

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION	DATE	COORDINATION
2		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME
		SIGNATURE
REMARKS <p><i>If this much has been obtained from Meyer, someone intimately familiar with needs could probably get more. ?</i></p> <p><i>re: details on gear train?</i></p> <p><i>Are both motors connected to same gear train at any point?</i></p> <p><i>Is cylinder body solid, or can horiz. rows be interchanged?</i></p> <p><i>No. of spaces on horiz. rows on cyl.?</i></p> <p><i>How is cyl. adjusted to starting position?</i></p> <p><i>How is gear train adjusted?</i></p> <p><i>etc.</i></p> <p style="text-align: right;"><i>JAM</i></p>		
FROM NAME OR TITLE	DATE	
ORGANIZATION AND LOCATION	TELEPHONE	

DD FORM 1 FEB 50

95

Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

16-48487-4 GPO *

SECRET

ROUTINE

AGI# 05670

S/ASST

FM: CH NSA EUROPE
TO: DIRNSA
DTG: 281421Z APRIL 54
MSG NR: FW 711
ATTN NSA 72

INFO: S/ASST
17

ACT: 72
INFO: 0621

31	1-3
72	4
0621	5
115	6
064	7
V/DIR	8-9
33	10-15
COMSEC	16
0621	

REUR 201930Z SPLECHNA INTERVIEWED. NO CRYPT INFO BUT NAMED HORST JUCIUS ANOTHER COLLEAGUE OF DR FOGY RECENTLY REPATRIATED PROBABLY TO WEST BERLIN. ALSO BACKGROUND INFO RECD ON KUTSCHINE (OBJECT 568 K). SUBJ STATED MORE IMPORTANT AND SECRET PROJECTS WERE AT MARFINO. KUTSCHINE CLOSED DOWN INFO 1951-1952 AFTER BEING NAMED OVER BBC BROADCAST. MEYER RE-INTERVIEWED AND GAVE FURTHER INFO RE COL HASSAN CIPHER DEVICE WHICH HE STATED MGB PUT INTO USE IN 1951 FOR ENCIPHERING TFC. MEYER WORKED ON MAGNETIC CLUTCH BEING SUBSTITUTED FOR MECHANICAL CLUTCH ON THIS DEVICE. CHIEF RQMT OF MAGNETIC CLUTCH WAS THAT IT MUST NOT SLIP. DESCRIPTION OF DEVICE:

- (1) MOTOR CURRENT REDUCED TO BELOW 100 VOLTS STABILIZED AND CONTROLLED ON 50 CYCLES.
- (2) 2 REGULATED SPEED MOTORS 1 TO TURN DISK AND 1 TO TURN CYLINDER
- (3) 1 SWITCH STARTS BOTH MOTORS AT ONCE.

DATE RECD: 282300Z APRIL 54 BL/ARJ

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(4) GEAR TRAIN AND MAGNETIC CLUTCH TURNS DISK AT VERY REGULAR CONSTANT SPEED ESTIMATED AT BETWEEN 2500 TO 750 RPM.

(5) GEAR TRAIN ADJUSTABLE TO 4 SPEEDS TURNS CYLINDER.

(6) 1 STARTING POSITION FOR DISK

(7) CYLINDER ADJUSTS TO APPROX 8 DIFFERENT STARTING POSITIONS

(8) NO MECHANICAL CONNECTION BETWEEN DISK AND, ELECTRICAL CONNECTION POSSIBLE BUT MEYER HAD NO OPPORTUNITY TO TRACE WIRING

(9) INTERNAL WIRING OF CYLINDER UNKNOWN

(10) 10-12 MM LONG CONTACTS IRREGULARLY SPACED IN HORIZONTAL ROWS ON SURFACE OF CYLINDER VERTICAL ROWS OF CONTACTS AVOIDED AT LEAST ON VISIBLE SIDE OF CYLINDER

(11) PLATINUM TIPPED METALIC BRUSHES LONG ENOUGH TO TOUCH CONTACTS WERE FIXED BY SCREWS INTO IRREGULARLY SPACED NOTCHES ON HORIZONTAL BAR ABOVE CYLINDER.

(12) WIRES FROM THESE BRUSHES WERE LACED INTO A CABLE WHICH MEYER HAD NOT TRACED

(13) MEYER THOUGHT IT UNLIKELY THESE BRUSHES COULD BE SHIFTED EXCEPT POSS BY INSTALLING NEW BAR WITH DIFFERENTLY SPACED NOTCHES.

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(14) CYLINDER WAS 100-120 MM IN DIAMETER, 600-800 MM LONG ROTATED IN ONE DIRECTION. ONLY

(15) PERIFERY OF DISK CONTAINS 128 CONTACTS EA 3 MM WIDE AND SPACED ABOUT 10 MM APART. THESE ARE RANDOM CROSSWIRED INSIDE DISK WITH 64 WIRES.

(16) INSIDE OF STATIONARY DRUM IN WHICH DISK ROTATES ALSO CONTAINS 128 CONTACTS. MEYER HAD NOT TRACED WIRES LEADING FROM DRUM CONTACTS

(17) MEYER TERMED THIS A MECHANICAL CIPHER DEVICE BECAUSE DRIVE AND CONTACTS ARE MECH AND NON-CHANGEABLE.

(18) DEVELOPMENT OF AN ELECTRICAL ENCIPHERING DEVICE AHIMARFINO IN 1951 WAS MENTIONED TO MEYER BY A LATVIAN NAMED HERXENBERG (SOURCE OF MEYERS COM SEC INFO) WHO MET MEYER WHILE ENROUTE TO A NORTH PRISON CAMP AFTER LEAVING MCA DBIN NOV 51. MEYERS COULD NOT SAY WHAT HE MEANT BY THE TERM ELECENCIPHERING DEVICE.

(19) FULL WRITTEN REPORT UNDER PREPARATION WILL BE FWDD AIR COURIBR. RELATED SUBJ ASAES TWO HAS REQST CIC TO LOCATE (BUT NOT CONTACT) NEUMAN, AS ADAM, AND LUCIUS ALL FORMERLY OF MARFINO AND THEREFORE MOST LIKELY TO HAVE FURTHER CRYPTO INFORMATION

NSA 115 NOTE: DTG: .201930Z IS AGO# 10564 ORIG 0621
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