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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY REPORT NO. [ ]

REPORT NO.  25X1

## CD NO.

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DATE DISTR. 13 February 1952

SUBJECT Plant  at Kharkov

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(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Plant [ ] is located in the southeastern part of Kharkov (50°00'N/36°15'E), east of the Balashov railroad station and just south of the highway to Chuguyev (48°12'N/36°48'E). (1)
2. Part of the plant was destroyed during the war. Reconstruction was still going on in 1947 and production was resumed as soon as the parts were restored. Originally, only locomotives were produced in the plant but after Soviet reoccupation tanks were also produced during the period of observation.
3. The plant comprised a forge, a foundry, several latheshops, an assembly department, a pattern-making shop, a power station, an instrument department, a punching shop, an annealing shop and several ancillary installations. An automobile repair shop was attached to the plant. Motor vehicles from outside were also repaired in this shop. The small accessory plant [ ] equipped with about 60 lathes, producing small parts for plant [ ] was allegedly about 100 meters south of the plant. (2)
4. The plant produced four-axle, shunting locomotives with two Diesel engines, one in front and one in the rear; long-distance, eight-axle, Diesel locomotives, which were allegedly American-licensed, and also tanks. T-34 and T-43 tanks were observed. In addition to this production, repairs were also made. The daily volume of repairs and new construction amounted to eight tanks.
5. During the period of observation, 5,000 to 6,000 employees worked per shift. Work was done in three shifts. An additional force of 500 workmen was employed in one 8 to 10 hour shift on building construction late in 1947. (3)

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Comments

- (1) For location map see Annex 1.
- (2) For layout sketch of Plant [ ] see Annex 2.
- (3) Plant [ ] was a factory for heavy Diesel engines, and Plant [ ], located nearby, was a locomotive factory. From previous information, it is known that tanks were produced on a combined schedule by the two plants before and during the war. Postwar tank production has been limited and both plants, converted to the construction of Diesel locomotives, were coordinated to produce once again in close cooperation. Only a small portion of Plant [ ] is recorded in Annex 2. In particular, the installations for locomotive construction such as undercarriages and superstructures for the assembly of Diesel engines and for the final assembly of Diesel locomotives are not indicated. The long-distance Diesel locomotives produced in the plant were the TE-1-20 type, the first unit of which was completed in March 1947, and the TE-2-20 type, a subsequent development built since February 1949. Technical data of the locomotives are as follows:

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	<u>TE-1</u>	<u>TE-2</u>
Weight (empty)	120 tons	90 tons
Weight (ready to start)	-	165 tons
Length from rear buffer to front buffer	33,215-mm	23,215-mm
Wheel diameter	-	1,050-mm
Axle formula	0-2-2-0 0-2-2-0	0-2-2-0 0-2-2-0
Number of driving axles	6	4
Axle load	-	20.6 tons
Tractive power	2,200 tons	2,200 tons
Speed	90 km per hour	100 km per hour
Number and kind of Diesel engines	-	2.6 cylinders, 4 cycle with gas-turbo blower
Total HP output	-	2,000
Number and kind of generators		1,DC, 700 kw service voltage 900 volts
Number of electric motors	12	8

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	<u>TE-1</u>	<u>TE-2</u>
Fuel reserve for	1,500 km	2,000 km

Locomotive production figures are not mentioned in the report. However, assuming that all long-distance Diesel locomotives were built in Kharkov, which is confirmed by certain information, the following estimate can be made: The production program of the Five-Year Plan schedules construction of 865 long-distance Diesel locomotives. The estimated allocation of this figure over several years could be 85 units in 1947, 200 units in 1948, 280 units in 1949, and 300 units in 1950. The last figure was explicitly stated in the Five-Year Plan. It is also known that there was no production in 1946. According to an official announcement, the 1948 locomotive production figure was almost three times the 1947 figure, and the 1949 production figure was 186 percent of the 1948 output. It is unlikely that the 1949 planning figure exceeded the 1950 schedule. By comparing these figures and time indications, it is shown that the planning figures were not fulfilled. The monthly output may possibly increase to about 20 locomotives in 1950. The figures mentioned do not include the production of shunting locomotives. This figure cannot even approximately be indicated. The daily repair and construction volume of eight tanks is held possible also for 1950. However, the greater part of it will probably go to repairs.

From previous information it is known that electric motors, generators and miscellaneous electrical installations were still supplied by the 'KHEMZ' electro-mechanical plant in Kharkov during the time of observation in 1948. 25X1

25X1 [ ] a combine for manufacturing electric equipment for Diesel locomotives was allegedly under construction in the vicinity of the locomotive factory. The schedule of the combine calls for an output of 865 complete sets from 1946 to 1950.

2 Annexes: 2 - sketches on ditto

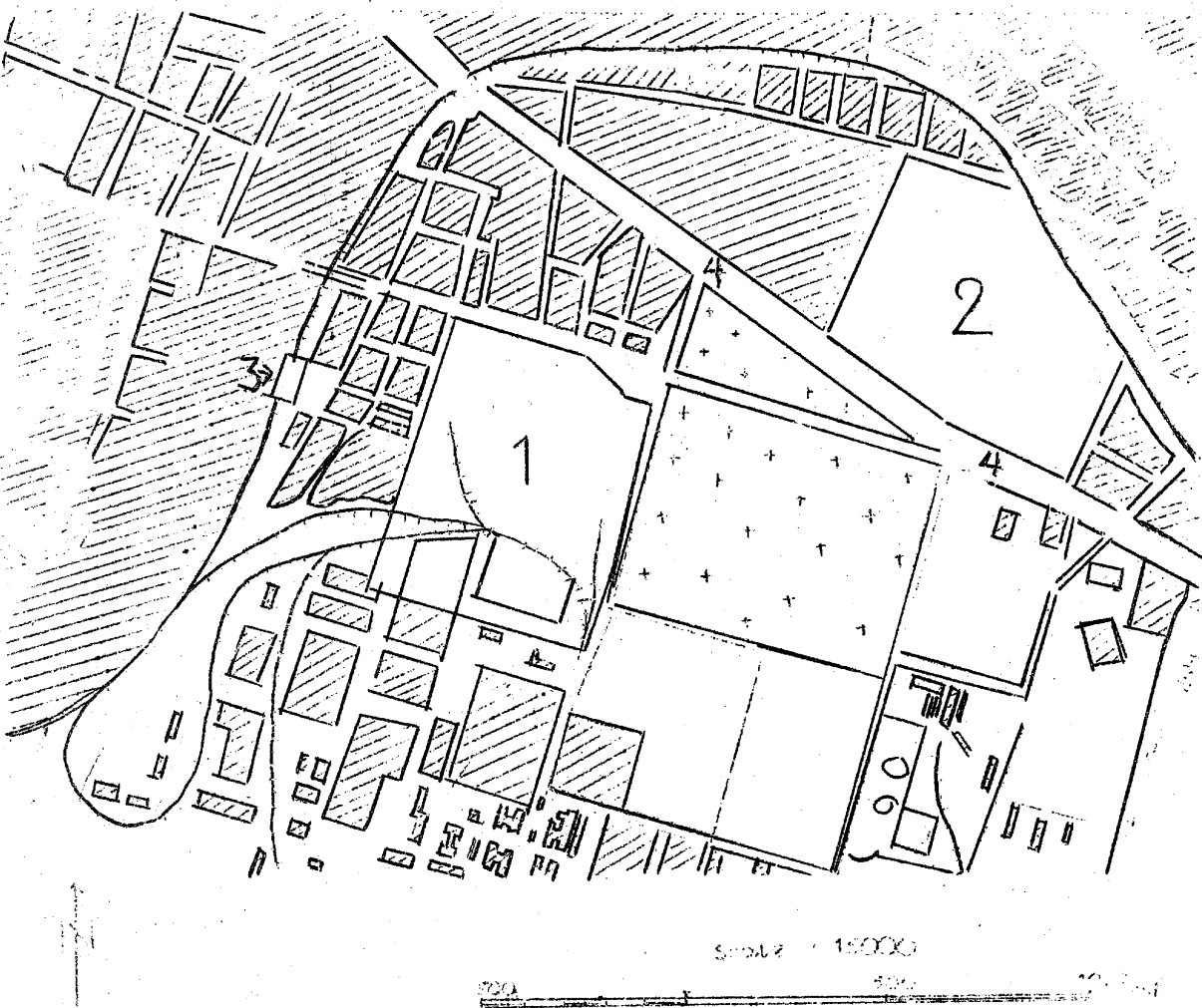
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Map showing location of Plant [ ] in Kharkov.

[ ]  
Annex 1

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Legend

1. Plant [ ]
2. KhEMZ Electro Mechanical Plant.
3. Balashov railroad station.
4. Highway to Chuguyevo.

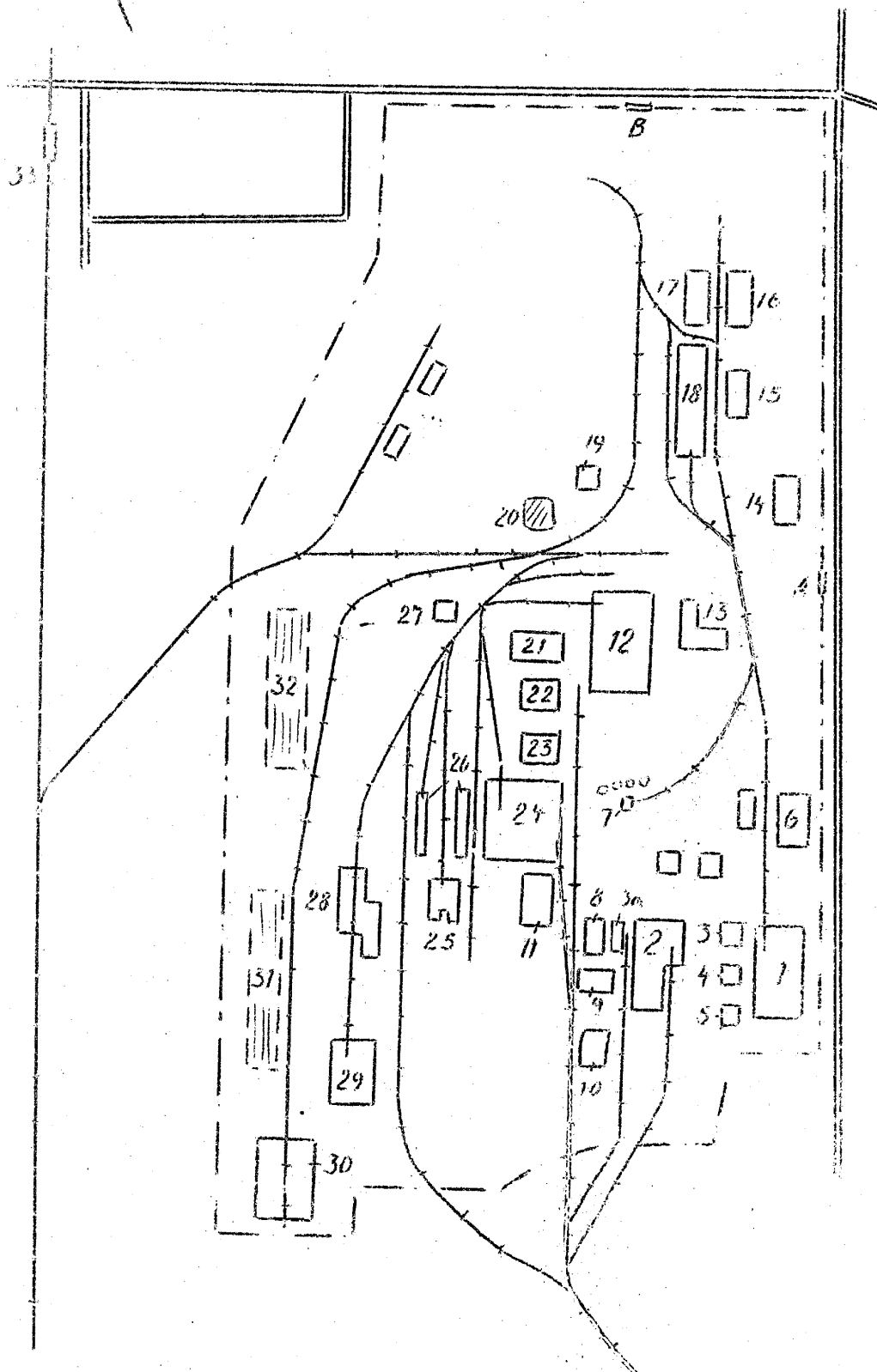
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Layout sketch of Plant [ ] in Kharkov. Annex 2

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Annex 2/2

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Legend

A. Main entrance.

B. Side entrance.

1. Carpentry shop, latheshop and electrical workshop.
2. Instrument department and sand dump.
3. Transformer.
  - 3a. Power station.
4. Repair shops.
5. Department 530, foundry for lead plates.
6. Loading ramp with scrap dump.
7. Oil boiler installations and filling station.
8. Department 110, latheshop.
9. Department 120, latheshop.
10. Carpentry shop.
11. Warehouse.
12. Department 780, mechanical and assembly department.
13. Department 750, latheshop and milling shop.
14. Warehouse.
15. Punching shop.
16. Warehouse.
17. Warehouse.
18. Departments 630 and 670, foundry with four open-hearth furnaces.
19. Pumping station.
20. Basin for cooling water.

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Annex 2/3

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21. Latheshop.
22. New building, use unknown.
23. Annealing shop.
24. Mechanical department with lathes, planing machines and milling machines.
25. Department 510, forge.
26. Warehouse.
27. Sawmill.
28. Repair shops.
29. Brickworks.
30. Department 540, pattern-making shop.
31. Iron and steel dump.
32. Lumber yard.
33. Balashovka railroad station.
34. Building, use unknown.

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