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NPIC/R-221/64
April 1964

PHOTOGRAPHIC INTERPRETATION REPORT

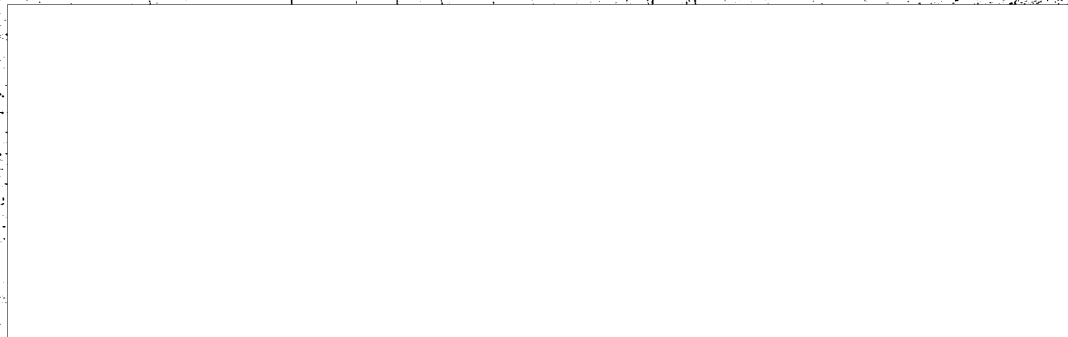
ICBM COMPLEX, SHADRINSK, USSR



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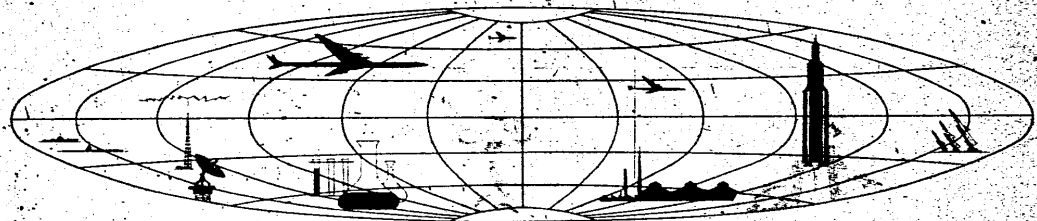


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PHOTOGRAPHIC INTERPRETATION REPORT

ICBM COMPLEX, SHADRINSK, USSR

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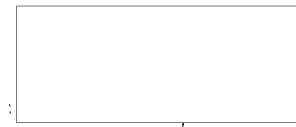
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Launch Site A (TDI Site 1)	56-09N 63-52E
Launch Site B (TDI Site 2)	56-10N 64-03E
Launch Site C (TDI Site 3)	56-06N 63-56E



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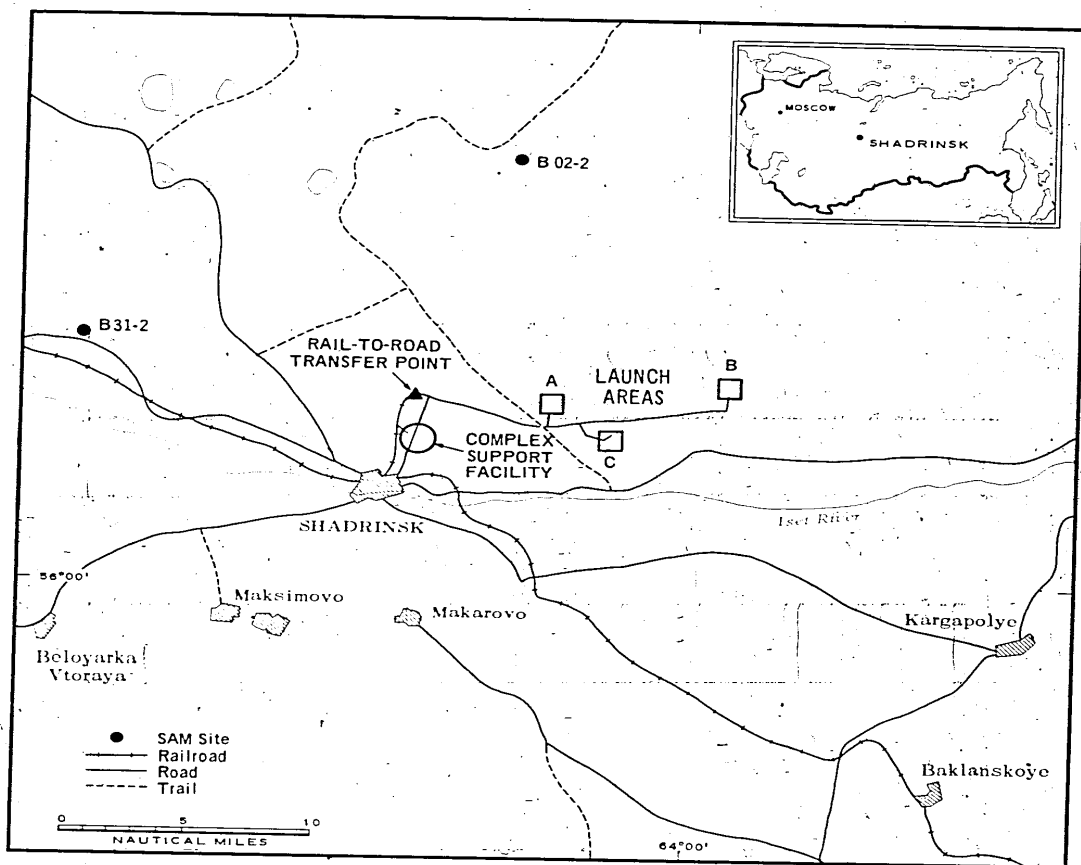


FIGURE 1. LOCATION OF COMPLEX.

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ICBM COMPLEX, SHADRINSK, USSR

INTRODUCTION

The Shadrinsk ICBM Complex is located 2.3 nautical miles (nm) north of the town of Shadrinsk and approximately 110 nm east of Sverdlovsk (Figure 1). It is situated on flat to gently rolling terrain, with numerous small lakes, ponds, and streams. Forested areas of considerable extent occur, but the locale is generally agricultural with many hamlets and villages. The complex extends eastward for approximately 13 nm and consists of a complex support facility, a rail-to-

road transfer point, and three Type IIIA launch areas. The complex cannot be negated, for it was present on the earliest usable photography in December 1961 [redacted]

The complex is defended by two SA-2 SAM sites. One, Shadrinsk SAM Site B02-2 [redacted] is located at 52-21N 63-47E. The second, Shadrinsk SAM Site B31-2 [redacted] is located at 56-13N 63-17E.

COMPLEX SUPPORT FACILITY

The complex support facility is located at 56-08N 63-40E, 2.3 nm north of Shadrinsk. It is complete and consists of a railhead and storage area 4,200 by 2,700 feet, an administration and housing area 1,800 by 1,200 feet, a housing area, and a vehicle/equipment park (Figures 2 and 3). No security fencing has been identified. The facility is served by a branch line from the Sverdlovsk-Kurgan rail line and by several roads which lead westward from the main road between Shadrinsk and the village of Mogilskoye. The branch line from the Sverdlovsk-Kurgan rail line extends north-northeast to a point 2.3 nm north of Shadrinsk, where one branch continues 1.7 nm to the rail-to-road transfer point, and another turns southeast to the railhead and storage area, where it divides into four parallel spurs.

The railhead and storage area contains the four spurs, approximately 50 buildings, and an open storage area. The four parallel spurs range from 2,630 to 3,755 feet in length, are spaced from 485 to 635 feet apart, and have a turning

radius of approximately 1,000 feet. Of the approximately 50 buildings, 31 buildings of various shapes and sizes are located among the rail spurs, and are mostly transit sheds and warehouses. A batch plant is located between the two northern rail spurs. An area approximately 1,400 by 1,200 feet, situated between the sidings in the northwest half of the railhead and storage area, is used for open storage.

The administration and housing area is north of the railhead and storage area and consists of approximately 40 buildings. Among these are 10 barracks buildings, 9 administration buildings, and 17 apartment-type buildings.

A housing area containing 10 barracks and 7 miscellaneous buildings is located on the south side of the railhead and storage area. A vehicle/equipment park is just northwest of this housing area. A fenced possible motor pool is located east of the complex support facility on the opposite side of the complex main road.

RAIL-TO-ROAD TRANSFER POINT

The rail-to-road transfer point is located 1.7 nm north of the complex support facility at

56-10N 63-41E, at the terminus of the branch rail line (Figure 4). A loop road, enclosing an

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area 1,500 feet long and 480 feet wide, is parallel to and astride of the rail terminus. A crossover driveway connects the longer sides of the loop approximately at the center. Six buildings of undetermined function are associated with the transfer point. No security fencing has been identified, although the transfer point is prob-

ably complete. A trace through the wooded area to the west may indicate that a road will be constructed in that direction. The complex main road, characterized by wide-radius turns, runs eastward from the transfer point and connects it with all elements of the complex.



FIGURE 2. COMPLEX SUPPORT FACILITY. -

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LAUNCH AREA A

Launch Area A contains a Type IIIA launch site, a site support facility, and a receiving, inspection, and maintenance (RIM) facility, located in a wooded area 6.8 nm east-northeast of the complex support facility (Figure 5). It is

served by an access road which has wide-radius turns. This road extends across the secured launch site and appears to continue beyond the security fence in a northerly direction. The site was present on the first usable photography in

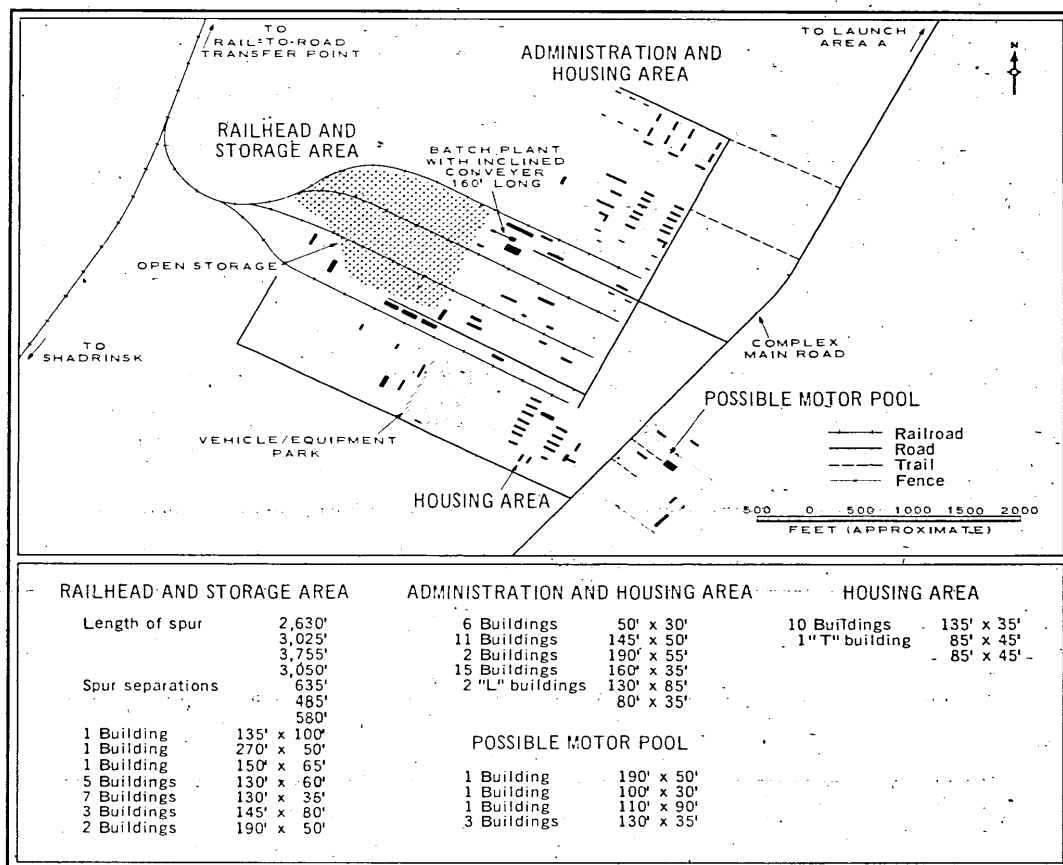


FIGURE 3. LAYOUT OF COMPLEX SUPPORT FACILITY.

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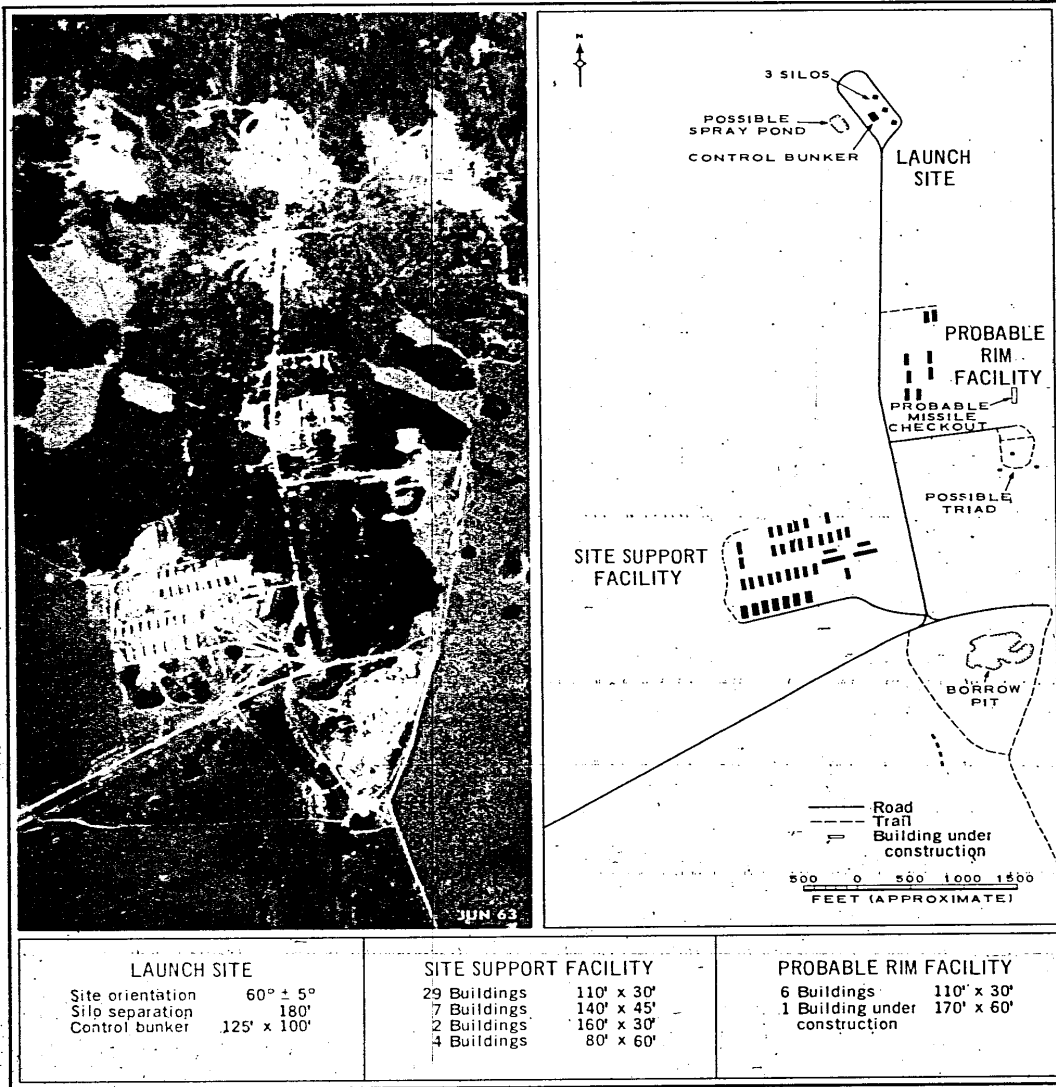


FIGURE 6. LAUNCH AREA B.

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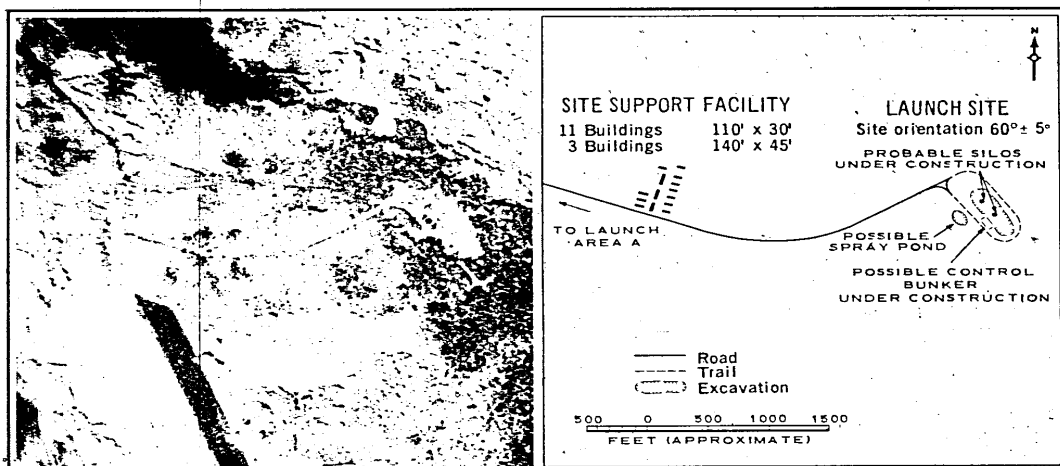


FIGURE 7. LAUNCH AREA C.

present on the first usable photography in December 1961 [redacted] when it was in an early stage of construction. No security fencing has been identified. On photography of September 1963 [redacted] which was of low contrast and lacking in clarity, only the possible spray pond could be identified. Neither the silo covers nor the loop road was visible. The site is oriented on an azimuth of 60 degrees, plus or minus 5 degrees, and has been backfilled.

The site support facility is located 5,700 feet south of the launch site on the west side of

the access road and consists of 38 buildings. A probable RIM facility is located 4,200 feet south of the launch site on the east side of the access road. The relative position and general similarity of this facility to the one at Launch Area A indicate that both will serve the same function.

[redacted] a probable missile checkout building 170 by 60 feet under construction, eight buildings, and an incomplete road pattern are included in the RIM facility. No security fencing has been identified.

LAUNCH AREA C

Launch Area C contains a Type IIIA launch site in the midstage of construction and a site support facility located in a wooded area 9.1 km east of the complex support facility (Figure 7). The site was identified in June 1963 [redacted]

[redacted] Photography of December 1962 [redacted] at which time the ground was snow cover-

ed, showed a clearing at the site location but no access road or evidence of construction. The launch area is served by a new well-engineered road with wide-radius turns.

The launch site consists of a loop road encompassing an excavation oriented on an azimuth of 60 degrees, plus or minus 5 degrees. On

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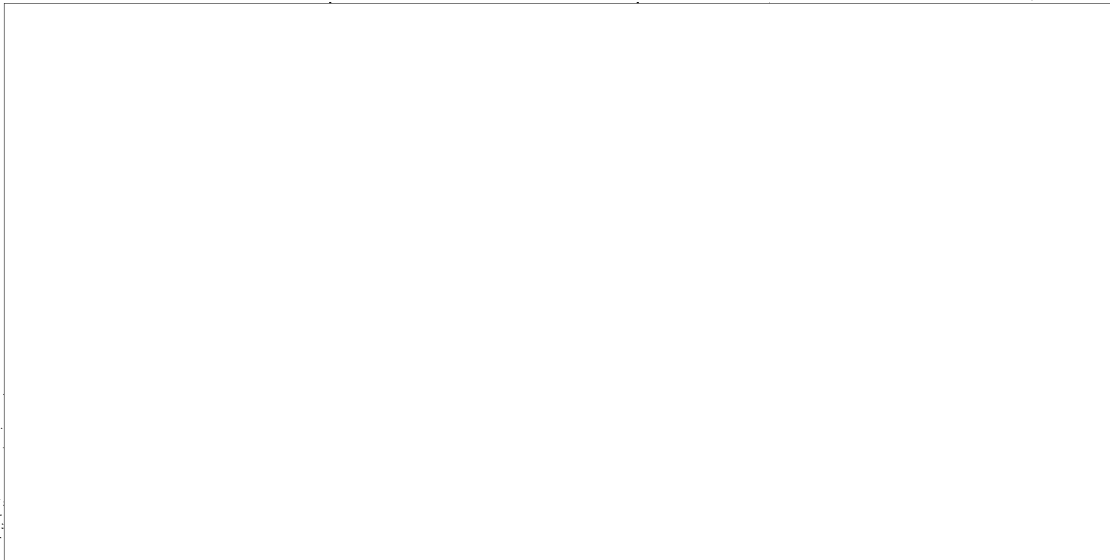
photography of September 1963 () which was of low contrast and lacking in clarity, two probable silos and a possible control bunker appeared to be under construction in the excavation. A rectangular clearing, adjacent to but out-

side of the loop road, may be the future location of a possible spray pond.

The site support facility is located approximately 3,400 feet west of the launch site and contains 14 buildings.

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REFERENCES



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MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0156-24A, 2d ed, Oct 59, scale 1:200,000 (SECRET)

DOCUMENTS

NPIC. R-69/62, *ICBM Launch Complex Near Shadrinsk, USSR*, May 62 (TOP SECRET CHESS RUFF)

NPIC. R-83/62, *ICBM Launch Complex, Shadrinsk, USSR*, Jun 62 (TOP SECRET CHESS RUFF)

REQUIREMENT

NPIC. PC 806/63 (partial answer)

NPIC PROJECT

J-368.63 (partial answer)

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