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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

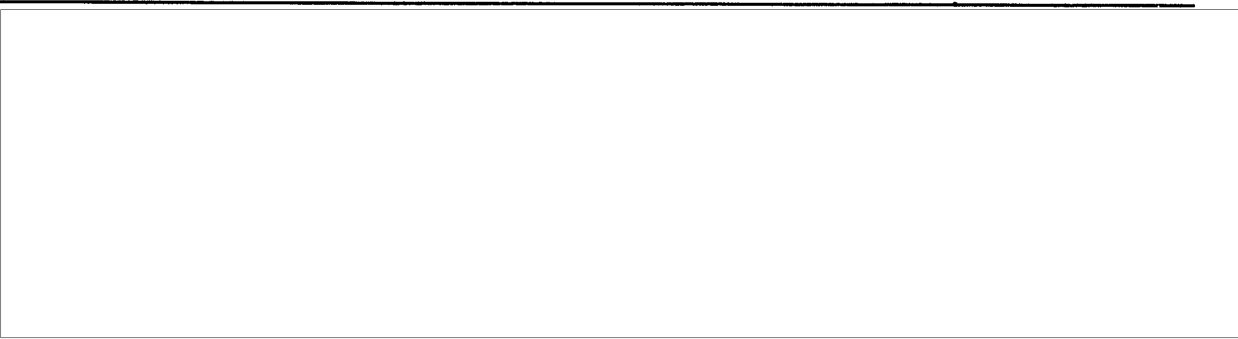
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APPENDIX E

Miscellaneous Information on the U.S.S.R.

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- 3. The TULA Metallurgical plants
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Annexe 1: Sketch of the CHEBOKSARY Area

1. Introduction

This Appendix contains a few scraps of industrial information. With the exception of the LYANOZOVO Factory [redacted]

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2. The LYANOZOVO [redacted] Factory

[redacted] factory (VAGONOSTROITEL'NYI ZAVOD) at LYANOZOVO, in the Northern outskirts of MOSCOW, was closed down in 1952 and converted into an ordnance factory. [redacted]

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[redacted] a number of personnel of the former [redacted] factory were dismissed and those who were accepted for work in the new plant had to pass special M.V.D. screening.

3. The TULA Metallurgical Plants

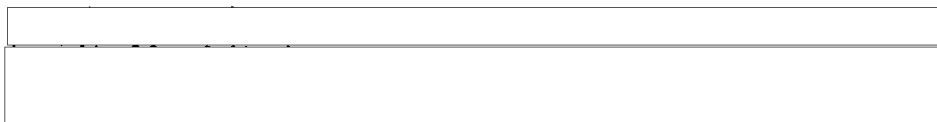
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(a) The metallurgical plant in TULA (NOVO-TULSKIY STALE-LITEL'NYI ZAVOD), [redacted] most probably manufactures tanks and other heavy armament material. After the last war (1946-48) the factory worked chiefly on the smelting of old tanks, mainly captured from the Germans.

(b) The metallurgical plant on the KOSAYA GORA (12 kilometres south of TULA) is a very modern factory. [redacted] they smelt ingots (BOLVANKA) there [redacted].

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4. The CHEBOKSARY Area (See Annexe 1)



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(b) General description

The VOLGA divides the area into two geographically different parts. The northern side of the river is flat and wooded. South of the VOLGA there is undulating country intersected by numerous valleys, often with steep slopes. The hills are rather flat, forming in many places small plateaus. There is rather open country south of the river, covered in many places by small or medium-sized forests. Trees are mixed coniferous and deciduous. North of the river the woods are mainly composed of rather small trees.

The VOLGA at CHEBOKSARY is 600-800 metres wide. The southern bank is very steep and rises sharply to about 250 metres above the river bed. The northern bank is completely flat and sandy. In spring the river overflows and most of the sandy beach is deep under water.

The soil is of poor quality, a mixture of sand and clay. The local population, Chuvashi, mostly earn their living from agriculture are rather poor. [redacted] the Chuvashi [redacted] "very untidy, indifferent and rather unfriendly people". [redacted]

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(c) CHEBOKSARY, formerly a small riverside town situated in a remote area and very distant from the nearest railway, became during the Soviet regime capital of the Autonomous Chuvash Republic. This change of status changed the town features considerably. A branch railway connects CHEBOKSARY with the main KAZAN railway at KANASH. A number of new buildings were constructed and the town area enlarged to more than twice its size. A few main streets have been macadamised and some of the Government buildings have obtained a water supply. Between the town and the station, which was previously about 3 kilometres distant from the built-up part of CHEBOKSARY, a number of new dwellings were constructed, and a large public park was laid out. The town was gradually extending in the direction of the station and the Explosives Plant.

On the western side of the station road, between the station and the public park, new Air Force barracks have been built, in which are accommodated personnel employed at the military airfield. The airfield itself is on the eastern side of the town, between the town and the village of SOLYANOVO.

The main Government building containing the Chuvash ministries is situated on top of the hill in the centre of the town. This is a large 4-5 storey light yellow stone construction and a prominent landmark in the vicinity. Along the main Karl Marx Street are located the other State buildings. An imposing prison is situated near the main street. The lower town, in particular the secondary streets, underwent no change at all. They remained filthy, unpaved and flanked by old wooden dwellings. Only the main State buildings had proper sanitation.

[redacted] CHEBOKSARY the railway station was still a very small one, having approx. four sidings and water supply, but no engine shed. There was a small loading ramp for 4-5 trucks. From the station a siding ran parallel to the main line. About 6-7 kilometres from the station, near the village of BOLSHIE KARACHURY, this siding turned north to the Explosives Factory.

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(d) The CHEBOKSARY Explosives Factory was the only large industrial enterprise in the area. The plant was built before the war and was apparently known to the Germans, for the Germans made one unsuccessful attempt to destroy the plant on 4th October 1941. They could not find the factory and dropped their load of bombs on the town.

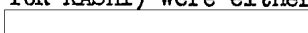
The factory is situated 5-6 kilometres south-west of the town centre. The factory buildings are in a wooded dell. The forest extends south and east to the railway line. 

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 the shining roofs (probably made of glass) of the factory could be seen from the public park.

During the war the Explosives Factory employed many thousands of workers and produced explosives, mines, grenades and various types of ammunition. In summer 1942 an accident occurred in the factory. One of the shops was completely destroyed. About 20 persons lost their lives.

(e) An Oil Refinery (NEFTEPEREGONNIY ZAVOD) is situated on the river bank west of the ferry.

(f) Roads were in general very bad in the CHEBOKSARY area. Except for the Explosive Factory road, which was well built and properly maintained, the others (e.g. CHEBOKSARY - ALGESHEVO and CHEBOKSARY - TUR KASHI) were either paved with cobbles or were ordinary earth tracks.  during the summer, which is usually a dry period there, cross-country movement is possible everywhere provided that the deeper valleys are avoided. On the northern side of the river the wet sandy beaches are no good for cross-country traffic, but in the wooded areas light vehicles could move easily. In winter there are winter tracks. Owing to the deep snow, cross-country traffic is impossible.


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(g) Glider landing areas near CHEBOKSARY are  as follows:

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- i) In winter landing is easy on the frozen VOLGA provided that the snow is not very thick. The ice is usually at least one metre thick and could easily support heavy machines.
- ii) West of the town there is a small plateau near the village of TUR KASY; south-west of the Explosive Factory forest there is another plateau. These areas are good and probably safe for glider landing, both being flat and dry. There are no ditches or trees.
- iii) About 25-30 kilometres south of CHEBOKSARY, on the western side of the KANASH railway, a small plateau was used during the war as an emergency fighter airfield. The neighbouring forest could provide cover for landing troops.

(h) Plans for construction of a new bridge

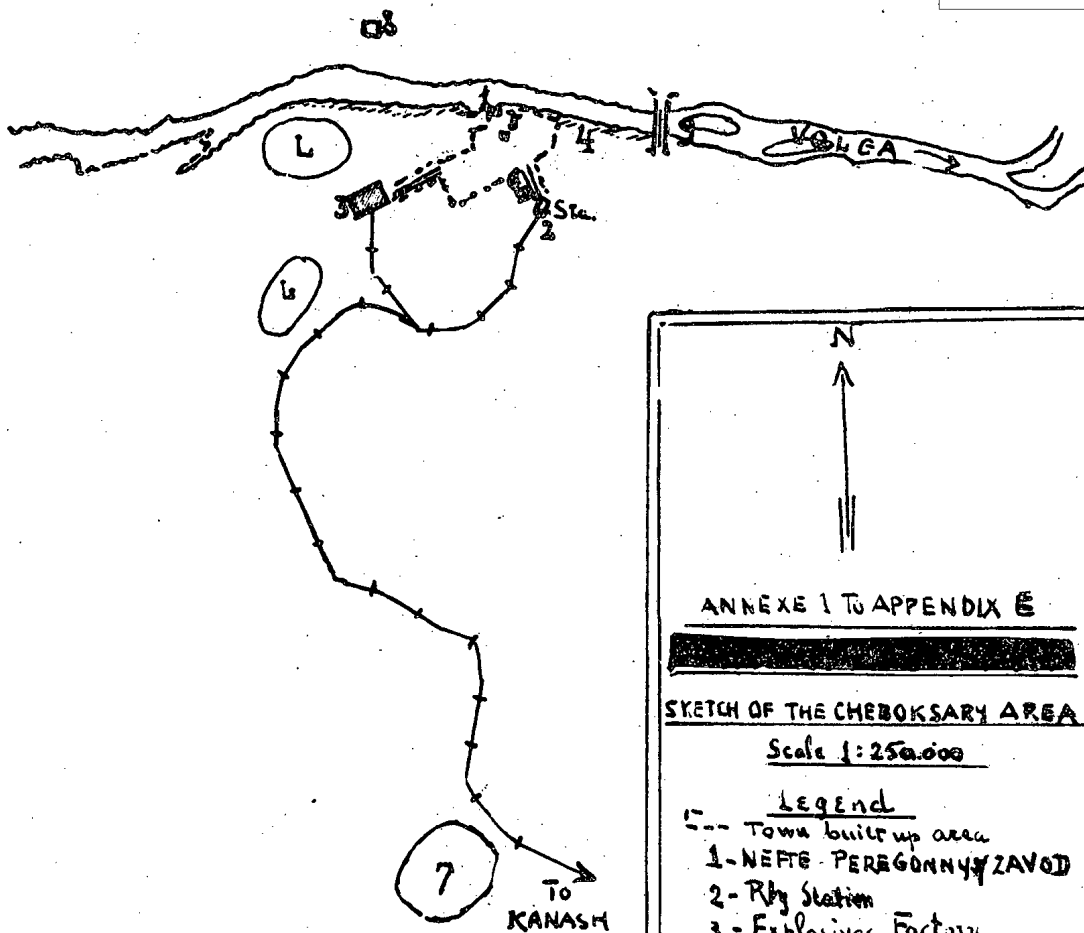

there were plans for the construction of a new rail and road bridge across the VOLGA. The site planned for the new bridge was about 2 kilometres east of the military airfield.

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ANNEXE 1 TO APPENDIX E

SKETCH OF THE CHEBOKSARY AREA

Scale 1:250,000

Legend

- Town built up area
- 1 - NEFTI-PEREGONNYI ZAVOD
- 2 - Rly Station
- 3 - Explosives Factory
- 4 - Mil Airfield
- 5 - Government House
- 6 - Air Force Barracks
- 7 - Approximate location of the wartime fighter airfield
- 8 - Unidentified industrial store
- 9 - Approximate position of the planned bridge across the Volga
- (L) Glider landing areas

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