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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO. 25X1A

COUNTRY Rumania

DATE DISTR. 12 September 1950

SUBJECT The Uzinele Steagul Rosu (Red Star Railroad Car Works), Formerly the Astra Works at Arad.

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NO. OF ENCLS. 1 sketch (LISTED BELOW)

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1. Since 1944 the chief manager of the works has been Engineer Victor Antoniu, an expert, and very popular with the workmen; he is not a Communist. The assistant manager is Stefan Molnar, originally a fitter-mechanic, who is a Communist. The political commissar is Johann Nadasdy, a Hungarian, long a Communist; Nadasdy is in charge of all appointments and engagements and supervises production according to the prescribed quotas. The chief of the designing office is Engineer Hranitzki, a Hungarian.
2. The chief of the Soviet Control Commission is the Soviet major, Engineer Alexander Hopta.
3. There are employed at the works 2,800 persons, divided as follows:
 - a. Administrative employees, about 150 persons
 - b. Technical employees, about 50 persons
 - c. Engineers, about 8 persons
 - d. Workers, about 2,300 persons
 - e. Apprentices, about 256 persons.

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Of the total number of employees, 60 percent are Rumanians, 30 percent are Hungarians, and the remainder are mostly Germans.

4. The plant is located north of Arad in an entirely flat terrain. Its address is Calea Aurel Vlaicu, Numbers 28 to 30, Arad. North of the plant are the barracks of 1 Cavalry Regiment (Rosiori), while northwest of it is the Ita textile plant. On the east the plant borders on Strada Marta.
5. The plant comprises an area 600 meters by 300 meters and is surrounded by a stone wall three meters high. There are three entrance gates on Calea Aurel Vlaicu. Two gates on the south side lead to the town park. Number 5 gate is kept closed (on the sketch only gate No. 4, item No. 35, is indicated).
6. A spur track leads from the railroad station at Arad through gates Number 1 and 2. On the tracks marked "a" on the sketch, old cars are disassembled,

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while on the tracks marked "b" and "c", newly built cars are assembled. Access to the plant is also gained via the well-paved Calea Aurel Vlaicu.

7. During World War II, the large assembling and travelling bridge shop, the old carpenter shop, the tanks, the material depot, and the power station were entirely destroyed during United States Air Force bombing raids. All installations were to be reconstructed by 1949. For the time being there is a shortage of erecting shops and a considerable amount of construction work must therefore be done in the open air.
8. The legend of the attached sketch is as follows:
 - 1) Cooperative building
 - 2) Material depot, 40 meters by eight meters, where semi-finished iron material, screws and bolts, rivets, et cetera are stored.
 - 3) Bookkeeping building.
 - 4) Management building.
 - 5) Under ground tanks for fuel oil, capacity, 3,000 liters each; they jut out six meters above the ground and are fitted with concrete covers.
 - 6) Pumping house, 20 by 10 by 10 meters, with a steam pump for pumping the fuel oil from the tanks to the installations of the plant where it is needed.
 - 7) Storehouse for small parts, subdivided into five sections
 - 8) Electrical workshop, 30 meters by 15 meters. In this shop coils are wound and the electrical installations for the cars are manufactured.
 - 9) Building under construction with water tower and garage (9a).
 - 10) Mechanical workshop, 50 meters by 25 meters, equipped with 30 lathes.
 - 11) Machine tools, and a workshop for tools, 50 percent destroyed by bombs.
 - 12) Lumber yard, 260 meters by 60 meters.
 - 13) Sports ground.
 - 14) Bathing establishment.
 - 15) Storehouse for old engines.
 - 16) Joinery.
 - 17) Locksmith's shop and erecting shop No. 2. In this shop, sheets and iron plates are cut to size according to blueprints; buffers and side rods are fitted here.
 - 18) Locksmith's shop and erecting shop No. 1.
 - 19) Upholstering shop.
 - 20) Paint shop, dyeing shop.
 - 21) Track Number 1, with two travelling bridges.
 - 22) Small boiler house with workshop building.
 - 23) Ruins of the large erecting shop and travelling bridge building.

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- 24) Large boiler house with foundry, 70 meters by 50 meters, equipped with two melting furnaces and one small Vulcan steam boiler.
- 25) Forge.
- 26) Erecting shop of locksmith's shop No. 2 where axles and wheels are fitted.
- 27) Power station, 40 meters by 40 meters, with a smokestack 60 meters high. It is equipped with three Siemens-Schuckert generators of 2,300 kilowatts each.
- 28) Bomb-destroyed building, formerly a carpenter's shop.
- 29) Spring workshop, 50 meters by 20 meters. The rate and output per workman per day here is three car springs. It is equipped as follows:
 - a. Six medium-sized Martin furnaces.
 - b. Two steam hammers, one light-weight and one medium-weight hammer.
 - c. An oil bath, four meters by one meters, 75 centimeters deep.
 - d. A lathe with a 1.30 meter opening.
 - e. Four small anvils.
 - f. One control press, German made.
 - g. A spring storeroom.
- 30) Wood-working shop.
- 31) Track line No. 2, with a travelling bridge.
- 32) Gate Number 1.
- 33) Gate Number 2.
- 34) Gate Number 3.
- 35) Gate Number 4.
- 36) Barracks of 1 Cavalry Regiment
- 37) Sports ground
- 38) Infantry barracks.
- 39) Children's home.

All workshops are of the same type, 10 to 12 meters high, and have saw-tooth roofs with skylights. All machines and technical installations, 75 percent of which are in good working order, are, without exception, of German origin. Four Diesel locomotives are available for use on the plant premises.

9. Axles and wheels for the cars are supplied ready-made by the Resita works, which also supplies wheel iron, iron ingots, and crosspieces (traverses). Steel, sheet steel and the raw material for the springs are obtained from the Cugir firm. Lumber comes from the Transylvanian Ore Mountains.
10. Up to 1 January 1950, only freight cars built on reparations account for the Soviet Union were to be manufactured at the plant; they are of the R-5806 type, with Soviet Matrossov brakes, on four axles, with a length of 12 meters, a height from rail to roof of 3.5 meters, and a carrying capacity of 50 tons. Monthly production is from 45 to 50 cars. Theoretical maximum production is 70 freight cars of 26 passenger cars. Immediately after the completion

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of 20 to 30 cars, they are placed on the trial rails and then dispatched to the Soviet Union via Galati, where the cars are re-gauged to the Russian broad gauge. After early 1949, it was intended to construct passenger cars for the Rumanian State Railways. Rumanian State Railways placed an order for 80 Pullman cars, first class, with the Astra Works for the international express trains. The quality of the production is mediocre.

11. Work is done in three shifts of eight hours each. The power station, electrical shops, locksmith's shops Numbers 1 and 2, paint shop, maintenance shop, turnery, spring workshop, garage, fire-station and guard detail employes work in three shifts, while in all other sections, they work in two shifts.
12. The plant has its own specially trained regular guard detail which, however, is controlled by the police. The watchmen wear an iron-gray uniform with the badge of the works. Each employee carries an identification card with the photograph of the bearer, a seal, and the signature of the bearer. During the night a password is used.

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Comment:

1. In addition to the persons mentioned in paragraph 1, a certain Constantin Pavlescu has been reported as being managing director.
2. Reportedly, war materiel, especially mortars and anti-aircraft guns, is still made in the plant. Five hundred workmen are allegedly employed at this type of production.
3. Raw material and semi-finished products are supplied partly by the "Uzinele de Fier" (Steel works) in Hunedoara, partly by the Iron and Steel works in Resita, and partly by the Soviet Union. The steel supplied by the Resita works is said to be of a remarkably low grade.

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