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SECURITY INFORMATION

INFORMATION REPORT

REPORT [] 50X1-HUM

CD NO.

COUNTRY Rumania

DATE DISTR. 21 March 1952

SUBJECT 1. Military Information
2. Petroleum Refinery at Darmonesti
3. Repair of Railroad Line

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SUPPLEMENT TO REPORT NO.

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1. There were stationed in Braila the following military units:

- a. 2 Rumanian Border Guards Regiment.
- b. 13 Rumanian Artillery Regiment.
- c. Rumanian Marine Engineers Regiment.
- d. Soviet Infantry Regiment.

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e. Soviet Tank Regiment. Part of this unit is located in the barracks occupied formerly by 38 Rumanian Infantry; another part is housed in the barracks occupied formerly by a Rumanian Pontoon (sic) Regiment.

2. Every two or three days, there would pass through the Braila railroad station various sizes and types of new railroad cars and locomotives.

[] 50 of them would go through Braila in a three day period. Some of these cars had a 50 ton capacity and were mounted on narrow gauge temporary wheels. At Galati, these wheels would be replaced by the wide gauge and the new rolling stock would then head for the Soviet Union. Railroad cars from Resita, Arad, Stalin and Bucharest (from the former Malaxa factory) have been passing through Braila for the past three or four years on their way to the Soviet Union.

50X1-HUM

[] these new cars had fewer wheels than the old type. [] this was done so that there would be fewer wheels to change at Galati when the change to the wider gauge was made.

50X1-HUM

3. There was a petroleum pipeline running from Ploesti to Reni which passed through the outskirts of Braila. The piping was between ten and twelve

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50X1-HUM

- 2 -

cm. in diameter and was buried underground. [redacted] various pumping stations, [redacted] one at a point between Braila and Galati called Barbosi (railroad junction) and another about two and a half kilometers from the Braila railroad station. Security police were on guard at the pumping stations.

50X1-HUM

4. On 8 September 1951 [redacted] two trains of 60 cars each which had come from Reni and which were headed for Faurei. The trains carried Soviet troops and tanks believed [redacted] to be T34/85 and SU85 types. On 10 September 1951, [redacted] another train of 60 cars, which also carried Soviet troops heading in the same direction.

50X1-HUM

5.

[redacted]

6. A new petroleum refinery plant was constructed at Darmanesti, at Valea Uzului, approximately five kilometers from the Darmanesti railroad station. The refinery employed 200 workers and a large number of guards and Militia. Production is estimated at 6,000 tons daily, including gasoline, refined oils, lubricating oils, et cetera. The new name of the refinery is Petrolifera Moldava Valea Uzului.

7. There were many new petroleum wells being drilled in the Adjud, Chiresvaia (sic), Darmanesti and Moinesti areas. There follows a list of some [redacted]

50X1-HUM

- a. Two wells near the railroad line at Viisora village.
- b. One well in the center of Moinesti village.
- c. Seventeen wells on the northern part of Moinesti village.
- d. A large number in Zemes village, seven kilometers north of Moinesti village. Inhabitants of the village were being evacuated and wells were drilled right in the yards of the dwellings.

8. Attached are two sketches - one showing the layout of the refinery; the other showing the railway line connecting Lunca de Sus and Mihaileni and the rebuilt viaducts which had been destroyed by the Germans.

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50X1-HUM

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Appendix I - Legend to Sketch 1

1. Viaduct # 1, eight to nine meters high. Metallic construction on wooden piers. On 15 July 1948 the viaduct was still under construction. Three concrete piers were projected. (Type A)
2. Viaduct # 2, named Bania. Thirty-one meters high, 80 meters long. Concrete construction on three arches. Ready in spring of 1948.
3. Viaduct #3, named Utusoiul. Seventeen meters high, 70 meters long. Congcrete construction, same type as 2nd. (Type B).
4. A tunnel 1.5 kilometers long, old construction.
5. Viaduct #4, named Ladock. Thirty-two meters high, 80 to 90 meters long. Concrete. (Type B).
6. Viaduct # 5, named Caracau. The largest of all. One hundred and one meters long, concrete, parabolic arch with an opening of 80 meters. Eighteen meters wide for double track railway. Ready in March 1948. (Type C).
7. Railway station, Lunca de Sus.
8. Railway station, Mihaileni.

Appendix II - Legend to Sketch 2

1. Administrative Offices.
2. Pumping Station.
3. Two pipelines bringing crude oil from oil wells; one 15 cm. in diameter and the other 10 cm. in diameter.
4. Oil tanks disposed in four rows. Many of them are brought from the Prabhova valley and rebuilt here. Cylindrically about 15 to 20 meters in diameter, five to six meters high.
5. Six small tanks for filling tank cars.
6. First Bubble tower. About 25 to 30 meters high and two to two and five-tenths meters in diameter.
7. Pumping station attached to No. 6.
8. Second Bubble tower, built by a Czech company (BKS) in autumn 1950. Fifty meters high and four meters in diameter.
9. Pumping station attached to No. 8.
10. Furnace attached to No. 6.
11. Small furnace attached to No. 8.

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50X1-HUM

Appendix II - Legend to Sketch 2 - Cont.

12. Large furnace attached to No. 8.
13. Repair shop.
14. Electric and steam power plant (sic).
15. Oil filters.
16. Pumping station attached to No. 15.
17. Water reservoir.
18. Wooden barracks for workers.
19. Reception, gatekeepers, offices, et cetera.
20. Water reservoirs (40 tank car capacity) two filters.
21. Railroad station.
22. Railroad station (small).
23. Weighing office.
24. Well (drinking water).
25. Pumping station, which pumps the water from No. 24 to No. 20.
26. Newly built dwellings.

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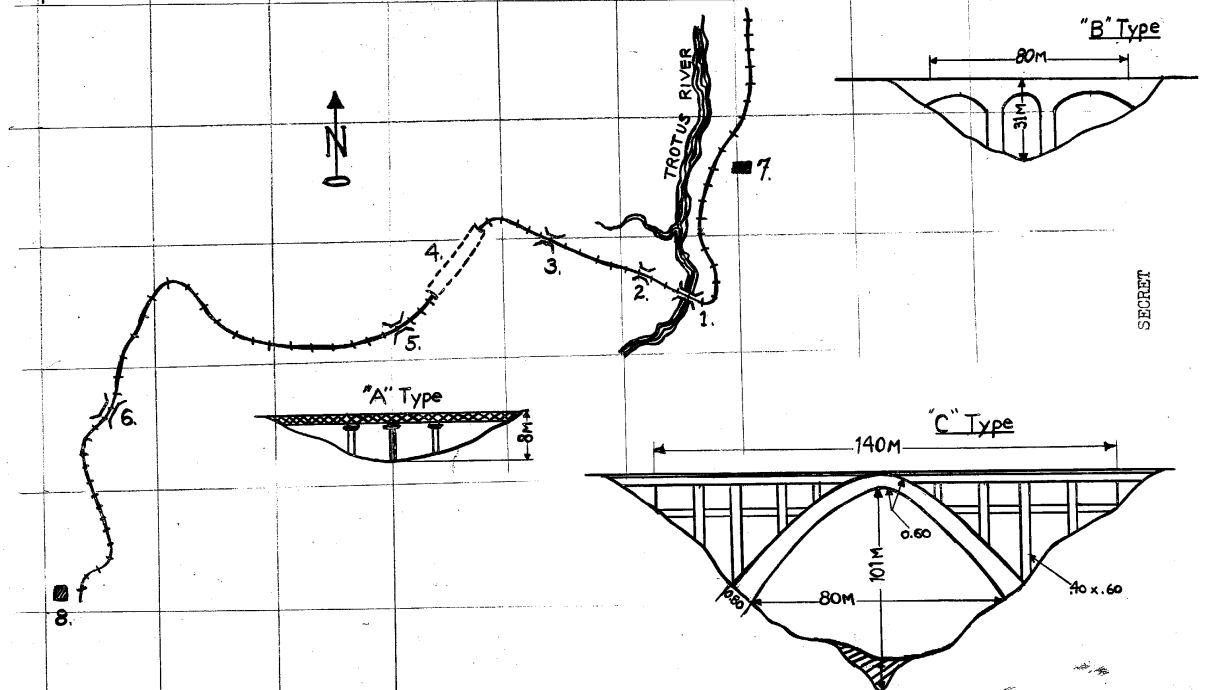
Lunca De Sus - Mihaileni -
RAILWAY ASPECT WITH NEW VIADUCTS -
Rough Sketch

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Appendix I - Sketch 1



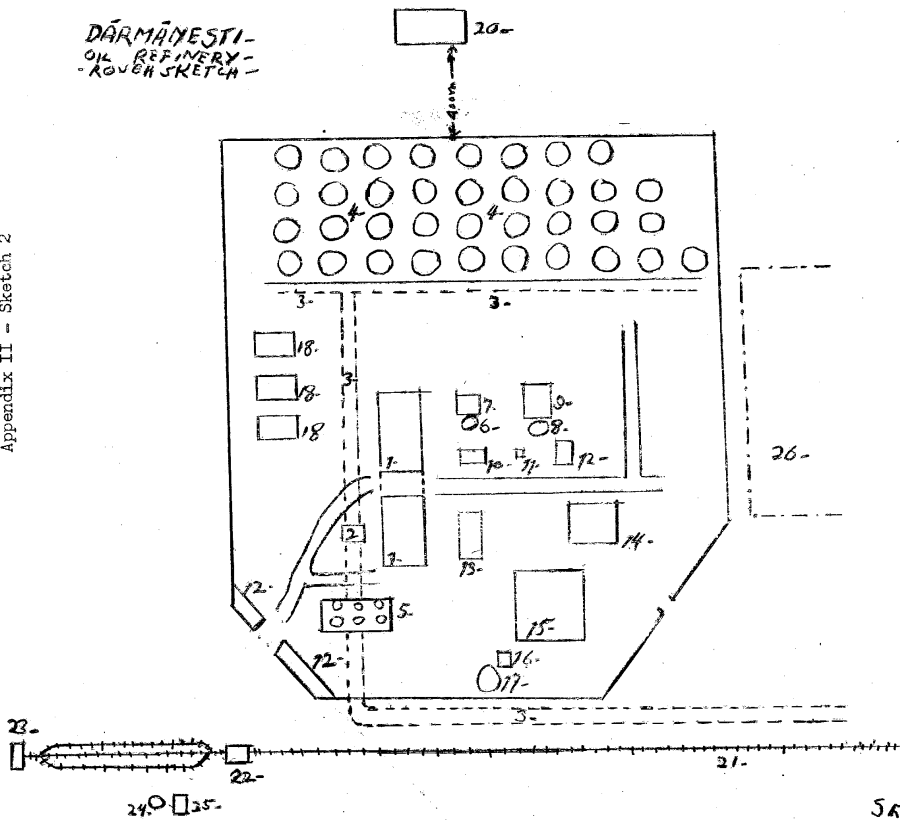
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Appendix II - Sketch 2

DĂRMĂNEȘTI-
OK REFINERY-
-ROUGH SKETCH-

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SKETCH # 2

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