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50X1-HUM

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- Location:** The plant is located on a hill near the village of Krasnopolye about 1 mile east of the village between the Dnepropetrovsk-Apostolovo-Kherson railroad line and the Krivoi Rog line branching off south of the plant. It presumably extends on both sides of the Dnepropetrovsk-Kanorezha-Romakovka highway. A 20 to 23-foot wide asphalt highway and a double-track streetcar line leads from the plant to the town. the plant is located in the open country and surrounded by kolkhozy. An airfield is said to be north of the plant which allegedly has several hangars with curved roofing and a radio direction-finder control station. A six-track loading station is at the Dnepropetrovsk-Apostolovo railroad line. This station has a spur track to the plant with sidings to the different departments.

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- Plant history:** Construction of the plant started in 1945. The foundations of some workshops, already built before the German occupation and which remained after the workshops were blasted by the retreating Germans, were allegedly utilized in the new construction work. The first building series is scheduled to be completed by 1950. the construction of some workshops, including workshop building No. 1, is projected in the current Five-Year Plan. However, the final building activities will presumably extend into the following Five-Year Plan. Construction work was especially pushed with all available means in 1945. The Yuzhavtostroi Trust is in charge of the plant construction. The plant includes the Pomstroi I Plant (the proper automobile plant) and the Pomstroi II Plant, which comprises the auxiliary departments such as the sawmill, concrete plant, and the slagblock factory. The distance between the Pomstroi I and the Pomstroi II

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- Plants is about 1.5 to 2 miles [redacted] The workshops are iron and concrete structures [redacted] built on iron-concrete foundations [redacted] 50X1-HUM
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3. A great number of American machines as well as machines dismantled in the Soviet Zone of Germany were used as equipment in the plant. The German machines allegedly originated from following dismantled plants: Auto-Union in Zwickau (M51/K34) [redacted] Wanderer [redacted] Audi [redacted] Opel in Sonneberg/Thuringia (M51/J06), Auto-Union in Chemnitz (M51/K66), Daimler-Benz, Glockner [redacted] Krupp, Siemens-Schuckert [redacted], and Brown-Boveri [redacted] 50X1-HUM
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4. Plant installations: The entire building project (including settlement and auxiliary plants) covers an area of about 1,000 acres [redacted] The plant extends 2.5 miles [redacted]. The following workshops of the Pomstroi I Plant were in operation [redacted] Workshop No. 1 (chassis department) [redacted] which includes the hardening shop (79), the wheel department (81), the instrument department, and the punching shop (81); Workshop No. 2 (forge) [redacted] Workshop No. 3 (foundry) [redacted] Workshop No. 5 /DOTs - woodworking department [redacted]; Workshop No. 6 (boiler house) [redacted] Workshop No. 7 (building office) [redacted] and Workshop No. 10 [redacted] Some departments are interconnected by an underground channel system (for long-distance heating, cables) [redacted] All departments of the Pomstroi II Plant were in operation. 50X1-HUM
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5. The Pomstroi I Automobile Plant includes the workshop buildings No. 1 to 10 and 17 to 19, while the Pomstroi II Auxiliary Plant is comprised of workshop buildings No. 11 to 16 [redacted] 50X1-HUM
6. The following departments have been reported: [redacted] 50X1-HUM
- (1) Chassis department. The building is an iron-concrete structure with brickwork lining. It is 1,600 feet in length [redacted] and 1,000 feet wide [redacted]. This structure, which is on a concrete foundation [redacted] has a basement story 11.5 feet deep [redacted]. The cellar bottom is about 3 feet 3 inches thick [redacted]. On either longitudinal side of the workshop is a canal lined with cement slabs which is 10 feet wide and 8 feet deep. Outside the building the canals continue as tunnels in both directions. Every 32 to 50 feet a staircase leads to the bottom of canal [redacted]. These canals are presumably assembly pits. Also paralleling the longitudinal side of the workshop is a conveyor belt about 650 feet long and four feet wide running at a height of about two feet [redacted]. Reportedly, traveling crabs are located in this workshop [redacted]. The workshop is partitioned by brick walls [redacted]. There is one section for the administration [redacted] one section for the milling and drilling shop, and one section for the hardening shop [redacted]. The workshop was completed [redacted]. The conveyor belt was still under construction [redacted] and was tested after [redacted]. Production in this workshop started [redacted] 50X1-HUM
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- a. Equipment: The following machines were installed [redacted] turret lathes and vertical turning and boring machines, planers, drilling machines, grinding machines, milling machines, plate presses [redacted], riveting hammers [redacted] welding apparatuses [redacted] car body presses [redacted] and eight fireclay furnaces [redacted] 50X1-HUM
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- b. Production [redacted] Items produced included gear wheels, four inches in diameter (norm: 40 pieces per manshift), light metal pistons (norm: 75 pieces per manshift) [redacted] piston rings [redacted] bolts and nuts, cutting tools for machine tools in the plant [redacted] and taps and mill cutters [redacted]. The assembly of trucks (from delivered parts) was started [redacted] 50X1-HUM
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- (2) Forge: The building is an iron-concrete structure [redacted] It has the same design as workshop no. 1 [redacted] The forge was put into operation [redacted] It allegedly has rail connection with workshop No. 4 (DOTs) [redacted] 50X1-HUM
- a. Equipment: Consists of German and American machines. It includes one extremely heavy and two medium-size pneumatic hammers, eight electric forge installations [redacted] four autogenous welding installations [redacted] hydraulic presses [redacted] and iron shears for all gauges [redacted] 50X1-HUM
- b. Production: Spring plates [redacted]
- (3) Foundry: It is housed in an iron-concrete structure which probably was [redacted] the foundry consists of three workshop buildings situated side by side. [redacted] the foundry and the forge (department No. 2) are housed in the same workshop building. 50X1-HUM
- a. Equipment: [redacted] the basement for three furnaces was excavated; [redacted] two furnaces, each 10 feet high and 4 feet in diameter, were under construction. Each furnace has a fire-place and a metal smoke stack rising 6.5 feet above the roofing. 50X1-HUM
- b. Production: According to its designation, the foundry produces spare parts for repairs.
- (4) Foundry: This foundry was under construction [redacted]. However, small-scale production was already under way. 50X1-HUM
- a. Production: Single parts [redacted] 50X1-HUM
- (5) DOTs (Derevo Obdelochny Tsekh-Woodworking department): This department consists of two [redacted] or three [redacted] workshop buildings. They are iron-concrete structures [redacted] The roof is covered with slag concrete slabs [redacted] A double-track plant railroad line runs between the workshop buildings [redacted] This department was completed [redacted] Heavy machines were installed [redacted] 50X1-HUM
- (6) Boiler house: It has a high smoke stack. Construction was completed [redacted] This installation was scheduled to heat the entire plant. 50X1-HUM
- (7) Building office [redacted] A two-story brickwork building [redacted] 50X1-HUM
- (8) Workshop building: The steel constructions for this building and the foundations for the machinery [redacted] were completed [redacted] A foundry will allegedly be housed in this building [redacted] 50X1-HUM
- (9) Workshop building: This building had only one large furnace [redacted]
- (10) Workshop building: It was almost completed [redacted] A foundry will allegedly be installed in this building. The basements for three furnaces have been excavated [redacted] 50X1-HUM
- (11) Concrete factory (Zhelezo-Beton Tsekh): The concrete factory was one of the first buildings completed [redacted]. The produced concrete is used for plant construction work [redacted]. In the northwest of the plant area is the mixing mill with the following mixers [redacted] one large mixer for two mixtures, one medium mixer for one mixture, and one small mixer for one-half to three-quarter mixture. One mixture consists of one wheelbarrow-load of cement, three wheelbarrow-loads of gravel, two wheelbarrow-loads of sand, and two wheelbarrow-loads of slag. The actual time consumed filling the mixer is approximately five minutes, while the mixing operation lasts from two to three minutes. Between 120 and 190 mixtures were produced daily. Most of the work was done in two shifts of about 30 men each. The concrete is shipped in four dump trucks (during rush hours in six dump trucks) to the various 50X1-HUM

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- departments of the plant [redacted]. Each truck carries four mixture-loads of concrete without gravel and five mixture-loads of concrete with gravel [redacted]. Concrete slabs measuring 92 x 20 inches and 60 x 12 inches were produced [redacted] 50X1-HUM
- (12) Sawmill (Led Tsakh) [redacted]; Stone building [redacted]. 50X1-HUM
- a. Equipment: Equipment in the plant includes four vertical saw frames [redacted]. Work is done in two shifts of thirty men each [redacted] 50X1-HUM
- b. Production: Boards and planks, one to five inches thick [redacted] were produced. The shift-norm was 76 cubic meters [redacted] 50X1-HUM
- (13) Carpentry (K.P.P. Dok ?) [redacted] Work is done in two shifts [redacted] of a hundred men each. Production included windows and door frames [redacted] 50X1-HUM
- (14) Slagstone factory:
- a. Equipment: two presses. 50X1-HUM
- b. Production: It includes the production of artificial stones made of slag, cement, clay, and sand. Both hollow and solid stones were produced. The hollow stones weighed 14 kg; while the weight of the solid stones was 24 kg [redacted]. Allegedly, the daily output was 5,000 to 6,000 hollow and solid slagstones [redacted]. The cement works is also housed in this building [redacted] the factory is to be razed after completion of the plant construction project to make way for workshop buildings of the automobile plant [redacted] 50X1-HUM
- (15) Administration of the slagstone factory [redacted] 50X1-HUM
- (16) Truck repair department: Garage and repairshop for plant-owned motor vehicles [redacted]. It was designated AKT (?) according to sources [redacted] and 70. 50X1-HUM
- (17) Workshop building: This structure was completed in rough brickwork [redacted]. No interior equipment had been installed yet [redacted] 50X1-HUM
- (18) Electro-department: A cantonment building [redacted] housing an electric workshop for plant requirements. 50X1-HUM
- (19) Workshop building: Only the steel structure was completed by July 1948. 50X1-HUM
- (20) Housing block (Quartal B) [redacted] Each structure had two-stories [redacted]. The housing settlement consisted of three stone buildings by July 1948. Four buildings were still under construction [redacted]. Former buildings were allegedly razed in 1947 to make way for workshop buildings [redacted] 50X1-HUM
- (21) Housing block: This group consists of 20 to 30 single-story [redacted] houses which were completed by July 1948 [redacted]. These houses served as living quarters for the technical personnel [redacted] about 300 apprentices were housed in this block, which therefore was designated Komsomolska settlement; [redacted] the administration was housed in this block. A settlement is projected with housing for 50,000 workmen including a hospital, clubhouse, and cinema [redacted] 50X1-HUM
- (22) Transformer and distributing station of the Zaporozhe Power Plant [redacted] Reportedly 15,000 volt lines allegedly led from this station to the automobile plant. [redacted] 50X1-HUM
- [redacted] Long distance transmission lines are also connected with Krivoi Rog and Kirovograd [redacted]. The poles of the overhead system supported three two-inch-gauge cables [redacted] 50X1-HUM
- (23) TETs ("Energostrai"): The power station was still under construction in December 1948 50X1-HUM
- (24) PW Camp No. 73152.

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7. The following installations [redacted] were mentioned: 50X1-HUM
- Engine department [redacted] 50X1-HUM
 - Automobile park [redacted] of about 100 trucks (US make) in need of repair. 50X1-HUM
 - Technical designing office [redacted]. 50X1-HUM
 - Four bunkers (fuel dumps?) were built about eight feet underground with a concrete bottom. Track installations to the bunker entrances were under construction [redacted]. The roof consisted of a propped up 12-inch-beam layer, superimposed by a 12-to 16-inch concrete layer and covered with 6.5 feet of earth [redacted]. 50X1-HUM
 - Pipe line [redacted] 28 to 32 inches (?) thick. This pipe line system was probably built [redacted]. It is located about 10 feet underground and allegedly will interconnect all buildings (49) (long-distance heating). 50X1-HUM
 - Brickworks, connected with the plant by a cable way [redacted]. 50X1-HUM
 - Cement works. It is housed in workshop building No. 14 [redacted]. Cement slabs and cement bricks were produced [redacted].
 - Locksmith's shop working for plant requirements [redacted]
 - Kitchen house and several administration buildings.
 - Warehouse [redacted] and storage places for building material and crated machines of German and allegedly also American origin. 50X1-HUM

8. Production.

- Kind of production. The assembly of trucks was started about the middle of 1947. Until then only repair work [redacted] and tooling of material for plant construction [redacted] was done. Tools and single parts such as cylinders [redacted], steering gear parts, Cardan shafts, front axles, rear axle parts, and brake levers [redacted] were produced. The first test truck model "DAZ 150" was [redacted] (assembled from single parts supplied by the Moscow Stalin Plant). The "DAZ 150" built by the Stalin Plant under the designation "ZIZ 150" as an improved version of the old "ZIZ 5" is a truck with a closed driver's cabin [redacted]. It is a 90 HP vehicle with two axles. It is equipped with a six cylinder Otto engine and carries a useful load of 3.5 tons [redacted]. This truck is scheduled to be built partly in Moscow, but mainly in the Kuttaigand Dnepropetrovsk Automobile Plants. The production of three-ton automobile cranes [redacted], type "K-31" [redacted] was started [redacted]. Mass production of this type started after it had passed government tests [redacted]. The cranes are mounted on completed ZIZ trucks [redacted]. These crane trucks can be used for repair work in garages (lifting of engines and of tractors) and for planting large trees in forest reserves [redacted]. Mass production of these truck cranes reportedly started in the Lvov Assembly Plant [redacted]. This plant will also produce truck cranes with a load capacity of five tons [redacted]. 50X1-HUM
- Amount of production.
 - Production of trucks: The monthly assembly capacity was 500 units [redacted]. When most departments are in operation [redacted] it can be assumed that the trucks will be assembled [redacted] from parts manufactured in the plant. The [redacted] schedule provides for a production of 25,000 units. The final annual plant capacity will be 60,000 units (presumably to be reached in 1955). 50X1-HUM
 - Crane production: The first series of cranes (50 units) was completed between [redacted]. The output increased two and a half times [redacted]. Five hundred units were scheduled [redacted]. It can be estimated that about 130 cranes were completed [redacted]. 50X1-HUM

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9. Raw materials and power.

- a. **Power supply.** A plant-owned TET's power station was under construction [redacted] Until now, power has been supplied through a transformer station from the Zaporozhe Power Plant [redacted] The plant also had an emergency aggregate [redacted] 50X1-HUM
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Power for the Pomstroi II Plant is allegedly supplied through a high tension system [redacted] from the Dnepropetrovsk Power Plant [redacted] 50X1-HUM
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- b. **Steel** is supplied by the Zaporozhstal Steelworks [redacted] Steel and iron structures required for plant construction partly come from the Molotov Plant in Dnepropetrovsk [redacted] 50X1-HUM

- c. **Shipments of building material**, such as bricks, cement, slag and timber come in by rail [redacted] 50X1-HUM

- d. **Parts are delivered by the Stalin Plant in Moscow** [redacted] Completed trucks also come from the Moscow Plant [redacted]. They are converted into crane trucks. 50X1-HUM
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10. **Work force:** The work force employed in the production departments probably numbers about 3,000 men. Almost all FWs are assigned to building work. Part of the Soviet skilled workmen are juveniles trained for their assignments in rush courses [redacted] The FW engineers employed in construction work were in leading positions. Soviet convicts were also employed in the plant. Work was done in two and sometimes in three shifts of eight hours each. 50X1-HUM

11. **Security:** The plant is guarded by military sentries.

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