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Declass Review by NIMA / DoD

PHOTOGRAPHIC INTERPRETATION REPORT

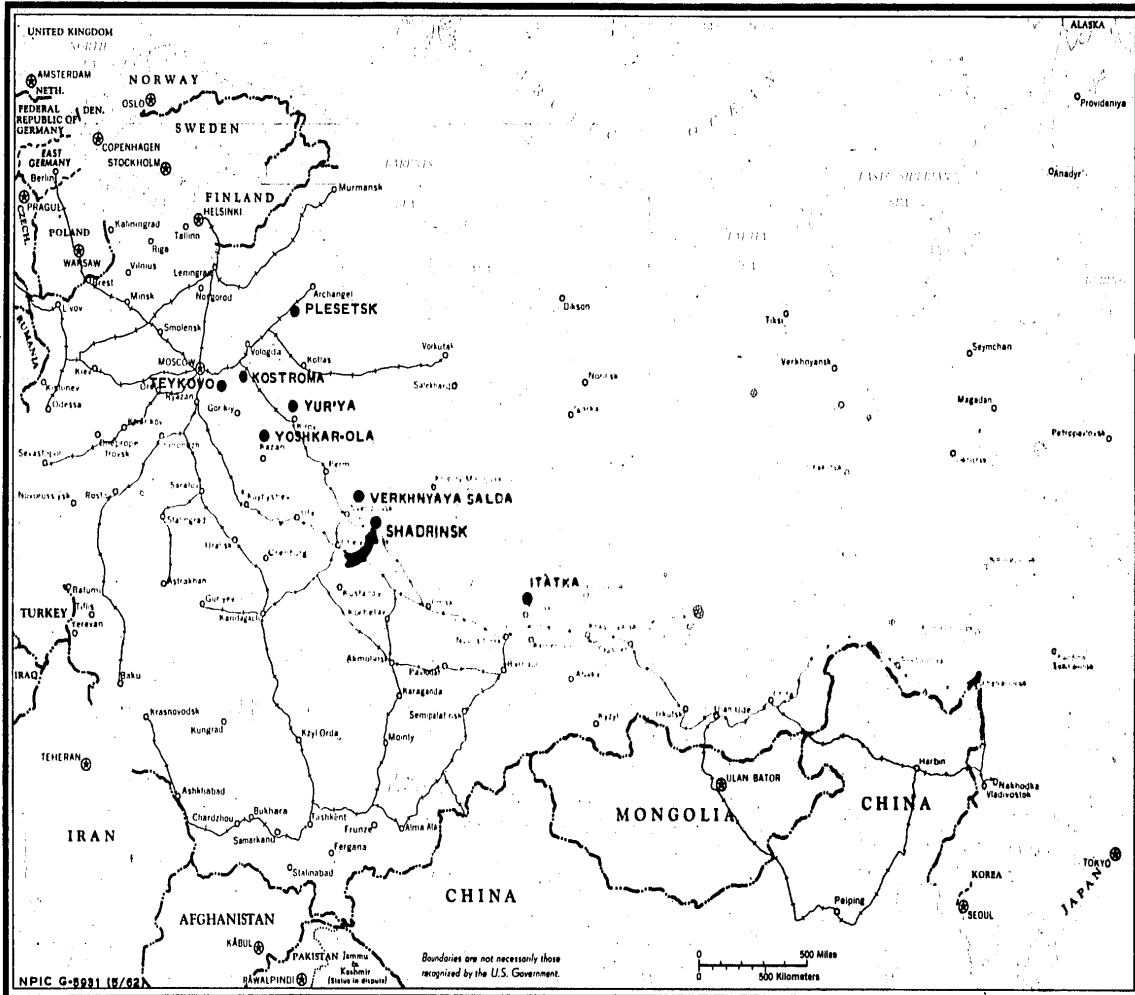
ICBM LAUNCH COMPLEX
NEAR
SHADRINSK, USSR

NPIC/R-69/62
May 1962

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

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USSR



NPIC G-8981 (8/62)

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FIGURE 1. LOCATION OF THE SHADRINSK ICBM LAUNCH COMPLEX.

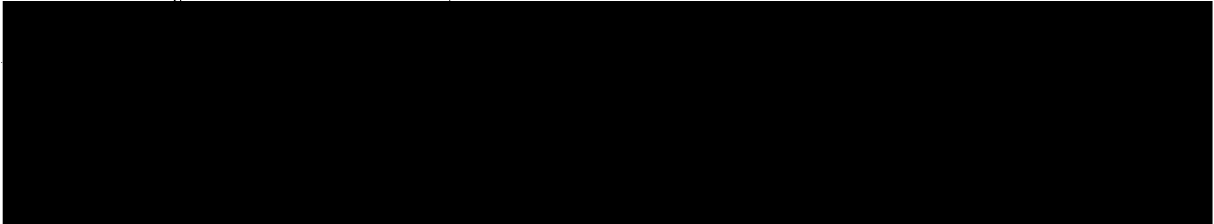
INTRODUCTION

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An ICBM launch complex, under construction, was observed near Shadrinsk, USSR (56-05N 63-38E) [redacted] photography from KEYHOLE Missions [redacted]. Most of the complex is situated in a wooded area generally northeast of Shadrinsk, approximately 110 nautical miles (nm) east of Vladivostok (Figure 1).

The complex consists of two road-served launch areas in an early stage of construction, a rail- and road-served complex support facility, and a rail-to-road transfer point (Figure 2). The lack of a recognizable configuration at the launch areas may be because construction is in too early a stage to show a pattern.

25X1B



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. This site was in the late stage of construction when observed on photography from [redacted].

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25X1A

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[redacted] The status of this site could not be determined from [redacted] because of poor image quality, but it appears to be complete on [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 of [redacted].

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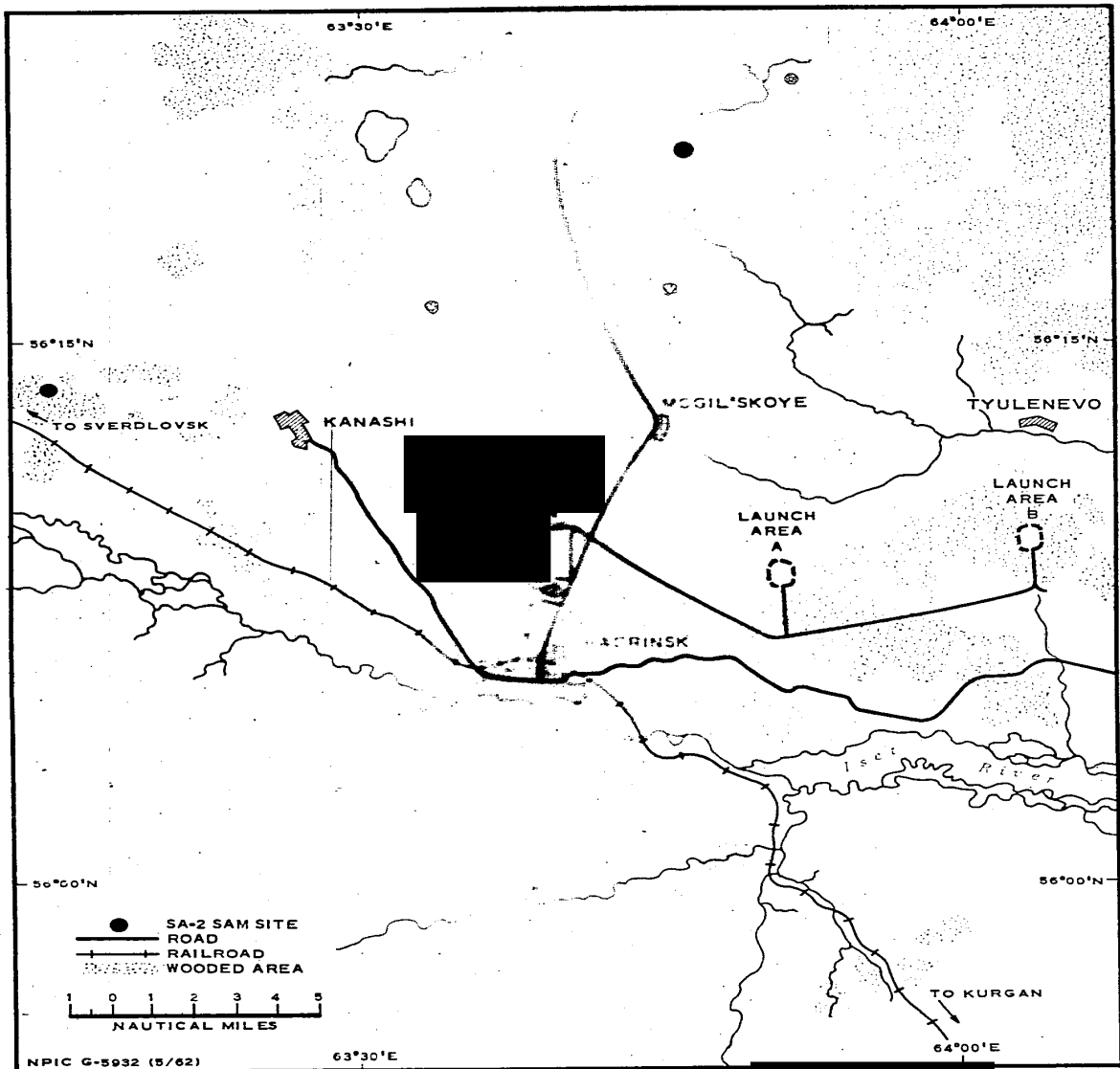


FIGURE 2. SHADRINSK ICBM LAUNCH COMPLEX

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

The complex main road [redacted] engineered road leading from the rail-to-road transfer point [redacted] launch areas. The road distance from the transfer point [redacted] of the access road leading to Launch Area A is 6.5 nm. [redacted] main road continues to the east for 5 nm to the junction [redacted] road leading to Launch Area B and then extends approximately [redacted] feet farther to the east. This extension indicates the [redacted] of future expansion of the complex. Another factor [redacted] influence the location of additional launch areas is the surrounding [redacted]. Wooded areas lie generally to the east along the Iset River [redacted]. north the land is cleared and there are numerous small towns [redacted].

Launch Area A

The access road to Launch Area A (56-09N 63-52E) extends approximately 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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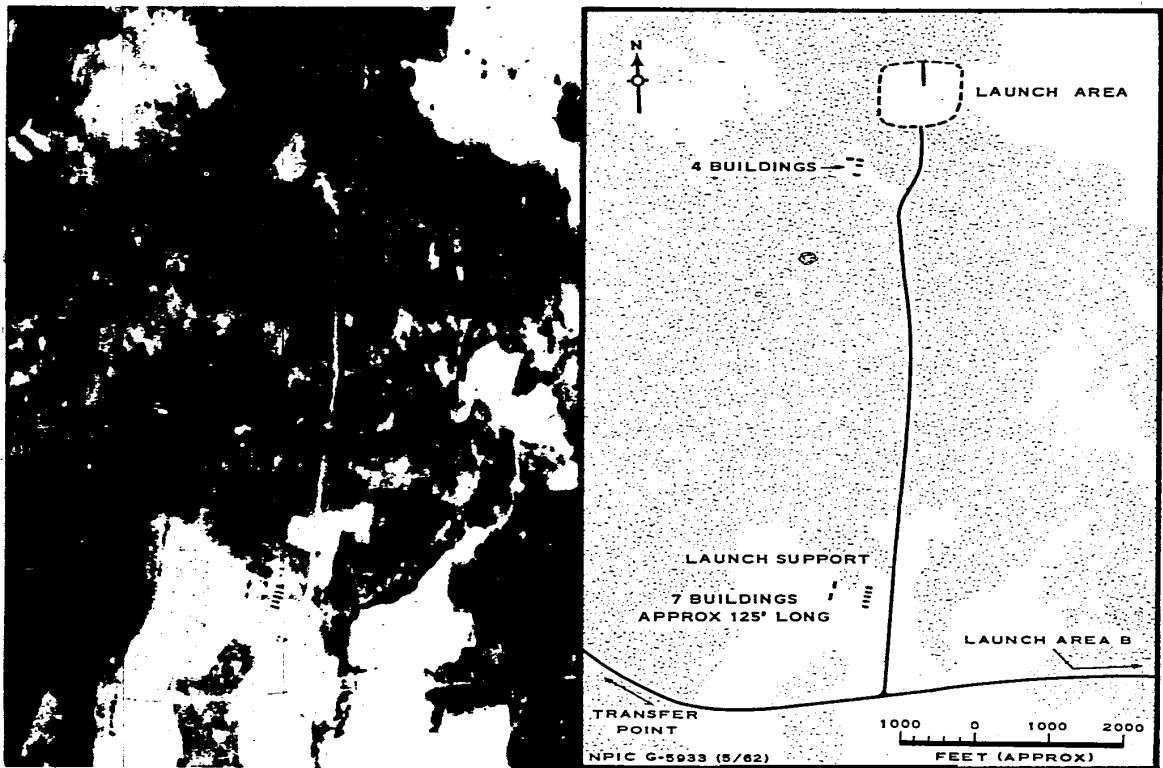


FIGURE 3. LAUNCH AREA A, SHADRINSK

Launch Area B

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The access road to Launch Area B (50-10N 64-03E) extends approximately 1.1 nm north from the complex main road into a partly wooded area. Snow cover and the early stage of construction prevent observation of a recognizable pattern. 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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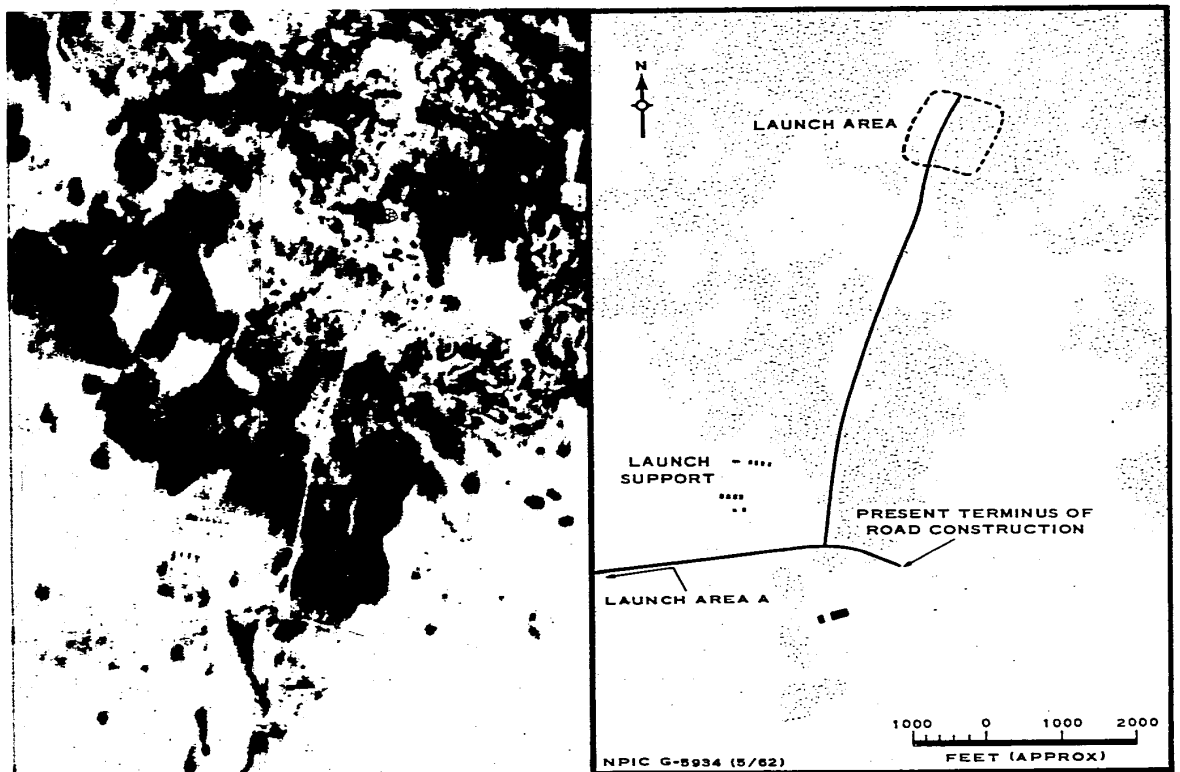


FIGURE 4. LAUNCH AREA B, SHADRINSK

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COMPLEX SUPPORT FACILITY

25X1A

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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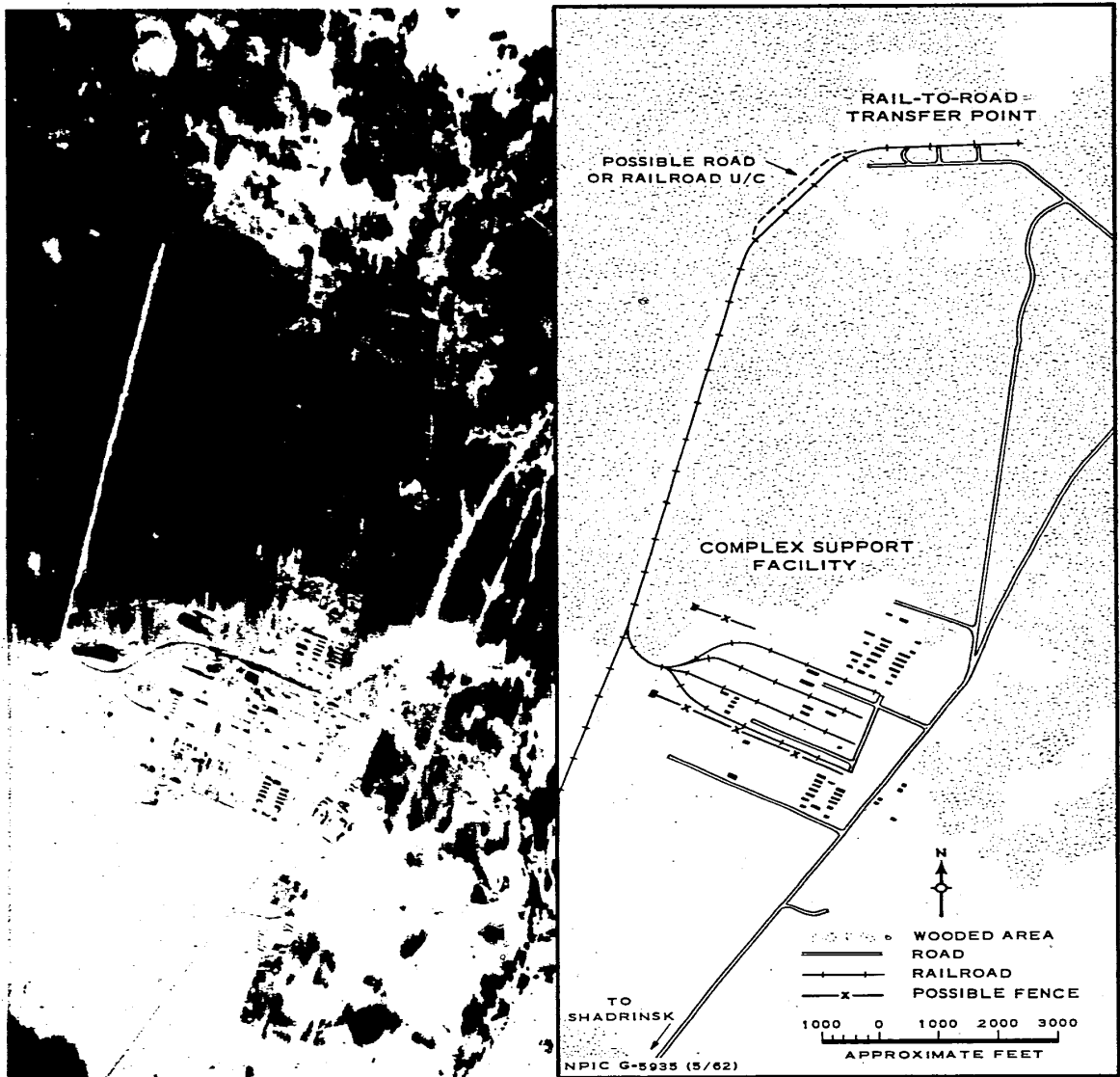


FIGURE 5. COMPLEX SUPPORT FACILITY AND RAIL-TO-ROAD TRANSFER POINT, SHADRINSK.

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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
25X1D rail cars were seen parked within the facility on the [REDACTED]
25X1D 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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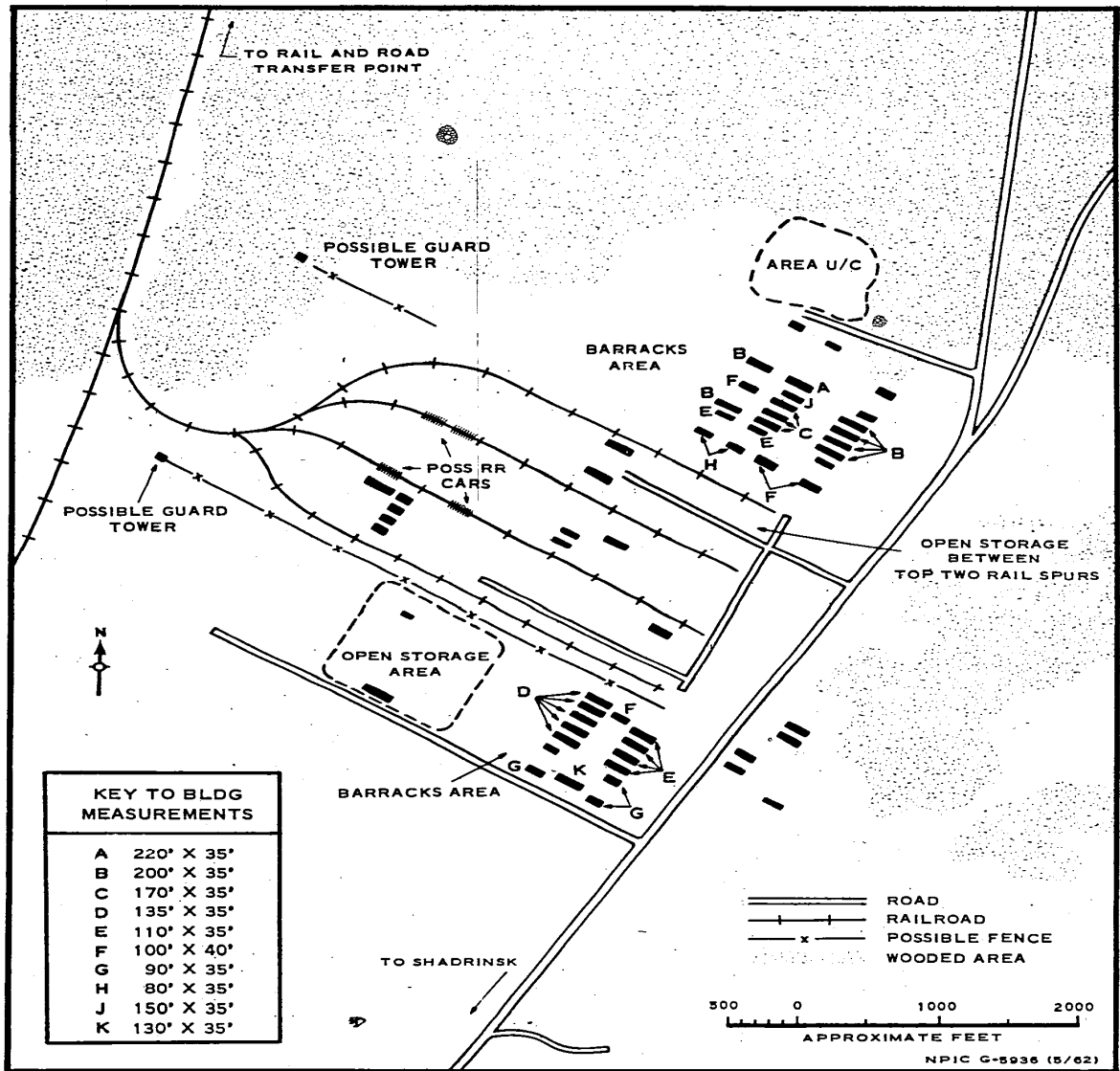


FIGURE 6. COMPLEX SUPPORT FACILITY, SHADRINSK.

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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; however, no such road is apparent at the Shadrinsk ICBM Launch Complex. 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.



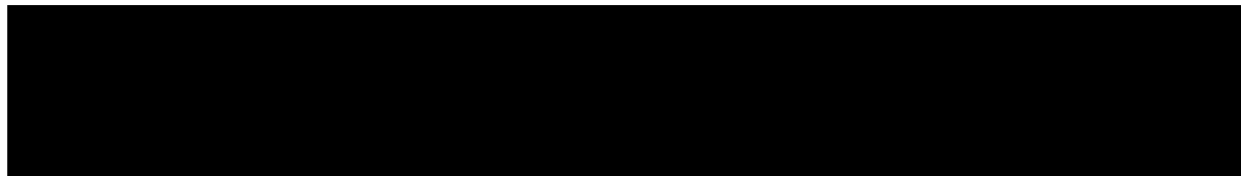
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REFERENCES

PHOTOGRAPHY

25X1D



MAPS OR CHARTS

- SAC. US Air Target Chart, Series 200, Sheet 0156-24A, 2nd ed, Oct 59, Scale 1:200,000 (SECRET)
- SAC. US Air Target Chart, Series 200, Sheet 0156-25, 1st ed, Jan 59, Scale 1:200,000 (CONFIDENTIAL)

DOCUMENTS

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- NPIC. ████████████████████ PAR No 724-61/KH, Shadrinsk ICBM Launch Complex; Newly Identified, 29 Dec 61 (TOP SECRET CHESS RUFF)
- NPIC. NPIC/R-1/61, ICBM Launch Complex, Yur'ya, USSR, Jul 61 (TOP SECRET CHESS RUFF)
- NPIC. NPIC/B-21/61, Operational Support Analysis; ICBM Launch Complex, Yur'ya, USSR, Aug 61 (TOP SECRET CHESS RUFF)
- NPIC. NPIC/B-41/61, Launch Area B, ICBM Launch Complex, Yoshkar-Ola, USSR, Nov 61 (TOP SECRET CHESS RUFF)

REQUIREMENT

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

NPIC PROJECT

JN-27/62