INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

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COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT The City of Kiev (Keyed Shield) and the Bolshevik Machine Building Factory in Kiev (Manpower, Description, Security, Transportation, Manpower; Machine Tool Factory Manpower, Security, Description, Working Conditions; Urban Transportation, Highway and Bridge System)

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted]

[redacted] Attachment 1 is a detailed report describing buildings and products of the Bolshevik Machine Building Factory. Of particular interest is the reference to restricted shops, especially No. 2 which was making chemical apparatus for submarines and surface craft, and the description of unidentified large light metal tubes produced in shop No. 4 allegedly for use in the chemical industry. Attachment 2 is a brief report, also on the Bolshevik Machine Building Factory, which includes general information on the plant. Attachment 3 describes the city of Kiev, citing buildings, industries, and other points of interest. This report includes an overlay map of Kiev and mentions, in paragraph 12, a plant called the arsenal which produced various types of armaments.

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STATE	x	ARMY	x	NAVY	x	AIR	15	FBI		AEC					

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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Attachment 4

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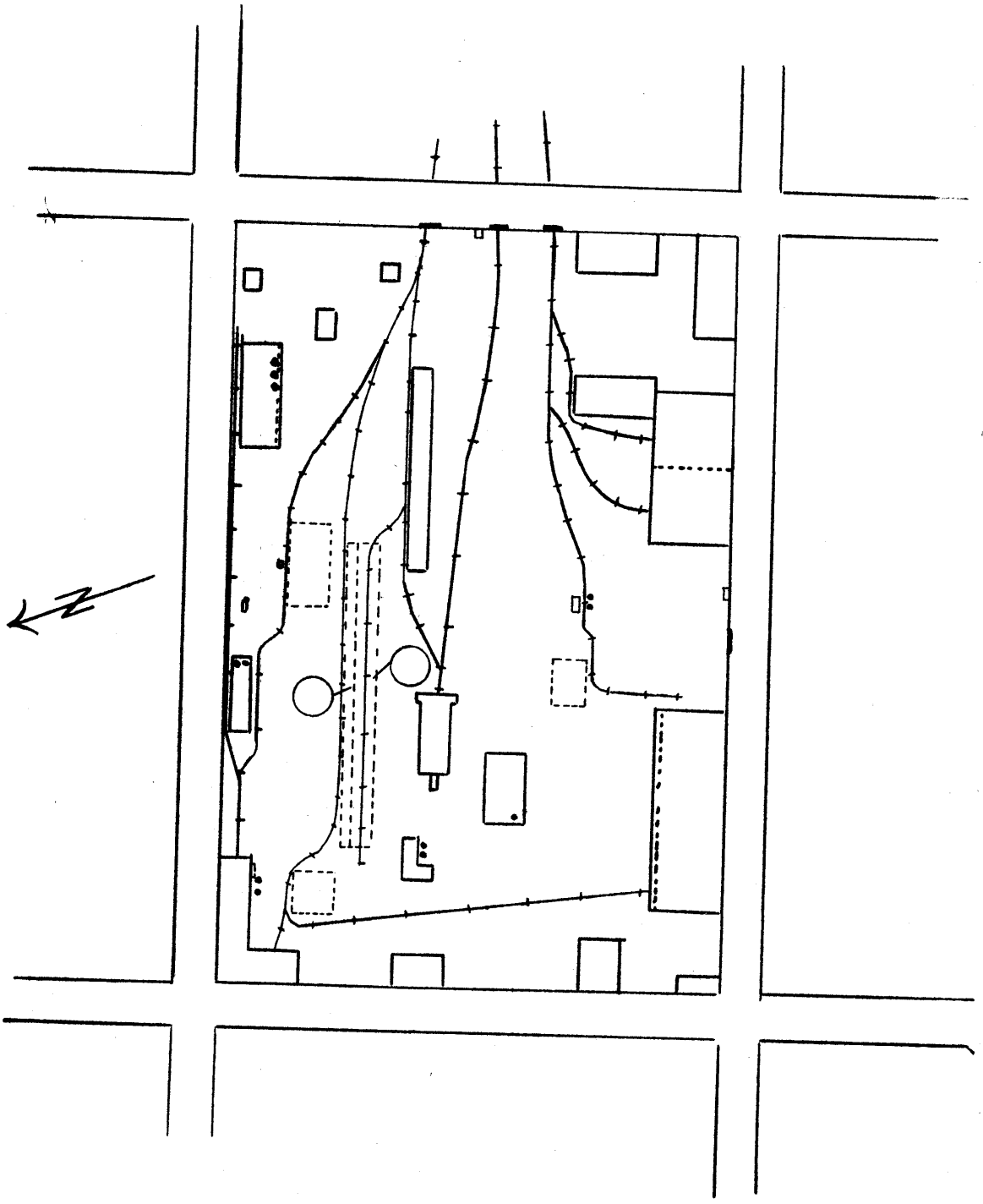

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Attachment 1

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BOLSHEVIK PLANT WHICH MANUFACTURED MACHINERY

The Bolshevik Plant was located in the city of Kiev (N 50 - 27, E 30 - 32) Oktyabr'ski (2) rayon, surrounded by Dachniy (4) Proulok Nº 11, Brest Litovsk (3) shosse, Garmatnaya (5) ulitsa, and Trechaya Dachnaya (6) ulitsa. It was subordinate to the Ministry of Heavy Machinery.

The Plant was enclosed on the south and east by a two-meter high wooden fence with an 0'50-meter barbed wire on top; it was set between the buildings. On the north and west were two brick stuccoed walls. The whole barricade had a 750 X 500-meter perimeter. (Each building is given an imaginary number so that it may be identified on the attached sketch.)

The Plant was entirely reconstructed at the end of the War because it had been completely destroyed.

PRODUCTS

The Plant manufactured the following:

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Heavy machinery for manufacturing rubber; it was loaded on 40 metric-ton freight cars.

Machines of different sizes and potencies to reduce the size of pinions.

Cisterns used for transporting liquids on trucks, train, or for storage.

Ferosilit (4) smokestacks for the chemical industry; the majority were exported to Rumania.

Single or double beds with non-folding springs used in homes, clinics, or hospitals.

Boat propellers, (unfinished).

Various types of chemical apparatus used on boats and submarines; they were manufactured in Building Nº 2 under the control of a naval Commander.

Many spare parts used in the machines mentioned above.

BUILDINGS AND THEIR ACTIVITIES

Building Nº 1 was a brick 150 X 80 meter one-story structure which had rows of reinforced concrete columns in the center and against the walls supporting the painted sheet metal roof and its iron framework. It had large windows; [redacted] railroad [redacted] and the following shops were located here:

[redacted] Shop Nº 1 machined parts received from Foundries Nº 5 and 6 and others which were not cast. [redacted] these were for rubber mixers used in rubber plants. [redacted] This Shop had three shifts.

Machine and Assembly Shop Nº 2 finished the machining process done in Machine Shop Nº 1 and assembled the rubber mixers, etc. It had three shifts.

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Building Nº 2 was a one-story 200 X 20 meter structure to which admittance was prohibited; it was controlled by a naval Commander. It had a shop which made certain types of chemical apparatus for boats and submarines. These were packed in unlabeled boxes of different sizes and taken by truck to the train.

Building Nº 3 was a two-story brick 2200 cubic-meter T-shaped structure which had reinforced concrete columns in the center and against the walls supporting the uralite roof with its iron framework. It had large windows.

First Floor.- The main raw material store room which contained a large quantity of electric motors for manufacturing machinery, electrical apparatus, cables, switch panels, insulating tubes, copper tubes, tools, screws, thermometers, manometers, clothing, worker's footwear, etc.

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these were enough to keep the plant supplied for a month.

Second Floor.- Shop which made wooden, aluminum, etc. molds used in the three foundries. These molds were transported to the foundries by truck. The Shop had one shift.

Building Nº 4 was a brick L-shaped 1000 cubic-meter one-story structure which had two 20 meter high iron smokestacks and contained the following:

Foundry Nº 11 cast and finished solid cylindrical chimney-like pieces; these had 11 parts which were fitted one on top of another with a type of paste. Each part was 7 meters long with a 1'10 to 1'20-meter diameter and had holes bored in the center through which a tube was inserted. The parts and tubes were made of shiny grey Ferosilit (7) which was brought from Dnepropetrovsk in amorphous pieces and which was heavier than iron and more fragile than glass. It was mixed in this shop and

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was used mostly in Rumania for the chemical industry. They were guaranteed for three years after which time they had to be recast.

This Foundry had the following machinery:

2 Fuel oil furnaces; one functioned, the other was reserved.

Various lathes for the settlement of these parts.

The products were taken by truck to the train. This shop had three shifts.

Building Nº 5 was a brick L-shaped one-story structure which had rows of concrete columns in the center and against the walls supporting the glass roof and its iron framework. Its wings measured 120 and 80 meters by 30 meters. It had two railroad entrances and two 40-meter high brick smokestacks. It contained the following:

Steel Foundry Nº 5 cast all kinds of steel parts such as boat propellers, cistern rings, and parts for the rubber manufacturing machines. This shop contained the following machinery:

2 Fuel oil furnaces with an 11 metric-ton tap.

1 German electric furnace with a 5 metric-ton tap.

1 Five metric-ton Soviet-make electromagnetic crane with an automatic platform scale located on high tracks. It was located in a shed next to the building.

8 Soviet-make cranes located on high tracks: two had a capacity for 25 metric-tons, the other six had capacities for 8 metric tons.

Ventilators, emeries, etc.

Some of the parts were shipped off by train; therest were taken to Machine Shops Nos. 1 and 2. This shop had three shifts.

Building Nº 6 was a brick 100 X 40-meter structure which had rows of iron columns in the center and against the walls supporting the roof and its iron framework. Its three iron smokestacks were 10 meters above roof level. The whole building, except for a small area on its south side, was one story high. This small area contained the dining room, "red corner" (club meeting room), in

First Floor.- Iron Foundry Nº 7 handled the cast iron for the chassis, platforms, and heavy parts of manufactured machinery. This shop had the following machinery:

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3 Coke furnaces; one had a 15 metric-ton tap, another an 8 metric-ton tap, and the last a 3 metric-ton tap

Various machines for the automatic coating of molds.

Ventilators

11 or 12 Cranes located on high tracks, the majority had 40 metric-ton capacities.

Some of the products were shipped out by train or truck; the rest were wither taken by truck (or train if they were heavy) to Machine Shops Nos. 1 and 2.

Building Nº 7 was a brick stuccoed one-story 70 X 20-meter structure which had rows of concrete columns in the center and against the wall supporting the black roof and its iron framework. Its two iron smokestacks were six or eight meters above roof level. It housed the blacksmith shop which forged pinions for machinery, shaped the concave bottoms of the cisterns, etc. It had the following machinery:

8 or 9 Brick gas furnaces for tempering iron and steel.

3 Steam powered drop hammers

4 presses

2 Small cranes set on high tracks

Products were taken by truck to Machine Shops Nos. 1 and 2, and Boiler Making Shop Nº 4. This shop had three shifts.

Building Nº 8 was a brick two-story 70 X 40-meter structure which had rows of concrete columns in the center and against the walls supporting the flat red tiled roof with its iron framework. It had large windows and a small iron smokestack

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First floor: Tool Shop Nº 21 manufactured all the tools used in the Plant such as: drill bits, diestocks, steel cutting tools, etc. It had the following machinery:

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Lathes

Milling machines

Truing machines

Sharpeners

2 or 3 Electric furnaces for tempering steel

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[redacted] the machinery was mostly of Soviet make.

Products were taken either to the shops or to the raw material storeroom. This shop had one shift.

Second floor: Polyclinic, dining room, shower room, and offices.

Building Nº 9 was a brick 200 X 70-meter structure which had rows of iron columns in the center and aginst the wall supporting the red flat tile roof and its iron framework. It had large windows; most of the building was on one story but a small area on its north side had an upper floor containing offices, "red corner" (club meeting room), showers, and a storeroom for the boiler making shop.

First Floor.- The Boiler Making Shop Nº 4 made different sizes of cylindrical fuel cisterns to be used on trucks and trains, or for storage. It had the following machinery:

Sheet metal winding roller machines

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Automatic scissors

Machines

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Electric welding torches

Gas welding torches

The cisterns were entirely completed in this shop and shipped by train.

It had one shift.

Building Nº 10 was a brick one-story 80 X 40-meter structure that had rows of concrete columns supporting the uralite skylighted roof and its iron framework.

Machine Repair Shop repaired machinery, tools, cranes, locomotives, and railroad equipment. It had the following machinery:

Tool machines

Welding torches

2 cranes; one which had an 8 metric-ton capacity, the other a 1'5 metric-ton capacity.

Machines were brought in or taken away in trucks. It had 180 workers on one shift.

Building Nº 11 was a brick 50 X 40-meter three-story structure. It housed the laboratory; acids and chemical products were stored in the basement. It had one shift.

Building Nº 12 was a yellow stuccoed 80 X 40-meter four-story structure.

First floor: Molds used for casting were made here up until 1952 and after that date it was used to store (old) molds not being used.

Remaining floors: Spetsodel, guards quarters, telephone exchange, and

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Entrance was forbidden to persons other than those working in this building.

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Building Nº 13 was a brick one-story 30 X 20-meter structure which had a water deposit which occupied the whole area of the roof.

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they might be used to refrigerate the compressors. It housed the electric transformer station which had 2 or 3-potency air compressors.

Building Nº 14 was a house-type brick three story 50 X 30-meter structure that had a uralite roof and many windows. The administration, main offices, secretariats of the Party and Komsomol, and the Labor Union were located here.

Building Nº 15 was an old brick one-story 40 X 15-meter structure that had a wooden roof reinforced with metal [redacted] and a wooden framework. It contained:

Vehicle Repair Shop which had the following machinery:

Internal truing machine

Crankshafts

2 Lathes

1 Plane

1 Drill

1 Air Compressor

1 Gas Welding Torch

1 Electric welding torch

It had 11 employees on one shift.

Building Nº 16 was a 10 X 3 meter shedetype structure which had a wooden roof. In summer it made concrete beams used for repairs in the plant.

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Building Nº 17 was a brick stuccoed two-story 100 X 40-meter structure that had rows of concrete columns in the center and against the walls supporting the red curved tile roof and its iron framework. It contained: 25X1

The Bed Shop made all types of non-folding metal beds i.e. single, double, hospital etc.

First floor.- A coke smelting furnace with a 150 kilogram tap and an assembly shop (which did the work by hand) and a paint shop.

Second floor.- A section where the metal tubes to make the beds were manufactured (this section had various welding torches), the offices, "red corner" (club meeting room), and showers.

It had 200 workers on one shift. The beds were shipped by rail.

Building Nº 18 was a one-story wooden barracks-type 20 X 20-meter structure. It had a Carpenter Shop which took care of plant repairs and constructions. This shop had the following machinery:

A band saw

A circular saw

A plane

A drill

It also had a mason and paint shop. This shop had 50 workers on one shift.

Building Nº 19 was a small wooden barracks that had an office and a guard station for the railroad work distribution chief.

Building Nº 20 was a one-story wooden barracks-type 20 X 15-meter structure. It contained offices which handled railroad transportation from inside the premises up to the city's freight station.

25X1

Building Nº 21 was a two-story brick 15 X 10-meter structure that had a sheet metal roof with an iron framework.

25X1

First floor.- Four boilers

Second floor.- Three coal boilers for heating and steam.

All of these functioned in the winter time. Two small smokestacks were located outside next to the building.

Building Nº 22 was a one-story brick 10 X 5-meter structure with a roof made of flat tiles; the iron smokestack was 12 meters above roof level. It had a boiler room which supplied steam to the blacksmiths shop in the summer. This shop had four gas furnaces and 10 workers on three shifts.

Building Nº 23 was a one-story brick 15 X 5-meter structure that had a sheet metal roof with an iron framework. It contained:

The Electrical Shop repaired motors and all types of electrical equipment in the plant. It had 25 workers on one shift. Electricians on duty also belonged to this shop.

Building Nº 24 was an underground concrete structure which stored cisterns containing gasoline and oil for the plant's vehicles.

Building Nº 25 was an open-air iron and steel dump.

Building Nº 26 was an open-air scrap iron dump.

Building Nº 27 was an underground water reservoir.

Building Nº 28 was a shed which stored refactory bricks for the furnaces.

Building Nº 29 was metal tower that had a weight which broke up scrap iron placed on an anvil.

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RAW MATERIALS

The Plant used coke, anthracite, different types of electrodes used in welding, aluminum bars and ingots, lead, and copper. It also used raw materials which were brought by train and truck from the following places:

Dnepropetrovsk and the Urals.- scrap iron; sheets, ingots, and bars of iron and steel.

Dnepropetrovsk.- Ferosilit (7).

Baku.- Petroleum, gasoline, and oil.

Kiev.- Gas and oxigen.

Estonia and Leningrad.- Motors and electrical apparatus or equipment.

Moscow.- Ball bearings and copper tubing.

Source did not know how much raw material was used.

WATER SUPPLY

Water was stored in underground reservoirs and the plant had various water pumps.

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POWER

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Electricity was brought to the transformer station from the city.

incoming electric lines installed underground inside the premises.

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PACKING

All products with the exception of beds, cisterns, boat propellers, and loose parts, were packed in wooden crates. The name of the plant, the type of product, and the shipping address were stamped on a wooden label attached to the crate.

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(12) Attachment 1

TRANSPORTATION

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Three sidings, connecting with the Kiev-Tovarnaya railroad station, entered the premises on the east side. The total length of all the sidings, including the 7-kilometer section between the plant and the station was about 25 kilometers. (See attached sketch for layout of railroad sidings.) The interior railroad service had:

3 Steam locomotives; one had more horsepower than the other two.

4 Loading and unloading cranes; one 15 metric-ton crane, two 6 metric-ton cranes, and one 3 metric-ton crane.

30 or 40 Freight cars, most of which were platform cars.

Train entrances and departures were not scheduled. Approximately 90 percent of products and raw materials were transported by rail.

Inside the premises were asphalted 7-meter wide streets which connected all the installations and had stone drains. There were:

58 Trucks; two were 8 metric-tons and the rest varied between 3 and 5 metric-tons.

8 Automobiles used by the Director and high officials.

Trucks went out at 0800, but their return was not schedules. Coal and sand was transported to the foundries. (Coal and coke was brought by truck.) Water transportation was not used.

AGE

The Plant had the following storage facilities:

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An open air 300 X 20 X 3-meter metal dump which stored mostly iron and steel. (A railroad siding ran alongside.)

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(13) Attachment -

in the foundries.

An 80 X 40 meter X 75 centimeter scrap iron warehouse.

An underground fuel dump.

A main raw material storeroom located on the first floor of Building Nº 3.

The basement of Building Nº 11 where acids were stored.

[redacted] there was no deteriorating of stored materials.

Gas was brought in through pipes and was not stored.

WORKING CONDITIONS

Most of the shops had three eight-hour shifts per day.

Vacations were scheduled for January 1 and 2, May 1, 2, and 3, November 7 and 8, and December 5. They were granted according to type, kind, and grade of work anytime throughout the year. A maximum of 30 days and a minimum of 15 days were granted.

Workers earned an average wage of 750 rubles after the rayon tax, the eight percent Podohodni Nalog (10) state tax, and the Labor Union dues were deducted. Wages were paid every 15 days.

Sanitary conditions were good. There was a first-aid station, a nurse, and a polyclinic (Building Nº 8) where they had doctors of all specialities. Medical commisions inspected working conditions and health every three or four months. The Labor Union was accountable for these.

SECURITY

The Plant had 45 or 50 MVD guards, armed with pistols who patrolled the installation i. e. 12 during the day and a greater number with watch dogs

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at night. Persons entering or leaving the premises had to show their "propuska" at the gate. Entrance was forbidden in the boiler shops, 25X1 electric transformer station, main planning office, and the shop which made chemical apparatus for boats and submarines.

Fire fighting services were handled by the local Rayon station. However, each shop had trained employees who took fire fighting and first-aid courses. They had hoses, hand extinguishers, sand, and fire alarms connected to the Rayon station.

At the time, workers were not instructed in anti-aircraft safety measures 25X1 this instruction would be handled by the DOSAAF later on. 25X1

ORGANIZATION AND PERSONNEL

In 1953 the Plant had 8000 to 9000 employees, most of whom were specialized.

The transportation section 25X1 was organized in the following manner:

1 Section Chief (a first category driver)

1 Work Chief (a woman)

1 Chief Mechanic in charge of maintenance and repairs of vehicles.

2 Lathe operators

1 Blacksmith

6 Mechanical fitters

1 Chief of the spareparts storeroom

personnel: 25X1

KUZNETSOV (11) Director.-

STCHEBOL

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Cash prizes, diplomas, or raises were granted

to stimulate the workers.

DEFICIENCIES, IMPROVEMENTS, AND PROMOTION OF PRODUCTION

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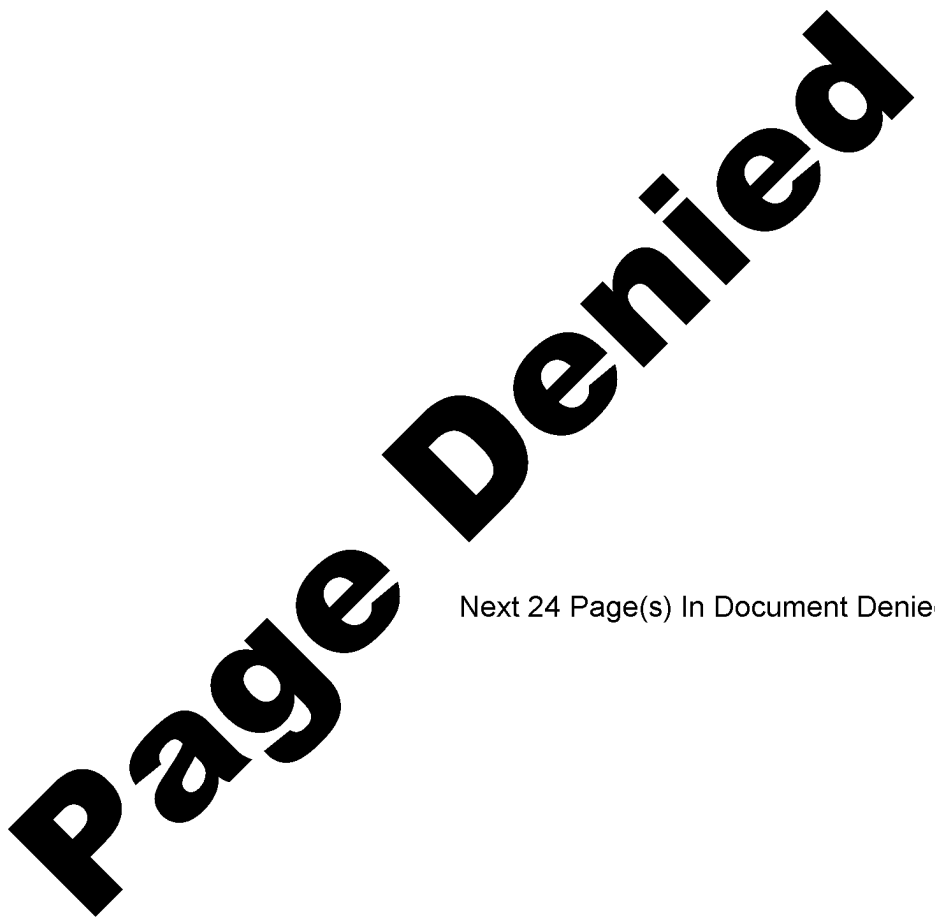

Bolshevik Plant in Kiev

Location

1. The Bolshevik Plant, under the direction of the Ministry of Machine Building, was located on one of the numbered streets named Dasnayas, near the Brest-Litovsky highway, in the October district of Kiev (N50-27, E30-32). The plant was made of of a group of buildings which, together with a wall, isolated it from the exterior. There were two personnel entrances and a vehicle entrance 25X1

2. Description of the [redacted] shop which produced tools for plant use.

2. The tool shop was a 50 x 60 meter, one-story building without basement, believed to be of brick and fire resistent, where hard tools such as pliers, tongs, screwdrivers, wrenches, and drills, and machine parts from nuts of all sizes to lathe headstocks were for lathes, milling machines and grinders, were made for plant use. Compression hammers used by the foundry for working molds, were also repaired in this shop. Some 100 workers were employed in the shop which was equipped with machinery believed to be Soviet made, of good quality and in good condition.

Tracing shop

3. Plans of machine parts designated as "detail no. —" and especially lathe headstocks, were copied in the tracing shop. A girl was in charge of bringing and collecting the drawings, 25X1 the shop belonged to planning section and the original drawings came from the Construction Office which was said to be outside of the plant.

Products

4. [redacted] The Bolshevik Plant produced machinery such as lathes, milling machines, and grinders, and a type of large boiler seen in the plant yards and which was made in the boiler shop. No military production was known. 25X1

Raw materials

5. [redacted] 25X1

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Raw Mate ials

5. coal, scrap iron, cans, wood, and sand in the plant yards used by the plant

Water and electricity supply

6. Drinkable water was supplied throughout the plant through underground pipes and was presummed to come from the city supply. Electricity was also supplied by the city since the plant had no electric station of its own. There had been no shortages of electricity or complaints of insufficiency

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Transportation

7. no rail lines in the plant

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Trucks had access to the Brest-Litovsk highway by way of the adjacent streets. This highway was stone-paved, well-drained and thought to be of sufficient width for the needs of the plant. It was open all year and in the event of heavy snows special machines were sent to clear the highway and workers from the plant cleared the immediate area with shovels. On one ocassion in March 1954, intense snows blocked the plant for two or three days and all of the workers were put to clearing the entrance of the plant. The plant had a motor pool of trucks of approximately three-ton capacity, a garage situated to the left of the plant entrance, with a small shop for servicing the trucks. For internal transport between the shops, the plant employed small electric rail cars.

Production

8. Chain production was employed in the plant and it was said that some shops were very autonomatized although source could not specify the means of automantion. Neither the actual production ncr the production quotas were known although they were said to be somewhat excessive. Little work was accomplished the first of each month due almost always to shortages of material or to lack of concrete work quotas. These difficulties were due to defects in planning such that the materials were not ordered in time and that work was being done on the backlog of the previous month. These defects were criticized both in the press and in

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monthly plant meetings where production figures were presented and the month's production plan were presented, and suggestions taken from the technicians and workers to improve production, but which did not seem to give the desired results if and when they were put into practice. Every three months production figures were compared to the planned quotas. Rejects were not believed to amount to a large percentage of the production except in the production of boilers where they were numerous. It was not known if this was due to the nature of the work or to actual deficiencies.

Security

9. There was believed to be some nine guards, sometimes armed with short arms, within the plant and above all at the entrances. No special guards nor guards on the exterior of the plant were known. A pass with a photograph and indicating the shop in which employed, was needed to enter the plant although special justification was needed to enter or leave the plant during other than the normal hours for doing so.

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10. The plant had a fire service situated next to the garage and there were foam fire extinguishers, sand buckets, and fire hydrants and hoses in the shops. No air riad precautions had been observed.

Working Conditions

11. The plant worked a 46 hour week with an 8 hour day running from 0800 to 1200 and from 1300 to 1700.

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Sanitary conditions were good and there were no strikes or complaints of importance. Special privileges were given to workers only for athletic reasons and to party members notable in athletic, union or political activities. Workers did not miss work without justification.

Organization and personnel

12. The administrative staff of the plant consisted of a director, an

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Attachment 9

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[redacted]

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assistant director, a union chief, a party secretary, a chief engineer, chief section engineers, a chief technician, accountants and shop foreman. The plant employed some 5ooo workers. [redacted]

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It was rumored that the party secretary, a jew [redacted]y believed to be named [redacted] Dobrosky had been dismissed from the plant because of deficiencies in the production although the exacts causes were not known.

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[redacted]

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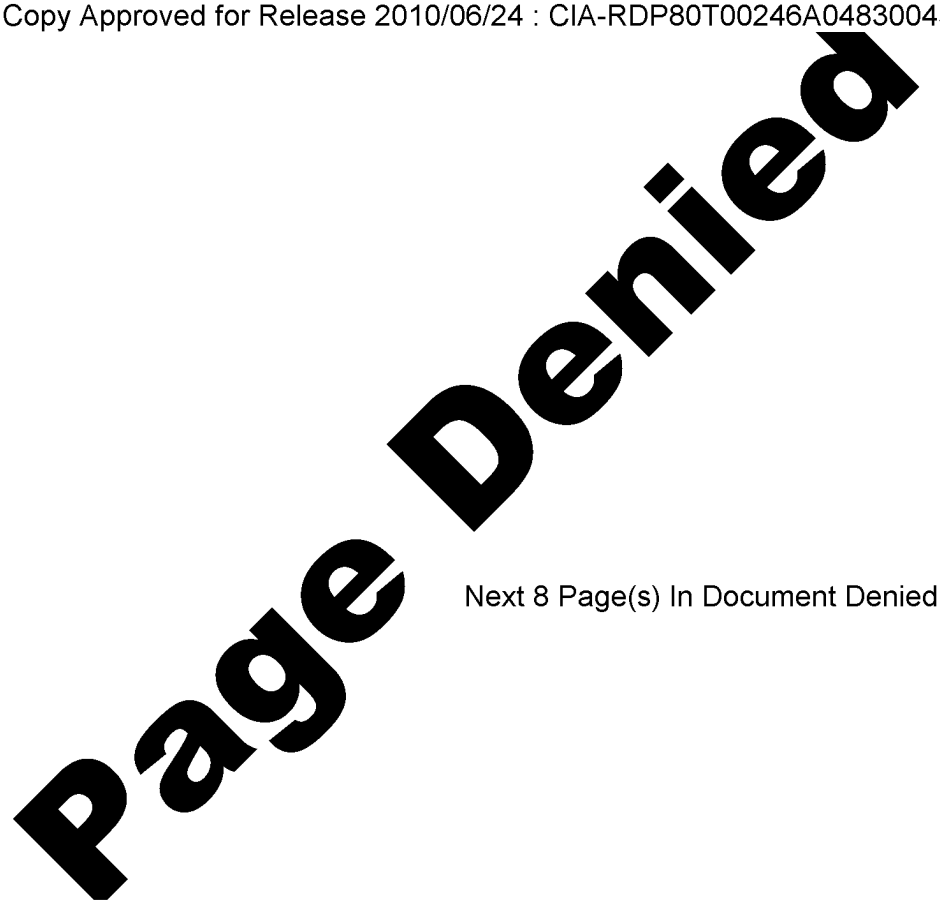

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[redacted]

Attachment 3

[redacted]

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Overlay of Kiev

[redacted]

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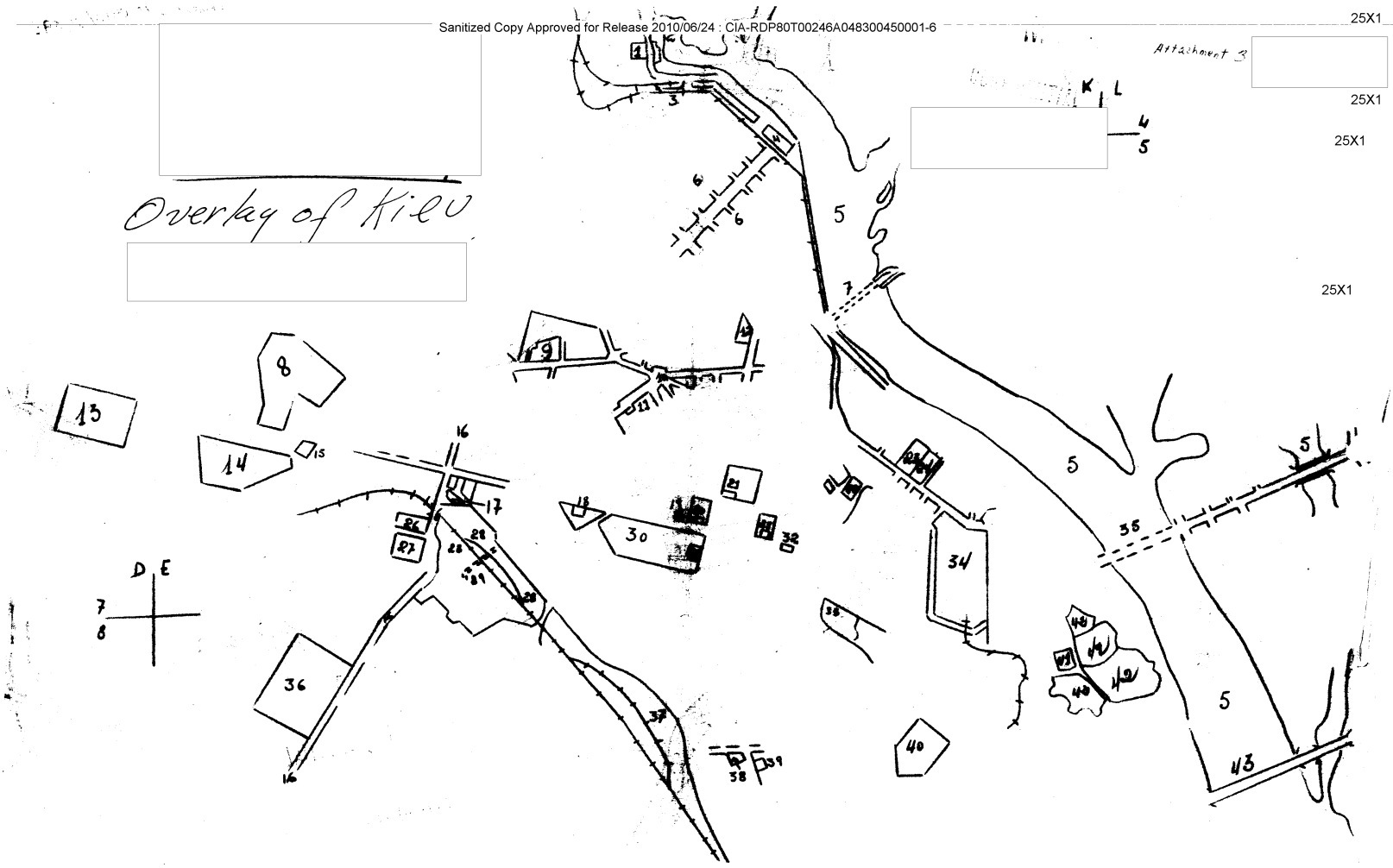

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City of Kiev

General

1. The city of Kiev (N 50-27, E 30-32), the capital of the Ukrainian SSR, was built on uneven terrain, the difference in level being accentuated along the Dnepr River where there were embankments, some of which were planted with gardens and formed parks. The buildings in this part of the city were taller, and the streets leading to the river were torturous because of the steepness of the terrain. To the southeast, the ground rose toward the "Citadel" with its ancient military and religious buildings; the latter being represented by a church and a seminary. Catacombs were shown as a museum. The people of Kiev lived much more tranquilly than those of Moscow. When the weather was good, the streets were animated and the parks and gardens were full of people enjoying themselves. The Ukrainian greatly loved his own country but yielded affably to the Soviet regime without appreciable enmity.

New Construction

2. There were several areas in the city where the construction of four to six-story buildings was intense. This was especially true in the Pechersk rayon to the south of the city and above all along the extension of Krasnoarmiskaya ulitsa. This area had been leveled and the streets laid out anew in the form of a grid. In the Sokolovskiy and Aleksandrivskiy districts, and along the extension of the Brest-Litovsky highway other areas were being built up. In the Darnitsa rayon, traversed by the Poltava railroad linetin the southeast of the city, three and four-story buildings were under construction for the workers of a new textile combine that was also under construction in the same area under the previous five-year plan. 25X1

The most notable reconstruction of old areas was taking place in the Podol rayon in the northern sector of the city where old buildings were being replaced by modern 25X1

25X1

25X1

buildings up to four stories in height. This rebuilding was progressing slowly, however, due to the lack of available housing for those then living in the old buildings, so that these could be torn down. [redacted] the street numbering started 25X1 from the river and went from north to south. The new buildings which replaced old ones, retained the former numbering. Kreshchatikaya ulitsa, the main street which ran from ulitsa Shevchenko to Kirovskaya ulitsa was formerly known by another name which was 25X1 almost never used [redacted] The street marked ulitsa Stratosfery on the Staedplan von Kiew III-41 which was used for attached overlay was known as Vozdukhoflotskaya ulitsa.

Public Buildings

3. [redacted] 25X1 there was a jail in the region and it was said that there was another of a military nature. There was a hospital near the Brest-Litovskiy highway with the entrance of a street near ulitsa Stratosfery, and another on the right hand side of ulitsa Artyoma near its intersection with ulitsa Monastirsk. The Pervomayskiy hospital was located in the Leninsky rayon at the end of Hospital Street. There were several asylums and sanitariums in the vicinity of the city but none were know within the city. The most important hotel was the Intourist hotel on ulitsa Lenina near the opera theater. There were other hotels in the city and many collective dwellings in all districts of the city.

4. The ministries were concentrated in a large modern building at the intersection of ulitsa Karl Lingera and Kirovskaya ulitsa and 25X1 facing the Supreme Soviet building. There were embassies and legations [redacted] The Party building was on Olgiskaya ulitsa. The university was located on ulitsa Koralenko between ulitsy Shevchenko and Tolstogo. Behing it were the Botanical and zoological gardens of the Institute of Sciences, situated at the end of ulitsa Marishinska and reaching to Brest-Litovsky street near the Polytechnic institute of engineering which was located there. The institute of construction was located on the left side of ulitsa Shevchenko. The academy of

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Attachment 3

Sciences was on ulitsa Koralenko between ulitsy Lenino and Shevchenko while the Pedagogical Institute was located between ulitsy Shevchenko, Korolenko and Leontovo near an ancient, monumental orthodox-Slavic church believed to be open but also said to be a museum. Another old church of decided merit was to be found at the intersection of ulitsa Karl Lingera with Bassarabiya ulitsa. A relatively modern Catholic church was located near the Institute of Languages on Krasnoarmiskaya ulitsa at the intersection of Proletarskaya ulitsa and ulitsa Darnovo.

5. The theatrical institute was at the intersection of ulitsa Shevchenko and ulitsa Leontov, and the conservatory of music was near to Ivisky Square. A new building was being constructed opposite Kalinin square and facing a church which was located there. This square was situated between bulyvar Shevchenko and ulitsa Leontov. There was a seminary near the river end of ulitsa Koralenka and another in the Citadel. Young clerics could often be seen leaving these well-known institutions.

Inter Urban Transportation

6. The principal highways of Kiev were the Brest-Litovsky and the Kharkov, the latter being a broad, excellent asphalted highway, while the others were ordinary, some being paved with paving stones, narrow, and in bad condition a little distance from the city. Within the city, traffic was to the right with traffic signals and traffic officers at the busiest intersections. Heavy vehicles could pass through the center of the city only with special permission and at certain hours. There were no motor buses in the city but bus lines connected with other towns and cities in the vicinity. The buses, of Soviet and Czechoslovakian make were an ordinary type, neither very large nor luxurious. There were two railroad stations along the main line to Kharkov and the

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Czechoslovakian and Polish frontiers; one a passenger station and a kilometer farther to the south, a freight station. This section occupied an area 2 kilometers long between switches and some 500 meters wide. There were some repair shops but these were not believed to be of importance since there were special centers in the USSR for railroad repair shops. The airport was west of the city along an extension of ulitsa Stratostery which was called Vozdukhoflotskaya because of its relation to the airport. [redacted] 25X1 it was some distance from the city.

7. The river port of the Dnepr was in the Podol rayon, extending from the end of ulitsa Kirova for two kilometers to the inner harbor at the end of Yaroslavskaya ulitsa. North of this harbor was a small inlet where boats were sheltered during the winter and where there were shops and dockyards for smaller boats. There was a rail line to the port which connected with the main line.

Intra-Urban Transportation

8. There were many streetcar lines in the central area of the city. The modern and old streetcars were four axle types and some of the very old cars were two axle types, which towed another streetcar in tandem style. [redacted] 25X1

9. Modern, 60-passenger trolley buses were used [redacted] lines: 25X1

Line 1: From Stalin square to the end of Krasnoarmyiskaya ulitsa.

Line 2: From Stalin square by way of Kreshchatik, Lenina, Shevchenko, Komitern, to the railroad station.

Line 3: From Stalin square, by way of Tolstogo, to the beginning of Krasnoarmyiskaya.

Line 4: Not described.

[redacted] 25X1

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Line 5: From the railroad station by way of Komitern, Shevchenko, Brest-Litovski to an outlying district believed to be called Rubenstein.

Line 6. Not described.

Line 7: From Stalin Square to the end of bulyvar Shevchenko and Brest-Litovsky to the Bolshevik plant.

Line 8: From Stalin square by way of Kreshachik, Lenina, Shevchenko, to Vozduknoflorskaya (Stratosfery).

Line 9: Same as No. 8 terminating at the airport.

Lines 10 and 11: The routes of No. 10 and No. 11 had been forgottonbut since there were no streetcar connections to the Podol and Darnitsa rayon, these two trolley bus routes may have gone to these districts.

Line 12: Same route as No. 1 but terminating in an outlying district whose name was not remembered.

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10. A subway was under construction [redacted] which would go from the Bolshevik plant by way of Brest-Litovski, Shevchenko and Kreshachik to pass beneath the Dnepr River and terminate in the Darnicha rayon where the new textile combine was under construction. Subway stations would be found at the intersection of Shevchenko and Neromanskaya, the botanical gardens and Kalinin square.

Bridges

11. The old bridge over the Dnepr, going from the vicinity of the Citidel to the Nikolovskiy rayon was destroyed by the Germans during the war and never rebuilt. Another bridge going from Navodniskaya to the Kuchmirsteka and the Darnitsa rayon was also destroyed during the war and a new Soviet-built, welded-metal bridge was built some 500 to 700 meters to the south near the railroad bridge for the line which passed through the Darnitsa rayon on its way to Poltava. This was a wide bridge, over which passed a streetcar line, and had a length of more than 1000 meters. It was sufficiently high to allow all forms of river traffic to pass beneath it. Two metal railroad bridges over 500 meters in length, crossed the Dnepr, one to the north and other to the south of Kiev.

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In the vicinity of the railroad station and the extension of Vozdukhoflotskaya ulitsa, there was a vehicle and pedestrian overpass crossing the railroad lines and a metal foot bridge which also crossed the lines connecting the station and other railroad installations. There was a level streetcar crossing at the foot of ulitsa Tolstogo.

Military Installations

12. Although no general garrison was known there was an artillery barracks on the right side of Vozdukhoflotskaya ulitsa about a kilometer after the railroad crossing, and another military center some 200 meters past the railroad crossing. This center appeared to be a casino or club or military sports center since it had a small stadium. Soldiers could be seen leaving the citadel giving the impression that this too contained some sort of military establishment.

A plant called the Arsenal and located in the Pechersk rayon at the intersection of ulitsa Kirova and ulitsa Arsenal was said to produce light and heavy arms, armour and material for the navy and to be under strict military control. Built during the time of the Tsars and later modernized, the plant had steel furnaces, rolling mills, forges, large warehouses and railroad sidings.

Industry

13. In addition to the Arsenal military plant, there was another large installation called the Bolshevik metallurgical plant which produced machinery and was located on ulitsa Brest-Litovski between Dachnaya 1 and Dachnaya 2 ulitsy. A large textile combine was being constructed in the Darnitsa district and there were various small industries such as repair shops, beer and Vodka distilleries, and a slaughter in various parts of the city. A fish cannery was located in the Podol rayon.

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[redacted]

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Public Services

The electricity for industrial as well as domestic use came from the Dnepropes Hydroelectric station on the Dnepr River several kilometers from Kiev. The station was inaugurated under the second five-year plant in 1935 or 1936 and supplied the entire region and almost all of Ukrainia as well.

Drinking water was supplied by underground pipes but the source of this water was unknown. It had a high calcium content, leaving a heavy incrustration on all the cooking ware. Industrial water was supplied by a pumping station on the banks of the river near the new bridge. The city was supplied with natural gas the source of which was not known. There was a four-digit automatic telephone s stem, and a heating plant supplied public buildings.

[redacted]

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Attachment 3

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Legend for Over

1. Boat yards.
2. Inner harbor.
3. River port railroad station.
4. Public market in the Podol rayon.
5. Dnepr river.
6. Podol rayon.
7. Projected bridge site.
8. Academy of Sciences zoo.
9. Hospital.
10. Marketplace.
11. Conservatory of Music.
12. Seminary.
13. Bolshevik plant.
14. Polytechnic Institute.
15. Hospital.
16. Vozdukhoflotskaya ulitsa and highway. (Formerly ulitsa Stratosfery.)
17. Market place.
18. Institute of construction.
19. Old orthodox church.
20. Pedagogical institute.
21. Inturist hotel.
22. Party building.
23. Ministries building.
24. Supreme Soviet building.
25. Theatrical institute.
26. Military sports park.
27. Military club.
28. Passenger railroad station and adjoining installations.
29. Foot bridge over the rail lines.
30. Botanical gardens.
31. University and library.

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32. Central market and ulitsa Kreshachik.

33. Market place.

34. Arsenal military plant.

35. Old bridge destroyed by the Germans.

36. Artillery barracks.

37. Railroad goods station.

38. Language institute.

39. Modern Catholic Church.

40. Pervomayskiy hospital.

41. Seminary in the Citadel.

42. The Citadel.

43. New bridge to the Darnitsa rayon.

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