

INTELLOFAK 8

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CONFIDENTIAL
INFORMATION REPORT

CD NO.

189

COUNTRY Yugoslavia

DATE DISTR. 14 NOV 51

SUBJECT The Yugoslav Ball Bearing Industrial Plant at Belgrade

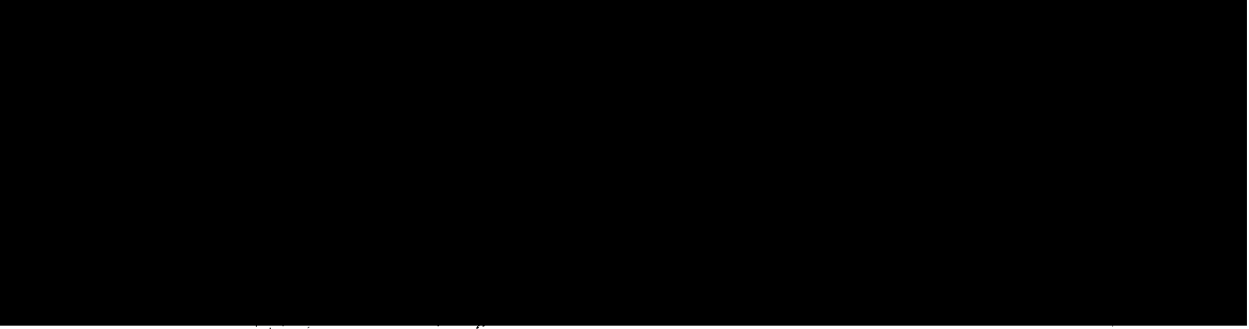
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NO. OF ENCLS. 1
(LISTED BELOW)

DATE OF INFO. 1949

SUPPLEMENT TO REPORT NO. 25X1X



1. The Yugoslav ball and roller-bearing enterprise is located in Belgrade at Knez Danilova Street 25-27. In 1949 the number of workers employed was 450, but it is now believed to be considerably higher.
2. The enterprise produces ball and cylindrical bearings for the needs of the automotive and tractor industry for the whole of Yugoslavia, and especially for the Rakovica motor industry and for the TAM automobile factory in Maribor. It produces in addition, bearings for the needs of its own workshop, and recently (sic) started to produce bearings for aircraft. The capacity of the factory is not known but it is known, however, that 2,500 bearings of the Erikwest type can be produced monthly. Raw materials are received chiefly from Western Germany and some from the iron works at Jesenice.
3. The plan of the enterprise is shown on the attached sketch; the numbers given below indicate the various establishments within the enterprise:
 1. Doorkeeper and Industrial Militia
 - 2 & 3. Canteen and washroom for the workers.
 4. Transit room
 5. Bathroom and Water Closet
 6. On the groundfloor of the Motor Industry Central Directorate building, the office of the construction bureau of IKL - (Bureau for Ball Bearings) is located.
 7. In the basement of the same building: the central IKL storeroom.
 8. Two-storey building with IKL administrative offices.
 9. Warehouse for waste and old parts.

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No Change in Class.

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Date: 30 AUG 1972 By: [Signature]

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10. Courtyard
11. Grinding section.
12. Fabrication and bearing polishing section.
13. Tool making shop for the presses.
14. Automatic scrapers, lathes section.
15. Presses on which tools, for the cleaning of ball bearings, are made.
16. Drum section for cleaning the ball bearings after forging.
17. Open space transit
18. Water Closet
19. Storeroom for spark plugs section.
20. Various rooms for the needs of the labor syndicate.
21. Gallery where the bearings installation section is located.
22. Heating room with electric furnaces for heating balls and other parts of the bearings and for casting tools.
23. Spark plug production section for aircraft and automotic engines.
24. Testing section for newly made parts and samples.
25. Blacksmith shop.
- 26 & 27. Offices for workers' supplies.
28. Electric equipment section and electric workshop.
29. Entrance into the courtyard closed.
30. Main entrance into the factory.
31. Entrance into supply offices.
32. Entrance into the Motor Industry Central Directorate - Knez Danilova St. # 27.
33. Entrance into the IKL management building - Knez Danilova St. # 27.
34. Empty space between the workshops - under the gallery - which serves for transit, as an entrance for factory trucks, and for storage.
35. Passage to the syndicate premises.

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COMMENT:

The newspaper Borba of 23 August 1950 contains an article which states that the workers' council of this enterprise was elected in March 1950, and that the members are Dragoslav Stokic, Ljubo Radovanovic, Bozo Dokic, Engineer Dobrivoje Savic, the Udarnik (shock worker) Stojan Kostic and others for a total of 16 workers and 5 clerical employees. Those elected to the Administrative Committee of the Ball Bearings Industry are Dusan Bogdanovic, Zivan Winkovic, and Vasa Rakovic.

Borba carried an article on 12 November 1950 claiming that the Industry mass produced during 1950 ten types of ball bearings and roller bearings and that, according to the plan, it will produce by the end of 1950 a total of 25 different types of bearings.

Borba in its issue of 8 January 1951, carried a large article on this industry, and from it, it can be seen that the chief engineer of the enterprise is Engineer Dobrivoje Savic, and claimed that the factory had produced the following:

- a. 1949: 4 types of bearings, not mass produced.
- b. 1950: 13 types of bearings.
- c. In January 1951: mass production began for 17 types of bearings.

The ball bearing industry fully accommodates the needs of Yugoslav domestic produced trucks and automobiles. The factory forwards the bearings to the Motor Industry in Rakovic, the TAM Automobile Factory in Maribor, the Rade Koncar electrical equipment factory in Zagreb, Iskra in Kranj, the Prvomajska factory in Zagreb, the Sever electric motor industry in Subotica and to various machine workshops, steam and motor mills, et cetera.

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