

CENTRAL INTELLIGENCE AGENCY
INFORMATIVE REPORT

REPORT

COUNTRY USSR

DATE DISTR. 2 August 1948
50X1-HUM

SUBJECT Miscellaneous Factories in the USSR

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO ACQUIRED

SUPPLEMENT TO REPORT NO. 50X1-HUM

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1. a. Eight km NE of Talovka is a munitions factory which was almost totally destroyed by sabotage during the war. It was rebuilt immediately after the war and began producing again in April 1946. By the end of that year, the factory employed 1,100 workers and produced all types of munitions. A small gauge railway connects the factory to the main railway line. Roads and railways in the Talovka area were all considerably improved after the war.
- b. The engineering works at Talovka on the lower reaches of the Yelovka river, was extended after the war and by the summer of 1945 was in full production, employing 1,000 workers. Of these, 400 were PWs. Material produced included threshing, sowing, and reaping machinery.
- c. At the end of 1947 a big factory building was nearing completion 3 km. SE of Yelovinskaya (on the river Yelovka). The factory site covered an area of approximately 4 sq. km.
2. a. In the town of Maloyaroslavets (55°1' N, 36°29' E), which lies on the Moscow-Kaluga road about 80 km from Moscow, there is a large brick factory which in 1945 had a daily production of 8,000 to 10,000 bricks per day. The bricks were made mostly from loam and clay mixtures. At this time there were 550 PWs and Russian workmen employed in this plant.
- b. A motor factory, which is situated about three km from the center of Maloyaroslavets, covers some three square km. Although this plant was destroyed, it had been rebuilt by September 1946. About 2,000 workers are employed here and in June 1946 specialist workers, such as mechanics and locksmiths, were sent from PW camps to this factory. Actual production is not known, although at least four truckloads of finished motors were observed leaving the plant daily.

Document No. 002

NO CHANGE in Class.

DECLASSIFIED

Class. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

50X1-HUM

Auth: DDA REG. 771

Date: 21 APR 1978 By

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50X1-HUM

-2-

3. a. The Suselka copper mine is located some 65 miles to the south of Sverdlovsk. In 1947 it was producing about 400 tons of copper ore per day on a basis of three shifts. Each shift had a minimum requirement of 125 tons of ore. The ore has a copper content of 20% to 90%. The mine machinery is modern American equipment. The extracted ore is carried by light railway to the main line between Chelyabinsk and Sverdlovsk. Some of the cars containing the ore were observed to have been consigned to Kaliningrad.
- b. There is an iron ore mine near Suselka ([redacted] Eisernerzdorf (Magnetka) from which high grade ore is mined at the rate of at least 1,000 tons a day by three shifts [redacted] 50X1-HUM
- c. There is a large factory near Magnetka employing at least 3,000 workers. Old Wehrmacht tank parts and scrap are melted down and Stalin tanks are manufactured at the rate of six to ten tanks per day at this plant. 50X1-HUM

(June 1945 - July 1947)

4. An iron foundry and smelting works is situated at Berezniki (59°24' N, 56°44' E). The factory consists of seven large shops and covers an area of one square mile. Four blast furnaces with a capacity of 600-700 cubic meters are in operation. Ingots weighing 2-3 tons are produced and dispatched to a nearby rolling mill. Raw materials come from various lead, iron ore, and copper mines 8-10 miles north of Berezniki.

(December 1945 - July 1947)

5. On the southern outskirts of Berdichev (49°53' N, 28°32' E) there is a tank assembly plant and an adjoining tank repair shop. Twenty tanks are reported assembled and tested daily. The repair shops are engaged mainly in dismantling armored vehicles. Tiger and Panther tanks, however, are repaired for Red Army use. Usable engines of wrecked armored vehicles are sent to a factory for agricultural machinery at Skvira. All guns, except the German 88mm AA gun Model 1941, were melted down. The assembly plant and workshops employed 1,600 workers.

(September 1944 - July 1945)

6. At Kotlas (61°15' N, 46°45' E), near the confluence of the Dvina and Sukhona Rivers, there is a shoe factory which employs 1,200 workers and produces 800 pairs of shoes and 300 pairs of boots daily.

(December 1945 - July 1946)

7. A new ball bearing factory was set up after the end of the war at Sapak (sic), north of the Aral Sea. The ball bearings produced there are sent to an engine factory at Kamysibash (sic). Workers numbered 300 civilians and 800 PWs.

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