

INTELLOFAX, 29

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO

COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 15 February 1992

SUBJECT Kirov Tank Works at Leningrad

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. 10 (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO. 50X1-HUM

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1. The Kirov Works in Leningrad was between Stachek Street and the Nova 7, lit, southeast of the city. South of this plant works was the shipyard affiliated with it. The plant had a long railroad not on a spur track connecting it with the Baltic Railroad Station and the harbor.
2. In 1780 the plant was erected as a government foundry for providing the Navy with guns and projectiles, but was purchased by Engineer Putilov in 1869. In 1938 the plant was named Kirovski. According to official Soviet documents, items produced in 1941 included plows, tractors, replacement parts for tractors, steam generator turbines up to 12,000 kw, railroad cranes, flat cars, equipment for hydroelectric power stations, metal structures, arm shafts, forged pieces, open-hearth steel, electric steel, instruments and structural parts, cutting tools, alloys. Production up to September 1941 also included guns, trench mortars, cartridges, small arms, KV and T34 tanks, Diesel engines for ships, and steam generator turbines up to 25,000 kw. 50X1-HUM railroad cars and locomotives were also built.
3. In September 1941 the plant was evacuated and, except for the assembly shops and part of the foundry, most of the installations were sent to Chelyabinsk (30°10'N/41°20'E). The plant and the shipyard suffered considerable war damage. Reconstruction work was started in 1945 under the management of the Kirovostroy and was completed during 1947. Only the new foundry was not in operation until mid-1948. The reconstructed plant was equipped largely with machinery acquired in Germany and partially with modern British and American machines. According to Izvestia of 17 February 1949, the assembly line system was entered in 1949, with a total of 17 belt conveyors in operation at that time.
4. After the reconstruction of the plant, the repair of tanks has been the first operations. The production of tanks, assault guns, tractors, turbines, guns, tank engines, tank components, parts for railroad cars and locomotives, and heavy-duty tools, was reported in the postwar period. T-54 and T-55 tanks were produced, and, in addition, an improved type was produced after the middle of

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1947. [redacted] this new tank was an improved T34 (T34?), type while another source called it a T30 type tank. The production figures given for tanks vary considerably. The following daily figures [redacted] apparently referring to tanks repaired: 12 tanks in August 1946; 20 tanks in June 1947; 3 to 7 tanks in mid-1947; and 18 in fall 1947. The daily production of new tanks was reported as 5 or 6 up to July 1946.

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5. [redacted] the assault guns produced by the Kirov Works were of type SU-122. [redacted] 3 assault guns a day were produced. [redacted] the assault gun production as 15 pieces a day in October 1946, but this figure presumably includes repairs. The plant also produced tractors such as a cross-country K-12 tractor powered by a 50-HP engine using producer gas. The output of tractors was 3,500 in 1940. The planned tractor production was 2,000 for 1943, 5,500 for 1949, 7,500 for 1950, 10,000 by the end of the Five-Year Plan.

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6. The turbines built by the Kirov Works included two-stage and three-stage marine turbines. In November 1948 the plant produced each day about 60 tank engines constructed from two 24-cylinder Wolsky-Hoyce engines coupled together. The plant not only repaired but also manufactured railroad cars and locomotives. The plant's production also included such parts as axles for railroad cars and shafts for locomotives. The plant produced 45 locomotives in 1940. According to the 15 November 1949 Pravda, more suitable plant placement of machines and gaining more space was to increase the production of steel castings 25 percent and that of tractors 35 percent in 1950.

7. Electric power was supplied by the plant power station. Raw materials received by the Kirov Works included iron from the Ural Mountains, steel from the Donets Basin and scrap iron from the Soviet Zone. Tank superstructures, tank components, tank casings and wheels were obtained from Kolpino. Coal came from the Donets Basin at a rate of one train per day.

8. In January 1950 the Kirov Works was directed by Kizim (fnu), according to Soviet newspapers. [redacted]

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[redacted] The total number of workmen is estimated at 30,000 people. Work was done in three shifts of eight hours each. The plant was surrounded by a wooden fence and barbed wire. Gates and watchtowers were manned by armed sentries including women. Assembly sections were specially guarded.

* [redacted] Comment. See Annex for layout sketch of the plant and a list of its installations. [redacted]

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1 Annex: Sketch.

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Lead:

1. The open-hearth section, which was equipped with traveling cranes and open-hearth furnaces. Information on the number of furnaces varies:
 - a. [redacted] there were six furnaces, including three of 10 tons each, one of 25 tons, one of 30 tons, and one of 10 tons, and six furnaces together had an annual output of 140,000 tons on the basis of four tappings per day on 320 days.
 - b. It was also reported during the war that there were eight furnaces of 30 tons each with an output per day of 1,000 tons and a yearly output of about 300,000 tons.
 - c. There were five furnaces in March 1947, with the sixth oil-fired furnace to follow in April 1947.
 - d. Seven furnaces, in June 1947.
 - e. There were four furnaces in July 1947.
 - f. In September 1949 there were six furnaces, each fitted with a spoon-shaped charging crane.
 - g. In fall 1949 there were five furnaces, fired by coal and in addition by oil.
 - h. There were eight furnaces in June 1948.
 - i. In September 1947 there were ten furnaces.

50X1-HUM

[redacted] among other things, the open-hearth section made and cast steel and cast tank chain links, engine hoods, and other components for tanks.

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2. The electric casting section which was equipped with electric furnaces. There were apparently eight such furnaces [redacted]. This section produces cast steel chain links to be treated in the drop forge, axles, wheels, armor plates, turrets and allegedly gun barrels.
3. The foundry which had six cranes of 5, 10, 15, 20, 25 and 50 tons, 200 to 300 hand-operated pneumatic hammers (Hand-Fresslufthammer) in the cleaning shop for castings and six cupolas. Production in the foundry included track rollers, supporting rollers, caterpillar links, and other components of tanks and tractors, armor plates and engine castings for engines built on the Maybach model.
4. The new foundry, which was equipped with a conveyor belt and cranes, including a magnetic crane driven by an electric motor and used for grasping scrap. [redacted] there were four oil-fired furnaces; or, [redacted] there were two smelting furnaces and two crying furnaces for molds; and, [redacted] there were three coke-fired furnaces. The new foundry also had an American casting plant and 12 pneumatic presses. The new foundry did work on components for tanks and assault guns each worth 2,500 to 3,000, large exhaust pipes with four sockets and small exhaust tubes with two sockets, flanges, brake drums, engine hoods, chain links, track and supporting rollers for tanks, engine blocks, crankshaft casings, furnace grate bars, and component parts of furnaces. The foundry which resumed operation in mid-1943 also comprises a cleaning shop, a molding

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50X1

shop and a core-rolling shop. Every day approximately 325 molds for exhaust pipes for B3 tanks were made in the core-rolling shop.

5. The rolling mill which was accommodated in two shops. There were apparently 10 rolling trains [redacted]

50X1-HUM

a. One rolling train was reported prior to the evacuation.

b. In October 1947 there were in one shop 10 or 11 steam-driven rolling trains, including three two-high mill trains for hot rolling process, two two-high mill trains for cold-rolling process, and in the second shop five or six two-high mill trains.

c. In the fall of 1947 there were six rolling trains, four in one bay, two in the second bay.

Production in the rolling mill included armor plates, [redacted] about 2 mm thick, 10 to 30 mm thick, and 50 mm thick. Plates for tanks and assault guns and hoop iron were [redacted] being produced there.

50X1-HUM

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6. Forges. Before the evacuation there were two forges which were equipped with 310 sledge hammers and forging presses, nine steam hammers, three being extra heavy, and nine forge casting pre-heaters. These forges worked 200 tons of forging per day. In the post-war period a new forge was reported whose equipment consisted of six steam hammers of 50 tons, three British-made pneumatic hammers of 50 tons, one to drop hammer, of 100 tons, and 12 to 15 coal-fired forge fires. The production in the new forge included wheel axles, accessories for railroad cars, buffers, bearing blocks for axles, spring bolts, etc.

[redacted] a second forge which, [redacted] adjoined the first forge on the west end and was equipped with eight to ten drop hammers of 25 to 30 tons each

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7. The annealing shop which had annealing furnaces of American origin and which case hardened. Steel of low carbon content was processed with a case-hardening agent which gave off carbon when heated to a temperature of 800 to 900 degrees. The carbon concentrated on the surface; hardening was effected by case-part quenching.

8. Machine shops, reported by one source as maintaining two and reported by three others as maintaining three. These machine shops had about 130 machine tools prior to evacuation and, after the war, their machinery included lathes, planers, milling and grinding machines of German, British, and American origin. These machines numbered 130 to 140 in January 1946, according to one source.

50X1-HUM

[redacted] the number varied as 30 and 40 to 50; [redacted] there were 100 such machines in July 1946, [redacted]

50X1-HUM

[redacted] These machine shops machined piece parts such as tank wheels about 10 to 15 cm in diameter, chain links, screws, bolts, and steel plates 5 x 3 x 1/3 meters with notches or grooves cut-in.

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9. The engine test stand. About 50 engines running at top speed for 24 to 48 hours, were tested per day.

10. The turbine section, whose engine type was not identified since the building was under construction. This section was located [redacted] in the [redacted] building.

11. Assembly shop I which produced steel structure parts and assembled tanks. According to three sources this shop also assembled assault guns.

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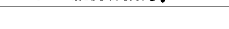

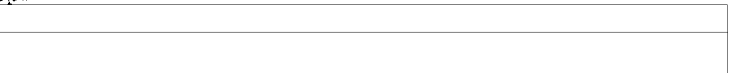

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- 12. Assembly shop II which had new machines from Germany and which assembled tanks.
- 13. The saw mill which was equipped with band saws, circular saws and planers. In addition a saw mill was built in 1947. Boards, planks and pattern parts were produced.
- 14. Parking lot for tanks.
- 15. Household articles section.
- 16. The electric power station. Before the war this plant, which had an installed capacity of 120,000 kw was fired with fuel shale, fuel oil, and coal dust. East of the power station area were a boiler house and an engine house, west and northwest were seven oil tanks. The power station at that time lay in the 35 kw cable ring and was connected with the transformer plant West by a 110-kw line. It was reported as having five turbines after the war.
- 17. Administration building.
- 18. Main administration building.
- 19. Hospital.
- 20. PW Camp.
- 21. Scrap dump.

Other installations mentioned but not shown in the sketch include:

- a. Boiler houses to supply heating and motive power.  50X1-HUM
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- b. A shooting range, which later was removed.
- c. A welding shop.
- d. A factory 10  50X1-HUM
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- e. A locksmith's shop.
- f. Pressing plant, with presses, drilling and grinding machines for component parts for tanks and assault guns.
- g. A pattern-making shop.
- h. Electric workshop with an armature winding section, a transforming devices section, and a repair shop.
- i. A storehouse.
- k. Kitchen.

The generating plant  50X1-HUM

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Attachment

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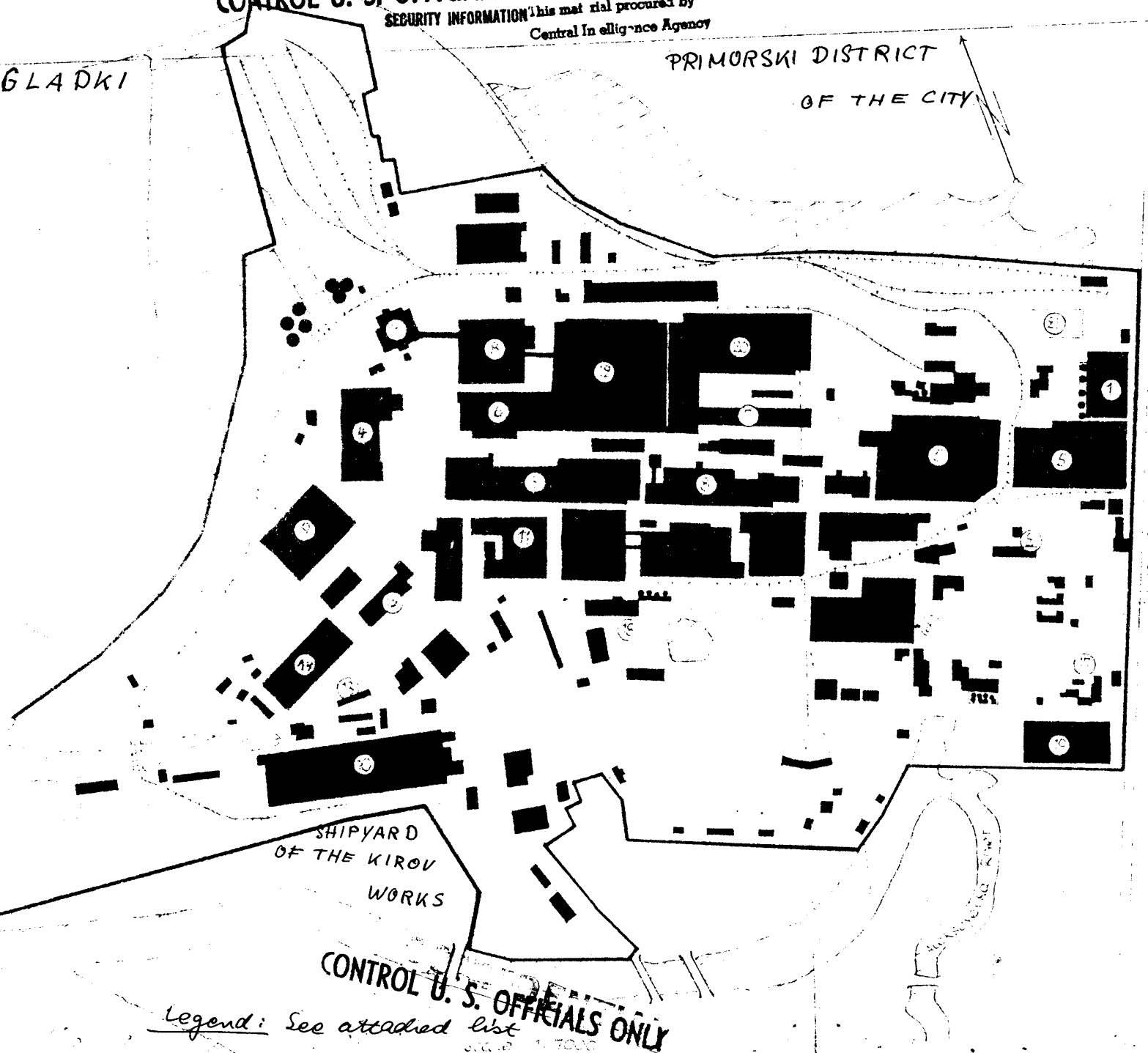
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Kirov Works in Leningrad

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GLADKI

PRIMORSKI DISTRICT
OF THE CITY



Legend: See attached list

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