

CENTRAL INTELLIGENCE AGENCY
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INFORMATION REPORT

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COUNTRY Austria (Russian Zone)

DATE DISTR. 5 February 1948

SUBJECT Razwerke A.G., Wiener-Neustadt
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1. The Russian administrator, with the title of Generaldirektor, is a former Russian first lieutenant, Larionow. He knows nothing about industrial production, but is concerned only with keeping his job and making money on the side.
2. Razwerke A.G. now employs 600 workers. The main production is railroad cars. Production figures for 1947 are as follows:

- 50 railroad cars, four-axle
- 20 railroad cars, twin-axle
- 15 four-axle tenders
- 50 stationary oil containers with a 50-ton liquid capacity
- 600 tube sections (Rohrstrucken)
- 800 tool pincers

In addition, Razwerke did repair work on a monthly average of 150 railroad cars belonging to the Austrian Federal Railroads.

The prices paid Razwerke by USIA were 39,000 schillings per four-axle car
35,000 schillings per twin-axle car
33,000 schillings per four-axle tender

3. Estimated production for 1948 is as follows:

- 70 railroad cars, twin-axle
- 30 railroad cars, four-axle
- 30 four-axle tenders
- 180 conveyor belts with 15 meter bearing surface (Laufflaesche)
- 240 hopper cars with a capacity of 1 1/2 cubic meters equipped with brakes of the heavy type used for mining

The greater part of the material necessary to complete the planned production for 1948 has been assured and contracts have been made for the delivery of 700 tons of steel and iron from Alpine-Monten through the Iron Commission; 500 tons have already been delivered.

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4. Most of the contracts for the delivery of necessary material for Razwerke were concluded on USIA authorization, but in many cases the material obtained with great difficulty is later turned over to other factories by USIA.
5. The prices received for Razwerke products are considered ruinous. It is estimated that at this rate, Razwerke will be seriously in debt in two years.
6. Out of the 1947 production, 50 four-axle railroad cars were sold by USIA to the Czechoslovak Kotva corporation. Negotiations were carried on with the Kotva representative, Engineer Pauer. A well-placed source reports that Kotva resold 50 Razwerke railroad cars to the Swedish plant, Zisterna Waganar in Malmo. This Swedish factory, under the Swedish-Russian trade agreement, is required to deliver a large number of railroad cars built for the Russian gauge railroad; hence, in order to supply its own needs, it is obliged to buy, of necessity, Razwerke railroad cars for an average price of \$4,500.

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