Ferrous Metallurgy (Chermet).

6. Personnel:

- a. Director: A. A. Tumanyan
 Deputy Director: Shuraitis
 Chief Engineer: Mardzhanyan
 Chief Technologist: Khachatryan
- b. During 1947, Director Tumanyan went to Moscow on two occasions to make arrangements for supplies for his factory. In February 1948, Tumanyan again went to Moscow and Mardzhanyan acted as his deputy.
- c. In February 1948, about 60 young workmen who had completed a course at industrial schools and factory apprenticeship schools ("shkola fabrichno-zavodskogo obucheniya") arrived at the factory.
- d. Some of the specialists working at the factory underwent a period of training at various motor vehicle and tractor factories in the USSR, such as the Stalin Automobile Factory in Moscow, the Chelyabinsk Factory, and the Moscow Small-Cylinder (Malolitrzhnyi) Motor Vehicle Factory. Most of the workmen, recruited from among local inhabitants, are non-specialists. They are trained during the course of their work and a good deal of their production is rejected. Some of the parts produced have to be totally rejected because of gross non-compliance with requirements and drawings, and production has to be temporarily stopped.

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