

COUNTRY Germany (East) Approved For Release 2001/03/06 : CIA-RDP82-00457R00

340

TOPIC Soviet Unit APN 45365 with Subordinate Plants in Leipzig, Apolda and Wurzen 25X1A

25X1X

25X1A

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED] 25X1A

DATE OBTAINED [REDACTED] DATE PREPARED 24 September 1951

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) 25X1A

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25X1X

SOURCE [REDACTED] NOT CIRCULATE

25X1B

25X1B

- Unit [REDACTED] was the main office of a maintenance unit and was located in the former Buessing plant at 59 Linkelstrasse, Leipzig N 26. The office was the superior agency of four plants, namely, the Buessing plant in Leipzig, the Koellmann plant in Leipzig, the Goetze plant in Apolda and the so-called Wurzen plant in Wurzen. (1) In 1950, 2,568,486 hours were worked in the four plants altogether, whereas 2,770,549 had been worked in 1949. The funds to pay the wages were remitted directly from Potsdam, [REDACTED]. (2) Surplus replacement parts manufactured in the plants 25X1X were shipped to the Wildau main replacement parts depot. (3)
- In 1950, the Buessing plant in Leipzig repaired 4,524 engines and vehicles and made 10,000 so-called aggregates, whereas 6,187 engines, 2,007 motor vehicles and 10,272 aggregates had been repaired and manufactured respectively in 1949. (The Russians call an aggregate a frame fitted with front and rear axle, gear and steering.) The plant also constructed 100 vehicles to serve as behind-the-lines repair units; the assembled components for supplying these vehicles came from Brest - Litovsk, where a large collecting point for captured vehicles is allegedly located. (4) The Buessing plant is equipped with 300 machine tools to make replacement parts for Studebaker, Ford, Chevrolet, and Russian vehicles as well as engines. At the time of observation, the plant, which had a labor force of 900 workers and employees, was managed by Major Cudenski (fnu), who had acquired his technical knowledge only in Germany and was not too experienced in the technical field, whereas the rest of the plant management exclusively consisted of German technical experts. (5)
- In 1950, the Koellmann plant in Leipzig manufactured 155,974 geared wheels of every type. It is equipped with 200 machine tools and had a sufficient stock of raw material, whereas good tool-steel was short. The plant, which had a labor force of about 300 workers and employees, was managed by a Russian non-expert, whose name was Bellachikov (fnu); the managers were replaced frequently. (6)
- The Goetze plant in Apolda manufactured exclusively piston rings for motor-vehicle and aircraft engines. It was equipped with 100 machine tools and had a labor force of 150 workers and employees. The plant was managed by German engineer Kaspaul (fnu), who was considered an expert. (7) A department manufacturing pig iron castings for engine components is located beside the plant.

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25X1A

SECURITY INFORMATION

5. The so-called Wurzen plant, the former Wurzen annular spring factory, made motor cars, with the components assembled into the vehicles being supplied from the rest of the above mentioned plants. In 1950, the plant manufactured 200 large tank trucks, whose capacity allegedly was almost equal to that of a railroad tank car. It was equipped with 100 machine tools and had a labor force of 200 workers. In January 1951, the entire plant was turned over to a Soviet tank unit. Three hundred troops were assigned to the plant; the German workers were confined to the manufacture of tank engine replacement parts. (8) Because the Wurzen plant is closed, the replacement parts manufactured in the rest of the plants are now shipped to Berlin-Oberschoeneweide. (9)

25X1A

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