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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

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Document No. 3

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25X1 1. VVB IFA

Auth: HR 70-2
Date: 12 SEP 1978 By [Redacted]

25X1 a. In accordance with government orders, VVB IFA had delivered to its
25X1 customers by 17 September the following:

- 25X1 40 of Type 690 - Order 29/52-K
- 25X1 5 of Type 660 - Order 70/36-K
- 25X1 70 of Type 710 - Order 107/26-K
- 25X1 140 of Type 666 - Order 115/26-K

25X1 The production of Type 660 had stopped completely because of a lack
of extra gears (Zusatzgetriebe), and because of unrepaired motors.

b. IFA Karosseriewerk Radeberg had received instructions from the firm,
Buessing, Leipzig, to deliver two new model drivers' cabs, because the
sample provided for the VVB was not of the correct size. It had also
been discovered that the position of the steering column varied on the
individual chassis. Major Brakin(1) had visited Radeberg.

2. IFA Kraftfahrzeugwerk DKW VEB(2), Zschopau

The 1952 plan foresees the production of 800 motors of Type EL 308. Experience
proved the present model to be unsatisfactory because it was
short-lived; therefore, improvements would be necessary.

3. IFA Kraftfahrzeugwerk Audi VEB

The factory would have to manufacture daily 17 cars of Type F.8. and 14
cars of Type F.9. if it was to attain its production target for the year.

4. IFA Kraftfahrzeugwerk Framo VEB

Production had reached the following stage on 3 October:

	Target	Actual
3/4 ton trucks	703	611 from the production belt 481 ready for sale

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STATE	NAVY	NSRB	DISTRIBUTION							
ARMY	✓	✓	✓	✓						396

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5. IFA Schlepperwerk Nordhausen VEB

- a. The following production plan had been made for the 40 hp tractor (24 September): vehicle serial No.
 - 2250 by 30 September 1951
 - 3100 by 31 October 1951
 - 3600 by 30 November 1951
 - 4000 by 31 December 1951
- b. The factory had been allocated a monthly target of making available 10 workers who must at all costs be released for service in basic industry (i.e., uranium mining with Wismut A.G.).

6. IFA Schlepperwerk Brandenburg VEB

- a. The Ministry of Machine Construction had decided that only 400 Activist tractors should be made in 1952, as well as the previously decided number of RS 30.
- b. The factory management considered the proposal of the Ministry that the factory should build only (sic) R.S. 30 tractors unacceptable. The tractors had not been tested sufficiently and it was probable that there would be delays and difficulties which would mean that the factory could not possibly pay its way. The factory proposed on 1 October to the Ministry that it make 430 Activist tractors and 1570 R.S. 30 tractors in 1952.
- c. The plan for the month of September had been 110% fulfilled, the plan for the quarter, 113.7%. The VEB plan had been 100.2% fulfilled on 30 September.

7. IFA Karosseriewerk Halle VEB

- a. The wheelwright shop (Stellmacherei) would have to start on the two prototype trucks and the nine H.3.A. trucks for the Buero fuer Wirtschaftsfragen, Berlin, as soon as the delivery vans had been completed.
- b. The customer insisted on delivery of the EMW ambulances up to serial number ten by 30 September. This would require working two shifts. The first two trucks would be ready for shipment on 28 September.
- c. The following production was planned for the month of October:

- 25 delivery vans (backlog from September)
- 6 LDKW Phaenomen for the Post Office
- 2 delivery vans Phaenomen for the Post Office
- 5 EMW ambulances
- 11 H.3.A. delivery vans
- 20 bodies on SIS 150 chassis
- 60 Horch tractor cabins
- 5,509 seats
- 130 ambulances from Diemitz factory

- d. The IFA Kraftfahrzeugwerk Phaenomen VEB was to supply 150 chassis for ambulances in October.

8. IFA Schlepperwerk Schoenebeck VEB

- a. The necessity for testing in good time the "Maulwurf" and "Spinne" in agriculture meant that 5 experimental machines would have to be supplied by the end of February 1952 at the latest. One "Maulwurf" was to be displayed at the Spring Fair in Leipzig.

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b. Production had reached the following point on 30 September:

<u>Article</u>	<u>Target for Month</u>	<u>Actual for Month</u>	<u>Total Target</u>	<u>FZ</u>
Units	400	554	4,400	2,850
Tractor spare parts	172,400 DM	208,798 DM	2,067,328 DM	1,506,437 DM
Prams M.50	1,300	1,960	11,700	10,760
Sports cars M.50.	1,200	1,450	8,900	8,350
Twin prams M.50.	-	91	600	591
Standard prams	-	-	6,500	6,512
Sports cars, standard	-	-	2,300	2,300
Components for prams (DM)	-	11,493	-	30,776
Contract work (DM)	12,000	1,836	91,000	200,366
Jigs and tools (DM)(3)	8,000	1,000	90,000	53,000

c. The Ronneburg ⁽¹⁾ factory required 24,600 DM for the production of rims for the front and rear wheels of the "Maulwurf" and "Spinnet".

9. IFA Getriebewerk Liebertwolkwitz VEB

- a. The second plan had been sent to the Ministry on 20 September. This allowed for the manufacture of 2,000 H.6. gear boxes in 1952, but no Phaonomen gear boxes, which would in the future be made by the IFA Getriebewerk, Glauchau.
- b. The following production was foreseen for the factory in the provisional plan No. 3 for 1952 which was discussed at a conference called by the Ministry in Chemnitz on 28 September:

2,000 H.6. gear boxes
 830 G.5. gear boxes consisting of 830 H.6. and 830 Z.G.
 50,000 Pioneer tractor gear boxes
 1,000 gear boxes for 3/4 ton trucks
 125 omnibus gear boxes
 2,815,000 DM spare parts for tractors
 50,000 DM spare parts for motor vehicles

10. IFA Motorenwerk Chemnitz VEB

Government order 59/36-K for 400 switch rings (Schaltringe). 38 samples have been made from the material C (0.10), Si. (0.16), Mn. (0.41), P (0.025), S (0.009), Cr (1.45), MI (?) (3.84). The high chromium content meant that heat treatment would be necessary for a hardness of 110 kg. to be reached. The second order for an additional 400 articles could not be carried out before 1952, and therefore an order for only 400 would be placed with Maxhütte Unterwellenborn VEB.

11. VVB LOWAa. Lowa Waggonbau Gotha

- 1) The production target for the first and second quarters of 1951 was 103% fulfilled.
- 2) The covered freight trucks target for the first and second quarters was 200, but production of 300 was later authorized and 100% fulfilled.

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3) The situation on 15 September was as follows:

Covered freight cars	150%	of target for year
Self-unloading and tipping trucks	9%	
Other special freight cars	37%	
Passenger coaches	0%	
Heavy (road) freight trucks	13%	
Railway truck repairs	51%	
Road vehicle repairs	61%	
Contract work	61%	

b. Lowa Blechverformungswerk Loessnitz

- 1) The over-all production plan to 15 September was 131% fulfilled.
- 2) Narrow gauge trucks: the production plan to 15 September was 3,269. Actual production amounted to 3,760 which resulted in 115% fulfillment.
- 3) Complete units and pressed components: the production target was 77% fulfilled.
- 4) Large sheet components: the target for 15 September was 363,000 DM. Actual production value was 274,000 DM.

c. Lowa Fahrzeug- und Gerätbau Vetschau

Production planned for the fourth quarter included:

1,850 mine trams, 0,41/600)	If the manufacture of an additional 1,500 narrow gauge trucks is authorized.
855 dump cars (Muldenkipper) 3/4 chm. for Poland)	
1 DS.120 prototype		
3 DS.120 for the GD. Reichsbahn		
5 DS.120 for Poland (probably not before the first quarter of 1952)		
120 Post office cars		
10,000 DM school furniture		

d. Lowa Federnwerk Zittau

	<u>Plan</u>	<u>Actual</u>
1 January - 31 August 1951	3,131,000 DM	2,826,000 DM
or	4,850 tons	4,097 tons

e. Lowa Waggonreparatur Berlin-Joahnnisthal

The production plan had been 103% fulfilled on 31 August.

f. Lowa Berlin Lokomotiv- und Kesselbau

The target for the year had been only 51% fulfilled.

g. Lowa Mechanische Werkstätten Freital

The plan had been 105% fulfilled, i.e., 64% of the target for the year had been attained.

h. Lowa Lokreparatur Muehlhausen

The target had been 77% fulfilled.

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i. Lowa Waggonreparatur Zoerbig

The plan had been 133% fulfilled on 15 September.

j. Lowa Waggonreparatur Altenburg

Actual production in 1950	700,000 DM
Planned production for 1951 was originally	1,900,000 DM

Actual production by 30 June was only 30% of the target for the year. The situation improved in July and August, and as the target figure had also been lowered, it would probably be fulfilled to 106%.

12. Lowa Lokomotivbau Karl Marx Babelsberg VEB

- 2
- a. The September program could not be fulfilled. Only one steam locomotive would be completed instead of the planned eight, because only one boiler would be available. Extra contract work would be taken on, but there would still be 100 men without work. It was thought best not to discharge them, because the additional plan for the fourth quarter (40 steam locomotives, 9 fireless (feuerlose) locomotives and 87 diesel locomotives) would mean a tremendous increase in work.
 - b. 60 h.p. narrow gauge locomotives: the drawings were still lacking on 2 October.
 - c. "Feuerlose" locomotives: the drawings for the molds must be ready by 5 October.
 - d. Reichsbahn locomotives: the most important drawings for the normal gauge locomotives must be ready by 15 October and the remaining drawings and tubing plans by 15 November. All drawings for the 760 mm gauge locomotives must be ready by 31 October.
 - e. 60 h.p. normal gauge: On 2 September it was estimated that the target date of 31 October could be met.
 - f. 60 h.p. mine locomotives: it was hoped that work could be saved by using components from the 60 h.p. construction locomotives.
 - g. As for the production situation in the fourth quarter of 1951, most emphasis would again be laid on the production of diesel locomotives and the fulfilment of contract work. The backlog (5 of 150 h.p. - 2 of 200 h.p. - 7 of 30 h.p. normal gauge and 3 of 30 h.p. normal gauge) would be brought forward from September.
 - h. The delay in the supply of motors from Schoenebeck meant that the order for the mine locomotives placed by Rumania had been delayed. (2 October)

13. Lowa Waggonbau Goerlitz VEB

- 3
- a. Bitumen freight cars had been delivered up to No. 204. Restaurant cars had been shipped up to No. 35. No. 48 had been tested on 23 September but no further shipments were possible because of the lack of wheel sets.
 - b. An inquiry was expected from the Egyptian State Railroad about 130 passenger coaches, 1150 freight cars and 40 locomotives.
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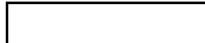
- c. Kummer(1) of the GDR Berlin told the factory that the letter received by them should be regarded as an official order for the 300 six-axle flatcar with side racks (Runnenwagen).
- d. It was necessary to transfer about 1,000 employees of the factory to other work because of stoppages in the production of passenger and freight coaches.
- e. The 50 restaurant cars had been completed according to plan but only 44 had been shipped because of a lack of wheel sets. 239 bitumen freight cars had been completed and 227 shipped by 8 October.

14. Lowa Waggonbau Werdau VEB (25 September)

- a. The Reichsbahn Direktion informed the factory that they were forced to reduce the order for refrigerator cars from 200 to 176 because of a shortage of funds.
- b. The government order for radio aerial trucks was finally transferred to Werdau. Four more trucks still stood in the factory without aerials and axles. Gear boxes and cables must also be obtained for these as quickly as possible.

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Comments:

- (1) Not further identified.
- (2) Probably IFA Motorradwerk DKW VEB, Zschopau, as no IFA Kraftfahrzeugwerk is listed in available reference material as being located at Zschopau.

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