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"First of May" Plant in LirovLegend

## 1. Foundry

- a. Electric steel foundry which had one electric steel furnace with a capacity of 2 tons. There was one tapping per shift, hence the furnace could handle 6 tons in three shifts. This department also had a core furnace, a moldery, a sand mill, and a cleaning shop for castings. In this cleaning shop there were electrically operated instruments, in shape and size similar to the pneumatic hammer. The electric steel foundry produced gear wheels, chill castings and pulleys for cranes, axles, axle bearings, large parts such as the main parts of power shovels, nuts and bolts.
- b. Gray iron foundry with an open hearth furnace, two cupola furnaces for gray castings, and a coal-fired annealing furnace with a capacity of 12 to 15 tons. The cupola furnaces, which were operated alternately, each had an output of 20 to 25 tons in 24 hours, but a capacity of 52 tons per 24 hours. In the annealing furnace the steel was heated and softened for three hours at a temperature of 840 centigrade.
- c. Bronze foundry with two anti used crucible furnaces, each with a capacity of half a ton. One ton of special bronze and copper bronze was processed in 24 hours. The bronze foundry produced faucets, stop valves, other valves, and bearing bushes.
- d. Sandmills.

2. Forge with six steam hammers and pneumatic hammers, milling and drilling machines, a large pressing machine, a steel sawing machine, six forge lathes, of which four were German and two Czech, and a manually operated Soviet crane with a capacity of 6 tons. The forge employed 50 men per shift. The material was conveyed from the forge to machine shops 1 and 2. The forge produced axles and wheels roughly forged from iron ingots; car springs; leaf springs 80 to 100 cm long, 3 cm wide, 3 mm thick; tools for plant requirements; flanges, nuts, bolts, connecting rods, and crankshafts.
3. First machine shop, which had about 3,000 machines mostly of German origin, lathes, planer, drilling and gear milling machines, U.S. automatic machines, one 12-ton crane and two 6-ton cranes. During the war this shop produced parts for self-propelled guns. Since the war, this shop had tooled new steel and done turning and milling operations. The rough castings came from the foundry, the finished parts went to the storeroom or the final assembly shop.
4. Second machine shop, which was equipped with lathes, planer benches, drilling machines including four "Leburna" drilling machines with a head for multiple drills, eight single-spindle

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lathes, two grinding machines, four milling machines, and two vertical shapers. The second machine shop produced gear shifts and replacement parts for guns during the war. Production since the war included large gear wheels for rotation of cranes, heavy counter-weights of 4 to 4.5 tons, large parts for steam shovels, rods, pistons, and boilers. The material for the second machine shop came from the forge and amounted to a total of 10 to 15 tons a day for the two machine shops together. This quantity was produced in the forge after every second or third shift.

5. Tool department and grinding shop, which had a tool forge with a hardening furnace and a lathe shop with 10 machines. This shop produced tools and parts, did hardening work, and repaired and ground tool (?) steels.
- 6) Metal-working (Metallkonstruktion) shops 1 and 2, which had three rolling mills, two electrical shears, and a combined pressing and drawing press. These shops cut sheet plates for boilers, produced large boilers, riveted or welded, with tubes inside, and produced iron parts for cranes. This department also had a sheet rolling shop, a welding shop, where welding was done partly with oxygen, partly electrically, and a small boiler forge, where arched lids were forged by hand.
- 7) Painter's shop and glazier's shop, where the cranes were completed.
8. Final assembly shop, which had about 100 center, turret, and automatic lathes of German, British and French make; a large electric motor; and large traveling cranes with crabs. A track of the plant-owned railroad passed through the work-shop. During the war this shop did final assembly work and assembled parts and sections of such things as power transmission systems, control rods and driving gears. It assembled about six self-propelled guns daily. Since the war, the shop had assembled parts coming from the two machine shops. The following items were completed in the plant: traveling and tower cranes with a carrying capacity of 15, 20, 25, 30, and 50 tons, railroad cranes and power shovels, freight cars, and locomotive boilers. The finished cranes were mounted on railroad cars.
9. Carpentry shop, equipped with woodworking machines, band saws, circular saws, and planers. This shop produced patterns for the foundry, chests and boxes for cranes, furniture, and utility objects.
10. Locksmith's shop, which did locksmith, plumbing and welding repair work for the plant.
11. Oxygen installation with about 550 oxygen cylinders on stock. Oxygen was produced in this installation.
12. Transformer station.
13. Shop where locomotives and railroad cars were repaired.

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15. Machine shed, housing about 150 to 200 large German machines. It was expected that a new plant department would be installed in this building later.
16. Main storehouse, storing aluminum, copper, rubber hoses, molds, etc.
17. Fire station.
18. Storehouse.
19. Administration building.
20. Kitchen.
21. Kitchen for plant officials.
22. Plant school equipped with modern machine tools. About 200 apprentices worked in the school.
23. Office building.
24. Laboratory.
25. Four boiler houses.
26. Iron dumps.
27. A wooden bridge leading over the street and into the foundry. The bridge had a narrow-gauge track.
28. Three heating stations.
29. Bath.
30. New building, scheduled to be completed by January 1949.
31. Empty workshop. This building was completed, but no preparations for its equipment were observed by October 1948.

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