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SUBJECT Avtotraktordetail Plant in Kuibyshev

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1. The ATD Avtotraktordetail Plant lies in the SW part of Kuybyshev (50°09'E/53°12'N), Kuybyshev Oblast, at the junction of the Volga and the Samara Rivers.
 2. The installation was a comparatively old plant which was enlarged and improved by the erection of a forge and of other new installations. Work in the new forge was started early in 1948. The mechanical equipment was renovated by the installation of special American machines in 1948.
 3. The existence of the following sections was reported: A motor vehicle repair section; motor vehicle garages; a main building with an annealing shop, an old forge, four machine shops, a repair section and a shipping department; a new forge; an electrical section and laboratory; a transformer station and electrical workshop for the plant's own requirements; a tools section; a carpenter shop; a boiler house; a small locksmith's shop; a store room and kitchen. *
 4. During the reported period valves, connecting rods, piston pins, and nuts were manufactured in the plant; the plant output in the fall of 1948 was 15,000 nuts, 450 to 500 connecting rods, 9,000 piston pins, and 12,000 valves. By-products were cam levers. These components were intended for motor vehicles and tractors.
 5. Power was supplied from outside sources. Rough castings arrived in trucks and by rail. The finished products were trucked to the railroad station and shipped by aircraft to Kiev (50°27'N/30°32'E) via Bezryanka. Other destinations mentioned were Kharkov, Ufa, Stalingrad, Dnepropetrovsk, Odessa, and Leningrad.
 6. The reported number of workers varied between 1,000 and 2,000 Soviets, of which about 60 percent were women. Work was done in three shifts. In addition to the Soviet work force 400 to 600 PWs were employed, most of them as carriers and unskilled labor, working in two shifts. **

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* [redacted] Comment. For location and layout sketches of plant, see Annexes 1 and 2.

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[redacted] Comment. This report substantiates available information on the location, layout, and production of the plant. The information on the mechanical equipment and the daily output was transmitted for the first time. [redacted] the plant produced component parts for motor vehicles, tractors, and also aircraft engines. Components for tractors including, among other parts, running wheels, gear wheels, etc, were also manufactured at the Stalin plant, formerly an aircraft factory, and at the Grunze plant in Kuybyshev.

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2 Annexes: 2 sketches on ditto.

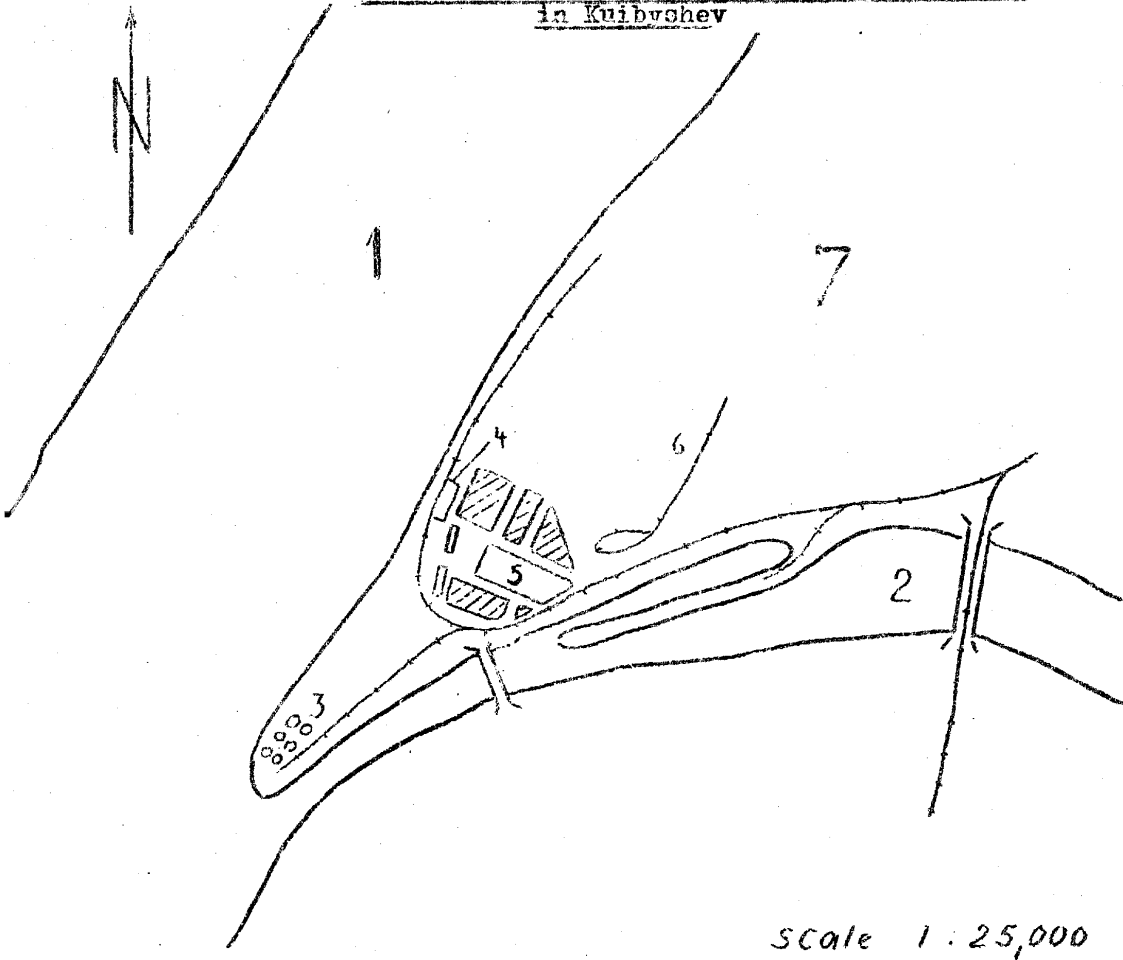
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Location Sketch of Avtotraktordetail Plant in Kuibyshev



Scale 1:25,000

Legend:

- 1 Volga River
- 2 Samara River
- 3 Oil tanks
- 4 Grain elevator
- 5 Avtotraktordetail Plant
- 6 Streetcar line
- 7 Town district of Kuibyshev

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25X1A Attachment 2
Page 2Legend to Annex 2:

1. Motor vehicle repair section, housed in an old comparatively large church.
2. A small locksmith's shop, storeroom and kitchen installed in a small church.
3. Garages with a capacity of 15 to 20 three-ton trucks.
4. Boiler house, equipped with two boilers, one of which was a three-nest vertical-tube boiler and the other a seven-nest vertical boiler. The building had a smokestack, 40 meters high.
5. Tools section, off-limits to PWs, equipped with 40 to 50 machine tools.
6. Carpenter shop.
7. Transformer station and electrical workshop for plant's own requirements.
8. Main building.
 - a. Annealing shop, equipped with oil-fired and electric annealing furnaces. [REDACTED] ten small and two large oil-fired annealing furnaces and two electric annealing furnaces were there between 1945 and November 1948.
 - b. Old forge. The old forge was installed as a machine shop in early 1948.
 - c. Machine shops 1 to 4. Machine shop No 1 was the valve section. The working process was organized into five operations, for each of which four benches or grinding machines were available. This shop was equipped with electric single-drive lathes, seven grinding machines, one grinding machine for longitudinal cuts, one adjusting device and one plate shearing machine. All these machines were up-to-date American and German types. Machine shop No 2 was the bolt-making section which manufactured connecting rods in addition to bolts. It was equipped with 10 lathes, three milling machines and several drilling and boring machines. Machine shop No 3 was called an electrical repair section by two sources. Machine shop No 4 housed the automatic machines for making nuts. It was equipped with dismantled German machines. [REDACTED] 10, another of 21 automatic machines in this shop. The main building also housed a repair section for the plant's own requirements and a shipping department.
9. New forge, equipped with two or three steam hammers, one of them a large American hammer. The equipment also comprised two pneumatic hammers of 1½ and 3 tons, one electric hammer, six or seven oil-fired annealing furnaces, an American Thomas press, six German presses for valves, three American eccentric presses, two American "Ajax" presses for bushings, two punching machines, one three-to five-ton crane and one eccentric cutter (plate shears).

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Attachment 2
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Legend cont'd:

9. New forge, equipped with two or three steam hammers, one of them a large American hammer. The equipment also comprised two pneumatic hammers of $1\frac{1}{2}$ and 3 tons, one electric hammer, six or seven oil-fired annealing furnaces, an American Thomas press, six German presses for valves, three American eccentric presses, two American "Ajax" presses for bushings, two punching machines, one three to five-ton crane and one eccentric cutter (plate shears).
10. Electrical section and laboratory.
11. Small sheds and annex buildings.

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