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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The Vulko Chervenkov Avtoremonten Zavod, a plant for the repair of trucks and production of spare parts, is located one kilometer west of Gara Iskur. Planned and constructed by Soviet experts, it was established in 1951 to carry out basic repairs of automobiles of Soviet make and to produce spare parts for these automobiles. The plant was under the control of the Ministry of Transport until January 1952, at which time it was transferred to the Ministry of National Defense. In January 1953 it was placed under the supervision of the Ministry for Heavy Industry. The plant site is surrounded by a concrete wall about two meters high. All structures of the plant are within this area except for two 1-story buildings, one housing the administration and the other a dining hall, buffet, and other services.
2. The central workshops are about 300 meters long, 150-200 meters wide, and 10 meters high. The walls are of reinforced concrete 50-60 centimeters thick. The iron roof is covered with some unidentified material of black color. All other buildings within the compound have red tiled roofs. Most of the production departments are located in the central workshops, including:
 - a. Tools department (Instrumentalni Tseh);
 - b. Mechanical department (Mehanicheski Tseh);
 - c. Forge (Kuznietski Tseh);
 - d. Dismantling and assembly department (Demontazhni i Montazhni Tseh);
 - e. Manufacture of truck bodies (Karuserien Tseh); and
 - f. Chief mechanic's department (Tseh na Glavni Mehanik).

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3. The tools department, employing about 35 workers, produces tools and parts used mainly by the plant itself, such as lathe and milling machine cutters. This department is equipped with the following:
- a. Four lathes, two of Soviet make, one of Hungarian make, and one of Czech make. One of the Soviet lathes, a product of Krasni Proletar, is two meters long; the other lathes are of smaller types. One of the Soviet lathes is designed for the production of cutters for milling machines.
 - b. One milling machine of Soviet make.
 - c. Two drilling machines of Soviet make.
 - d. Three grinding machines of Soviet make, and four or five small grinding machines.
 - e. One large shaping machine of Soviet make.
4. The mechanical department, employing about 120 workers, is one of the largest and most important. It turns out all spare parts for trucks of Soviet make such as ZIS-150, ZIS-5, GAZ-AA, GAZ-MM, and GAZ-51, for the Soviet jeep GAZ-67B, and others. This department also repairs the following items: Cylinder blocks, pistons, connecting rods, clutches, radiators, gear boxes, carburetors, front and rear axles, chassis, and electrical parts. This department has at its disposal the following machine tools:
- a. Ten Soviet lathes from Krasni Proletar, model 1949, each about two meters long, with a maximum rotation of 2200 RPM.
 - b. Ten small Soviet lathes from Kuybishev, each about one meter long.
 - c. One Soviet DIP-300 lathe, very heavy, three meters long.
 - d. One German Magdeburg lathe, for the processing of heavy parts.
 - e. Two or three large Soviet turret lathes.
 - f. One large Czech turret lathe.
 - g. Four or five high-speed small Soviet turret lathes.
 - h. Four medium-size Soviet universal milling machines.
 - i. One Soviet vertical milling machine.
 - j. Three Soviet milling machines, produced by the Komsomolets plant, used especially for the production of toothed wheels; two are No. 512 and one is No. 513.
 - k. A machine the only one of its kind in Bulgaria. On this machine are processed special toothed wheels, namely Crown wheels and Pinions including Crown wheels and Pinions for T-34 tanks. This machine is the only one in the plant which is also used for the production of parts for trucks of other than Soviet make.
 - l. Two machines (Obkatovachni Machini) for the processing of toothed wheels. One of them, of Soviet make, is used for the processing of cylinder toothed wheels; the other, of German make, is used for the processing of cylindrical and spiral toothed wheels.
 - m. Several grinding machines, two of which are Soviet machines for horizontal grinding, two are Soviet machines for cylindrical grinding, and one is an Italian machine for the horizontal grinding of segments.

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- n. Three large and three small Soviet drilling machines.
 - o. One mechanical press of Soviet make, of about 30 tons.
 - p. One hydraulic press, of Czech make, about 100 tons.
 - q. A Gilotina press for the cutting of metals, operated by two powerful electric motors.
5. The forge, employing about 20 workers, contains the following items of equipment:
- a. A 150-200 ton compressed air hammer, of Soviet make.
 - b. A small electric hammer made in Bulgaria.
 - c. Five furnaces, four fed by crude oil and the fifth electrical.
 - d. Electrical and oxygen welding equipment.
 - e. machine for the cleaning of parts by means of sand jets.
6. The dismantling and assembly department, the largest, employs about 200 workers divided into brigades. This department has two separate sections, one for dismantling of trucks to be repaired and one for reassembly. It has at its disposal facilities to test engines and parts, a number of electrically operated 1-1.5 ton cranes, and a machine which rinses stripped parts with a solution containing caustic soda, and then with steam.
7. The department manufacturing truck bodies, employing about 50 workers, also reconditions used bodies. It is equipped with machines used for carpentry. There are also electrical cranes similar to the ones in the dismantling and assembly department. Three pairs of rails fastened to the ceiling run through the whole shed occupied by the department.
8. The chief mechanic's department, employing between 15 and 20 workers, is responsible for all machinery in the plant, and in addition, produces some minor spare parts. This department is equipped with three lathes, one drilling machine, one milling machine, and some additional machinery.
9. The following storage facilities are at the disposal of departments located in the central workshops: A tool shed; a shed for new spare parts, produced locally as well as imported; and a shed holding used but still serviceable spare parts.
10. The foundry, employing between 30 and 35 workers, is able to cast most metal parts with the exception of ones for which steel must be used. It is equipped with a Vagrianka furnace and three or four small furnaces for the casting of parts of nonferrous metals. Other important machinery includes a machine for the preparation of sand casting molds, a machine for the preparation of sand casting molds for segments, and a machine for centrifugal casting.
11. The plant employs approximately 750 workers, of which 500 are skilled laborers, 150 are soldiers of the labor battalions, and the remainder are technicians and employees of the technical and planning departments. In 1952 when the plant was controlled by the Ministry of National Defense, the number of soldiers employed in the plant was much larger. The plant works on a one-shift basis with the exception of the foundry, which works in three shifts.
12. All the production departments were headed by Soviet experts until 1952, at which time they were relieved by Bulgarians. The only remaining Soviet is Smohukin (sic), who acts as adviser to the general manager.

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13. The management of the plant consists of a general manager, an administrative manager, a personnel manager, a chief engineer, a chief accountant, a chief coordinator, and a secretary of the Party cell. Kiril Bochkov is the general manager. He is a mechanical engineer who graduated in Czechoslovakia prior to World War II. [REDACTED]
14. The technical department, headed by the chief engineer, consists of one supervising technical engineer, five technical engineers, a chief construction engineer, five construction engineers, and ten draftsmen. In addition one technical engineer and one technician are attached to each production department.
15. The accounts department employs ten accountants, and in addition two accountants are assigned to each production department and store. The planning department has five clerks; one additional planner is assigned to each production department. The norms department employs four clerks and in addition has one clerk in each production department, with the exception of the mechanical department where it has four persons. The supply department employs six or seven persons.
16. The department for technical supervision has one official in each production department, with the exception of the dismantling and assembly department where it has 20 officials, ten in each section.
17. Due to gross inefficiency on the part of the administrative and technical staff, production and output of the plant are far below capacity. A considerable number of machines which were new at the time the plant was established broke down after a very short time and stood idle. A number of other new machines were kept idle for a very long time because of lack of specialists to operate them. Among these were three machines for the production of toothed wheels, which were inactive from 1950 until the end of 1951. Excessive planning and bureaucracy are additional reasons for the inefficiency. For instance, the plant has to deliver all spare parts produced to the Dürzhaven Rezerv enterprise in Aleksandër Stamboliyski Street, Sofia, the only Central Distribution Agency for spare parts for trucks and tractors. At the same time all the parts required by the plant itself for repairs must be ordered from this Agency and are then shipped back to the plant.
18. In 1953 the mechanical department fulfilled its quota as regards quantity only but did not produce the full quota of the various types of parts. For instance, pistons and segments were not produced according to the quota because the correct combination of metals was not known.
19. In 1953 the monthly plan for overhauling engines provided for 75 general overhauls, but only 40 to 50 were completed. With better utilization of the mechanical equipment, the goal of 75 overhauls could easily be reached.
20. Prior to 1952 the workers were graded into eight wage categories, the eighth grade being the highest. During 1952 the three lowest grades were abolished. Daily wages of Grade 8 workers fulfilling their norms are 28 leva; Grade 7, 22 leva; Grade 4, 11 to 12 leva.
21. In 1951 a worker could easily fulfill the norms and even overstep them by 200 to 300 per cent. But in September 1953 the norms were fixed so high that even a very industrious worker had to make every physical effort to fulfill them. The following instance may serve as an example: In September 1951 the norm for a Grade 8 worker was one cylindrical-spiral toothed wheel for the ZIS-150 truck in 60 minutes. Two months later the time limit was lowered to 50 minutes, later to 40 and 30 minutes, until it reached 20 minutes in September 1953.

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Legend to Vŭlko Chervenkov Automobile Factory

1. Gara Iskir.
2. Dining hall, buffet, service rooms.
3. Office of the Management.
4. Entrance for vehicles.
5. Employees' entrance.
6. Department for manufacture of truck bodies.
7. Dismantling and assembly department.
8. Offices of the managers of the production departments.
9. Mechanical department.
10. Tools department.
11. Forge.
12. Chief mechanic's department.
13. Stores.
14. Technical school (metal branch), a 1-story structure.
15. Store No. 2, for tools, metal and timber.
16. Underground fuel storage.
17. Steam power plant.
18. Electricity control.
19. Upholstery.
20. Department for the checking of repaired trucks.
21. Truck paint shed.
22. Parking lot for three or four trucks belong to the plant and for the car of the general manager.
23. Parking shed for trucks in repair.
24. Foundry.
25. Three timber stores.
26. Barracks of Trudovaks.
27. Parking space for trucks after repair, and spare parts store.
28. Concrete wall surrounding plant.
29. Sofia-Plodiv main road.
30. Lane leading to Gara Iskir.
31. Guard room and fire brigade station.
32. Water tower and pumping installation.
33. Underground tank for fuel oil.

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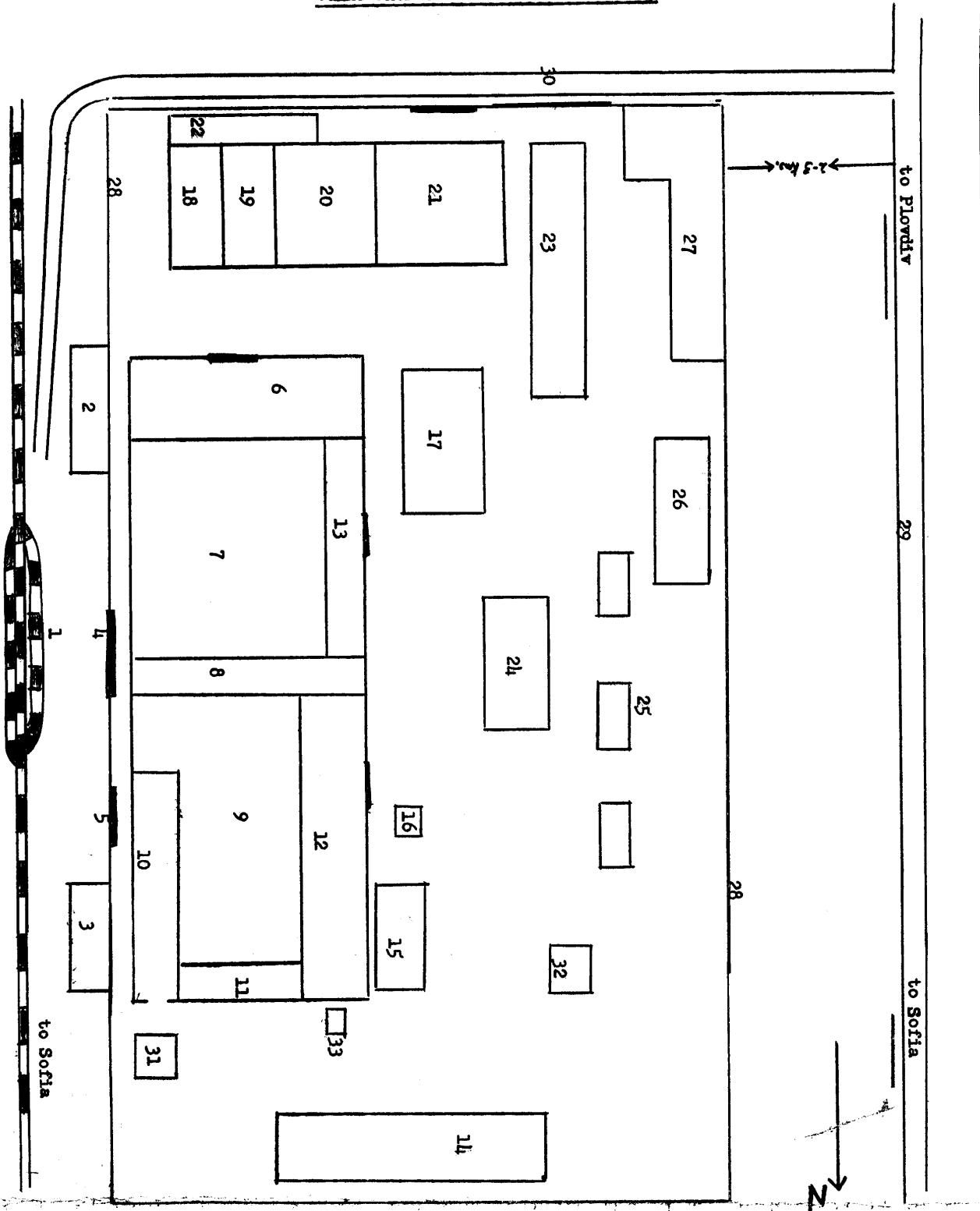
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