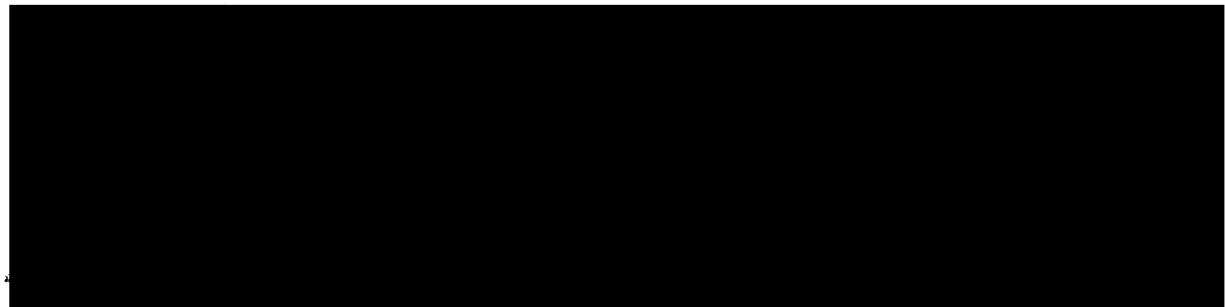


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The Ludwig Steinfurth Freight Car Factory
in Kaliningrad (Koenigsberg)

May 1948

1. The Ludwig Steinfurth Freight Car Factory in Kaliningrad up to December 1947 was employing a staff of 2,600, of whom some 900 were women. A quarter of the employees were Germans and the management was composed of Lithuanians.
2. All the machinery which was at all modern was dismantled by the Soviets in 1945 and transported to the USSR. The workshops were then re-equipped with older machines, and production was recommenced in 1946. The construction of freight cars is now restricted to two shops, and production is a maximum of one car per day. It is questionable whether, in view of the shortage of raw materials, the Soviets can in any way increase production.
3. The only section of the factory working normally is the foundry, which occupies one building and is completely intact. No dismantling has taken place, and it is working with its full strength of 70 foundrymen, who continue under the direction of the original German foreman, Giessermeister Teppner. Production is of 88 mm shells, but no details of the daily figures are available, except that production is continuing at the same level as during the war. The foundry is working in two shifts and the only difficulty that has not yet been overcome is the shortage of coal.
 25X1A **Comment:** It is believed to be quite impossible to produce 88 mm artillery shells in a foundry, but informant was positive that production was of shells and not of mortar bombs.)
4. The smithy also occupies one building. Here there is a severe shortage of raw materials, and the smithy is engaged in the forging of car-axles and other iron sections for railroad car construction.
5. The factory has always been the sole producer of horseshoes for the whole of East Prussia. This production is being maintained by the Soviets. The workshops are intact and production is mechanized. All three furnaces built during the war are in commission, but the production of horseshoes also suffers from a lack of raw materials.

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6. The welding plant installed during the war years is undamaged. The employees in this department are exclusively women, and welding is undertaken for the construction of freight cars.
7. Informant states that the sawmills at Cosse have been destroyed.

Cellulose Factories at Kaliningrad, Wehlan, and Tilsit-Ragnit

8. These factories are working at full capacity. The Wehlan factory, which was extended during the war, now has its own railway connection.

The Pevae Industriewerke near Fischhausen

9. Built in 1938 as part of the Erich Koch plan, further extended during the war, and finally completed by the Russians, this factory is now working at full capacity on the production of parts for artillery, tanks, and aircraft engines. It is heavily barricaded and the workers of the factory, which is an independent company, are Russians, together with a few German specialists, who are strictly segregated from the rest of the population.

The Heiligenbeil Industriewerke

10. This plant carries out repairs to tanks, guns, and airplanes. Conditions of work are similar to those at the Pevae Works.

The Mercedes Reparaturwerke, Schindkopstrasse, Kaliningrad

11. This plant is working to capacity on repairs of tanks and vehicles for the Soviet Army and Soviet Civil Administration. It employs about 250 workers.

Tank Factory near Minsk

January 1948

12. Seventeen kms. from Minsk Central Station along the railway line towards Smolensk and situated between the railway line and the highway is a tank factory turning out Joseph Stalin-3 tanks. The foundations of this factory were built by the Germans during the war, who used it as a tank repair workshop. The present number of employees at the factory is not known, but no German civilians or PWs are employed there. Between mid-1947 and January 1948, 180 - 200 JS-3's left this factory by rail weekly in the direction of Smolensk.
13. In the course of conversation several of the Russians employed in the factory remarked that it was planned to mount a 17 cm. gun in the JS tank, but up to January 1948 no JS-3 seen leaving the factory mounted such a caliber.

Attachment: 1 sketch map of Ludwig Steinfurth Freight Car Factory, Kaliningrad.

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