

CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION
INFORMATION REPORT

REPORT NO. [redacted]

CD NO. 25X1

COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 8 Feb 1952

SUBJECT Construction of Motor Vehicle Plant
25X1C in Dnepropetrovsk

NO. OF PAGES 5

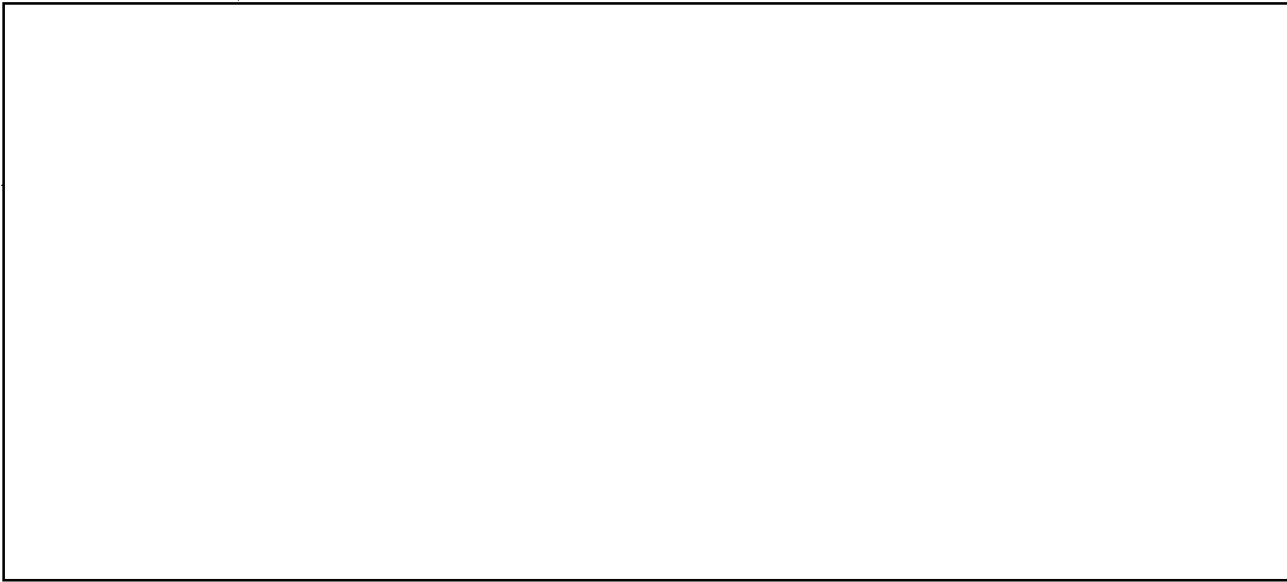
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REFERENCE COPY

NO. OF ENCLS (LISTED BELOW) 3

SUPPLEMENT TO 25X1A 25X1X
REPORT NO. [redacted]

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1. Location:

South of Dnepropetrovsk (34°59'E/48°27'N), Ukrainian SSR, about three km west of the Snop River. For location see annex 1.

2. Plant installations:

- a. Four workshops were completed and four additional workshops were still under construction. Soviets stated that a total of 12 workshops was planned.
- b. All buildings had the same approximate size of 150x75 meters and were of the same type of construction: steel frames with brick walls, roofs of concrete slabs (50x100 cm, 15 cm thick) fitted to the steel girders and covered with three layers of roofing paper. Of the three longitudinal sections of each workshop, the middle one was larger and had skylights and a traveling crane. A wooden cabin, 4x4x3 meters, with glassed walls was constructed on the roof of each completed workshop. One workshop was already in operation and produced construction requirements.
- c. The administration building, a four-story structure about 100 meters long with flat roof and glassed walls, was attached to one of the workshops.
- d. The plant buildings were interconnected by a system of ferro-concrete canals (about 2x2 meters). In some of them various pipelines (4 cm and 80 cm in diameter, and a gas pipe line).

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No Change in Class. 25X1
 Declassified
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were laid and covered with 50 cm thick ferro-concrete and a layer of 1 meter earth. Another canal with a heavily insulated pipe line of about 80 cm in diameter was approximately 3 meters underground.

3. Work force:

One shift with 400 PWs and a second shift with 100 PWs doing construction work.

4. Location:

On the southern edge of Dnepropetrovsk, several kilometers from the Dnepr River, immediately east of a railroad line and northeast of the Krasnopol railroad station.

5. Plant installation:

Soviet laborers said that the construction of the plant, covering an area about 1,200x800 meters, started in 1945. Some foundations which dated back before the war were obsolete and had to be partially removed. Seven workshops were completed by December 1949 and six or seven additional plant buildings were under construction. The machinery was stored out doors. In addition to German machines from Duesing, Auto Union and a Daimler-Benz Plant, there were a few machines of Soviet, American and English origin. The plant-owned power source was still without installations. The plant had two connections to the railroad line mentioned in para 2a.

For plant layout see Annex 2.

6. Work force:

Two thousand laborers working three shifts on the construction. Almost 1,000 laborers working in the production.

7. Production:

The chassis department mounted cranes on 3½ ton trucks, the rim department operated as scheduled, and the foundry and the old forge operated for construction requirements.

8. Location:

The Molotov Plant was about 1 km south of town, 3 km west of the Dnepr River.

9. Plant installations:

The plant was constructed with iron structural parts from a Polish firm. The forge with three sections was still under construction; the drop forge was completed and the operating chassis department was scheduled to be enlarged. The bare structure of the power plant was completed and the installations were being fitted. The neighboring rubber plant partially was still under construction.

For plant layout see Annex 3.

10. Work force:

Temporarily about 4000 laborers working three shifts.

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According to a Soviet foreman the workforce will be increased to more than 20,000 after the plant is completed.

11. Production:

1 1/2-ton trucks with 4-cylinder engines, English and German type amphibian automobiles.

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[redacted] Comment:

a. The above additional information on the Automobile Plant in Dnepropetrovsk is correct as to the location.

b. The plant sketches (Annex 2 and 3) vary as to the external shape but generally agree on the essential buildings such as chassis department, forge, administration, instrument department, power plant, boiler house and department DOZ. Both reproductions differ greatly from previous records*. Being confirmed by other information and having a very recent period of observation the attached sketches seem to be more factual.

DOZ is a single building housing wood processing workshops, rather than a separated plant area as previously reported**, possibly because of the fence which surrounded the 'DOZ' construction area. Since there is no confirming information on the large body plant, located 1 km south, the auxiliary plants for construction requirements have obviously been mistaken for the body plant in a previous report***. Data on the branch plant for automobile tires are given for the first time. They are confirmed by other P/S information.

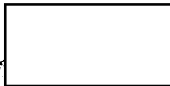
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[redacted] Comment: DOZ should probably read DAZ - Dnepropetrovski Avtomobilny Zavod.

3 annexes, sketches on ditto: Construction of a Motor Vehicle Plant in Dnepropetrovsk.

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Legend of Annex 2:

- 1 Foundry, 150x30 meters, construction of structural parts for construction requirements, to be replaced by a new foundry
- 2 Unidentified building
- 3 Power plant, high building, no details available

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- 4 Large workshop under construction
- 5 Iron forge, front section 150x30 meters, three wings with 250x30 meters each, machinery has been installed after the Spring of 1954
- 6 Old forge, 150x30 meters
- 7 boiler house, no details available
- 8 "Doc" rim department, intended for wood processing work in the future
- 9 Chassis department, 250x50 meters, partially used as machine tool storage and partially for assembly of cranes, installation of a production line was planned
- 10 Construction site of large workshop
- 11 Instrument department and office, 250x150 meters, planned production of component parts and rims
- 12 Workshop under construction
- 13 Tire plant, U-shaped building with wings 250x30 meters, bare structure completed and not installed
- 14 Road with street car line
- 15 Plant settlement under construction on both sides of the street
- 16 To the repair shops 1,2 km, production of pre-fabricated construction material, sawmill
- 17 Settlement with cantonment buildings
- 18 To the camp No. 7315/2 about 500 meters

Legend of Annex 3:

- 1 boiler house with brick smokestack 60 meters high
- 2 Electric assembly department, 200x30 meters
- 3 Tire department
- 4 Experimental department, 250x50 meters, so-called DOC
- 5 Laundry, 250x50 meters
- a Administration

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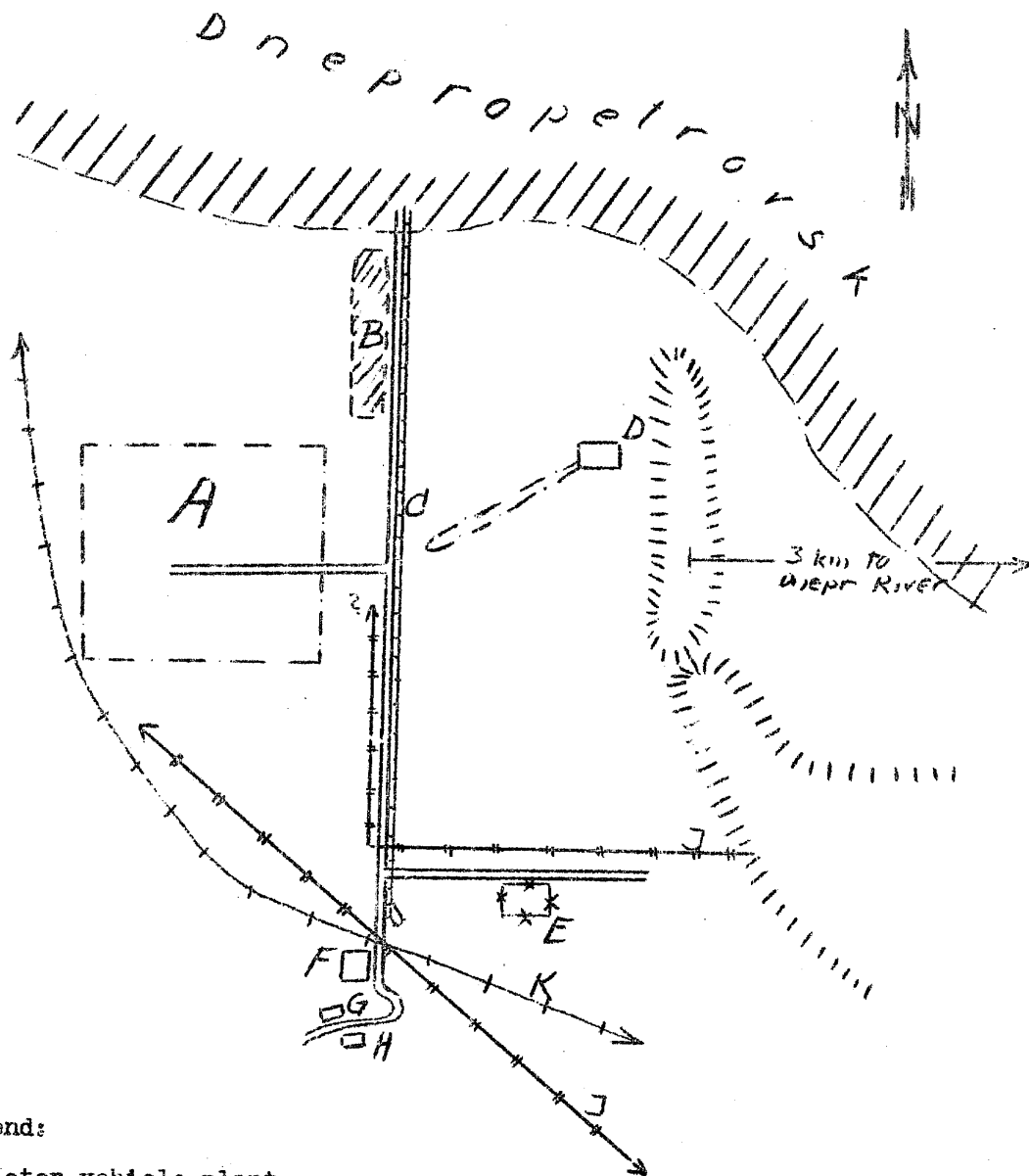
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- 6 Power plant, 30 to 40 meters high, bare structure completed
 - a Cement smokestack
 - b Transformer plant and open-air switching installation, three transformer stations
- 7 New forge under construction, three parallel workshops, 20-meter distance, constructed up to 4 or 5 meters
- 8 Drop forge, 250x50 meters
- 9 New chassis department, 250x35 meters
- 10 Administration, 200x30 meters
- 11 Old chassis department
- 12 Instrumental department
- 13 Unidentified building
- 14 Tower, purpose unknown

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Construction of a Motor Vehicle Plant in Dnepropetrovsk

Legend:

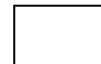
- A Motor vehicle plant
- B Plant settlement under construction, about ten four-story apartment blocks completed
- C Old asphalt road, 6 meters wide with streetcar line, the turn at the terminal point still under construction
- D Brick yard with cable car reaching almost to the road
- E PW Camp No. 7315/2
- F Concrete plant
- G Assembly plant for structural steel parts and repair plant for construction machines
- H Truck repair plant
- J Heavy power line
- K Railroad connection

scale 1/25,000

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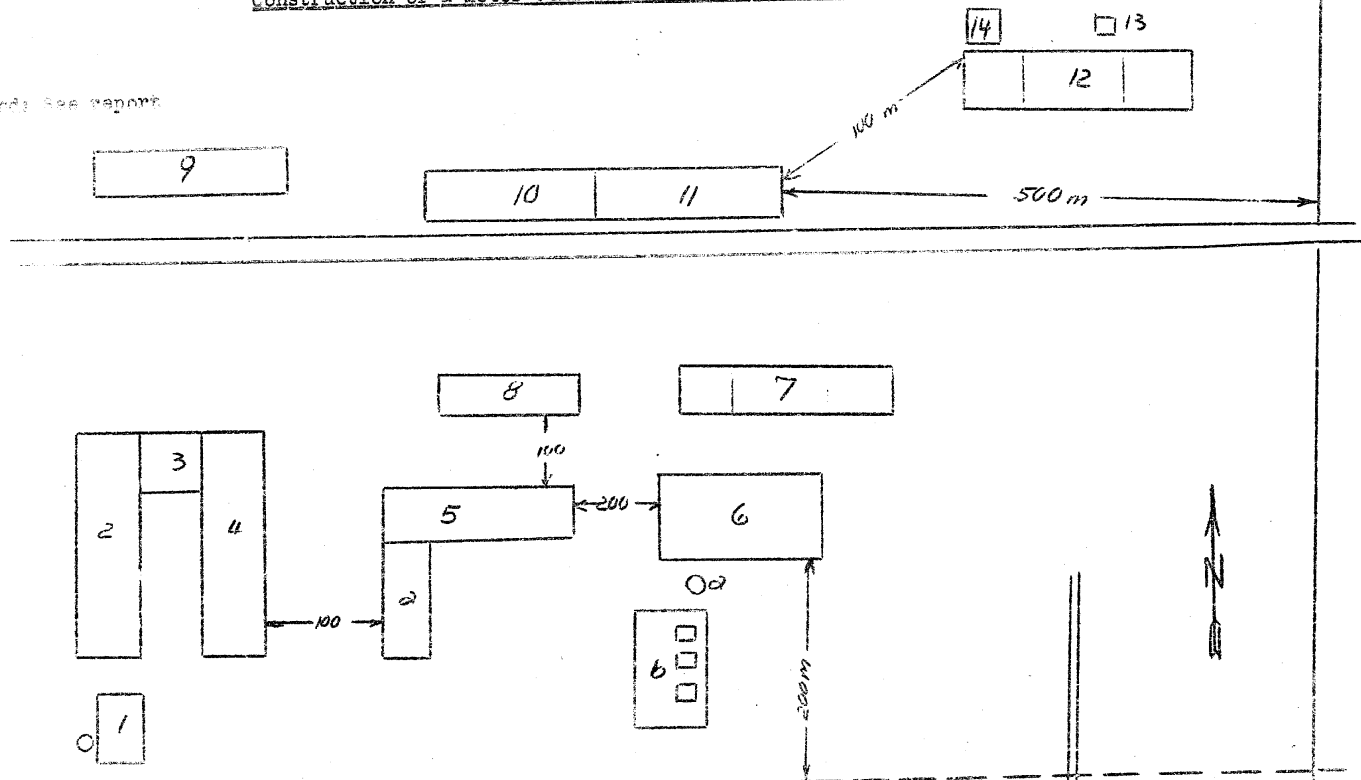
Annex 3

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Construction of a Motor Vehicle Plant in Dnepropetrovsk

Legend: See report



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