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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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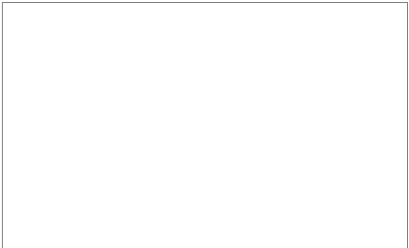
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COUNTRY	Poland	REPORT NO.		50X1
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REPORT

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COUNTRY Poland

DATE DISTR. 16 Dec 1954

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THIS IS UNEVALUATED INFORMATION
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1. Approximately 60% of all auto bodies produced in Poland were manufactured in the Jelcz Auto Body Factory. The remainder was produced in factories at Nysa, Sanok and Mielec. This excludes the production at Starachowice, Lublin, and Warsaw (Zeran) where the manufacture and assembly of the Star (20,50,51, and 52), Lublin (GAZ 51), and M20 Warsaw (Pobieda) were completed respectively. The maximum output for the Jelcz plant was 200 auto bodies a month. In 1954 approximately 80% of the factory output was scheduled for the services, the air force receiving priority, and 20% for civilian consumption.¹ For the year 1955 these percentages are supposedly being reversed to fall in line with the promised "New Course" but [redacted] there were rumors that the factory would be producing auto bodies for the Rumanian services.
2. The factory was located on the site of the former Krupp factory which allegedly employed about 30,000 people. This factory was badly damaged during World War II and repair work proceeded slowly. After the war the plant employed about 3500 people, but when the repairs are completed in the overhaul department another 500-800 employees will be hired.² There had been no other expansion program proposed for the factory for 1955 because of the lack of skilled production personnel and because of the slowness of repairs on the factory.
3. Listed below are the civilian auto bodies produced and assembled on chassis in the factory:
- a. Ambulance. A military ambulance was being produced which was identical to the civilian vehicle.² This vehicle was of steel construction, assembled on a Lublin chassis, and would accommodate six patients. There was a standing order for 600 ambulances for civilian use from the Ministry of Health.

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the services had placed an order for 152. This ambulance is a good example of how wartime convertibility of vehicles is constantly kept in mind by the production planners in Poland.

- b. Carcass Disposal Truck. The experimental department of the factory produced a model of an auto body assembled on a 2½ tn. Lublin chassis for the transport of animal carcasses. When designing this truck it was also kept in mind that it could be used to transport dead bodies in the event of an epidemic or war. The truck was designed by a group of engineers outside the factory who worked on their own time. It had an all-steel body, a block and tackle, and equipment for disinfection and sanitation. [redacted] this model would not be produced since there had been some criticism from the inspectors [redacted] that the experimental department would have to redesign it.

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- c. Bakery Truck. Two models to be used for the delivery of bakery products had been completed and were being tested. This truck body was assembled on a Lublin chassis which was modified by moving the steering wheel and all operating pedals about 1½ meters forward permitting more space in the body of the truck for bakery products. The approval for this modification was being handled by the Lublin factory which in turn [redacted] must apply to the Russian GAZ 51 patent holders. (The Lublin is an identical copy of the GAZ 51). [redacted]

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- d. Bus (Type 103). This type was a makeshift bus assembled on a 3½ tn. Star 20 chassis. It had a wooden frame covered with metal and wooden benches installed to accommodate 32 passengers. It was the same #103 type which was produced for the military. Before July 1954 the factory produced 56 of these busses for PKS (Panstwowa Komunikacja Samochodowa, State Vehicular Communications) which had ordered 150.

- e. Cable Truck. This truck was produced for the postal and telegraph authorities and was used for the repair and maintenance of telephone and telegraph installations. It was identical to the #103 Type (above) except for the internal workshop equipment. Only forty-eight units were produced since no more were needed at the time. (This is another example of the trend toward rapid production of types adaptable to any use but neglecting comfort, appearance, and even efficiency.) There are four windows on either side of the #103 Type and this specification was rigidly adhered to.

- f. Bus. There were three experimental models being completed and one was to be selected as the permanent, all-steel, construction bus. The interior of the bus was to be modern and more comfortable than the 103 type bus. Each of these models was mounted on a GAZ 51 and would accommodate 36 passengers (75 kg. weight per passenger) and 300 kg. of baggage. A rear door was installed in each of the busses for military requirements. [redacted]

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- g. Passenger-Freight Trailer. This was a 2½ tn., all-steel trailer with a low-slung chassis which was to be used for passengers and/or freight. It had folding and removable seats. Thirty-five of these trailers were to have been produced for the PKS.

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- h. Caravan Trailer. The production of this vehicle was for the Ministry of Road and Air Transport which had placed an order for 40. It had full living accommodations for ten people and was to be used by road-building gangs. It had a 4-ton capacity, was made of steel, and had a low-slung chassis.
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- i. Snack-Bar Trailer. This all-steel, mobile type had a stove, refrigerator, sinks and all facilities required for preparing and serving food and beverages. One model was completed in July 1954 for the Central Gastronomic Administration (Centralny Zarzad Gastronomiczny).
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- j. Workshop Trailer. This model was an all-steel, low-slung trailer workshop which had a blacksmith shop and was equipped with electric and gas welding apparatus, lathe, drilling machine, grinding machine, battery charger, etc. All of this equipment was of Polish make and source stated it was indicative of the technical progress made in the country. This one model was produced for the Ministry of Agriculture and was formally presented in Warsaw on 1 May 1954. The premier, press and many regime notables were present. It was very successfully received and many ministries made immediate requests for its production.
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- k. Bus Trailer. This trailer, still in the planning and designing stage, called for a permanent all-steel construction. it was to be modeled on the Czechoslovak "Sodomka". Further details or plans were not known.
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