

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Rumania	REPORT	
SUBJECT	The Republica and 23 August Steel Plants, Bucharest	DATE DISTR.	27 May 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. The Republica and the 23 August steel plants (the former Malaxa works) are located next to the Titan railroad station a few miles outside Bucharest on the line to Oltenita. The works were enlarged after nationalization and new machinery was brought from the USSR.
2. The Republica plant produces drawn steel and iron pipes of the following dimensions:
  - a. Iron - .125" to 1"
  - b. Steel - 1" to 1.5"

The length of the pipes varies. Maximum lengths are not known, but the heaviest single pipe-section manufactured weighs 800 kgs.
3. The plant has six large halls, and each hall has two electric overhead rail cranes. Half of these have a capacity of three tons and the rest of five tons each. There are a hundred lathes to cut the threads onto the pipes, all pipes being of the socket type, and eight rollers which burn methane gas and which bring the steel to a temperature of 1,400° C. before it is drawn. Each hall has its own railroad siding, all the sidings being parallel. At the end of the halls there is an electric rail conveyor capable of moving one large or three small cars sideways.
4. The annual production plan is never fulfilled. Daily production is estimated at about 1,000 tons. Of this about one-third is sent in the daytime to inland destinations such as Ploesti, Bacau, Medias, Petrosani, and Campia Turzii. The paper mills at Bacau receive two freight cars of pipes weekly. The remaining two-thirds of the total production are sent during the night to Galati for transshipment to the USSR. These consignments consist mainly of oil pipes. Before dispatch, all pipes are painted black, and both ends of the pipes are covered with small wooden boards held in place by a steel wire in order to protect the threads during transport.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

25 YEAR RE-REVIEW

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5. In April 1951 the central system of electric switches and fuses for the whole plant, which is situated in hall No. 3, was completely destroyed by fire, and as a result the whole plant was idle for six days. While this interruption was attributed to sabotage, despite very thorough investigations no arrests were made.
6. The 23 August plant manufactures locomotives and railroad cars for the USSR and a small number of streetcars for local use. Production is six locomotives and 60 freight cars per month and two or three streetcars per year. The locomotives have six axles, including the tender. Six diesel locomotives to serve the plant itself, and Republica plant, have been constructed.
7. In 1951 a large streetcar for 150 passengers was constructed. Only one car of this type was built as it was found that it could make only straight runs and was unable to turn a corner.
8. The only railroad cars manufactured are closed freight cars with a capacity of 20 tons. They have four sliding doors, two at the sides and two at the ends of the car. They are fitted with movable benches and metal luggage racks, and there are two fans in the ceiling. It is assumed that these cars are used to transport troops. The workers call them "troop wagons". They are painted red with white inscriptions in Russian and have a single buffer at each end. These cars are constructed with standard gauge wheels, and in addition they are provided with a set of Soviet gauge wheels which are fitted on the cars at the railroad workshops at the frontier station of Socola Rosie-Ungheni. The standard gauge wheels are then returned to the plant.
9. The combined plants employ about 14,000 workers, of whom 400 to 500 are women and about 2,000 are administrative employees. Most of the labor comes from the neighboring villages, arriving either by rail or on foot. Workers who live in Bucharest use either the plants' trucks or streetcar No. 25, which runs from Bariera Verghilui directly to the plant. The two steel plants have their own power plant.
10. All rail traffic is shunted through the nearby Titan station. Raw materials, such as steel bars, arrive daily from Resita by rail.
11. At the main entrance to the plant there are seven gateways flanked by railings where Militia sergeants check workers' passes. The permits have red covers and include a photograph of the bearer. Inside the plant there are about 100 armed Militia guards in mufti who are known to everybody. There are also between 200 and 300 Soviet non-commissioned officers, in Soviet uniforms, in the plant who have no special duties and whose presence is a puzzle to the workers.
12. Fire alarm exercises are carried out from time to time, and fire fighting units go into action, but work is not stopped on these occasions. No air raid precautions are taken. The plant is not camouflaged, and there are no exercises with smoke or artificial fog.
13. The chief engineer, a certain Wechsler, [redacted] 25X1  
[redacted] worked for many years with Malaxa and 25X1  
was retained after the nationalization.

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