

CONFIDENTIAL

SEE BOTTOM OF PAGE FOR ADDITIONAL SPECIAL CONTROLS, IF ANY

# INFORMATION REPORT

PREPARED AND DISSEMINATED BY  
CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

COUNTRY 50X1  
USSR

SUBJECT  
Automotive Industry  
50X1

DATE DISTRIBUTED

NO. OF PAGES NO. OF ENCLS.

SUPPLEMENT TO REPORT #

RESPONSIVE TO

50X1

THIS IS UNEVALUATED INFORMATION

50X1

2. "On Nov 7 1924, the seventh anniversary of the Great October Socialist Revolution, 10 trucks rolled out of the gates of the AMO factory in Moscow which later grew into the huge Stalin Automobile Plant. Those were the first Soviet-made automobiles. Prior to the October Revolution Russia had no automobile industry. True, there were some attempts to start it. In 1908, automobiles were manufactured in St. Petersburg (now Leningrad), but in miserably small quantity and by primitive methods with the principal parts imported from abroad.
3. "A mighty industry was built up in the USSR under the prewar Five-Year Plans. New branches of manufacturing, which the country never had before, were created, including automobile production. The automobile industry was started in the USSR under the very first Five-Year Plan, with its first factories in Moscow and Gorky.
4. "In 1937, the Soviet Union produced over 200 thousand automobiles, primarily trucks which the country needed most. That same year the Soviet Union advanced to the world's second place in the production of motor trucks, leaving behind such industrially developed countries as Great Britain, France and Germany. Automobile output grew year after year. It had not slackened, but on the contrary, stepped up its pace during the Great Patriotic War. New well-equipped automobile plants sprang up in the eastern and other parts of the country. The automobile industry is continuing to expand after the war, improving mass production methods, adopting perfected technological processes and turning out new models of automobiles.
5. "It is constantly increasing the capacity of its motor trucks, enhancing their reliability, improving their dynamic qualities and making their operation more economical. The average capacity of the trucks has more than doubled, compared with prewar. From two to 75-ton trucks are now put out in the Soviet Union, as against no more than five-ton trucks before the war. The average fuel consumption per 100 kilometers per ton of payload has been reduced by 25 per cent. Maximum speed has increased by 30 percent, and the life of the truck has doubled."

This unevaluated information for US Officials Only is supplied for the possible interest of your analysts. It does not warrant dissemination 50X1

CONFIDENTIAL

DISTRIBUTION

STATE ARMY NAVY AIR FBI

NOFORN NO DISSEM ABROAD LIMITED

LIMITED: Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing NIS elements, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external projects personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense)

50X1

CONFIDENTIAL [REDACTED]

-2-

6. "Designing of new models and their mass production have called for more efficient machines and technological processes. Conveyor lines and automatic equipment have greatly raised the worker's productivity and lightened his job. Thus, at the Stalin Automobile Plant a cylinder block automatic transfer line has stepped up productivity sixfold. All the units of a piston pin automatic transfer line are operated by only one man. Some 90 per cent of all assembly work is performed entirely on conveyors. At the Molotov Automobile Plant in Gorky, 600 sequence production lines are in operation.
7. "During the 13 years from 1924 through 1937, the output of automobiles in the Soviet Union rose to 200 thousand a year. The target for 1942, the concluding year of the Third Five-Year Plan, was already set at 400 thousand. Considering the development of the national economy of the Soviet Union and its growing automobile transport needs, the plan for 1950, the last year of the Fourth Five-Year Plan, called for stepping up the output of automobiles to 500 thousand, including 428 thousand trucks, 65,600 passenger cars and 6,400 buses; and for expanding the industry's capacity to 750 thousand automobiles a year. Not only has the number of automobiles substantially increased in the USSR under the Fourth Five-Year Plan, but, what is particularly important, their quality has greatly improved.
8. "The industry launched output of new improved models of passenger cars and mass production of fuel-saving automobile Diesel engines. Consuming 30-35 per cent less fuel than carburetor engines, the Diesels, moreover, use cheaper more abundant fuel. Besides transport vehicles, the Soviet automobile industry began to produce many special machines under the Fourth Five-Year Plan, such as autocranes, autoloading, to name but some. It also greatly enriched its technical facilities. A large number of new high-capacity machine tools were installed in the plants, automatic controls were widely introduced, which made it possible to advance from automatic machine tools and automatic transfer lines to automatic shops and whole automatic factories, such as that for the production of aluminum pistons. All this has sharply raised the productivity of labor, has cut production costs, and improved the quality of the automobiles. The entire technological process has changed fundamentally. A remarkable achievement of the new progressive technology is the fact that the Stalin Automobile Plant in Moscow, for example, changed over to a new model without stopping production.
9. "The Soviet Automobile Industry in 1951-1955 - completed its Fourth Five-Year Plan ahead of schedule -- in four years and three months. Its output in 1950 was 73 per cent above prewar. Particularly great progress was registered by Soviet machine-building. Notable successes were scored by the automobile and tractor industry. It continued to improve mass production methods, expanded its capacities, adopted new highly efficient technological processes, trained new skilled workers, engineers and technicians. It widely applied sequence production lines and automatic transfer machines, high-speed metal machining methods, high frequency tempering. The plants changed over to new models of trucks and cars, buses and more economical Diesel tractors.
10. "Under the Fifth Five-Year Plan, industrial output is to increase by approximately 70 per cent. Along with the other branches of machine-building the automobile and tractor industry will be further expanded. Output of automobiles is to increase by 20 per cent during these five years; trucks by 15 per cent, and their average capacity by 26 per cent. To meet the growing needs of the national economy, output of large-capacity Diesel trucks will be expanded tremendously; 350 per cent more in 1955 than in 1950, with the output of 10-ton and larger trucks increasing 44-fold."

CONFIDENTIAL [REDACTED]

50X1

50X1 [REDACTED]

50X1

CONFIDENTIAL

-3-

11. "In order to expand mechanization of loading and unloading work, a further increase is planned in the production of special automobiles. The output of dump trucks will go up by 33.2 per cent. Increases are scheduled also in the production of autoloading and autocranes. For the fuller utilization of automobile capacities, production of trailer trucks will sharply expand.
12. "A substantial increase is planned in the output of gas generator automobiles using solid fuel, and automobiles using bottled gas. Production of gas generator automobiles will increase by 80 per cent and bottled gas automobiles by 120 per cent. At the same time work will be continued on expanding the use of various kinds of gas fuel for automobiles. To meet the increased consumer demand the plan calls for a 49 per cent increase in the output of passenger cars, including Moskviches by 40.4 per cent, Pobedas by 52.5 per cent and ZIM's 16-fold. The output of buses will expand 14-fold, including ZIS-155, 5.6 times. The sale of cars to the public will increase. Production of automobile spare parts will double.
13. "First half of 1954 in percentages of first half of 1953:

Motor Trucks	110%
Passenger cars	127
Buses	168

Technical progress in the automobile and tractor industry is proceeding under the Fifth Five-Year Plan, first and foremost, in the sphere of further improving the designs of the automobiles and tractors. Thus, the ZIS-150 truck is being perfected to increase the wear and tear resistance of its various parts (rear axle, front axle, frame, etc.). It will get a more powerful engine and its carrying capacity will rise. Work is under way to step up the capacity of the GAZ-51 truck to three tons while reducing its dead weight. To meet the growing demand of the national economy for smaller trucks a new one and a half ton truck is now being designed.

14. "Much is being done in the line of passenger automobiles. Increasingly more cars are being put on the market for sale to the public. The Pobeda will be notably improved in the next few years. It will have a more powerful engine, 65-70 hp., its present body will be replaced by a handsomer and more comfortable one. Its dead weight will be reduced. The Moskvich, a midget car, will, while retaining its overall dimensions, get a more spacious and more attractive body. A new 37 h.p. economical engine will enhance its dynamic qualities. Further improvements are planned also for the ZIS-110. It will get a more streamlined and capacious body and automatic control. To meet the needs of the national economy, and of the rural communities first and foremost, production of a new cross-country passenger car, model GAZ-69, was started in 1953. It is more capacious and more economical in operation than its predecessor, the GAZ-67.
15. "The automobile and tractor plants have lately been equipped with many new automatic transfer machines and a large number of automatic, semi-automatic and multiple-unit machine tools. Thousands of machines have been changed over to highspeed regimes. The shops have been provided with semi-automatic polishing and welding machines, automatic instruments for regulating the temperature in heating the parts in furnaces and lots of other equipment produced chiefly by the automobile and tractor plants themselves. The Fifth Five-Year Plan calls for the further perfection of existing technological processes and introduction of new ones, automatization of production and mechanization of arduous and labor-consuming operations, extensive application of high-speed metal machining methods and electric spark treatment of metals.

50X1

50X1

CONFIDENTIAL [REDACTED]

-4-

"The number of automatic transfer lines will nearly treble by the end of the Fifth Five-Year Plan. The industry is to solve the problem of completely automatizing the assembly of such labor-consuming items as oil and water radiators, truck bodies, oil filters, springs, etc. Automatic production of automobile pistons is being further expanded. New automatic shops are being set up for the manufacture of piston rings and pins. A number of important measures are planned to save ferrous and non-ferrous metals.

16. "The automobile industry's hall at the Mechanization and Electrification of Agriculture Pavilion of the USSR Agricultural Exhibition in Moscow demonstrates the main stages of the development of Soviet engineering thought, the role of Soviet scientists and inventors in automobile designing, and the achievements of the leading automobile factories; the Stalin Automobile Plant in Moscow, the Molotov Automobile Plant in Gorky, the Yaroslavl plant, the Minsk plant, the Moscow midget car plant, and the Lvov autoloader factory. The Moscow midget car plant puts out the Moskvich, a car very popular with the working people.
17. "A large separate stand tells the story of the achievements of the V. M. Molotov Automobile Plant in Gorky. It is one of the first Soviet mass production automobile works, and has developed and launched output of more than 30 models of trucks and passenger cars for various needs of the national economy. The J. V. Stalin Automobile Plant in Moscow occupied the central stand in the hall. The oldest auto works in the USSR, this giant plant has played a tremendous part in the development of Soviet automobile industry and in training its personnel.
18. "In the Soviet Union great attention is devoted to the mechanization of labor-consuming and arduous loading and unloading work. Special factories have been set up to turn out equipment for the mechanization of this work. A separate stand demonstrates the achievement of the Lvov autoloader factory.
19. "The J. V. Stalin Automobile Plant in the Urals was erected during the war. It turns out a heavy-duty truck model Ural ZIS-5, and a gas generator truck, model ZIB-352; also engines for the S-4 self-propelled combines. The Yaroslavl automobile plant manufactures large capacity trucks and Diesel engines. The Minsk automobile plant produces huge dump trucks up to 25-ton capacity. The Nytischi engineering plant and the Odessa automobile assembly plant turn out spacious dump trucks with wood and metal bodies on ZIS-150 and GAZ-51 chassis. They are adapted for the transportation of grain, vegetables, fertilizer and other agricultural products and materials."

-end-

50X1

CONFIDENTIAL [REDACTED]

50X1 [REDACTED]