

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	[Redacted]
SUBJECT	Miscellaneous Military Information	DATE DISTR.	8 October 1962
		NO. PAGES	1
		REFERENCES	RD

DATE OF INFO.	[Redacted]	50X1-HUM
PLACE & DATE ACQ	[Redacted]	

reports containing information on the following:

- a. Construction Battalion [Redacted] in Constanta and other units of the 20th Road and Bridge Construction Brigade of Bucharest. [Redacted] 50X1-HUM
- b. The 272nd Mechanized Infantry Regiment and other units of the Tudor Vladimirescu Division in Bucharest. [Redacted] 50X1-HUM
- c. Basic Training Camp in Brasov; Military Department of the Steagul Rosu Plant in Brasov. [Redacted] 50X1-HUM
- d. The 215th Infantry Regiment; Military Offices at Rumanian Railroad Stations. [Redacted] 50X1-HUM

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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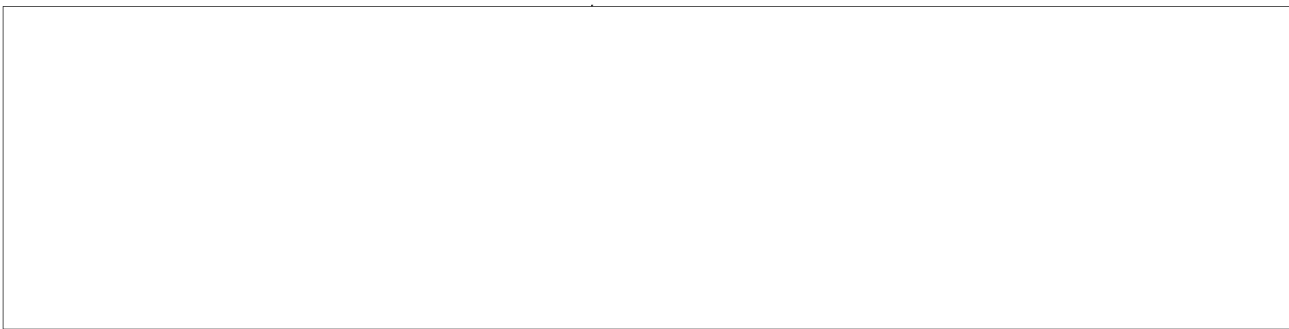
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COUNTRY : Rumania

SUBJECT : The 272nd Mechanized Infantry Regiment and Other Units of the Tudor Vladimirescu Division in Bucharest

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1. In early 1959, the headquarters of the Tudor Vladimirescu Division [redacted] was located on Drumul Serei in Bucharest, opposite the Razoare station on streetcar routes 3 and 13. In addition to divisional headquarters, the barracks at this location housed the headquarters service and administration company, emergency vehicle garages and stores, and the subordinate 270th Mechanized Infantry Regiment (at one end of the barracks). Other subordinate units of the division included the 272nd Mechanized Infantry Regiment [redacted] which was stationed opposite the Ghencea cemetery in Bucharest, and an armored regiment equipped with T-34 tanks, self-propelled guns and BTR armored personnel carriers, which was stationed on the road leading from Caracal to the local military airfield although, in mid-1958, the regiment was about to be transferred elsewhere [redacted]. A cadred reconnaissance battalion, with very few drivers, was stationed at divisional headquarters on Drumul Serei and consisted of two companies, each with two platoons. This battalion used only light-weight vehicles for administrative purposes.

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2. The 272nd Mechanized Infantry Regiment, which totaled about 1000 men, had the following subordinate units: a training battalion which was also the regimental school; two rifle battalions; a tank battalion; an artillery battalion; and, at regimental headquarters, a signals company, an engineers company, which included a chemical reconnaissance platoon, and a reconnaissance company (companie cercetasi).

3. The reconnaissance company of the 272nd Mechanized Infantry Regiment totaled about 30 men, divided into two platoons of two sections each. The personal arm in the company was the PPSH submachine gun, although the drivers were armed with pistols. Clothing for each member of the unit, which was stocked in the company store, consisted of a spring camouflage outfit in green and an autumn camouflage outfit in brown, as well as chemical protective clothing made of gray rubber and worn with a gasmask, rubber boots, and protective gloves. The men in the company were all secondary school graduates, and some of them knew, in addition to Rumanian, the Hungarian, German and Russian languages. At various stages of their service, men of the company underwent extra training, including a drivers course for armored personnel carriers.

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swimming, and parachuting (from a tower). The peacetime motor transport for the company consisted of one BTR-152 and one BTR-40 personnel carrier. Because the BTR-152 was considered obsolescent, however, stress during training was placed on the BTR-40. The training of drivers for these vehicles lasted about six months and included crossing obstacles, such as flooded rivers, pot-holed fields, and narrow bridges, and driving at night without lights. The BTR-40 was armed with a light recoilless gun, whereas the BTR-152 carried a Goryunov machine gun. The crew of the BTR-40 consisted of the driver, the vehicle commander, two gunners, and two additional men. Within the vehicle there was room for five boxes of ammunition for the gun. A radio set was fitted in the "glove compartment" on the driver's right and had an antenna 150 centimeters tall; under good conditions, the set had an operative range of about 60 kilometers. The radio set was also fitted with two pairs of earphones: one for the driver and the other for the vehicle commander. To the left of the driver, and fitted to the wall of his cabin, was a metal box about 150 x 100 x 100 millimeters in size which was closed with a lead seal and which, according to the driving instructors, contained infrared equipment for night driving. A switch protruded from the box and, when it was turned on, a hum similar to that made by a dynamo was heard [redacted]

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4. [redacted] officers of the Tudor Vladimirescu Division [redacted]:

- a. Lt. Col. Ciugarin (fnu), technical deputy of the division in charge of combat equipment and a machine engineer by profession [redacted]
- b. Maj. Paul Marinescu, chief of staff of the 272nd Mechanized Infantry Regiment until 1958, at which time he was appointed National Commander of the Workers Guards (Garzi Muncitoresti).
- c. Maj. Carol Murani, officer in charge of reconnaissance at the 272nd regimental headquarters [redacted]
- d. Lt. Maj. Nicolae Spiridon, commander of the reconnaissance company of the 272nd regiment.
- e. Col. Gen. Stelian Tirca, commander of the division.
- f. Capt. Trisinsky (fnu), commander of the divisional reconnaissance battalion.

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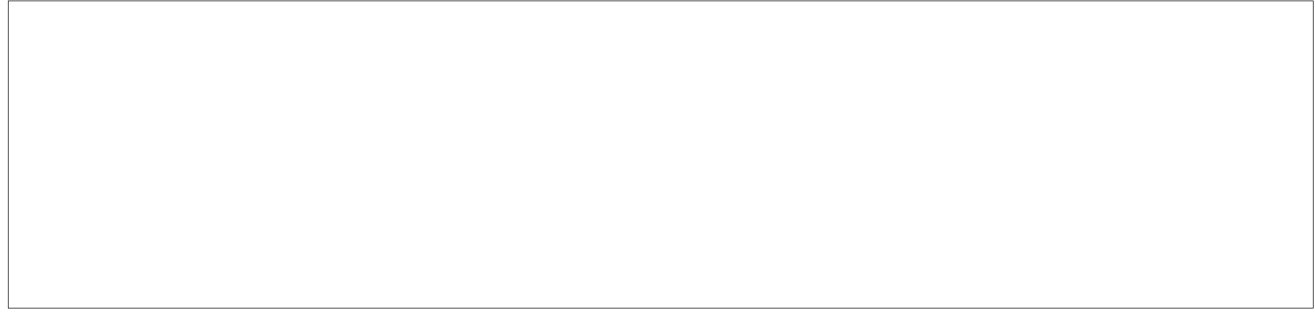
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COUNTRY : Rumania

SUBJECT : Construction Battalion [redacted] in Constanta
 and Other Units of the 20th Road and Bridge
 Construction Brigade of Bucharest 50X1-HUM



The 20th Road and Bridge Construction Brigade in Bucharest

1. The 20th Road and Bridge Construction Brigade (Brigada 20 Drumuri si Poduri) was a military construction unit directly subordinate to the Engineer Corps headquarters (Comandamentul Trupelor de Geniu) of the 2nd Military District Headquarters (Regiunea a II Militara) in Bucharest. The brigade occupied the entire second floor of the Palatul CFR in Bucharest and, in May/June 1958 [redacted] 50X1-HUM
 [redacted] Although the brigade was subordinate to the Engineer Corps and, through it, to the Ministry of Armed Forces, it worked on civilian construction projects for the General Directorate of Roads and Bridges (Directia Generala Drumuri si Poduri) of the Ministry of Transport.
2. The 20th Road and Bridge Construction Brigade contained three battalions: a battalion stationed in Constanta [redacted] 50X1-HUM
 [redacted] a battalion stationed in Roman [redacted] 50X1-HUM
 [redacted] and a battalion stationed in Dej [redacted] 50X1-HUM
 The brigade had contained a fourth battalion, stationed at Alba-Iulia, until 1959, at which time the battalion was merged with the one at Dej.
3. Most of the men in the 20th Brigade were so-called "unreliable elements", i.e. they were not trusted for service in active military units. New recruits underwent 45 days of basic military training and were subsequently posted to subordinate units where, for the remainder of their service, they did only one day of training a month. The only weapon issued to these units was the rifle, while guard units were issued only submachine guns.

Battalion [redacted] in Constanta 50X1-HUM

4. The battalion at Constanta consisted of the following six companies (company):
 - a. The 1st and 4th companies, stationed permanently in Constanta, which were bridge construction units.

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- b. The 2nd company, stationed at Nicolae Balcescu village in Constanta Province, which was a road construction unit. The small arms stores of the brigade was located in the same village.
 - c. The 3rd company, stationed at Chirana village near Tindarei, which was also a road construction unit.
 - d. The 5th company, stationed at Buzau, near Ploesti, which was another road construction unit.
 - e. The 6th company, stationed at Turcoaia village near Galati, which was employed at stone quarries belonging to an enterprise in Braila.
5. The headquarters of the battalion was located at barracks on I.V. Stalin Street in Constanta, near the military tribunal. The battalion took over the barracks from Soviet Army units which had been stationed there until June 1958. The barracks consisted of the following buildings: a single-story building housing the battalion headquarters; a single-story building housing the soldiers mess and kitchen; a two-story billet housing the men of the 1st company; and a two-story billet housing the men of the 4th company. All of the buildings were constructed of stone.
 6. According to its work requirements, each company of the battalion contained four to six platoons (plutoane), and each platoon contained four sections (grupe) of about 15 men each. Each company, therefore, contained between 250 and 350 men. The command personnel in each company consisted of the company commander (a captain), the political deputy, the company sergeant major (CSM), a civilian clerk who was responsible for work organization and who also served as liaison officer between the company and its employers; and four platoon commanders (officers).
 7. The 1st and the 4th companies of the battalion were employed in construction work in Constanta and environs. Both companies had been stationed in the town since 1955 and had been continuously engaged in reinforcing the seashore against erosion. It was said that the existence of underground springs along the shore caused the erosion of about 20 centimeters of shore every year. The 1st company, which was responsible for the so-called "northern work sector" (santierul nord), was employed in reinforcing the section of the coast between the Greek Church (Biserica Greceasca) and the military hospital (spitalul militar). The 4th company, which was responsible for the so-called "southern work sector" (santierul sud), was employed along the section of the coast behind the port, between the naval headquarters and the SNMC shipyard. The 2nd, 3rd, and 5th companies had been employed in surfacing (with asphalt) the seven-meter-wide road between Buzau and Constanta (Drumul National 2a), which was part of the main road between Constanta and Bucharest. In late 1959, this work was almost completed and the companies concerned were about to be transferred elsewhere.

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The 19th Brigade in Bucharest

8. The Rumanian Engineer Corps also comprised a 19th Brigade (Brigada 19 CFR), also with headquarters in the Palatul CFR in Bucharest. The functions of this brigade were similar to those of the 20th Brigade except they centered around railroads.

Personalities

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9. military personnel

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a. Gen. Marcu (fnu), commander of the 2nd Military District in Bucharest.

b. Col. Gheorghe Ionescu, commander of the 20th Brigade and Road Construction Brigade.

c. Lt. Col. Voiculescu (fnu), political deputy of the 20th Brigade.

d. Lt. Col. Pandulescu (fnu), officer in charge of military and political training in the 20th Brigade.

e. Capt. Ene (fnu), chief medical officer in the 20th Brigade.

f. Canciulescu (fnu), chief engineer in the 20th Brigade.

g. Lt. Col. Gheorghe Dovgan, commander of battalion of the 20th Brigade.

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h. Maj. Iancu Stroe, political deputy of the battalion

i. Capt. Gheorghe Ungureanu, a company commander in the battalion

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j. Capt. Stanciu (fnu), commander of the 2nd company of the above battalion.

k. Capt. Mercioaga (fnu), commander of the 3rd company of the above battalion.

l. Capt. Marinescu (fnu), commander of the 4th company of the above battalion.

m. Capt. Ioan Matache, commander of the 5th company of the above battalion.

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COUNTRY

: Rumania

SUBJECT

1. Basic Training Camp in Brasov
2. The Steagul Rosu Plant in Brasov, and the Military Department at that Plant

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Basic Training Camp in Brasov

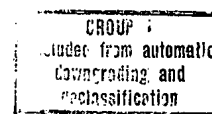
1. The basic training camp in Brasov was located at 49 Strada Ilfort, as of January 1960. New conscripts were given three months of basic training at the camp before being assigned to regular military units. A new course began every three months, and 200 trainees took the course scheduled for the period from November 1959 to January 1960. Prior to induction into military service all of the trainees worked in the auto repair or auto production field. The trainees formed a military unit [redacted] the soldiers' mail was sent in care of the 49 Strada Ilfort address. At the end of the course most of the trainees were sent to mechanized infantry units, and the other were assigned to military industries.

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2. The camp was surrounded by a barbed wire fence and consisted of a row of five or six wooden cabins and a large courtyard. The trainees and the noncommissioned officers were housed there, but the officers lived off the base. The daily routine of the trainees was as follows: reveille and physical training at 0600 hours; breakfast at 0630; training (parade drill, firing practice, gas mask drill, etc.) at 0700; lectures (on weapons familiarization, for example) at 1100; lunch at 1300; rest period at 1400; training at 1600; supper at 1900; political lecture at 2000; and taps at 2200 hours.

The Steagul Rosu Plant in Brasov, and the Military Department of that Plant

3. The Steagul Rosu Plant in Brasov employed about 2000 workers in mid-1961. During the plant's first anniversary celebrations, in 1961, it was announced that 2400 trucks and buses had been produced since the plant was first established. Only trucks and buses were manufactured, apparently, all of them bearing the trademark "Steagul Rosu." The trucks were all of the four-ton type, and the buses were also of a standard type seating 32 persons.

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4. The plant's military department, which was engaged exclusively in the assembly of trucks, was headed by a Rumanian major named Grigore Serbanescu, and the department was staffed entirely by military personnel, with about 55 or 60 employees in all. The staff included approximately 45 soldiers with suitable training, and 15 engineers and technicians with officers' commissions. In addition, five or six Soviet experts were assigned to the department on a permanent basis. The USSR supplied all of the necessary components for the trucks, including motors, chassis, axles, gear boxes and cabs, which the department then assembled into four-ton trucks which were painted khaki and trademarked "Steagul Rosu." All of the components were produced by the Soviet Zil plant. Three trucks were assembled during every eight-hour shift.

5. The components for the civilian vehicles produced by the plant were manufactured under Soviet licenses. All trucks produced were of the Zil type, but the components of those destined for the civilian market were made at the Steagul Rosu Plant, while parts for the military vehicles were produced in the USSR. The departments engaged in civilian production worked three shifts, but the military department worked only one shift.

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COUNTRY : Rumania

SUBJECT : 1. The 215th Infantry Regiment
2. Military Offices at Rumanian Railroad Stations

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1. The 215th Infantry Regiment, which served both as a combat unit and as a school for noncommissioned officers, [redacted] was stationed in December 1958 at a camp located near a forest not far from Plenita [N44-13, E23-11]. The village of Plenita was some 35 kilometers from Craiova, and the camp was situated about six kilometers past Plenita. An asphalt road led from the village to the camp, which occupied an area about 250 meters square, enclosed by a barbed-wire fence and watch towers spaced at intervals of several tens of meters. The camp consisted of approximately 16 large, two-story buildings, a number of smaller ones, a large parade ground paved with slabs of concrete, arms and ammunition stores, and an underground rations store. The regimental polygon was located some 12 kilometers from the camp.

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2. There were about 2800 soldiers in the regiment, not including officers, with Major Gheorghe Tar as commanding officer, and the regiment was divided into approximately 32 companies (Companie). There were 86 men in the 16th Infantry Company, which was commanded by Captain Gheorghe Chiriac. The regiment served as a school not only for noncommissioned officers of the infantry, but also for those of other branches of the service, such as the armored forces, artillery (field and antiaircraft), signals, engineer corps, etc.

3. In early 1959 each of the larger railroad stations in Rumania maintained an office, called the "Military Department" (Sectia Militara), which handled the military traffic, both men and material, passing through the station. Such offices are known to have existed at that time at the railroad stations in Ploesti, Buzau, Constanta, Iasi and Brasov.

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4. [redacted] the military office at the Ploesti railroad station was [redacted] commanded by Lt. Col. Ioan Voinea, and the rest of the staff consisted of a captain, a lieutenant, a sergeant and a private. Some of the military departments employed civilians as well as military personnel; at Buzau, for example, one civilian was employed by the military department of the railroad station.

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