

INFORMATION REPORT

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COUNTRY USSR(Ukrainian SSR)

DATE DISTR. 11 March 1952

SUBJECT October Revolution Locomotive Plant
at Voroshilovgrad
25X1

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The following supplementary information is given on the locomotive plant in Voroshilovgrad (39°19'E/48°04'N), Ukrainian SSR :

1. Plant history and plant installations :

a. Inscriptions on plant buildings indicated that most installations were constructed between 1909 and 1911 and were enlarged until 1917. The rolling mill, constructed in 1909, and the old foundry were destroyed in 1917. Under reconstruction since 1943, they were presumably completed by late 1949.

b. The following plant installations, destroyed by the Soviets during World War II, were reconstructed between 1945 and 1947: Power plant, locomotive department (originally constructed by German engineers in 1930), and the new boiler forge (constructed in 1936 and 1937). Reconstruction of the latter was not expected to be completed before late 1949.

c. During the war, the machinery of the main workshops was transferred to the Ural Mountains (Ufa) from where only some special equipment was returned in 1944 and 1945.

d. The plant area, about 2 x 3 km, was 40 percent built up.

e. The power plant, the new boiler forge and the locomotive department were modern ferro-concrete structures and iron-frame structures with slag-stone walls. They were covered with obtuse angular gable roofs of sheet-metal and had skylights. The department for locomotive boiler parts was an iron structure with slagstone interior.

f. All other buildings were small stone structures with sheet-metal gable roofs and iron doors. All the plant installations would newly be

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whitewashed on national holidays. No air-raid shelters were observed.
For plant layout see Annex.

2. Work force :

Twenty-five to thirty thousand civilians, 10,000 Soviet convicts, 2,000 to 3,000 PWs and 2000 apprentices working three shifts.

3. Production :

a. Steam freight engines, type SU 17, with one idle axle, five driving axles and four tender axles. Total weight without tender : 116 tons or 120 tons (was not exactly remembered). Maximum speed : 60 to 70 kmph.

b. Output: In 1945, three locomotives per month; in 1948, 32 to 35 locomotives per month. It was believed that the output of 40 engines per month, scheduled for the end of the 5-Year Plan, could not be achieved, all PWs being withdrawn in January 1949. The present monthly output is estimated at 25 to 28 engines.

c. During the war attempts were made to duplicate an American steam (?) Diesel engine which, however, did not run when tested in 1945. A second engine of this type, completed on the anniversary of the October Revolution in 1945, failed, breaking a connecting rod after almost reaching Moscow. No details available.

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[REDACTED] Comment :

The information on history and present production of the largest Russian locomotive plant [REDACTED] and is forwarded although location and plant layout have been clearly determined from various other reports. Report and sketch are the best available target information and, conforming with previous records as to all essential installations can be considered correct.

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1 Annex : October Revolution Locomotive Plant in Voroshilovgrad.

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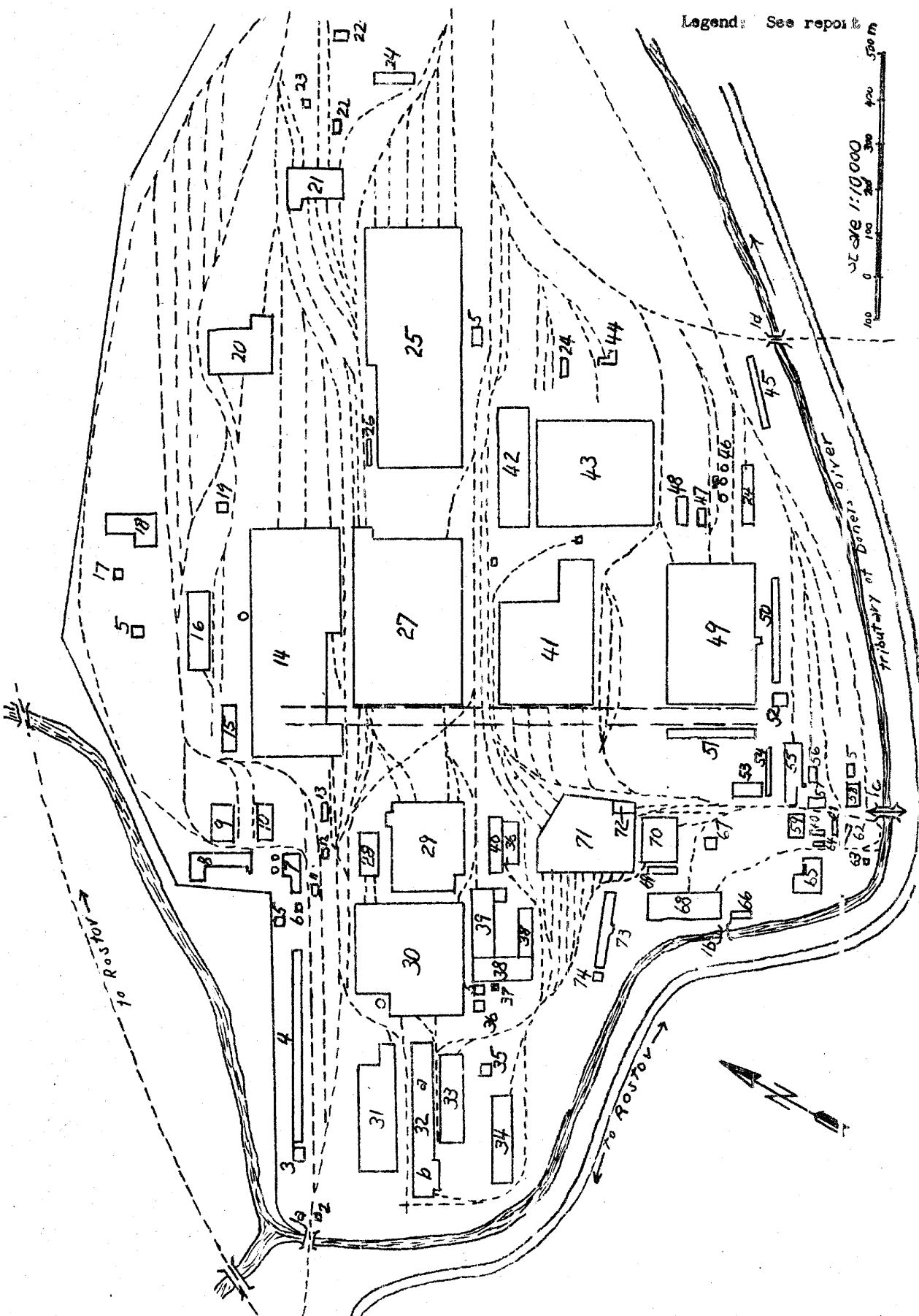
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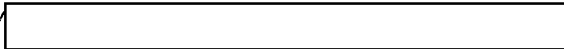
Attachment

October Revolution Locomotive Plant at Voroshilovgrad

Legend: See report



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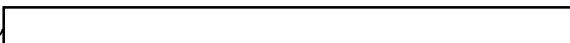


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Legend of Annex

- 1 Gates
- 2 Former inn
- 3 Chemical laboratory
- 4 Manufacture of bolts
- 5 Transformer station
- 6 Guard house and gate
- 7 Gas plant; equipment : Two gas tanks, 15 meters in diameter and 20 meters high
- 8 Fire-clay plant
- 9 Oxygen plant
- 10 Large warehouse
- 11 Stores with locomotive parts
- 12 Small engine shed
- 13 Railroad car repair shop
- 14 Steel foundry with several furnaces and a 50-meter smokestack,
- 15 Foundry administration
- 16 Gas plant with four generators
- 17 Pump station
- 18 Ruins of a former school
- 19 Die for steel shavings
- 20 Cog wheel department
- 21 Locomotive painting shop
- 22 Ware house
- 23 Transportation section
- 24 Sawmill
- 25 New boiler for use, not equipped
- 26 Locomotive shop
- 27 Locomotive assembly shop, comprising several parallel workshops. An assembly line has been under construction since late 1943 in workshops No. 2 and No. 3, or in No. 7 and No. 8, to speed up production

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Annex

- 28 Tube rolling mill
- 29 Old boiler forge
- 30 Rolling mill with about 40-meter smokestack
- 31 Old steel foundry with about 40-meter smokestack
- 32 Plant department
 - a Old rolling mill (Veroshilov's former place of work)
 - b Assembly No. 2 overhauling and fitting of dismantled machines
- 33 Steel structure department
- 34 Shop for locomotive parts
- 35 Apprentice department
- 36 Carbide manufacturing shop
- 37 Water tank, 20 to 25 meters high and 20 to 25 meters in diameter
- 38 Electro assembly
- 39 Assembly shop No. 1, same as No. 32 b above
- 40 Construction of formers
- 41 Steel foundry
- 42 Model making carpenter shop
- 43 Tool shop
- 44 Manufacture of construction stones
- 45 Garages and fire department
- 46 Three oil tanks about 15 meters in diameter, height could not be determined, the tanks being partially underground; capacity about 759 cbr.
- 47 Dispensary
- 48 Furniture department
- 49 Large steam forge, called KPC
- 50 Drying chambers for timber
- 51 Lathe shop for locomotive axles
- 52 Heating plant
- 53 Messhalls
- 54 Office building
- 55 Power plant with four boilers 15 meters high each and eight Siemens steam turbines, capacity unknown
- 56 Coal dump
- 57 Small workshop

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Annex

- 58 O.G.T. no details available
- 59 Main electric office
- 60 Printing shop and library
- 61 Horse stables
- 62 Garage
- 63 Car manufacturing shop
- 64 Electric-powered lorries
- 65 Kitchen
- 66 Guard house
- 67 Ruins
- 68 Lathe shop for locomotive parts and axles
- 69 Stores with materials
- 70 Light-metal foundry for accessories
- 71 Locomotive tender department
- 72 Mechanical laboratory
- 73 Ruins of former administration, constructed in 1917, were being demolished
- 74 Office

Bridges at the plant sites :

- 1a Old iron structure single-track railroad bridge, with two plate girders, 120 cm high; length 45 to 50 meters; width 5 meters; clearance 5 meters
- 1b Steel structure bridge with two piers, constructed by PAs in 1943 (military bridge with trestle bents with sills, system Roth-Wagner). Length : 45 to 50 meters, width : 7 meters; clearance : 5 meters. The structural parts were manufactured at the plant.
- 1c Iron structure emergency bridge (stone bridge was blasted during the war) to be replaced by the same type bridge as No. 1b above. The structural bridge parts, under construction in the plant, will presumably be completed by the end of 1949.
- 1d Iron structure emergency bridge with two trestle bents with sills. Length : 45 meters; width : 3 meters; clearance : 5 meters; capacity : 16 tons (for small plant locomotives only). The bridge was constructed by Germans during the war.

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