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CENTRAL INTELLIGENCE AGENCY

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Document No. 03

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Kirchmoeser Tank Repair Shop

1.

there was a soviet tank repair shop at the former railroad repair shop in Kirchmoeser (W 53/3 12). All types of tank repair work were done and the spare parts required were manufactured at the shop. The installation was headed by Colonel (Tech) Kolesnikov (fnu). The political officer was Lieutenant Colonel (Tank Troops) Briosov (fnu). The unit which ran the installation [redacted] comprised 40 officers, most of them of the technical services, and 120 NCOs and [redacted], most of them veteran tank troopers. The German personnel employed at the installation were used only for specific jobs in the foundry, lathe department, grinding and milling shop. The assembly work was done exclusively by the Russians. (1)

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Leipzig Central Motor Vehicle Repair Shop

2.

During the period from 25 to 30 October 1950 the central motor vehicle repair shop for the Soviet Occupation Forces in Germany was located in the former Buessing-MAG Plant on Linkelstrasse in Leipzig B-26. The shop was a Soviet corporation plant [redacted]

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3.

The main shop was housed in the Buessing Plant and had a German work force of about 1,500. It was managed by Major Khudensky (fnu), and only did repair work on motors and transmissions, for the most part Studebakers and Fords. (2) The following auxiliary shops were affiliated with the main repair shop [redacted]

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a. Former Koellmann Plant in Leipzig-Bohnenfeld, managed by Captain Belanakhikov (fnu), and employing a German work force of about 400 men. The plant manufactured ground gears and spare parts for transmissions and motor vehicle axles.

b. Repair shop in Turzen, managed by Major Alyenov (fnu), and

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employing a German work force of about 200. It manufactured bodies in addition to doing repair work on bodies.

mounts for rocket launchers were being overhauled at the shop. (3)

- c. Repair shop in Wolda, located in a former foundry, and managed by Captain Beruzov (fnu). The shop employed a German work force of about 140 and manufactured motor vehicle castings. (3)

A shop in Zeesen, where only repair work on TIS vehicles was done, and a shop in Bernau, where repair work on Soviet passenger cars was done, were also assigned to the central motor vehicle repair shop. (4)

4. The former IFA Muffler Plant (formerly Espersbecher & Co) at 1 Markranstaedter Strasse, Leipzig, which produced fuel tanks for TIS motor vehicles, is also believed to be connected with the central motor vehicle repair shop, (5)

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5. The motor pool of the Central motor vehicle repair shop was located in the former AAA equipment park in Lindenthal (T 52/E 21). Like the main installation, the motor pool was guarded by German police. A detail of 25 German policemen and 25 factory police were on duty at the main repair shop.

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The trucks were used for the shipment of finished parts to the auxiliary shops and for other hauling. Trucks operated between the central shop in Leipzig and the main Soviet motor vehicle spare parts depot at the former Schwarzkopf Plant in Wildau. (6)

#### Schoenebeck Motor Vehicle Repair Shop

6. A Soviet motor vehicle repair shop, assigned to a headquarters in Potsdam, was observed in Schoenebeck (M 53/D 78) in late September 1950. (7) The chief of this Potsdam headquarters, a colonel, inspected the shop on 10 September 1950, riding in Packard sedan, which had to be overhauled during his stay. The installation was equipped with six or seven trucks used for the hauling of spare parts and for other missions. Most of these trucks were operated by German civilians. (6)

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7. The following motor vehicle traffic was observed at the installation:

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- a. A general's vehicle, which was a truck with a box-like body [REDACTED], was picked up about 10 September 1950. (6) The vehicle, which had been overhauled, was fitted with two living compartments, a small wash room, and bars on the windows. 50X1-HUM
- b. A convoy of trucks to be thoroughly overhauled arrived from Wittstock (N 54/U 11). [REDACTED]. The drivers of the vehicles wore black service color. (6) 50X1-HUM
- c. After being overhauled Ford truck [REDACTED] and GAS ambulance [REDACTED] were picked up from Potsdam. (6) 50X1-HUM
- d. Motor vehicle [REDACTED] from Haldensleben (M 53/Y 51) was turned in for a thorough check. (6) 50X1-HUM
- e. Several heavy-duty trucks were turned in from Magdeburg. Truck [REDACTED] had a German driver, and truck [REDACTED] was a M3 vehicle. (6) 50X1-HUM

After being overhauled all the vehicles left the shop newly painted [REDACTED] 50X1-HUM

8. A unit similar to the one in Schoenebeck was located in Medlinburg (M 52/D 35) and another unit allegedly in Bernau. The former installation did only specific repair work. (8)

#### Strausberg Ordnance Repair Shop

9. A total of fifteen 76.2-mm and five 37-mm AA guns were seen in the workshop building of the ordnance repair shop in Strausberg (N 53/V 15) on 26 September. Both types of guns were fitted on four-wheel carriages and sponge rubber tires (sic). The wheels were fitted with devices which made it possible to lower the guns to the ground. The guns were completely disassembled at the shop and repaired. All parts in need of repair were replaced. (9)
10. A new shed of about the same length as the workshop was erected in the area of the installation in the summer of 1950. The shed was filled to capacity with guns. Lumber was being unloaded at the Kleinbahnhof. A ramp allegedly was to be built there.

#### Zeesen Motor Vehicle Repair Shop

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11. On 18 September 1950 it was learned [REDACTED] that shipments of motor vehicles repaired at the motor vehicle repair shop in Zeesen (N 53/V 02) left daily for Cottbus after 14 September 1950. For example, a train loaded with 35 [REDACTED] 3 1/2-ton personnel carriers was seen in Koenigsrueterhausen on the afternoon of 15 September. [REDACTED] the vehicles were bound for Cottbus. At 8:10 p.m. on 16 September, a train loaded with 40 [REDACTED] trucks left toward Cottbus after being parked on a siding for several hours. [REDACTED] 50X1-HUM
- [REDACTED] another shipment of repaired trucks left the station about 8 p.m. on 17 September. (10) 50X1-HUM

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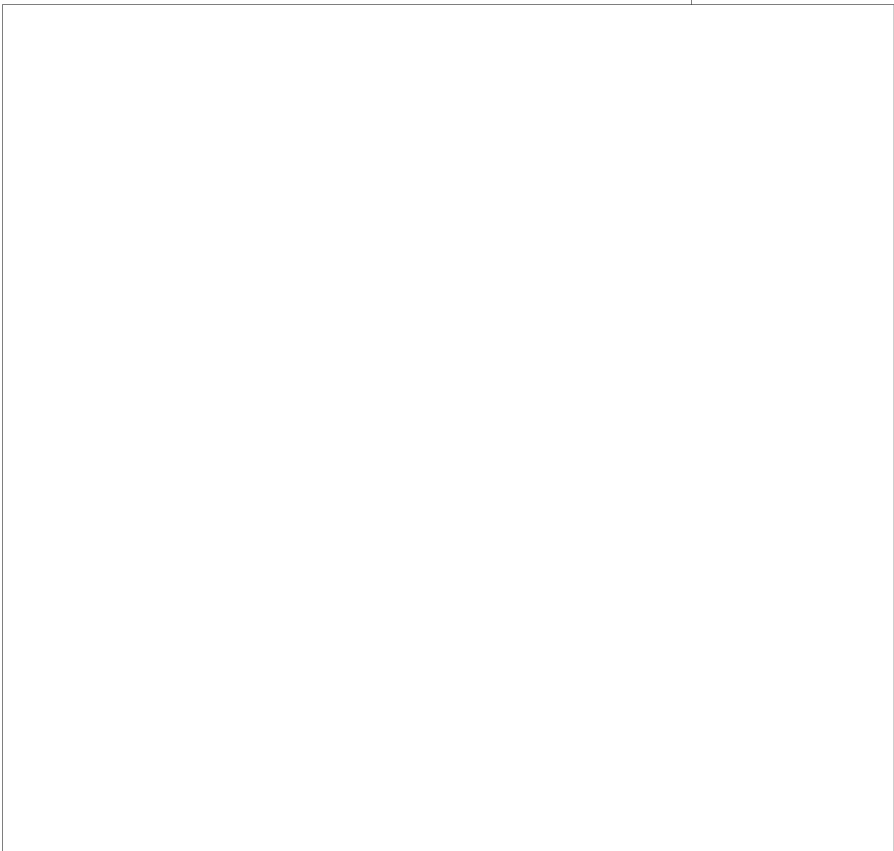
12. In October, a Soviet motor vehicle repair shop was observed 50X1-HUM in the former postal police training center in Zeesen, which was an SS camp after 1944. The installation [redacted] was headed by Major Mezerov (fnu). The installation had a work force of 700 German workers and other employees. Skilled workers were being hired in October. The Soviet guards wore light red piping. (10) A branch shop with the same APN was located in Oberschoeneweide. (11)
13. The installation was engaged in the repair of Soviet motor vehicles, which, [redacted] were from the Berlin, Cottbus, and Dresden areas. Furthermore, the installation assembled captured and cannibalized trucks, install 50X1-HUM motors and built bodies for personnel carriers. Motor vehicles to be scrapped arrived by rail. The repaired vehicles, [redacted] were shipped out by train via Koenigs-musterhausen. Work was done in two shifts, namely from 7:30 a.m. to 4:30 p.m. and from 4:30 p.m. to 2 a.m. If urgent work was to be performed, Sunday shifts were added. Passenger car [redacted] was used by the Soviet supervisory personnel. Truck [redacted] passed through the gate of the installation on 30 October. (6) 50X1-HUM
14. In late September 1950 it was learned that the prescribed output of the Zeesen motor vehicle repair shop, [redacted] for September was 175 trucks and 25 tank trucks. However, 185 trucks and 34 50X1-HUM tank trucks actually left the shop. During the period from 28 September to 8 October 1950 it was observed that activities at the shop were at a peak level. Two shifts worked and 14 vehicles were repaired every day. A definite bottleneck was the spraying shop because the drying [redacted] of sprayed vehicles took some time and three shifts would not be worked for lack of floor space. In mid-October 1950, the output for the month of October was raised to 200 Chevrolet trucks, 20 GIs trucks and 30 tank trucks. In early November, the output for the month was not yet known. It was said to be higher than that of the previous month. 50X1-HUM

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16. On 7 October 1950, trucks and six shop trucks were towed to the repair shop. (6) The trucks were allegedly assigned to the MG Plant in Schoene-weide where repair shop trucks were manufactured. The following observations were made of these shop trucks:

- a. The chassis, motor, and driver's cab were manufactured at the Opel Plant in Leipzig, and allegedly had a Studebaker engine. The chassis had a rated load capacity of 5 tons but was actually loaded with 7 tons. The vehicle was a three-axle truck fitted with dual wheels. A two-axle trailer with the same body as the repair truck itself was recently attached to each repair truck.
- b. The body and the accessories were manufactured in Oberschoene-weide, a branch plant of the Zeesen Plant. The finished trucks were distributed by the plant in Zeesen.
- c. Each repair truck was equipped with three drill presses, one electric welding set, one autogenous welding set, one electric annealing furnace, one field forge with accessories, one lathe, one complete set of tools, all the high-speed drill bits from 3 to 30 mm, cutting tools for internal and external threads, all types of screw plates and milling cutters, measuring devices, hammers, saws, and in addition, various types of files.

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## 17. Outgoing shipments of repair trucks included:

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- a. On 23 September, 86 trucks were loaded for shipment by rail. The trucks were towed to the ramp by truck [redacted]. On 26 September, 40 of these trucks were still standing at the Koenigsvusterhausen railroad station. (6)
- b. On 27 September, 40 trucks, 12 tank trucks, and two repair trucks left the installation for an undetermined destination. The detachment picking up the trucks rode on motor vehicles [redacted]. (6) 50X1-HUM
- c. Six [redacted] tank trucks were picked up by trucks [redacted] on 9 October. These trucks also picked up transmissions, seats and cushions. (6) 50X1-HUM
- d. Trucks [redacted] picked up six tank trucks, six complete repair trucks and six repair truck trailers without equipment on 10 October. The two trucks also picked up transmissions, seats and cushions. (6) 50X1-HUM
- e. On 20 October, truck [redacted] arrived with a detachment that picked up six tank trucks. (6) 50X1-HUM
- f. On 20 October, a detachment wearing black uniforms and crash helmets arrived on truck [redacted] to pick up six tank trucks. (6) 50X1-HUM
- g. A detachment wearing red-bordered black epaulets arrived on truck [redacted] to pick up six repair trucks on 25 October. Three of the repair trucks [redacted] were marked with a small red star in a white field. (6) 50X1-HUM
- h. Twenty trucks and repair truck [redacted] left the installation by road on 26 October. (6) 50X1-HUM
- i. House trailer [redacted] brought eight men who picked up 20 trucks and three repair trucks to be loaded on railroad cars on 27 October. (6) 50X1-HUM
- j. On 4 November, a detachment arrived on trucks [redacted] to pick up 70 trucks fitted with dual wheels, for shipment by rail. Three new repair trucks [redacted] left the installation for an undetermined destination. (6) 50X1-HUM

## 18. Outgoing shipments of material included:

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- a. Truck [redacted] picked up spare parts, two old driver's cabs, and six barrels of carbide on 3 October. (6) 50X1-HUM
- b. Trucks [redacted] picked up transmissions and steering gears on 19 October. (6) 50X1-HUM
- c. Trucks [redacted] picked up transmissions and steering gears on 24 October. (6) 50X1-HUM
- d. Trucks [redacted] picked up air filters and rims, truck [redacted] transmissions and steering gears on 26 October. (6)

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- e. Truck [ ] picked up motors on 27 October. (6) 50X1-HUM
19. No stores of raw materials were kept at the repair shop. The materials requisitioned were delivered without delay. Tires were delivered to the repair shop on truck [ ] on 18 October and on truck [ ] on 20 October. (6) 50X1-HUM
20. Repair work on the plant railroad track of the installation was completed on 20 October. An additional track was laid to the end ramp so that loading from this ramp was possible in two directions. Five hand drill presses, which were a critical item, were delivered on 3 November. The tools were not issued immediately. A boiler was exchanged in the boiler house. On 14 October, the installation was inspected by high-ranking officers who arrived in passenger cars [ ] (6) 50X1-HUM
21. In October, 20 skilled workers left the repair installation. Most of them were transferred to the ABUS Plant (formerly Lova Plant) in Wildau. These skilled workers were replaced by the same number of unskilled workers, including women. If skilled lathe operators were not hired in time the output of the shop was expected to fall in November. In October, control officer Makarov (fnu), after being away for three weeks, returned to the installation. (13) 50X1-HUM

## [ ] Comments. 50X1-HUM

- (1) This information confirms the 123d Tank Repair Shop in Kirchmoeser, which occupied two thirds of the installations of the former railroad repair shop. In addition [ ] is also assigned to the installation which was previously believed to be headed by Colonel Zhabolin (fnu). [ ] The other two names were reported for the first time. 50X1-HUM
- (2) The repair shop is a branch installation of the 54th Central Repair Shop, [ ] also observed in Wurzen and Apolda. Detailed information on the two shops reportedly located in Leipzig was furnished for the first time. 50X1-HUM
- (3) The installation in Wurzen is known to be a branch plant of the 54th Central Repair Shop [ ] One Major Zarayev (fnu) was previously believed to be the chief of that installation. [ ]
- (4) Zeesen is known to be a large branch installation of the 53d Central Repair Shop, [ ] a motor vehicle repair shop of the Fourth Gds Recz Army was located in the former Bergmann Plant, Bernau. [ ] 50X1-HUM
- (5) This installation was [ ] a repair and assembly shop for tank trucks. 50X1-HUM
- (6) The motor vehicles mentioned in the report are identified as belonging to the following units: 50X1-HUM
- Para 5: All to units of the GDFG.
- Para 6: The second truck to a headquarters unit of the Third Shock Army.
- Para 7a: 44th Gds Gun Arty Brig of the Third Shock Army.
- Para 7b: A series of the 18th Recz Div.
- Paras 7c and 16: GDFG.
- Para 7d: A headquarters unit of the XXIX Ptz Rifle Corps of the Third Shock Army.
- Para 7e: GDFG and the 3d Gds RT Arty Brig of the Third Shock Army.
- Para 13: Vehicles of the SCC and air force.

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Para 15c: Headquarters units of the Eighth Gds Army and the MVD.  
 Para 17a, 20: SCG 50X1-HUM  
 Para 17b: [redacted] the 8th Gds Mecz Div and the 4th Gds AAA Div  
 of the First Gds Mecz Army.  
 Para 17c: 21st Gds Mecz Div.  
 Para 17d: 21st Gds Mecz Div and headquarters units of the Fourth  
 Gds Mecz Army.  
 Para 17e: 9th Gds Tank Div.  
 Para 17f: 14th Gds Mecz Div.  
 Para 17g: 6th Arty Div of the GDFG.  
 Para 17h: An air force vehicle.  
 Para 17i: 9th Gds Tank Div.  
 Para 17j: 25th Tank Div. [redacted]

Para 18a: A series of the 2d Gds AAA Div of the GDFG. 50X1-HUM  
 Para 18b: One to the 9th Mecz Div and the other to a hitherto  
 unidentified series.  
 Para 18c: 7th Gds Tank Div, headquarters units of the Fourth  
 Gds Mecz Army, and the SCG.  
 Para 18d: 6th Gds AAA Div of the GDFG.  
 Para 18e: A headquarters unit of the Fourth Gds Mecz Army.  
 Para 19: 9th Mecz Div and the 1st Mecz Div.

- (7) Possibly the motor pool, with attached repair shop, in the former  
 Luendhuetchen Plant at the intersection of Magdeburger Strasse  
 and Blauer Steirweg in the Salzmen town section. Details on  
 the installation are not available. 50X1-HUM
- (8) Reference Bernau, see [redacted] Comment (4). [redacted] 50X1-HUM
- (9) Believed to be the dump and repair shop for guns and small arms  
 located on Hegermuehlen- and Elisabethstrasse. [redacted] 50X1-HUM
- (10) The information confirms the large branch installation of the 53d  
 Central Repair Shop, which [redacted] was located in the  
 area of the radio station south of Koenigsrueterhausen. [redacted] 50X1-HUM
- (11) This repair shop is known as another branch installation of the  
 53d Central Repair Shop. [redacted] 702. 50X1-HUM
- (12) [redacted]
- (13) On 10 June 1950 one Major Makarov (fnu) was reported as as-  
 signed to the 53d Central Repair Shop in Berlin-Oberschoeneide.

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