

Darrin Weaver writes in his book that the Walther factory had fallen to the Americans on April 9. **This is not correct.** The date is April 4 – see more here:

[http://www.atarian-alps.com/+temp/Ron Clarin/The Walther Factory by Ron Clarin v1 -  
\\_low\\_bandwidth.pdf](http://www.atarian-alps.com/+temp/Ron_Clarin/The_Walther_Factory_by_Ron_Clarin_v1_-_low_bandwidth.pdf)

From G/K43 Rifle Forum Dec., 2003

### **About BLM shipping late in the war and transferred parts from Walther**

On my trip to Germany last month, I spoke with a German gentleman who served in the Wehrmacht from 1939 until 1944 as Waffenmeister assistance. He was found unfit for service after a stomach shot from a Russian MG on the Eastern front early 1944. He was then transferred to civilian duty to the city of Lübeck at the BLM plant summer 1944. He told me that in the end of April 1945, Walther-Werke shipped K43 parts to BLM. He worked with the logistic and shipment of accepted weapons to the front from BLM, so he could not give deeper information about this incoming shipment. But he told me that this made a problem for BLM, a current percent of the finished weapons from these parts were ear tagged to specific combat divisions (I presume SS units, he couldn't confirm this, because all shipments were done with codes, most likely FP numbers) (?? /CE), the payment for this service was done with the rest of the parts delivered. The horse deal (?? /CE) made his work a bit more complicated. He told me that he wasn't happy with Walther-Werke after this. Another thing he told me was that among the last shipments of K43 from BLM – as he could remember it – was done to an area close to Berlin city in May 1945; otherwise the Eastern front and south of Germany were the major areas that K43 were shipped to during his duty at the plant. I asked him if he knew which directions and how the K43 were shipped. He told me that until Jan. 1945, most shipments were done with railroad (I presume directly from the factory /CE). After January trucks were used to get the shipment out from the plant to the nearest railroad line or transit station that was functional, because of heavy bombardments of the railroad structure in central Germany. Safest way of shipment to the Eastern front was thought though North of Germany via Denmark and ships to the area around Latvia / Lithuania – or the other way down to south of Germany. He didn't know anything exact either because of poor memory or the multiple choices to do it, I guess.

Carl (I believe it must be Carl Ellingstad – and I don't understand all what he has written /CE)

I am told that after the German capitulation a couple of goods wagons were found in Silkeborg filled with G/K43. 95% of all G/43 found in Denmark are made by BLM from Dec. 44 to March 45. The German military headquarter in Denmark was placed near Silkeborg; about 220,000 troops were in Denmark at that time.

BLM ceased manufacturing of K43 in May 2. 1945 – same day on which the British troops secured the city of Lübeck, although the British troops did not occupy the factory until May 6. The factory was almost completely devoid of complete rifles at that time.

The DDR "Sunburst" rifles:

A great part of the DDR re-used guns were qve 45 – that means produced at the BLM factory in Lübeck. As mentioned above Lübeck ended on the West-side of the "Iron curtain", so several large shipments must have been sent East-ward and seized by the Soviet troops. There was a fear among the Allied that the empty weapon-factories could indicate the rifles were concealed for in future to be used by German partisans.

Claus Espeholt  
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