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PHOTOGRAPHIC INTERPRETATION REPORT

ICBM LAUNCH COMPLEX

NEAR

Declass Review
NIMA/DoD

SHADRINSK, USSR



ARMY



NAVY



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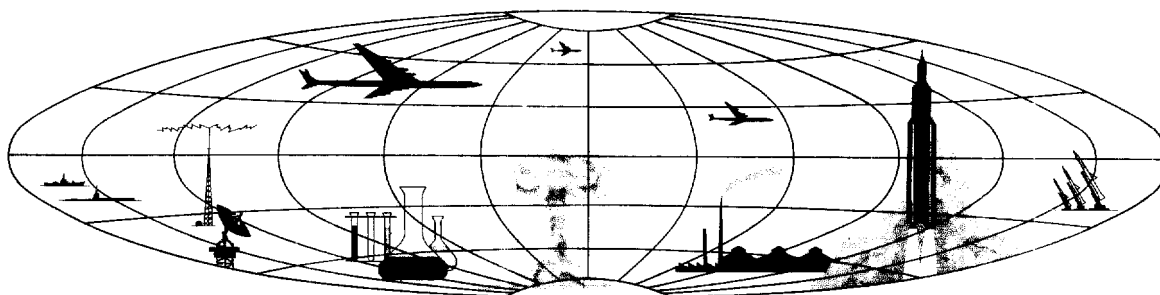
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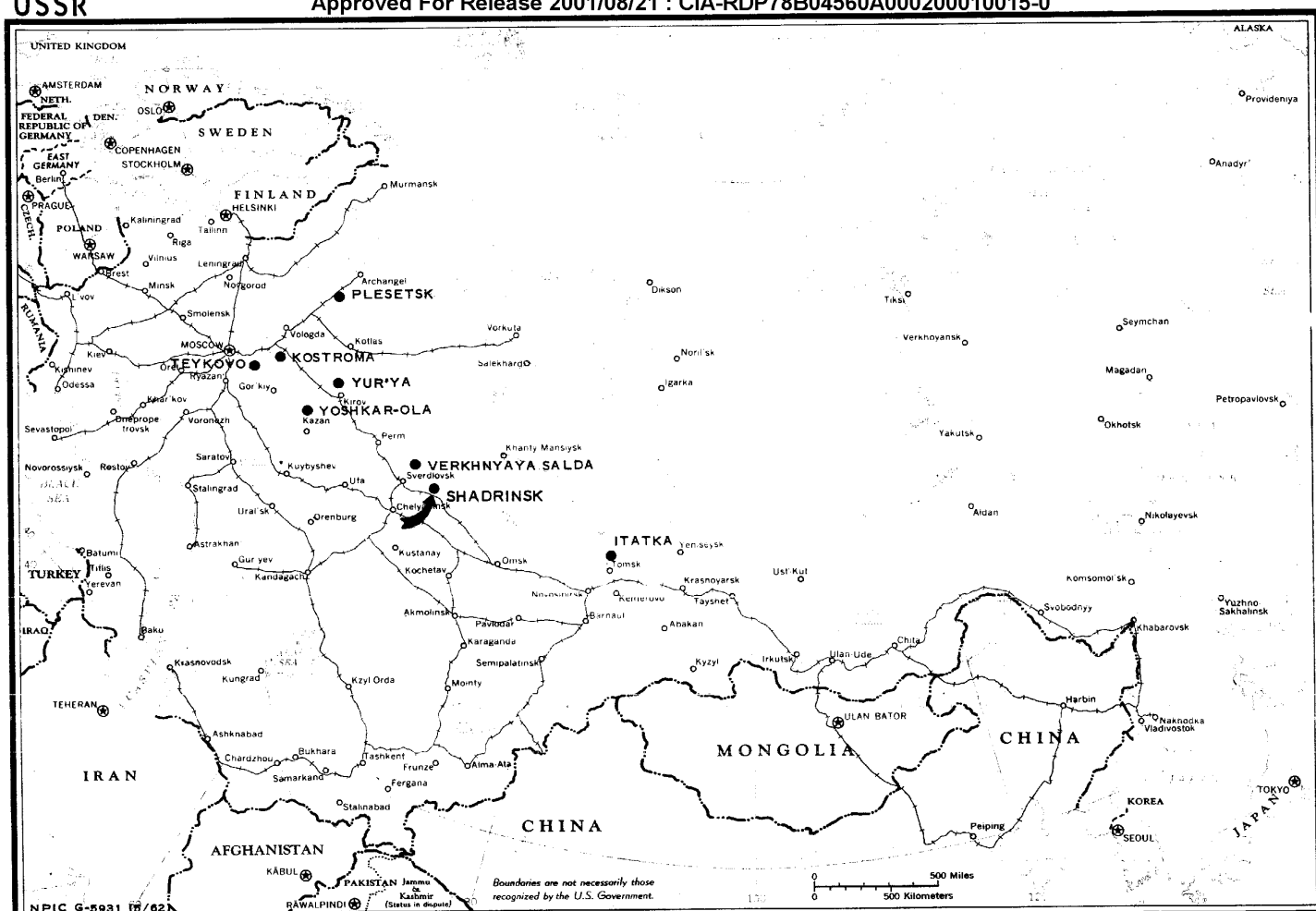
ICBM LAUNCH COMPLEX
NEAR
SHADRINSK, USSR

NPIC/R-69/62
May 1962

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

USSR

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FIGURE 1. LOCATION OF THE SHADRINSK ICBM LAUNCH COMPLEX.

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INTRODUCTION

An ICBM launch complex, under construction, was observed near Shadrinsk, USSR (56-05N 63-38E), on photography from KEYHOLE Missions

25X1D [REDACTED] Most of the complex is situated in a wooded area generally northeast of Shadrinsk, approximately 110 nautical miles (nm) east of Sverdlovsk (Figure 1).

25X1B The complex consists of two road-served launch areas [REDACTED]

25X1B [REDACTED] 6.25 nm apart, a rail- and road-served complex support facility, and a rail-to-road transfer point (Figure 2).

[REDACTED]

25X1B [REDACTED]

25X1B [REDACTED]

25X1A Two SA-2 surface-to-air missile (SAM) launch sites, deployed for defense of the ICBM complex, have been identified from KEYHOLE photography. SAM site B-31 [REDACTED] is located 14 nm northwest of the complex support facility at 56-13N 63-17E. [REDACTED]

25X1D [REDACTED]

25X1D [REDACTED] The status of this site could not be determined from [REDACTED] because of poor image quality, but it appears to be complete

25X1D [REDACTED] SAM site B-02 [REDACTED] is located 13.5 nm north of the complex support facility at 56-21N 63-47E and appeared complete when observed on photography [REDACTED]

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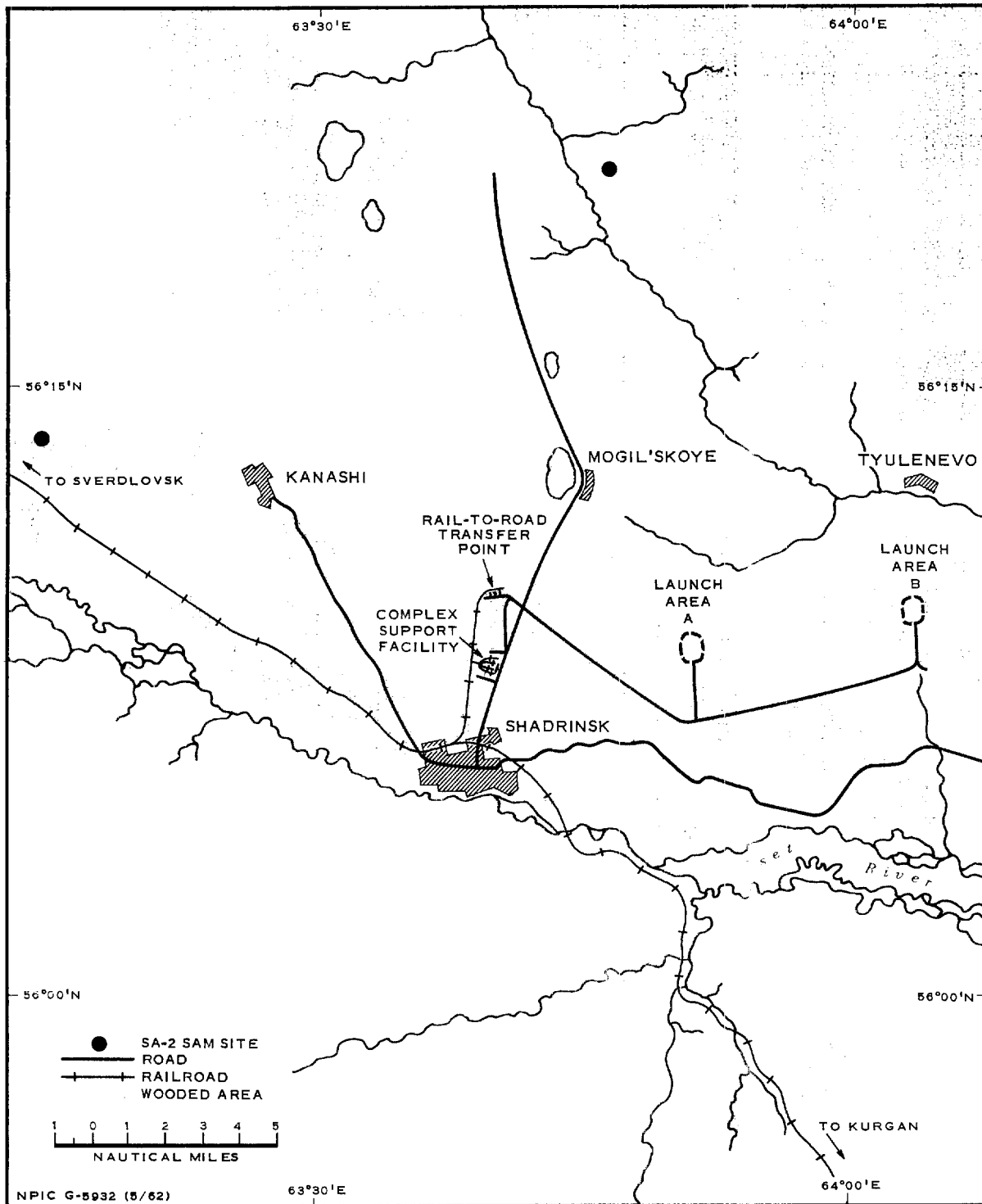


FIGURE 2. SHADRINSK ICBM LAUNCH COMPLEX

25X1D

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25X1A A rail spur extends approximately 4 nm north-northeast from a
25X1A point just east of the Shadrinsk Railroad Yards and Shops [REDACTED]
[REDACTED] on the Sverdlovsk-Kurgan rail line. The spur serves the complex
support facility and terminates at the rail-to-road transfer point. The
25X1D intersection of this spur and the Sverdlovsk-Kurgan rail line was faintly
visible at the end of a frame of photography from [REDACTED] A turning
wye is located at the railroad yards.

LAUNCH AREAS

25X1B The complex main road is a well-engineered road leading from the
25X1B rail-to-road transfer point to the two launch areas. The road distance
25X1B from the transfer point to the junction of the access road leading to
Launch Area A is 6.5 nm. The complex main road continues to the east
for 5 nm to the junction with the access road leading to Launch Area B
and then extends approximately 1,300 feet farther to the east. [REDACTED]

[REDACTED] Wooded areas lie generally to
the east along the Iset River. To the north the land is cleared and there
are numerous small towns and villages.

Launch Area A

The access road to Launch Area A (56-09N 63-52E) extends approxi-
mately 1.5 nm north from the complex main road to a cleared area in which
construction activity is evident. No recognizable pattern has evolved at
this time (Figure 3).

The launch support area is located north of the complex main road
and west of the access road. This area contains about 7 barracks-type
buildings.

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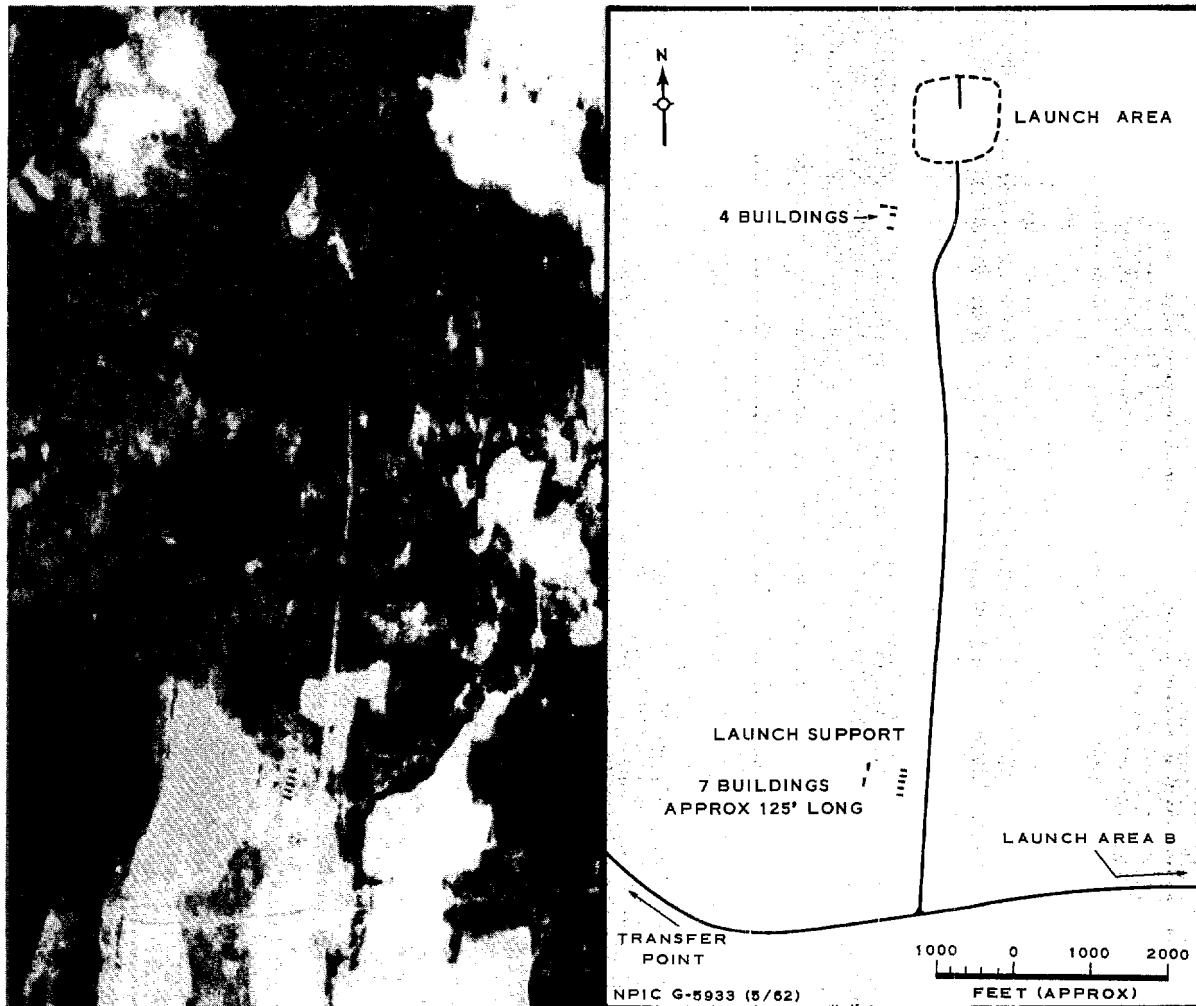


FIGURE 3. LAUNCH AREA A, SHADRINSK

25X1D

Launch Area B

The access road to Launch Area B (56-10N 64-03E) extends approximately 1.1 nm north from the complex main road into a partly wooded area.

The launch support area, located north of the complex main road and west of the access road (Figure 4), contains approximately 11 barracks-type buildings. Two buildings located south of the road junction probably are associated with launch support.

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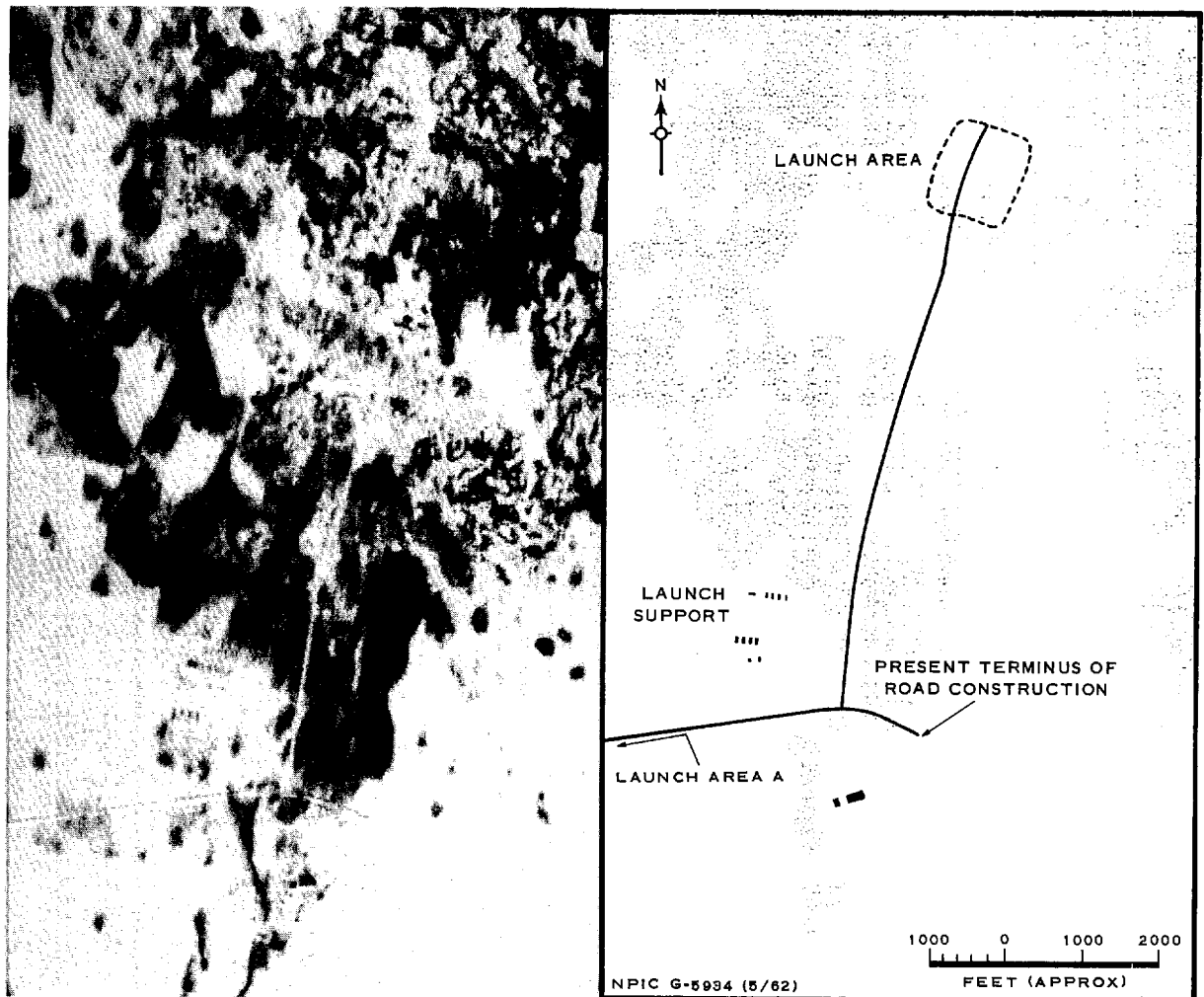


FIGURE 4. LAUNCH AREA B, SHADRINSK

25X1D

COMPLEX SUPPORT FACILITY

The complex support facility (56-08N 63-40E) is composed of a rail- and road-served storage/support area and two barracks areas. It is located 2.3 nm north of Shadrinsk and is situated east of the main rail spur. A single spur leading into the facility can be entered only from the direction of the transfer point. This spur branches into four spurs within the facility (Figure 5).

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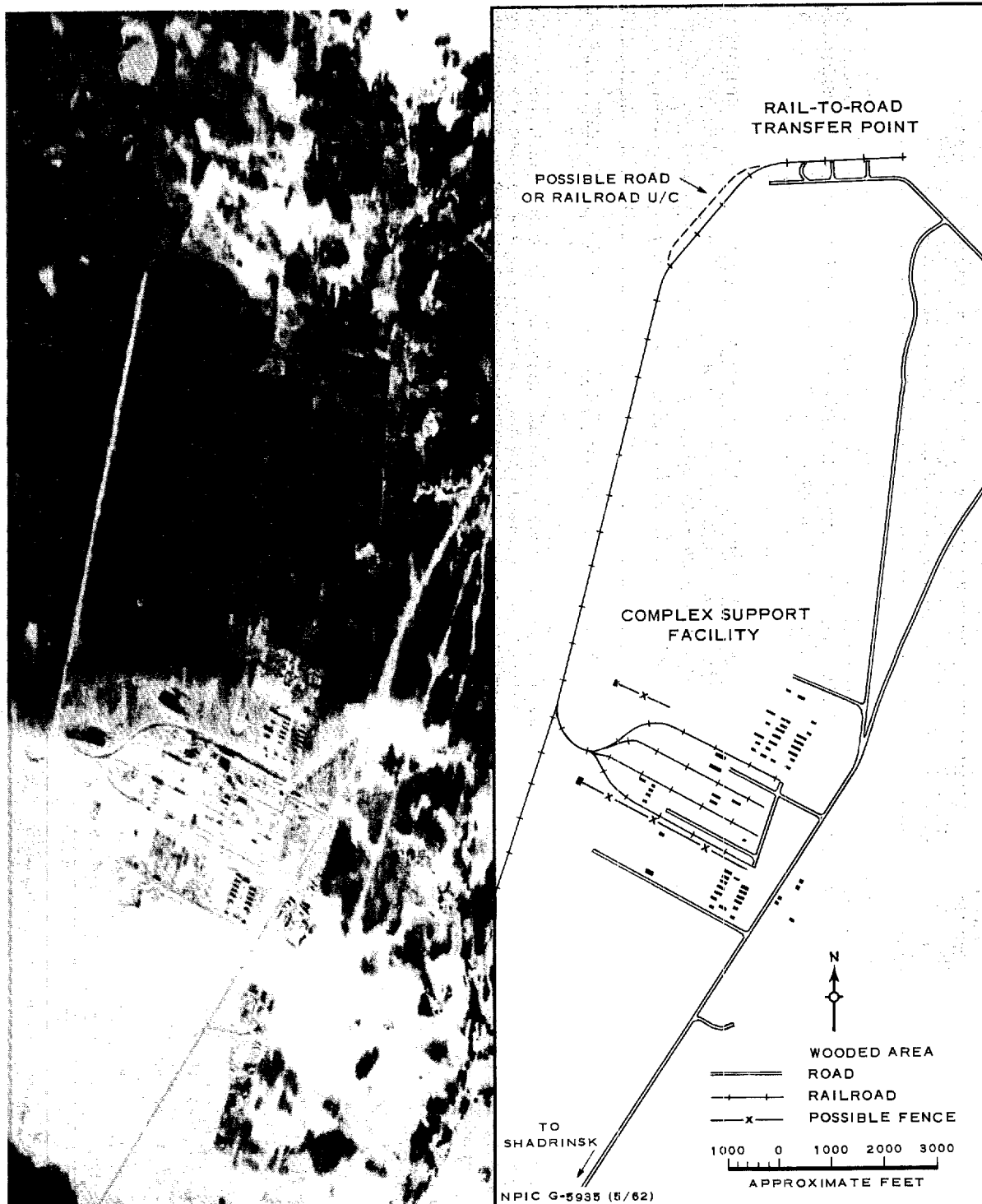


FIGURE 5. COMPLEX SUPPORT FACILITY AND RAIL-TO-ROAD TRANSFER POINT, SHADRINSK.

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Road access to the facility is provided by a well-engineered road that continues north from Shadrinsk to the village of Mogil'skoye. Three roads branch westward from this road into the support facility. Another road extends along the eastern termini of the rail spurs.

25X1D The storage/support area contains 11 warehouse-type buildings and
25X1D numerous scattered piles of materials (Figure 6). Three groups of possible
rail cars were seen parked within the facility on the [REDACTED]
photography, but only two on the [REDACTED] photography. No rail-
through buildings are apparent.

25X1D The barracks area north of the storage/support area contains 12
barracks and 11 administrative/support buildings. An area of small
buildings under construction is located just north of the barracks area, and
a new road has been constructed since [REDACTED] to serve this area.

The barracks area south of the storage/support area contains 12
barracks and 3 administrative/support buildings. Two warehouse-type
buildings are located in an open storage area west of the barracks. Across
the main road from the barracks are a group of buildings and piles of
materials.

Portions of a possible security fence and two possible guard towers
are apparent along the northern and southern boundaries of the storage/
support area.

A road-served area of unidentified activity is located approximately
midway between Shadrinsk and the complex support facility along the
eastern side of the main road. This area may be a borrow pit for road fill.

RAIL-TO-ROAD TRANSFER POINT

The rail-to-road transfer point is located at the terminus of the rail
spur, approximately 1.7 nm north of the complex support facility in a wooded
area at 56-10N 63-41E (Figure 5). The transfer point is oriented with its
long axis in an east-west direction, with the rail portion lying approximately

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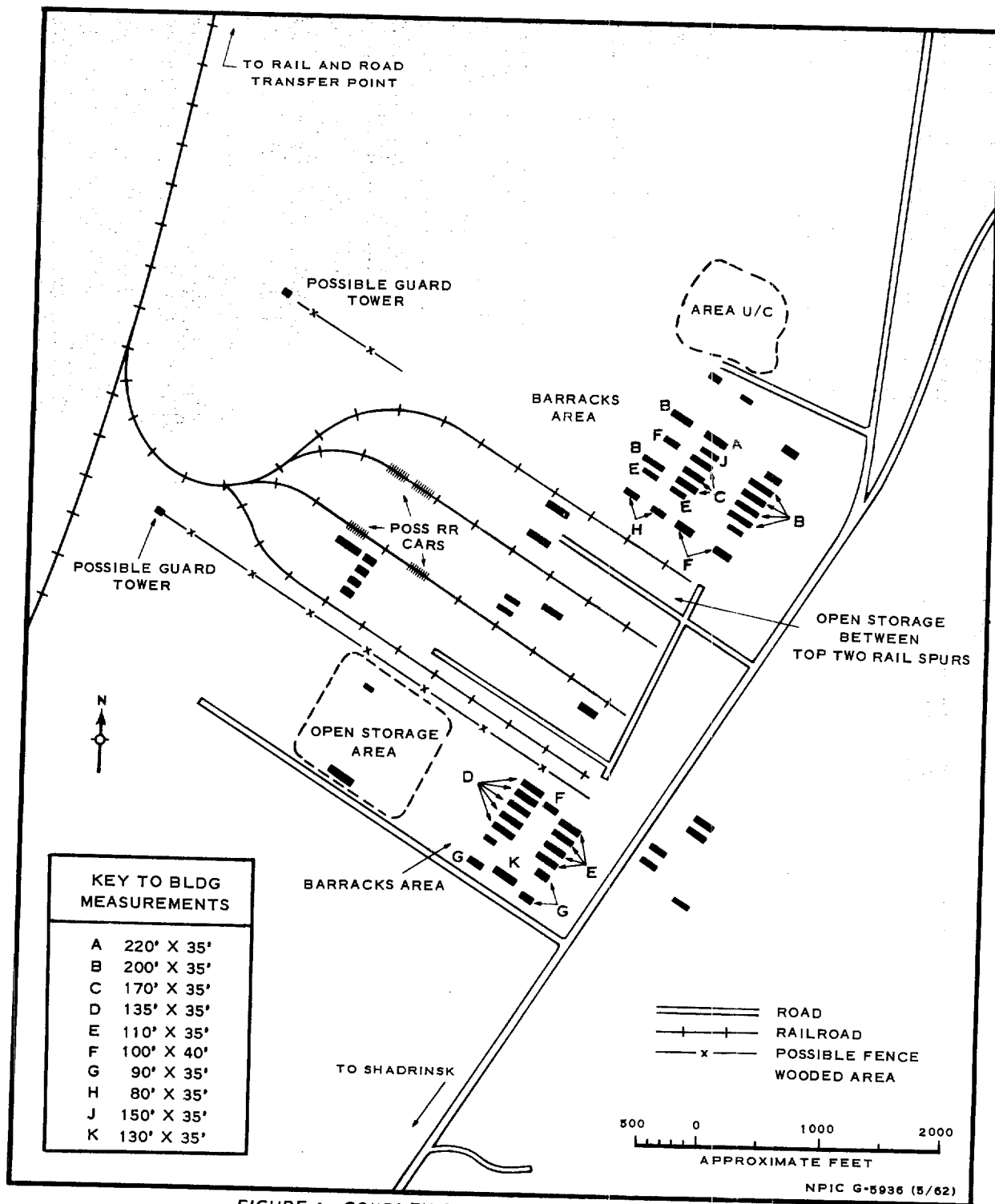


FIGURE 6. COMPLEX SUPPORT FACILITY, SHADRINSK.

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340 feet north of the road portion and parallel to it. Both the road and rail portion of the transfer point are approximately 2,965 feet long. The road and rail are connected by two perpendicular roads and one curved road. At the transfer point at the Yur'ya ICBM Launch Complex there is a road immediately adjacent to the rail line;

No buildings are visible at the transfer point.

On the section of the rail spur that immediately precedes the transfer point, a possible road or railbed under construction branches slightly to the west of the spur and then parallels it for approximately 3,000 feet before rejoining it at the entrance to the transfer point.

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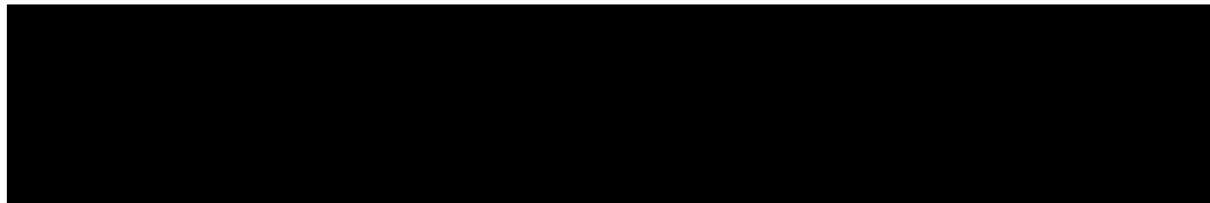
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REFERENCES

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25X1D



MAPS OR CHARTS

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REQUIREMENT

CIA. DDI/RR/E/R-3/62

NPIC PROJECT

JN-27/62

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