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1945-1947

1. Sergievski-Posad, 100 kilometers NE of Moscow on the Yaroslavl railway line, is a small town containing a spinning, a weaving, and a valve factory. The latter was almost completely destroyed by the Germans but was rebuilt and again in production at the beginning of 1945. At that time, 900 Russians and 300 PWs were employed in the factory. The factory produced in 1945 a daily average of 14,000 excess pressure valves and 500 mixed in- and outlet and sealing valves. Six excess pressure valves were tested simultaneously for 20 to 30 minutes in an hydraulic press; the daily average of faulty valves rejected by this test was 10. It is not known to what pressure the valves were subjected. The rubber used in the valve production was of American origin and of extremely good quality.
2. In Mogilev (53°54'N, 30°20'E), the following factories have recommenced production: the ligno-cellulose, screw, and concrete factories and the grinding works. The concrete factory is engaged in the production of concrete bridge pontoons. The daily production is 30 pontoons with a carrying capacity of over 100 tons, and 60 to 70 pontoons with a capacity of under 100 tons. The concrete is mixed in turners, poured into moulds, and burned; the burning process reduces the weight of the pontoons considerably.
3. The small armament works in Konotop (51°13'N, 33°13'E) was almost completely destroyed by the Germans. Reconstruction was completed and production began again in March 1945. The new factory buildings are crudely constructed and roofed with tin; the compound, however, contains a magnet works, machine-tool factory, and section rolling mill. At this time, 1,400 Russians and 800 PWs were employed at the works. In December 1945, pre-war production levels were again attained, and in July 1947 production was 145% of that in 1941. Daily production includes 2,500 bayonets and parachutist knives and 800 magnetos of various sizes for trucks, aircraft, and small naval vessels.
4. The Molotov truck works in Gorki are located on the northern edge of the town and cover an area of 25 square kilometers. There are 50,000 workers employed in the factory, engaged in the production of 3-ton and 5-ton trucks, 1 1/2 and 2-ton trucks, ZIS cars, T-34, T-44, and Josef Stalin tanks. 60,000 trucks were produced in 1946; 100,000 trucks are planned for 1947. 50 trucks are produced daily. Tank production figures are not known.

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5. a. The sugar industry in European Russia is organized into three areas: the northern, centered on Moscow; the western, centered on Kiev; and the central, embracing Kharkov, Kursk, Orel, Poltava, Tambov, Tula, Chernigov and Voronezh.
- b. The Kharkov sugar works employs 2,000 persons including a small number of PWs. Berkovets sugarbeet is the main base used for processing in this plant. Thirty thousand kg of beets processed daily produce the following: 2,000 kg of white sugar, 1,800 kg of refined sugar, 200 kg of yellow lactose, 200 kg of black syrup, 300 kg of refined syrup, and a further 500 kg of poor quality molasses used for feeding livestock. The white sugar is reserved for export, the crude lactose for internal consumption.

(1944-August 1947)

6. Mamadish, on the lower Vyatka, is the center of railway locomotive industry. The town itself contains two locomotive factories, one for large and the other for small factory engines. They are both located on the northern edge of the town and are linked by canal with the Vyatka, and by broad and normal gauge railways with the main Mamadish station and each other. The main factory employs 5,000 workers, inclusive of PWs, and produces a monthly average of 20 modern locomotives. German locomotives of types T-52 and T-58 are also converted in the works from normal to broad gauge. This is done by lengthening the axles. The factory has its own power station. The leading engineers in the works, whose names are unknown, are three Russians, two Romanians, and a German.

7. (October 1944-October 1946)

The Krasny Otkryabr works in Stalingrad employ approximately 30,000 workers. The factory was almost completely destroyed by the Germans, but, by September 1946, production had reached 75% of the pre-war level. The works consist of twelve large production halls and a number of small adjacent sheds. Smelting of pig iron and crude steel is carried out in 30 Siemens-Martin furnaces. The plant is engaged in production of artillery and component parts of tanks. Production figures are unknown. The work has its own marshalling yards.

(1946-1947)

8. There are two calor-electric stations in the neighborhood of Gorki; one is at Balakhna; the other, which was completed in July 1947, is at Chistoi. Because of lack of coal, they are both fired by peat.

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