

CLASSIFICATION		SECRET
COUNTRY	East Germany	REPORT
TOPIC	Soviet Central Motor Vehicle Repair Shop at Berlin-Oberschoeneweide	
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		
DATE OBTAINED		13 August 1954
DATE PREPARED		
REFERENCES		
PAGES	4	ENCLOSURES (NO. & TYPE)
REMARKS	This is UNEVALUATED	

1. The following equipment was either repaired or newly manufactured at the Soviet central motor vehicle repair shop in Oberschoeneweide in April, May and June 1954:

<u>Item</u>	<u>April</u>	<u>May</u>	<u>June</u>
Engines, overhauled newly manufactured	450	400	450
Studebaker cylinder blocks with cylinderheads and quarter bends	650	600	650
small busses with jeep chassis	25	25	23
Command cars	-	8	8
Large busses	5	3	5
Workshop trucks			5
Lathes	10	15	10
Grinding machines	5	8	5
Drilling machines	10	15	25
Work benches			50
Work benches			100
Filing machines	400	400	
ZIS brake drums	400	300	100
Cardan shafts	5,000	3,000	3,500

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Pistons	250		
Studebaker floating axles			300
Seats for small busses			
Machine gun ammunition boxes	200	200	1

2. In May and June 1954, the following engines were sent to Oberschoeneweide from Zeesen for complete overhaul:

	ZIS	Studebaker	Chevrolet	Willlys	Gas	Ford
May	100	105	60	90	18	18
June	120	160	30	130	30	-

In May 1954, an additional six chassis to be installed in workshop trucks were sent from Zeesen to Oberschoeneweide.

3. In May and June, the following engines which had been overhauled were sent to Zeesen:

	ZIS	Studebaker	Chevrolet	Willlys	Gas
May	95	105	60	105	15
June	110	150	25	125	25

4. Raw material which arrived during the period from mid-April to late June 1954 included 5 carloads of pig iron in bars on 23 April and 2 carloads of old rails on 28 April. In mid-June, 10 carloads of scrap and 8 carloads with tubes for Cardan shafts arrived at the workshop.

5. During the period from mid-April to late June, the following shipments of new material manufactured at Oberschoeneweide were dispatched:

On 26 April: 2 carloads with 500 ZIS brake drums and 600 Cardan shafts bound for Ketschendorf.

On 29 April: 5 carloads with 500 Studebaker cylinder blocks and 1 carload of Cardan shafts bound for Brest Litovsk.

On 12 May: 2 carloads with 200 ZIS cylinder blocks, 2 carloads with 200 Studebaker cylinder blocks, 2 carloads with 250 boxes containing 9 cardan shafts each, and 1 carload of 150 boxes with spare parts bound for Brest Litovsk.

On 28 May: 2 carloads with 200 Studebaker cylinder blocks, 1 carload with 150 boxes with Cardan shafts, 1 carload with 150 boxes with floating axles bound for Technoproimport Moskva Square 34/37, Moscow.

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In early June: 2 carloads with work benches, 2 carloads with tool boxes and 2 carloads with 200 ZIS cylinder blocks.

On 20 June: 6 carloads with Studebaker cylinder blocks, 3 carloads with Cardan shafts, and 1 carload with floating axles bound for Technoproimport in Moscow.

The equipment bound for the USSR was thoroughly greased and packed in oil paper and tar board. The boxes were banded with strap iron. Low-quality material is being used for vehicles to be overhauled at the Oberschoeneweide plant, while high-quality material is being sent to the USSR or Ketschendorf.

6. After the beginning of 1954, the Soviet motor vehicle repair shop at Oberschoeneweide was named Werk Progress. [redacted]
7. In late April, the workshop was assigned two German trucks [redacted]. The trucks came from Leipzig and, according to the drivers, had previously been assigned to a Soviet unit in Leipzig which had been deactivated. 2
8. The cylinder blocks and heads manufactured at Werk Progress were cast and processed at the plant in order to be dispatched ready for assembly. Although pistons could be produced at the plant, the pistons for overhauled engines were supplied by the Ketschendorf plant which also delivered other spare parts such as fuel feed pumps, etc. Other engines were dispatched without pistons. No crankshafts were manufactured at the plant during the time under review. After crankshafts for Studebaker, ZIS and Chevrolet engines had been manufactured on trial, the machinery was sent to the USSR in April 1954. Cardan shafts were manufactured only for Studebaker vehicles. Two short parts and two long parts were needed for one Cardan transmission for Studebaker vehicles. Stocks of cardan shafts on hand were between 6,000 and 8,000. Cardan shafts are packed in parts of nine and not in whole units. Almost all machine tools manufactured at the plant had the size of those used in workshop trucks. Large lathes with a maximum length of about 4 meters between the centers were only repaired or overhauled at the plant. Overhauled engines of poor quality only were being returned to the Zeeser plant. Since late May 1954, test drives with Cardan shafts manufactured at the plant were being made [redacted]. The trucks were said to have come from Fuerstenwalde. 3
9. The motor vehicle spare part depot at Ketschendorf was operated by an estimated 300 German workers. On 2 June, 12 guns including 8 x 122-mm field howitzers and 4 x 76-mm field guns were loaded at the depot. [redacted]

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1. Comment: The production figures are noteworthy. The manufacture of machine gun boxes is reported for the first time.

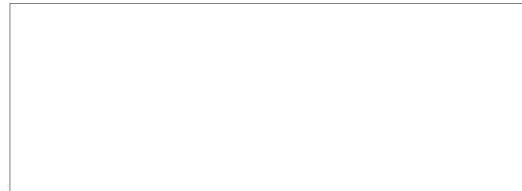
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2.  Comment.  No information that a Soviet unit was deactivated in Leipzig has been received. If the information is correct, it would only be a minor supply unit.
3.  Comment. The two trucks belong to the 25th Engr Regt of the Third Gds Mech Army in Sperenberg.
4.  Comment. The statement that guns were observed being loaded is given credence, since the motor vehicle spare part depot and ordnance and equipment depot in Fuerstenwalde-Ketschendorf are located in the same area. The motor vehicles belong to the Hq GSFG, the Rear Services of the GSFG, the army troops of the Second and Fourth Gds Mech Armies, the 7th Gds Mech Div, the 14th Gds Mech Div and the 2d AAA Div.



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