

COUNTRY Eastern Germany SECURITY INFORMATION REPORT

TORC Oranienburg Airfield.

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

23 October 1952

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. In late August 1952, about 400 workers and on 8 September about 1,000 workers including 200 women were employed at Oranienburg airfield. Seifert (fnu), Adler (fnu), and Mueller (fnu) all from Saxony were employed as construction foremen. All the workers were issued metal tags on which consecutive numbers were stenciled and which had to be presented when tools were issued. [redacted] Since 25 August work had been done in two shifts i.e. from 5 a.m. to 1 p.m. and from 10 a.m. to 8 p.m.

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2. The Soviet construction staff consisted of 5 officers, a colonel, 2 majors, 1 captain and 1 senior lieutenant who were billeted in the Weisse Stadt. [redacted] Romanyenko (fnu) of the Soviet construction office was to visit the construction project. * [redacted] the Soviet construction staff had come from Leipzig. It had its offices in the hangar near Annahof in the northern section of the field.

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3. On 28 August, three concrete mixing machines, two new model IFA diesel locomotives and a steam locomotive arrived by rail. Throughout the period of observation gravel, crushed stones and cement were daily shipped to the field. On the morning of 6 September, 23 railroad carloads of gravel, 3 carloads of cement and 2 carloads of broken stones were unloaded.

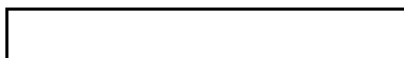
4. Excavation work for the northern and southern extension of the runway was started on 25 August 1952. The concreting of the northern extension of the runway was started on 1 September. One concrete mixing machine was employed for this work, which was otherwise done by hand. The concrete layer had a thickness of 20 cm, [redacted] a short section was to be concreted for test purposes. Work on the widening of the runway was not undertaken. The previously observed markings which indicated that the runway was to be widened had been removed. Light masts had been erected there. New markings terminated 150 meters from the northern end and 350 meters from the southern end of the runway. **

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5. In early September all defective spots of the runway were being repaired. On 4 September this work was discontinued. The asphalt cover of the old runway was about 10 cm thick. On 3 September excavation work of the northern and southern extension of the runway was still under way. A stretch of about 100 meters was excavated to the north and a stretch of about 200 meters to the south. On 5 September carpenters began to place boards about 3.5 meters long and 20 cm wide at the northern end of the old runway. [redacted] these boards were to be used for concreting work. 25X1
6. In late August, two buildings, one for the storage of broken stones, the other one for gravel were being built at the construction supply dump. An excavator and two conveyor belts were being employed there. Fifteen rooms of the cloister at Wilhelmshof were reconditioned. The pay office was located there. 25X1
7. Between 28 August and 5 September, two additional sheds were being built west of the first materials dump at Oranienburg airfield. Four diesel locomotives and 30 lorries were counted on the narrow-gauge field railway tracks. Work at the field was still going on at 7 p.m. on 2 September. No night shifts had been used so far. At 6:30 p.m. on 2 September, sedan [redacted] occupied by a lieutenant colonel and a major both wearing red-bordered black epaulets drove from the airfield toward Weisse Stadt. At 7 p.m. sedan [redacted] occupied by three civilians entered the field. Semi-trailer [redacted] was daily observed at the field. 25X1
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8. After 3 September, about 150 railroad carloads of construction materials arrived daily at the field. Cement was delivered from Ruodersdorf and stones from Saxony. 25X1
9. On 7 September, work was only done on the lighting installation of the field which, according to one electrician was to be completed by 10 September. The old drainage ditches along the large runway were filled with cement. Pipes 50 meters apart and fitted with faucets were installed on the water main. Preparations for the concreting of the northern extension of the runway were under way. On 8 September, excavation work was still going on on the southern extension of the runway. A narrow-gauge field railway track was being built from the construction supply dump to the southern extension of the runway. 25X1
10. [redacted] the runway at the field was to be extended by about 150 meters to the north. Excavation work was observed there. A spur track was being built to the southern construction site. Trains consisting of about 30 cars loaded with gravel arrived at the field. [redacted] the southern section of the runway was to be extended by about 300 meters. No night shifts were observed prior to 10 September. Five blocks of buildings in the Weisse Stadt were vacated by the Russians and made available for construction workers employed at the field. *** 25X1
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- * [redacted] Comment. Romanyenko's name was previously observed on a signboard lettered "Construction Staff B" in Schorfheide. 25X1
- ** [redacted] Comment. The report indicates that the runway at the field is to be extended 150 meters to the north and 300 meters to the south, thus making a total length of 2,575 meters. 25X1
- *** [redacted] Comment. The information contained in the present report shows that construction work at the field is continuing on schedule. The employment of two shifts of work will make it possible to complete the most essential construction work before the beginning of the cold season. 25X1

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