

CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 7 September 1955

SUBJECT Object 90 of SDAG Wismut

NO. OF PAGES 4 25X1

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Open-pit-mining activities in the Sorge/Katzendorf area suffered from unfavorable weather conditions. Work was being done in three shifts. In late March and early April 1955, only grade 3 ore was mined. All the ore obtained was shipped to the loading point. The early shift numbered upward of 1700 workers. Fewer workers were assigned to the other two shifts. No workers were discharged recently and only few workers were newly hired.
2. The amount of ore loaded at Truenzing increased considerably. Between 4 and 8 April, an average of 45 railroad cars were loaded per shift. Loading activities were conducted in three shifts. Shipments were dispatched to Crossen in railroad cars which were marked "Shuttle Traffic Teichwolframsdorf - Zwickau" or Shuttle-Traffic Teichwolframsdorf - Crossen". A few trains were also dispatched to Dresden - Gittersee. These trains were composed of flatcars fitted with low temporary side walls. A wooden ramp was under construction on the spur track about 200 m east of the large loading ramp. An ore chute of sheet metal had been erected for the loading of ore from dump trucks into railroad cars. The chute was already in operation.
3. Stripping activities at the Gauern open-pit mine have been discontinued for the time being. Ore mining on the other hand, increased considerably. Only a portion of the ore was shipped out by rail. A major portion of the ore was loaded by means of dredgers into dump trucks which took the ore to a dump. Several plank roads have been built for these dump trucks in the Gauern area. Only grade 3 ore was mined.
4. Ore-loading activities at Gauern increased considerably. Two shifts were being worked. Between 4th and 7th April an average of 22 to 25 x 15 ton railroad cars were loaded in each shift. Up to 9 railroad cars could be loaded at the same time. The cars loaded were marked "Shuttle Traffic Zwickau".
5. Except for one house, the locality of Lichtenberg has been completely evacuated. Grade 2 and 3 ore was mined at the Lichtenberg Central Mine which was still being enlarged.
6. Grade 2 and grade 3 ore was being mined at the Schmirchau Central Mine. Two new shafts were sunk; one of them was

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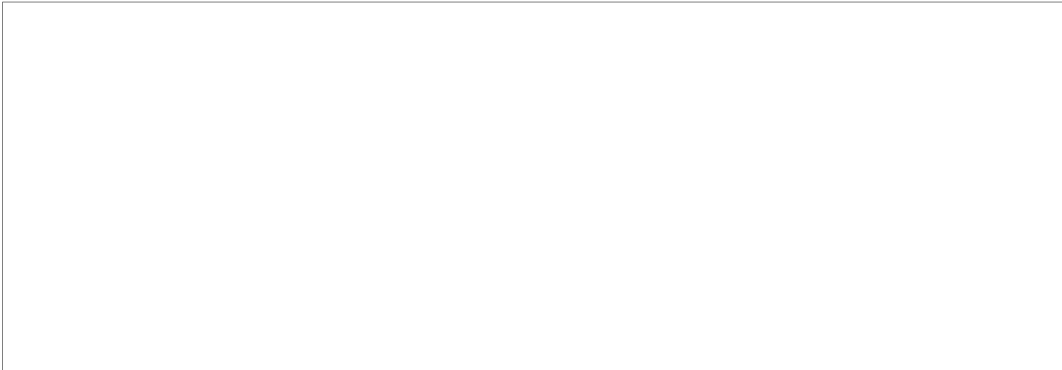


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about 100 m and the other about 180 m from the Central Mine. The shafts were built by Object No 11. The new shafts have a depth of 35 to 40 m; they are lined with brickwork and have been provided with tall iron elevator towers.

- 7. A total of 35 dump trucks were used for the transportation of ore from Schmirchau and Lichtenberg. Ore was loaded at the ramps near the railroad station and on Peitzdorferstrasse. Loading activities were conducted in three shifts. On 3 April, a Sunday, 50 railroad cars were loaded with ore in one shift. Usually more than 100 cars are loaded in three shifts. This information was obtained from a member of an ore loading detail.
- 8. The Stolzenberg open-pit mine was drowned and one dredger was lost. Work was done in three shifts; ~~the early shift~~ the early shift was made up of 30 workers, while about 15 workers were assigned to each of the other two shifts.
- 9. Object No 29 conducted drilling operations between Lichtenberg, Schmirchau, Ronneburg, Paitzdorf and Reust. About 45 derricks have been erected between Lichtenberg and Schmirchau, allegedly for deep boring.
- 10. Object No 11 is said to have its headquarters at Oberschlema. In April, construction work was being done only at the Schmirchau mine in the Ronneburg area.

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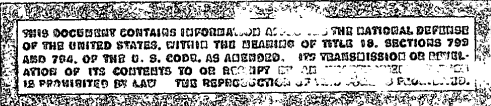
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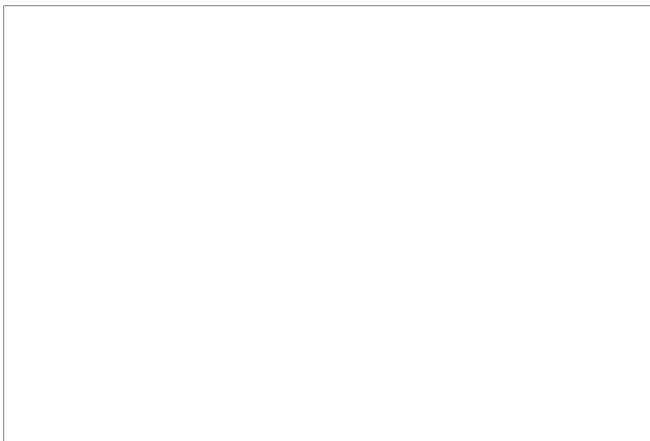
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