

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT

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50X1

COUNTRY USSR (Minsk Oblast)

DATE DISTR. 20 JUN 51

SUBJECT Construction of Minsk Auto Factory

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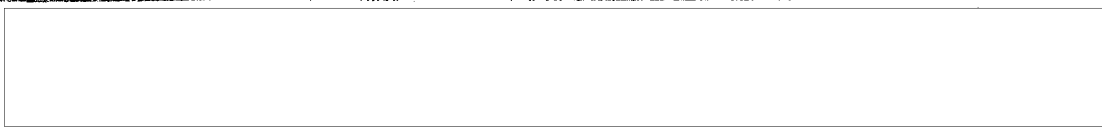
SUPPLEMENT TO REPORT NO. 50X1-HUM



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- Location:** The Minsk auto factory, north of Minsk (53° 10' N, 27° 35' E), is located in the area used by the German armies as a tank repair installation. After the German retreat part of the area was damaged, and the buildings and installations left standing form the nucleus of the auto factory. The vacant property between the city and the auto factory is to be used for the construction of other industries. The factory is popularly called MAZ.
- Installations:** During 1949 the construction of large shops was carried on by PW's, and by other parts of the vast area Russian convicts, strictly controlled by PW's, worked on construction of other installations. Some shops are under construction, some half finished, some completed, and some are in operation. In operation are the foundries, shops for making iron and gray castings, machine shops, forge hammers, presses, and stamping machines. In many cases machines were set up simultaneously with floor foundations and operation started; in other cases work started before the roof was covered.
- Workbenches** from the German tank repair works, reparation machinery, and Russian made copies of American machinery (such as cutting lathes from which square iron nuts are made) constitute the technical equipment of the auto works. 50X1-HUM
- Production:** The Minsk auto works produces six-cylinder Diesel trucks, copied from an American model. Motors are delivered from Yaroslavl by truck and assembled at the auto works. heavy differential housings and chassis being produced, and it is probable that other parts are also manufactured. Four to six finished trucks of this type leave the factory daily. 50X1-HUM
- Also produced is a smaller type, four and one-half ton dump truck with six-cylinders (?) and an hydraulic dumping mechanism. This model displays large air suction filters. A primitive truck trailer is also made in the auto factory.

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6. Auxiliary industries: In the northern part of Minsk between the city limits and the auto factory, construction is proceeding on other industrial sites which in all probability will be auxiliary industries of the auto works. On the right side of the road from Minsk to auto works the foundations for a ball bearing factory were started in November 1949. The architect directing the ball bearing project was a PW, (fnu) Pawalkat, a government architect by profession, from Königsberg. He was released and sent home on 22 December 1949 and is reportedly living in the environs of Cross-Gerau. Another PW, (fnu) Keubel, also took part in this project but was later sentenced for supporting the Hitler regime.
7. Also in this area is a completed street car depot; however, no tracks to this installation have been laid. When in operation the street cars will probably carry workers who live outside the factory settlement to the factory.
8. It is planned that a bicycle factory, a section of the auto trust, will be built in this area. According to reports this factory will be connected with the Brennabar factory in Brandenburg.
9. Factory settlements: Large settlements for workers are found in the immediate vicinity of the auto factory. Stores and public buildings are under construction to service the settlements.

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\*  Comment:  the auto factory  
is located southeast of Minsk on the road to Bobruisk (53-09N, 29-14E).

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