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BALL-BEARING SITUATION IN GDR

The following report gives information on the ball-bearing industry in the GDR, with data on bearing plants, purchase and sales offices, and materials and bottlenecks.

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Bearing Plants

1. DKF (German Ball-Bearing Factory) Leipzig Ball-Bearing Factory, under SAG (Soviet Corporation) Awtowelo (SAG for motor vehicle construction; main office in Moscow; German representative, in Berlin/Weissensee, in Radtke.) The plant employes about 3,000, of whom 150 are office workers.

- Soviet General Director - Kulkov
- Soviet Chief Engineer - Babanov
- Technical Director - Heinz Thiemicke
- Chief Designer - Dipl. Ing. Boettger
- Business director - Herbert Groebe
- Chief bookkeeper - Edgar Zugel (speaks perfect French)
- Plant engineer - Fritz Hoffmann
- Plant manager - Erich Runkel
- Sales manager - Karl Wagner (engineer)
- Chief quality inspector (control manager) - Bruno Wachsmuth
- Head foreman of the lathe shop - Martin Graul
- Head foreman of the grinding shop - Anton Ahlstich
- Manager of the Plagwitz works - Otto Vetter
- Manager of the Zellerhausen works - Winkler

The plant produces: ball bearings of all sizes; self-aligning bearings; roller bearings in all shapes and dimensions; needle bearings of medium size; self-aligning double-row roller bearings in all dimensions; and special bearings built to specifications, particularly in very large sizes. It is planned to produce single-row tubular bearings in 1952, but no prototypes are available. This

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plant is the chief supplier for BMW (Bavarian Motor Works) in Eisenach; in addition, it supplies many motor bearings to BMW. The plant also makes extra large bearings for Krupp-Gruson, in Magdeburg, for heavy machine building according to special specifications. It also supplies Fichtel-Sachs, in Reichenbach. The remaining stock goes to the DHZ (German Trade Center).

Some of the bearings are picked up by Soviet units in trucks. The plant is engaged in some black-market operations (purchase of rod steel) with a firm in Wedding; purchases are made through Awtowelo or by business director Groebe.

The Plagwitz plant contains the roller bearing department and the tubular bearing department; bearing race stampings are also made here. Old bearings are repaired here.

The Zellerhausen plant contains the apprentice workshop. General repairs to plant machinery are made here. If the plant is rushed, small- and medium-sized rings are returned here.

2. SAG TKF (Thuringen Ball-Bearing Plant), formerly Karl Reich, Zellz-Mehlis. The director is Wagner and the chief designer is Kind. There are 200-250 employees, including office workers. The plant produces small ball bearings up to a diameter of about 62 millimeters; it also makes roller bearings. The plant machinery is quite antiquated.

3. SAG Bearing-Ball Plant, formerly Heller, Schweinau near Marienthal. The plant employs about 200, including office workers. The machinery is completely antiquated. Plant production in October was 100 tons, of which 20 percent was usable; the remaining 80 percent was of quality grade IV-VIII. The capacity of the plant is not nearly enough to cover the needs of the East Zone plants.

4. VEB (People-Owned Enterprise) Fraureuth Antifriction Bearing Plant. This plant belongs to the WMW (Machine Tools and Tools), Chemnitz, and is a key industry. Managing director is Schack, SED (Socialist Unity Party); technical director (chief designer) is Mewes; production chief is Sonntag; sales manager is Koerner; Oehler and Schumacher belong to the administration; Schloepnis is in charge of purchase of material.

The plant employs about 1,950, including office workers, and produces roller bearings with diameter of 62-180 millimeters and ball bearings up to 200 millimeters in diameter. This is the best plant.

5. VEB Antifriction Bearing Plant, Ronneburg/Thuringen. Herbert Rocktaeschel, manager; Otto Rapold, technical manager; Engineer Lindisch, production manager. The plant produces roller and thrust bearings 180-400 millimeters in diameter. Some bearing repair work is done here and a limited number of bearing races are produced.

Ninety percent of the machinery is antiquated. In 1951, a new, gas-fired heat-treating department was built, but the shop was not yet in operation by the end of November. Also, bearings for use in railway equipment are being made according to specifications; those up to 45 millimeters in diameter are used only for electric locomotives. Most of the bearings now go to the Lwa (Federation of People-Owned Enterprises for Locomotive and Railway Car Construction) plants in Babelsberg, Goerlitz, Stassfurt, and Ammendorf. Small numbers go to the Dessau railway repair shop, where they are needed by the Soviets for repairing former German electric locomotives. Some also go to Sweden where they are used for E 18 and E 04 [Locomotives].

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6. VEB Antifriction Bearing Factory, 44-46 Rittergutstrasse, Berlin/Lichtenberg. Kuehnert is the manager, Zugehoer the technical manager, Dienert the head foreman of the grinding shop, and Ritscher the specialist in charge of seeing that deadlines are met. The plant produces ball and roller bearings up to 62 millimeters in diameter; in 1952, it is planned to copy the Norma replacement parts made by the SFK (Svenska Kullagerfabriken) in Cannstadt, since these bearings are most urgently needed by Textima in Chemnitz, which is supposed to deliver machines to the USSR and Bulgaria. There are 200 employees, including office workers.

7. VEB Universal Joint Bearings Plant, Ilm/Thueringen, a subsidiary of IFA. The technical director is Mueller, the sales manager Nuding. The plant employs 150-200, including office workers. Besides bearings for Cardan and other types of universal joints, the plant produces tapered roller bearings according to British and US standards (Timken bearings). During 1952, the plant intends to complete the whole bearing series, but not all the prototypes are as yet available.

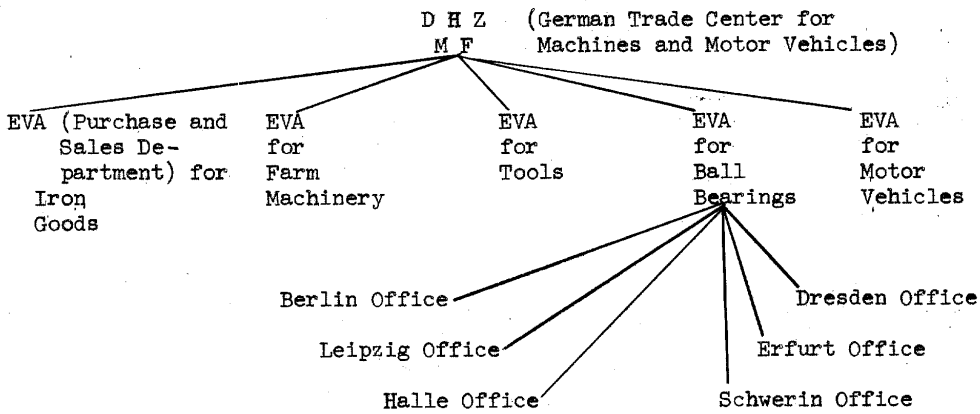
About 75 percent of the tapered bearings needed [in the GDR] have come from the USSR and have been neither quantitatively nor qualitatively satisfactory.

8. VEB (formerly Scholz Machine Factory) in Arnshall, Thueringen, directly subordinate to the Ministry. The plant produces special bearings according to SKF or VKF (United Ball-Bearing Factory, Schweinfurt designs; the finished bearings, however, are stamped as drum bearings with an Opel replacement part number. These bearings are used especially as replacement parts for trucks. The assortment of types is to be extended in 1952; for this purpose, prototypes will have to be obtained, and these can be found only in West Germany. Especially needed are the following types: J 90 222; J 92 456; J 92 457; J 92 458.

9. Knobloch in Apolda, a plant under trustee administration. This plant produces all standard sleeves, withdrawal sleeves, and adapter sleeves, complete with nuts and locking plates. From 1952 on, all sleeves are to be sold directly through the DHZ.

Purchase and Sales Offices

Schematic Diagram:



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The six branch sales offices serve the various Laender, as follows:

<u>Office</u>	<u>Land</u>	<u>Manager</u>
Berlin	Brandenburg	Rudi Becker (convinced SED man)
Leipzig	West Sachsen	Ufer (convinced SED man)
Dresden	East Sachsen	Zenau (SED)
Halle	Sachsen-Anhalt	Thor
Erfurt	Thueringen	Wallisch (SED, expert)
Schwerin	Mecklenburg	Helbig

Materials and Bottlenecks

Materials for all branches are ordered through the EVA office in Berlin and from there requested from the plants or DIA (Intra-German and Foreign Trade Agency). Most deliveries are made through Berlin or Leipzig; balls are delivered through Erfurt. Distribution to branches is made according to directives from EVA. From 1952 on, the bills will go directly to the branches in accordance with a distribution list which EVA will set up.

The following types are serious bottlenecks: 51 107 is needed particularly for the Kratos Plant in Gruenau/Sachsen for wire-drawing machinery, printing press construction, and textile machines; 51 118, 51 120 and 51 126 are needed by the Niles plant in Chemnitz and by the Berlin/Weissensee plant for vertical lathes for the USSR; 51 126 with a high degree of plane parallelism is required by the Meuselwitz machine plant of the VVB WMW (Federation of People-Owned Enterprises for Machine Tools and Tools) for large lathes and machine tools.

Bearings of series 32X and 33X are needed by the motor-vehicle industry, particularly by the Phaenomen plant in Zittau for trucks (for export to Poland, Bulgaria, and Rumania).

Bearings No 6224 and 30207 are needed by the IFA (Motor Vehicle Parts and Accessories) tractor plant at Nordhausen for tracked vehicles.

There is a great bottleneck in balls of all sizes. Black-market deliveries are made through the Meletex firm in East Berlin, which has some connections with Western firms, and also through Gebauer and Moeller, Fulda, which has a representative in Berlin and which supplies balls, to some extent, through interzonal trade.

The Matulat firm, Berlin/Halensee, delivers EL 3 bearings?, which are a particular bottleneck in the manufacture of precision machines, electric motors, aircraft gyroscopes, and navigation instruments, which are made by Zeiss-Ikon, Dresden, and Carl Zeiss, Jena. They are a bottleneck, too, in the manufacture of electric meters by the Teltow Apparatus Manufacturing Plant.

The Schmidt firm, Berlin/Schoeneberg, is also a source of supply. Kugelfischer, on Innsbrucker Platz, Berlin, principally supplies bearings 32X and 33X and balls, through interzonal transactions.

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