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cannot further speak authoritatively concerning them. At Brasov, however, there were from 22 to 25 rail sidings and a large repair shop.

- b. The rolling stock in 1947 was in very poor condition and in dire need of repair and fumigation. There was such a shortage of rolling stock, particularly in passenger cars, that people even rode on top of these cars. I can recall that one time while enroute from Brasov to Arad I had to stand up for 16 hours.
- c. These railways in 1947 employed the old steam-driven engines. There were very few Diesel locomotives.
- d. Flat cars in 1947 were by and large requisitioned by the USSR military forces in Rumania. The USSR utilized this rolling stock for moving Soviet troops and equipment. I can recall that in Brasov near the railroad station the Soviets constructed massive barracks. These barracks enveloped the railway tracks so that the flat cars were pulled into the barracks where USSR military personnel could be discharged without being seen by the public. I know for certain that in 1947 these barracks were filled with railroad cars which were loaded with Russian military equipment which could move at a moment's notice. These barracks were always guarded by USSR Military Police and personnel.
- e. By way of digression - many of the schools in Eastern Rumania in 1947 were converted into small hospitals for Soviet use. They were constantly filled with convalescing Soviet soldiers. I can recall a number of occasions when I saw Soviet soldiers who appeared quite ill, but who nevertheless were forced to drill with complete military gear and packs. In most cases the disease contracted by USSR military personnel was one of the venereal diseases.

#### 4. Telecommunications

- a. The telecommunications system is very poor. Prior to World War II the system was owned by J P Morgan. Rumania, by and large an agrarian nation, possessed very few telephones outside the larger cities.
- b. In 1942 or 1943 telephones were for the first time converted to the automatic or dial type. This conversion took place only in the very large cities.
- c. Long distance calls as late as 1947 were an ordeal. It was very difficult for the operators to make the necessary connections. I know that no radio systems such as we have in the US were employed in Rumania and that only the direct line system was utilized.
- d. In calling from Brasov to Bucharest one could expect a time lapse of seven to eight hours. Constant interference made long distance calls most difficult.
- e. The types of telephones used were of US and German origin, primarily Siemens-Schukert and AEG.

#### Manufactured Gas

- a. Prior to nationalization, manufactured gas was produced primarily by the American Oil Company.

#### Fuel Wood

- a. Fuel wood is existent in large quantities in Rumania. Primary sources are the large forests in the Carpathians and in Transylvania. In fact, lumbering was in 1947 one of the major industries.
- b. A major portion of Rumania lumber in 1947 was exported to the USSR.
- c. Proportionately, I would state that pine existed in far larger quantities than other types.

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7. Minerals

- a. Lignite, magnite, [sic] and brown coal are plentiful, particularly around Resita, Rumania.
- b. So far as I knew none of the following minerals were native to Rumania in sufficient quantities: molybdenum, nickel, cobalt, chrome, beryllium, magnesium, tin, mercury, wolfram, cadmium or zirconium. I know of no uranium deposits nor do I recall any semi-malleable metals.

3. Electrical Equipment

- a. Electric wire products which were made at Farola were very scarce. The telephone wire produced at Farola in 1947 was bare, that is, it was not insulated.
- b. There were no electric locomotives, the emphasis was upon steam engines and turbines. (Brown-Boveri locomotives were imported from Switzerland).
- c. Rumania in 1947 had no electrical measuring instruments.
- d. Electric lamps and light bulbs were made by Philips and Minerva in Bucharest, both foreign concerns. The light bulbs could be relied upon for approximately two thousand hours of use.
- e. Radio receivers were primarily of foreign origin, with some assembly within the country.
- f. Dry cell batteries were manufactured by the Durra and Galvan companies of Bucharest. These dry cells were of very poor quality but this didn't matter since there wasn't a great need for them.
- g. Wet cell batteries were by and large imported, mostly from Germany with AutoLite and Bosch the only two utilized.

4. Radio Communications Equipment

- a. So far as I know no radios were produced in Rumania. Ham operations were practically non-existent throughout the country. There were two stations in Bucharest which operated on the middle and long bands. The strongest radio station in Rumania was located 18 km outside Brasov - this station had a 250 meter antenna.

5. Petroleum Refineries

- a. There were three catalytic cracking plants. One was located at Floesti, one in Moroni and the other at Brasov. By-products of the plant at Brasov were paraffin, vaseline, and bitumen.

6. Atomic Energy

- a. [redacted] I heard of no atomic research within the country. I don't believe that such research was existent. There were no uranium mines at that time.

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