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INFORMATION REPORT

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50X1-HUM

[Redacted area]

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1. All Soviet vehicle repair organizations and workshops come under the control of the Vehicle Administration of the Soviet Ministry of Armed Forces in Moscow.* Directly subordinate to the department in Moscow and responsible for the whole vehicle repair organization in Germany is the Vehicle Administration of the Group of Occupation Forces in Potsdam. The exact location of this Department is not known. [Redacted] The Inspector of the Potsdam Department is Major Bogachev. No other personalities are known. 50X1-HUM
2. Repairs can only be carried out by workshops in the Soviet Zone of Germany on the basis of written instructions from Potsdam.
3. An unknown number of officers of the Potsdam Department are permanently stationed in Brest-Litovsk. They receive trains carrying vehicles for repair from the USSR, supervise the reloading of vehicles on trains destined for Germany, and issue instructions as to which of the Soviet Zone workshops the vehicles are to go. Repaired vehicles either form part of a reserve at the disposal of the Potsdam Department for allocation to units in Germany, or are sent back to the USSR by train. In the latter case the officers in Brest-Litovsk supervise their reception there and arrange for their forwarding to vehicle parks in the USSR.
4. Workshops are located in Königswusterhausen (for repair of 'Chevrolet', 'Dodge', 'Willys', and 'ZIS-5' trucks) and in Halle (repair of cars only).
5. In Leipzig a headquarters is located in the former Bissing Werke, Linkenstrasse, which controls the workshops in the Leipzig area and which itself is directly subordinate to the Potsdam Department. [Redacted] It has four workshops under its command. [Redacted] 50X1-HUM
6. The Surzen workshop, one of the four shops subordinate to the Leipzig headquarters, has a capacity of 100 trucks a month, and in general 150-160 vehicles are repaired there each month. Three hundred fifty German civilians are employed there. They are not allowed to leave their employment without permission. Two eight-hour shifts are worked in the lathe shop (Dreherei) and one eight-hour shift in the other shops.

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7. Vehicles for repair normally arrive at the Wurzen workshop by train; occasionally they are towed in and on rare occasions arrive under their own power. Vehicles arrive either from the USSR or from Soviet units and departments in the Soviet Zone. Those arriving from the USSR are frequently sent back there after repair; vehicles belonging to the Kiev, Moscow, White Russian and Baltic Military Districts among others are known to have been repaired in Wurzen. Each vehicle must have with it on arrival a repair certificate prepared by the Vehicle Administration in Potsdam and bearing the stamp and signature of the O.C. of the unit to which it belongs.
8. Every three months the Vehicle Administration in Potsdam allots to all units a quota of vehicles to be repaired during that period. Under no circumstances can this quota be exceeded. If attempts are made to exceed it, a sabotage witch-hunt begins. Consequently units in the Soviet Zone frequently have large numbers of vehicles off the road, because their quota has not been sufficient to keep pace with the accident and damage rate.
9. Vehicle transport trains from the USSR are usually in the charge of a senior N.C.O. or Junior Lieutenant. The vehicle guard consists of 3 to 7 enlisted men. The guard and the officer or N.C.O. in charge return to the USSR on the next available transport.
10. The workshop guard at Wurzen consists of 21 Volkspolizisten under the command of a Polizeiwachmeister.
11. The following norms were laid down by the Vehicle Administration in Potsdam for the Wurzen workshop: complete overhaul of a 'Ford' truck was not to take more than 186 working hours, of a 'Studebaker' not more than 235 working hours and of a 'ZIS-5' not more than 110 working hours.
12. The Wurzen workshop is subdivided into the following shops:
 - a. Gasoline tank shop
 - b. Vehicle superstructure shop
 - c. Paint shop
 - d. Turning shop
 - e. Cabin repair shop
 - f. Shop for repair of mudguards, running-board, hood and windows.
 - g. Welding and rivetting shop.
 - h. Crank-shaft shop
 - i. Internal fittings shop
 - j. Shop for electrical fittings
 - k. Vulcanizing shop
 - l. Smithy
 - m. Dismantling shop
 - n. Tire shop
 - o. Assembly Department

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13. The following parts and commodities were frequently in short supply and caused hold-ups in the repair work: sheet steel 0.5 - 8 mm; corner-irons of various sizes; U-irons; steel for springs; spare parts for turning benches; electric cable; Schleifhexen; bulbs; nails 16-20 mm; steel for turning.

* [] Comment: In February 1950 this ministry was dissolved and replaced by a War Ministry and a Navy Ministry. This may indicate that this information predates February 1950. 50X1-HUM

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