

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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General

1. The Stalmost Machine Building Factory is located in the village of Karacharovo (N 55-44, E 35-46) in Kalininskiy Rayon, Moscow, and is near the railroad station of Karacharovo on the Gorkiy branch of the Moscow-Kursk railroad. A branch railroad runs to the plant from Karacharovo railroad station for the transportation of materials and products. Perovo railroad station on the Moscow-Ryazan railroad is slightly more than one kilometer from the plant. The Moscow circular railroad passes almost alongside the factory. The nearest station, Andronovka, is 700 to 800 meters from the plant. Bus routes Nos. 34 and 46 and trolley bus route No. 16 run near the plant.
2. The factory belongs to the Ministry of Transport and Heavy Machine Building and is directly responsible to the Chief Directorate of Hoisting and Transport Machine-Building (GUPMASH), the address of which is Nos. 11/13 Sadovo-Kudrinskaya Ulitsa, Moscow.

History

3. The Stalmost Factory was built in 1930, was designated Stalmost Works No. 4 of the Soyuzstalmost Trust, and belonged to the People's Commissariat for Heavy Industry. It produced cranes of various designs, bridge girders, railroad bridges, and various metal constructions. In the fall of 1941, the plant was evacuated to Verkhnyaya Salda in Sverdlovsk Oblast, where it worked for the defense industry under the control of the People's Commissariat for Heavy Machine Building. Its wartime director was S. P. Sarkisov, who held that post until 1949. In 1943, the plant returned to the old site in Moscow and worked principally on the restoration of destroyed railroad and road bridges.
4. In 1945, a switch to peace-time production began. In conformity with the post-war Five-Year Plan, the principal production was the construction of hoisting and transport equipment and, subsequently, the filling of individual orders for various metal constructions. In 1946, the plant started to produce five-ton electric traveling cranes, electric crane girders with lifting capacity of one to five tons, hand-operated traveling cranes of three, five, ten, and 15 tons.

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capacity. Orders were also executed for the construction of steel structures for escalators of the Moscow Metro and of various foot bridges and control posts for blooming and rolling mills under construction at other works. In 1947, production of ten-ton electric traveling cranes and magnetic cranes began.

5. In 1948, the factory began to produce portal jib (portalny) cranes. Later, when the Volga-Don Canal was being built, the plant produced metal constructions for locks as well as various types of cranes for the canal. In 1950-51, production was started of certain parts for elevators which were sent to the Podemnik Works, located about one kilometer along the Gorkiy railroad from the Stalmost plant. Production of gantry cranes was also started. Since 1947, the plant has also executed individual orders to designs received for various types of metal construction for the defense industry.

Type and Description of Products

6. Following is a description of some cranes produced by the factory:

- a. Hand-operated traveling cranes for work in places without electric power and where speed of movement is not required, such as single-girder traveling cranes with lifting capacity of three tons, five tons, and ten tons, with different spans of crane bridge up to 12 meters, and double-girder traveling cranes with lifting capacity of ten and 15 tons with spans of eight to 18 meters.

- 1) Single-girder traveling crane with lifting capacity of three tons and span of ten meters

Lift of hook: 12 meters.
 Maximum pull: 65 kilograms.
 Weight of assembled crane: about 2,000 kilograms.
 Type of girder: double T.
 For lifting loads: hand-operated geared tackle suspended from trolleys, which move along the lower shelves of the double T girder.

- 2) Single-girder traveling crane with lifting capacity of ten tons and span of 11 meters

Lift of hook: 12 meters.
 Maximum pull: 85 kilograms.
 Maximum pull for movement of trolley: 25 kilograms.
 Maximum pull for movement of crane: 50 kilograms.
 Weight of assembled crane: 2650 kilograms.

- 3) Double-girder traveling crane with lifting capacity of 15 tons and span of 17 meters.

Lift of hook: 10 meters.
 Maximum pull for lifting loads by a mechanical device with a cable drum: 75 kilograms.
 Maximum pull for movement of trolley: 25 kilograms.
 Maximum pull for movement of crane: 30 kilograms.
 Weight of assembled bridge: 14.5 tons.
 A four-wheel trolley carrying a single drum which moves along the girders.

- b. Electric girder cranes with lifting capacities of one ton, two tons, three tons, and five tons, with bridge spans of six to 15 meters. Telphers, moving along the lower part of the crane girder, lift the loads.

- 1) Electric girder crane with lifting capacity of one ton and bridge span of 10 meters

Length of girder: 10,350 mm; width: 2,750 mm. Total weight: about 3,500 kilograms.

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Rate of travel of girder: 60 mpm.
 KTK electric motor of 2.4 kw and 950 rpm moves the girder.
 Electro-magnetic brake; reduction gear; transmission shaft.
 Traversing wheels with diameter of 400 mm.

TV-1 telfer. Rate of travel: 30 mpm. Lifting speed: 8 mpm.
 Lift of hook: 6 m. Electric motor of lifting mechanism of ADFS
 type: 1.8 kw, 930 rpm. DTP electric motor of traversing gear:
 0.60 kw, 1,450 rpm. System of control: push button from cabin.

2) Electric girder crane with lifting capacity of five tons and bridge span of 15 meters

Length of girder: 15,400 mm; width: 2,750 mm.
 Total weight of girder: 5,700 kilograms.
 Rate of travel of girder: 60 mpm.
 KTK electric motor for moving girder: 2.4 kw, 950 rpm. Electromagnetic brake; reduction gear; transmission shaft. Traversing wheels: diameter of 400 mm.

TV-5 telfer. Rate of travel: 30 mpm. Lifting speed: 8 mpm.
 Lift of hook: 6 m. KTK electric motor of lifting mechanism: 5.2 kw, 960 rpm.
 AD electric motor for traversing gear: 1.8 kw, 930 rpm.
 Push-button control from cabin.

- c. Portal jib cranes with a lifting capacity of six and ten tons. These are slewing cranes mounted on metal constructions which can move along a track alongside the work place for discharging of ships, construction works of different kinds, etc.

Portal jib crane with lifting capacity of six tons

1 hook.
 Useful radius of jib, i.e. the horizontal distance from the end of the jib, where the hook is, to the center of the turntable: maximum, 18 m; minimum, 6 m.
 Hoisting depth above track: 18.6 m.
 Hoisting depth below track: 18 m.
 Total hoisting depth: 36.6 m.
 Lifting speed: 30 mpm.
 Slewing speed: $1\frac{1}{2}$ rpm.
 Speed of luffing: 30 mpm.
 Rate of travel of whole crane on track: 30 mpm.

- d. Electric traveling cranes with a lifting capacity of five tons and spans of ten to 32 m

Electric traveling crane of five tons with span of 20 m

Lift of hook: 16 m.
 Average lifting speed of hook: 20 mpm.
 Rate of travel of trolley: 45 mpm.
 Rate of travel of bridge: 110 mpm.
 Width of track of trolley: 1,400 mm.
 Weight of trolley: 3.1 ton.
 Weight of whole crane: 18 tons.

- e. Electric traveling cranes with lifting capacity of ten tons and different spans.

Electric traveling crane of ten tons with span of 32 m

Lift of hook: 16 m.
 Rate of lift: 16 mpm.
 Rate of travel of trolley: 45 mpm.

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Rate of travel of bridge: 110 mpm.
 Width of trolley track: 2,000 mm.
 Weight of trolley: 4.6 tons.
 Weight of whole crane: 34,5 tons.

f. Electro-magnetic traveling cranes with electro-magnets with lifting capacity of 10 tons

Rate of lift: 20 mpm.
 Rate of travel of trolley: 45 mpm.
 Rate of travel of bridge: 125 mpm.
 M-31 electromagnets from the Dynamo Works.

Actual Output

7. Approximate figures for output in 1953 are as follows:

Electric traveling cranes with lifting capacity of five tons and ten tons (mainly five tons)	350
Hand traveling cranes with lifting capacity of three tons, five tons, ten tons and 15 tons (mainly three tons and five tons)	60
Portal jib cranes with lifting capacity of six tons and ten tons	18
Electric girder cranes with lifting capacity of one ton, two tons, three tons, and five tons	120
Gantry (kozlovyy) cranes	4
Cages for elevators with corresponding number of guides	200
Metal constructions for escalators of Moscow Metro	20
Various metal constructions for different industries, including the defense industry.	40

Personnel

8. About 2,200 workers are employed in three shifts in the majority of shops and departments.
9. Following are some of the chief personnel:

Director: Sedyuk (fnu).
 Chief Engineer: Zheltikov (fnu).
 Chief Designer: Poleshchuk (fnu).
 Chief Technologist: Balakov (fnu).
 Chief Power Engineer: Bushuyev (fnu).

Source of Material

10. Castings are obtained mainly from the Perovo Machine Building Works, and many finished parts are obtained from the Leningrad Metal Works i/n Stalin. Rolled steel is obtained mainly from the Moscow Serp I Molot Steel Plant, located comparatively near to the Stalmost factory.

Shops and Departments

11. Following are a list of shops and departments:

First and Second Machine Shops	Heat Treatment Shop	Transport Department
First and Second Assembly Shops	Forge Shop	Electric Department
Metal Construction Shop	Machine Repair Shop	Steam Power Department
Tool Shop	Consumer Goods Shop	Storage Department

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