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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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ITRY USSR
REPORT [redacted]
CT Information on Soviet Towns
DATE DISTR. 7 March 1961
NO. PAGES 2
REFERENCES [redacted]

IF [redacted] 50X1-HUM
CQ. [redacted] TENT IS TENTATIVE. 50X1-HUM

[redacted]

reports on Soviet towns

- a. Bykovskiy Peninsula, Tiksi (N 71-36, E 128-48) and Yakutsk (N 62-00, E 129-40), Yakutsk ASSR, seven pages [redacted] 50X1-HUM
[redacted] General town information.
- b. Kalinin (N 56-52, E 35-55), Kalinin Oblast, eight pages and two town sketch plans [redacted] 50X1-HUM
The report includes [redacted] 50X1-HUM
information on transportation routes, industrial plants, and personalities. 50X1-HUM
- c. Kaliningrad (N 54-43, E 20-30), Kaliningrad Oblast, five pages [redacted] 50X1-HUM
The report includes information on railroad stations, industrial plants, and personalities. Reference is made to an Army division known as the Moscow Division, located in Moscow Rayon. No public air-raid shelters had been constructed, and no general air-raid alarms had recently taken place. Air-raid shelters were being constructed in the cellars of new apartment buildings. 50X1-HUM
- d. Kalush (N 49-01, E 24-22), Ukrainian SSR, four pages [redacted] 50X1-HUM
The report includes a few details on industrial plants and locates some municipal buildings.
- e. Kansk (N 56-12, E 05-41), Krasnovarsk Kray, town sketch plan and a three-page legend [redacted] 50X1-HUM
The report locates industrial plants, airfields, and a secret military installation on the eastern outskirts of town. 50X1-HUM
- f. Leningrad, Leningrad Oblast, seven pages and sketch plan [redacted] 50X1-HUM
The report includes details on industrial [redacted]

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return to GG/5 last 17/1/61

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|-------|---|------|---|------|---|-----|---|-----|---|-----|---|-----|---|----------|
| STATE | X | ARMY | X | NAVY | X | AIR | X | NSA | X | OCR | X | NIC | X | 50X1-HUM |
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

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plants and locates 50 points in the town.

- g. Novosibirsk (N 55-02, E 82-55), Novosibirsk Oblast, seven pages, 50X1-HUM
[redacted] The report includes details on industrial plants, transportation, and personalities.
- h. Omsk (N 55-00, E 73-24), Omsk Oblast, four pages and sketch plan, 50X1-HUM
[redacted] The plan locates 25 points, including industrial plants and military installations.
- i. Simferopol (N 44-57, E 34-06), Crimean Oblast, six pages and sketch plan 50X1-HUM
[redacted] The report includes information on institutes, schools, and transportation. The sketch plan locates 55 points.



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COUNTRY : USSR (Omsk Oblast)

SUBJECT : General Information and Town Plan of Omsk

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1. Former prisoners formed a sizeable part of the population of Omsk and included Russians who were POW's during the war and Ukrainians who were members of the Bandera armed underground. The housing situation in Omsk was generally bad but was particularly serious among these former prisoners. In 1957, families of five and six lived in one room.
2. Downtown Omsk and the newer houses in the suburbs were provided with central sewage and water supply systems. New buildings were heated by steam (parovoye otopleniye). Because of the shortage of electrical power, the rest days of various plants and groups of plants were staggered; the tire plant, for example, was idle on Fridays while the aircraft plants were idle on Sundays.

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3. The television station in Omsk was still under construction in 1957 and was to have been put into operation by the end of that year. At that time, there was no automatic telephone exchange.
4. Two trolleybus lines had been in operation since 1955. One connected Plant No. 20 with the center of town and the other traveled between downtown and Zakhlamino.
5. Attached is a town plan of Omsk with legend as follows:
 1. Wooded area, guarded by soldiers and surrounded by barbed-wire and watchtowers. Tanks and fieldguns, covered with tarpaulins, stood among the trees.
 2. Shipyards (Sudoremontny Zavod) for the repair of river-going craft. Most of the repairs were carried out in the winter.
 3. Plant No. 20 (Zavod Nr. 20), which produced gauges for aircraft. It worked in three shifts and all its personnel are screened. No expansion during recent years reported at this site. A branch of the plant was completed in 1957 near the Kultury I Otdikha Park and apparently also manufactured aircraft gauges.
 4. Central telegraph office and postoffice (Glav. Telegraf I Glav. Pochta).
 5. Gorispolkom.
 6. Combine and Threshing Machine Assembly Plant, which began operation in 1956 and worked in three shifts. Most of the parts for the machines are brought from other plants.
 7. Railroad Institute (Zheldorozhny Institut) for the training of railroad engineers.
 8. Oblast MVD and Oblast KGB.

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9. Kalinin Medical Institute (Med. Institut).
10. Ferry station. The ferry operated only from May to November. It was still in operation in 1957.
11. Tets I power station, coal-burning.
12. Ulitsa Lenina highway bridge over the Om River, an old bridge made of steel. It served vehicular and pedestrian traffic. The streetcar bridge which was adjacent to it collapsed in 1944 and was not used.
13. New highway bridge over Om River, put into operation in 1955. It carried a ^{streetcar} line. The bridge was three times the length of the old Ul. Lenina bridge.
14. Port for river craft, equipped with wooden piers. There was no rail siding.
15. Sibir Hotel and Sibir Restaurant.
16. Aviation Institute (Aviatsyonny Institut), which trained aeronautical engineers.
17. Infantry Officers' School.
18. City Komendatura and other military offices (no details).
19. Airfield serving Plants No. 29 and 166.
20. Rosa Lujsemburg Machine Plant, which probably produced precision machine parts.
21. Plant No. 29, the Baranova Plant, which manufactured aircraft engines, in recent years only jet engines. The plant employed 10,000 workers. The noise caused by the breaking in of the engines, which seriously disturbed the entire neighborhood, had diminished since 1955. The plant was surrounded by a board fence, 3 meters high.

[REDACTED]

[REDACTED]

22. Tire Plant.

23. Aircraft Plant No. 166, which employed 13,000 workers. The first TU-104 was reportedly assembled at this plant.

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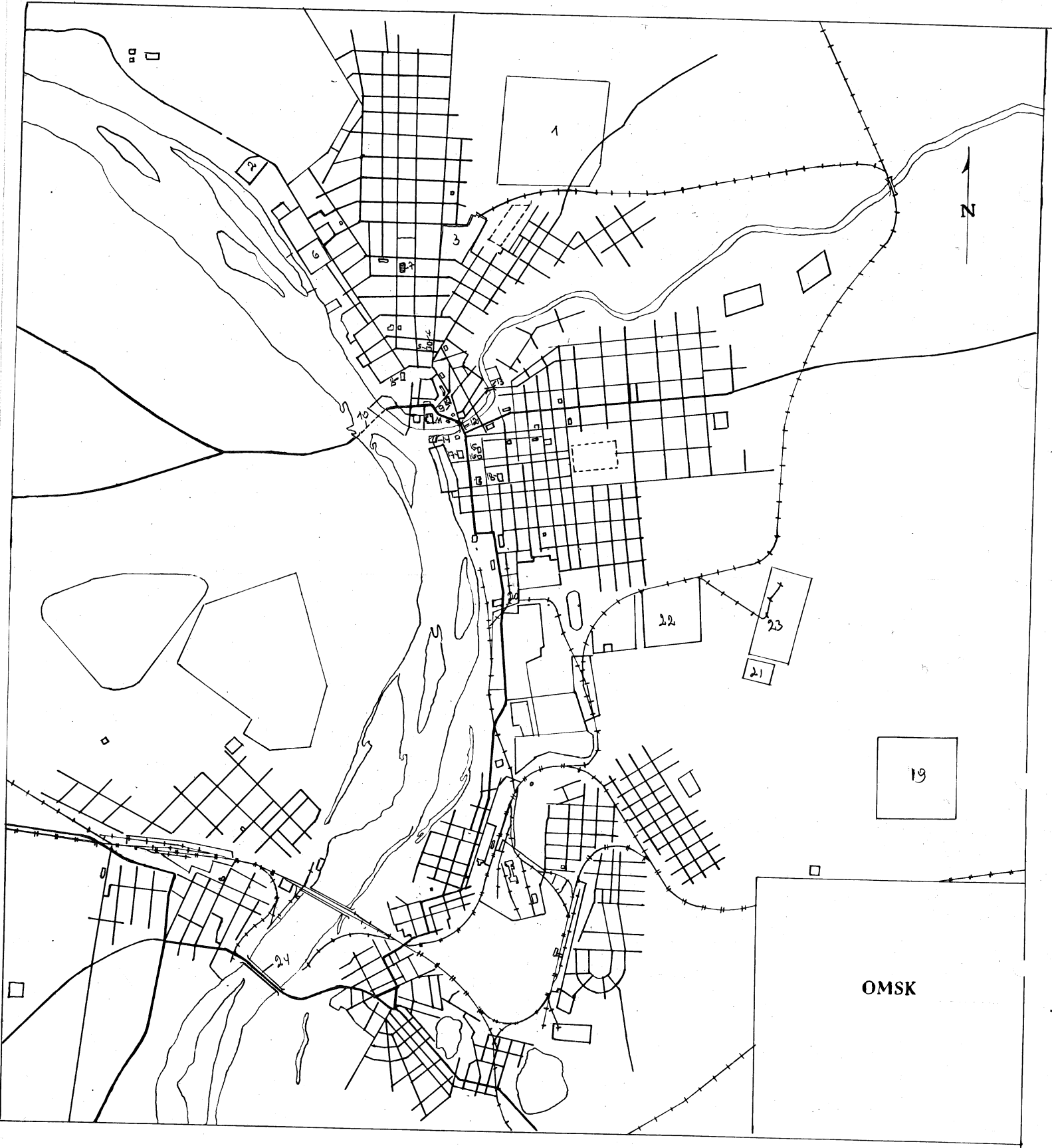
24. Highway bridge over the Irtysh River, about 5 meters above the river. The center part of the bridge was supported by pontoons and could be moved to permit the passage of boats.

25. Tets II power station, coal-burning. It supplied power primarily to industrial plants.

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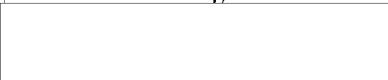
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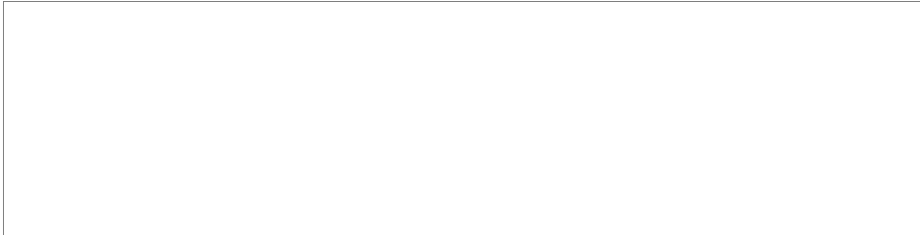
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COUNTRY: USSR (Leningrad Oblast)
SUBJECT: Industrial Information on Leningrad



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1. The Vidvizhenets Paint Factory in Leningrad was located on Irinovskiy Prospekt, in the Okhta rayon at the outskirts of the city. Until 1959, the plant had been subordinate to the Directorate of Local Industry. Since its merger with the nearby Tar Paper Plant (Toleviy Zavod) in mid-1959, however, the Vidvizhenets plant had been subordinate to the Leningrad Sovnarkhoz. The plant employed a total of about 550 people, of whom 500 were workers and 50 were engineers, chemists, laboratory workers, etc. Most of the plant's output went to foundries where the paints were used as auxiliary materials. The united plant comprised the following departments:

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- a. Lithopone Department.
 - b. Zinc White (Tsinkovoye Belilo) Department.
 - c. Oil Paints Department.
 - d. Department for the production of paints for foundries.
 - e. Tar Paper Department.
2. The "Svetlana" Plant in Leningrad, which mass produced domestic electrical appliances and light bulbs (shirpotreb), was located at the end of Prospekt Engelsa, on the way to Oziorki. Streetcar lines numbers 20, 21, 23 and 26 connected the plant with the town center.
 3. The Leningrad Polytechnic Institute (Leningradskiy Politekh-nicheskiy Institut) was located on the outskirts of town in the direction of the Sosnovka Settlement, near the Institute of Boiler and Turbine Research (Kotlo-Turbinniy Nauchno-Isledovatel'skiy Institut). The Boiler Institute and the Polytechnic Institute were rumored to share common research projects. Air Force personnel were continuously passing through Sosnovka to and from the direction of Leningrad; there apparently was a military airfield in the vicinity of the settlement.

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4. A nonferrous metals research institute (gipronikiel) was located by the Kazan Church on Nevskiy Prospekt (no further details).
5. The State Institute of Applied Chemistry (Gosudarstvennyy Institut Prikladnoy Khimii - GIPKh) was rumored to conduct research into gases (no further details).
6. LENIN, the atomic-powered icebreaker, was constructed at the Baltiysk Shipyard in Leningrad.
7. No important improvements had been made in the economic conditions of Soviet industrial workers since the death of Stalin. The average wage of an industrial worker was barely sufficient to support a small family, and his wife was often compelled to work to supplement his income. In contrast to the silence once maintained, there was now open criticism over this state of affairs, both in private conversations and at workers meetings in the presence of Party representatives. Such complaints against the low standard of living had allegedly been heard at workers meetings of various Leningrad plants; the workers even dared to compare their standard of living with that of their counterparts in the West. According to these workers,

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the exact details of the workers conditions in the West had been brought back by the many Soviet delegations which had visited western countries, and western workers enjoyed a higher standard of living than Soviet workers.

8. [Redacted] officials of the Vidvizheniets Paint Factory

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a. Ivanova (fnu) (female), chief engineer of the plant [Redacted]

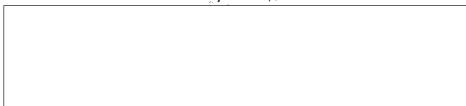
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b. Gordon (fnu), chief designer at the plant and a mechanical engineer by profession, [Redacted]

c. Nikolay Venyaminovich Petrov, director of the chemical laboratories at the plant and a chemical engineer by profession [Redacted]

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9. Attached is a sketch and legend of the city of Leningrad.



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Legend to Sketch of Leningrad

1. Prison.
2. Oblast hospital and clinic.
3. Voroshilov Military Chemistry Academy.
4. Lenenergo Offices.
5. Oblast MGB ~~[KGB]~~ Directorate.
6. MVD Office, which issued entry permits for border areas.
7. Naval barracks at Solyanoy Pereyok.
8. Officers Club (Dom Ofitserov).
9. Oblispolkom.
10. Post office.
11. Oblast Communications Directorate (Oblastnoye Upravlenie Sviazi).
12. Gorsovet.
13. Diesel Engine Plant (Russkiy Disel).
14. Engine Plant (Dvigatel).
15. Krasnaya Zarya Communications Instruments Plant.
16. Aviation Products Plant.
17. Baburinskiye Kazarmi (barracks).



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19. Kushlevka railroad station.
20. Bus repair workshops.
21. Kirov Military Medical Academy.
22. Cultural Palace (Dvoretz Kulturi).
23. Nonferrous Metals Plant.
24. Stankolit Foundry and Metalwork Machinery Plant.
25. Kinapo Motion Picture Equipment Plant.
26. Stalin Turbine Plant.
27. Volokno Textile Plant.
28. Military School for Political Officers.
29. Pneumatika Pneumatic Tools Plant.
30. Kotliakov Foundry.
- ✓ 31. Kazitskiy Communications and Television Instruments Plant.
- ✓ 32. Optical Instruments Research Institute.
33. The law faculty of the university.
34. Branch of the Academy of Sciences.
35. State Institute of Applied Chemistry.
36. Party School.
37. Town Clinic No. 38.

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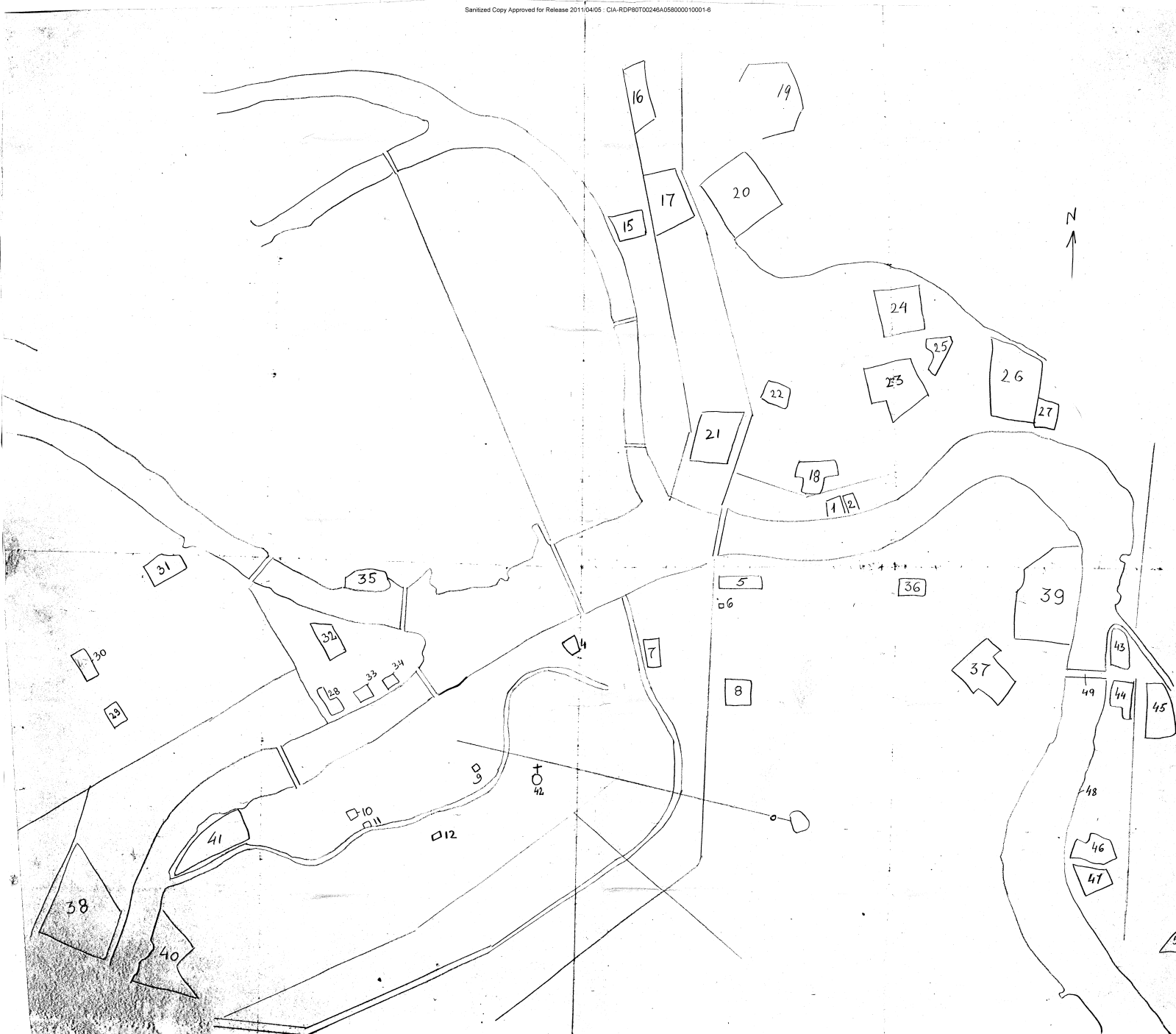
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38. Baltiysk Shipyard.
39. Obkora.
40. Marti Shipyard.
41. Sudomekh Shipyard.
42. Kazan Church (Kazanskiy Sobor).
43. Krasniy Sudostroitel Shipyard.
44. Naval Plant (no details).
45. Bolshaya Okhta barracks.
- ✓ 46. Burevestnik Electrical Equipment Plant.
47. Naval School.
48. Malo Okhtenskiy Prospekt.
49. Bolshoy Okhtenskiy Most (bridge).
50. Vatriy Ostrov Chemical Plant.

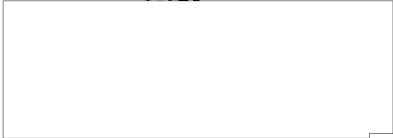
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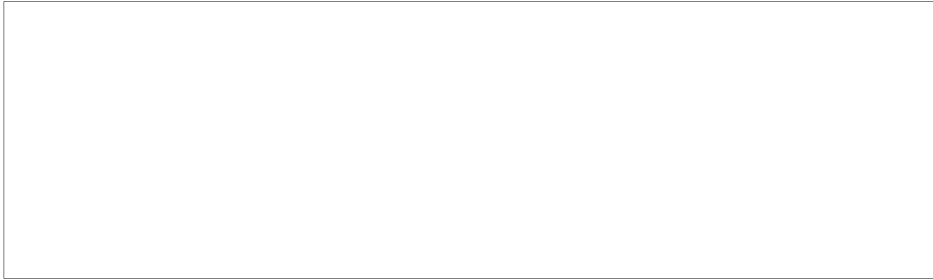
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COUNTRY : USSR (Novosibirsk Oblast)
SUBJECT : The City of Novosibirsk



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Industry

1. Instrumentalnyi Z-D, which was located on Komunisticheskaya Street, in Novosibirsk, was a former Leningrad plant which was transferred to Novosibirsk at the outbreak of World War II. The plant occupied a huge four-story structure surrounded by a number of auxiliary buildings. It was divided into the following three basic departments: Preparations Department (Podgotovitelnyi Tsekh), Forges and Presses Department (Kuznechno - Pressoviy Tsekh), and Instruments Manufacturing Department (Instrumentalnyi Tsekh). Instrumentalnyi Z-D, which employed 1,000 to 1,200 workers, manufactured various types and sizes of spanners and spare parts for

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agricultural machinery. Until 1956, it also manufactured vehicle fuel tanks, some of which were exported to [REDACTED] China. 50X1-HUM

2. Plant No. 702, a ferrous metals rolling mill, was located on Stantsionnaya Street in the Kirovskiy Rayon. It was the former Zaporozhstal Factory which had been transferred from Zaporozhe to Novosibirsk during World War II. The plant was subordinate to the Ministry of Ferrous Metals (Ministerstvo Chernoy Metalurgii) and employed 3,000 to 3,500 workers in three shifts. It stretched over a large area and included five industrial buildings (rabochiy korpus). Since 1954, two new buildings of a similar type had been under construction; they had not been completed in 1957. A workers housing project (vostochniy posiolok) was located in the vicinity of the plant.

3. Plant No. 702 was divided into the following departments:
- a. Rolling Department (Prokatniy Tsekh).
 - b. Cold Rolling Shop (Kholodnaya Prokatka).
 - c. Hot Rolling Shop (Goriachaya Prokatka).
 - d. Enameling Department.
 - e. Acid Processing Department (travilnoye Otdielenie).
 - f. Forge.
 - g. Laboratory.

The metal billets which were supplied by the metallurgical plant at Magnitogorsk were rolled into various thicknesses of sheet steel.

4. The SIBSELMASH plant, the largest factory in Novosibirsk, was located in the vicinity of Plant No. 702, opposite the Krivoshchokovo railroad

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[Redacted]

station close to the track leading to Moscow. During the war SIBSELMASH, which was called Combine No. 179, manufactured military products in general and all types of ammunition in particular. It also incorporated various plants which had been transferred from other Soviet towns. At the end of the war, an FZO-type vocational training school (Fabrichno Zavodskoye Obuchenie) was established at the plant to train skilled workers for various branches of the metal industry. Since the end of the war, SIBSELMASH had been manufacturing all types of agricultural machinery, including combines, seed drills, sieves and cleaners, and fertilizer spreaders. It seemed, however, that the plant was still geared to war production, for it continued to manufacture ammunition [Redacted]

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[Redacted]

The plant employed fewer workers than it had during the war, but it nevertheless continued to employ many thousands. The new number

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of the plant, 59 or 159,

[Redacted]

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[Redacted]

5. The Olovo Zavod lead foundry

[Redacted]

received lead ore, which it enriched and smelted, from mines in the Novosibirsk vicinity. [Redacted]

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6. The Gidrotiazhkopresoviy Z-D manufactured heavy presses and metalwork machines [Redacted]

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7. In 1957, construction was started on a turbogenerator factory (Turbinno-Generatorskiy Z-D) in the Yeresnaya Quarter of Kirovskiy Rayon. [Redacted]

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[Redacted]

the plant was to have been completed in late 1958 (no further details.)

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8. While still winter in early 1955, heavy rain fell for a whole day in Novosibirsk, a highly unusual phenomenon for that time of the year. Rumors began spreading among the local population that the rain was the result of nuclear experiments having been made in the vicinity. (Details lacking).
9. A television station had been established in a three or four-story building with an antenna farm, which included some 50-meter tall aerial masts, in the vicinity of the Krivoshchokovo railroad station in the Kirovskiy Rayon.
10. Apartment houses for industrial workers were under construction in the Kirovskiy Rayon, on the left bank of the Ob. A shopping center, surrounded by many five- and six-story apartment houses had been constructed in the center of the district. The majority of the buildings were constructed of "Shlakobeton" blocks.

Transportation and Utilities

11. A small civilian airfield which was used by single-engined aircraft was located in the northern part of Novosibirsk. From this airfield there were air routes to Moscow and the Far East. The runways were unsurfaced, compressed earth tracks.
12. A large military airfield where [redacted] only jet aircraft 50X1-HUM were parked was located near the Tolmachovo settlement, 6 or 7 kilometers from the town on the right-hand side of the Novosibirsk/Moscow railroad line. [redacted] 50X1-HUM
13. The Ob River was used by both passenger and freight shipping. The freight craft conveyed agricultural produce (potatoes and grain), coal and construction materials to Novosibirsk. In 1956, when the construction of a new highway bridge was completed, the pontoon bridge which had

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previously spanned the river was dismantled. The new bridge was about 1.5 kilometers long and 35 to 40 meters wide. It carried a special streetcar lane in addition to vehicle lanes and pavements for pedestrians. Its clearance was sufficiently high for passage of all types of river craft.

- 14. Public transport in Novosibirsk was provided by streetcars, trolleybuses, buses and taxis. The central streetcar station was located in the vicinity of the theater. From there, the streetcars traveled in all directions and connected the suburbs and large industrial plants with the town center. The route of streetcar No. 4 ran from the town center to Kirovskiy Rayon and terminated by the Krivoshchokovo railroad station. Streetcar No. 6 also ran from the town center to Kirovskiy Rayon, but its terminus was located by the Turbogeneratorniy Z-D.



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- 15. There were two fuel depots (Neftebaza) in Novosibirsk. One, which was the town depot (Gorodskaya Neftebaza), was located in the vicinity of the railroad freight station (Glavnaya Tovarnaya Stantsiya). This depot occupied an extensive site, in which many 4,5- and 6-meter tall fuel containers could be seen. The depot, which was served by a railway spur, was rumored to also comprise underground fuel containers. The other fuel depot was located in the vicinity of the passenger port (Pasazhirskiy Port) on the right bank (Praviy Bereg) of the Ob River.



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this depot supplied fuel for both the military and civilian needs

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of the entire Novosibirsk Oblast. Fuel was transported on the Ob both to and from the depot by special tanker craft.

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- 16. The town's central water supply system apparently exploited water pumped from the Ob, although no outstanding pumping station or water tower was known to exist.
- 17. The town sewage system was underdeveloped, and the sewage drained into the Ob. The drains were too narrow to run off all the waste water, particularly during the spring thaw or after heavy rainfalls, when all the low lying streets and houses were flooded. Floods were also caused by the overflowing of the Ob. This generally occurred in the spring, but the height to which the river rose varied from year to year. The authorities had constructed a dam to prevent flooding, but its efficacy was questionable.
- 18. Krasniy Prospekt was the town's main street and ran from the southern end of town by the mouth of the Ob, to the northern end by the civilian airfield. An avenue of trees had been planted down the center of the street, which was asphalt-surfaced and 25 to 30 meters wide. The second largest street, Prospekt Stalina, was 15 to 16 meters in width and was also asphalt-surfaced. The stone-paved Ulitsa Sibirskaya, which was 10 to 13 meters in width, ran parallel to Krasniy Prospekt.

Personalities

- 19. [redacted] persons in Novosibirsk [redacted] 50X1-HUM
 - a. Ladutin (fnu), director of Plant No. 702 during World War II. [redacted] 50X1-HUM

[redacted]

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[redacted]

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[Redacted]

b. Prokhorov (fnu), director of Plant No. 702 since 1955

[Redacted]

c. Belorusov (fnu), chief engineer at Plant No. 702

[Redacted]

d. Takhtamirov (fnu), director of Instrumentalnyi Z-D.

[Redacted]

e. Kuznetsov (fnu), a Militia captain in charge of the 5th Militia

District in the Kirovskiy rayon of Novosibirsk

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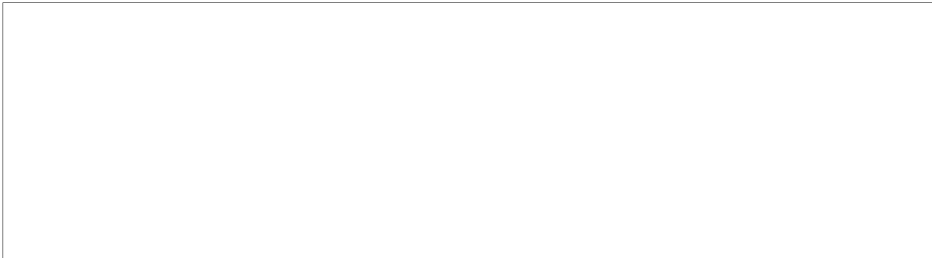
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COUNTRY : USSR (Krasnoyarsk Kray)

SUBJECT : Town Plan of Kansk



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Attached is a town plan of Kansk with legend as follows:

1. Military airfield, which served trainers and which was also used for parachute training. Three or four houses of three to four stories each were located on the grounds, and a fuel depot consisting of about 10 aluminum-colored tanks stood on one side of the field. The tanks reportedly contained aircraft fuel.
2. Prison, an old, stone and brick, three-story building with a peaked roof. Prisoners who were to be sent to labor camps in the area were detained there.
3. Prison courtyard, called "Square of the 17 Fighters" (Ploshchad 17 Bortsov). This yard was formerly used for sorting the prisoners who were to be sent to the labor camps and was called "Stop-Over Square" (Etapovaya Ploshchad).

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4. Ul. Maxima Gorkovo (?).
5. Kansk railroad station.
6. Workers housing of the Hydrolization Plant (Gidrolizniy Posiolok).
7. Hydrolization plant (Gidrolizniy Zavod).
8. Mechanical Plant and Foundry (Mekhanicheskoe Liteyniy Zd.).
9. Pulping Plant (Drobilniy Zavod), which supplied the hydrolization plant.
10. Prison camp whose inmates worked at the pulping plant. It contained a hospital for the treatment of all sick prisoners in the area.
11. Wooden bridge over the Kan River for pedestrian and vehicular traffic. It connected the industrial quarter and the prison camp.
12. Wooden bridge on concrete supports for pedestrian, vehicular and rail' traffic. It was about 300 meters long and 12-15 meters wide. The bridge showed signs of instability and, since 1956, trucks with heavy loads or loads of exceptional volume (e.g. straw, hay) had been denied use of the bridge. There was talk of building a new bridge for the trains.
13. Military camp consisting of wooden and brick barracks. [redacted] 50X1-HUM
[redacted]
14. Airfield which, since 1956-1957, had been capable of accommodating jet aircraft. It occupied a large (?) area and contains many (?) concrete-surfaced runways. An air force unit, housed in brick buildings, was stationed at the field.
15. Textile Combine (Tekstilniy Kombinat), a large plant producing cotton fabrics.
16. Depot, including workshops, for buses of the Kansk urban transportation system.

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17. Thermal power station (TETS) of the textile Combine

18. Municipal power station, coal-burning.

19. Secret military installation.

no one left or entered the site.

Many

(?) telephone lines led to the site and number of antennas rose from it.

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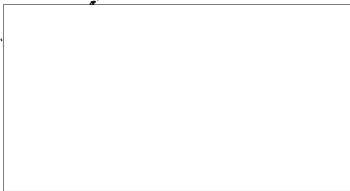
20. City hospital.

21. Unpaved road called Ashkaulskiy Trakt.

22. Ul. Uritskovo.

23. Highway called Moskovskiy Trakt.

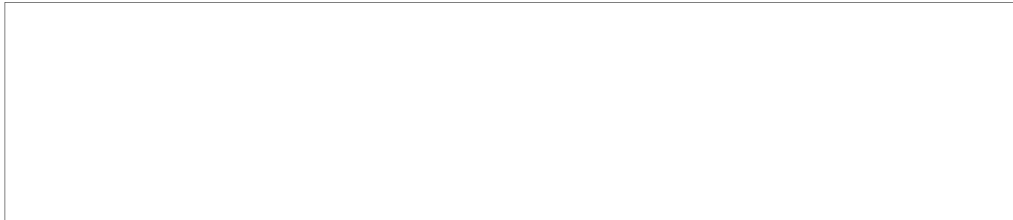
24. Arm of the Kan River, locally referred to as Rukav (branch or sleeve),
into which the logs that were floated down the Kan were directed. The
lumber was pulled upon the shore, taken to the pulping plant, and finally to
the hyrolization plant.



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COUNTRY : USSR (Kalinin Oblast)
SUBJECT : 1. Military Airfield in Kalinin
2. General and Industrial Information on Kalinin



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General

- 1 Kalinin had a population of 400,000, most of whom were Russians, and was administratively divided into the following districts: Tsentralniy Rayon, Proletarskiy Rayon, Oktiabrskiy Rayon, Novo-Promyshlenniy Rayon, and Zavolzhskiy Rayon. Public transport facilities in the city were provided by streetcars on the following routes:
- a. Route 1, from the Proletarka Weaving Mill to the railroad station.
 - b. Route 2, from the Proletarka mill to the Iskozh Plant.
 - c. Route 3, from the meat combine (Miasokombinat) to the railroad car plant in the Zavolzhskiy Rayon.
 - d. Route 4, from the Iskozh Plant to the railroad car plant.
 - e. Route 5, from the railroad station via the Zavolzhskiy Rayon to Leningradskoye Shosse.
 - f. Route 6, from the railroad station to the meat combine.
 - g. Route 7, from the Novo-Promyshlenniy Rayon to Migalovo.

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[Redacted]

[Redacted]

- 2 -

- h. Route 8, from Posiolok Shelka to the Peremerki Quarter.
- i. Route 9, from Posiolok Shelka to the brick factory.

Industry

2. The Radio Receiver Factory (Radio-Zavod) was located in the Proletarka quarter, in the vicinity of the Proletarka cotton cloth weaving mill. 50X1-HUM

The nature of the factory was highly secret, but it reportedly manufactured radio receivers under military contract. [Redacted]

[Redacted] the plant produced sets for military use only [Redacted]

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3. Plant No. 513 was also of a highly secret nature [Redacted]

[Redacted] Construction of the plant was begun before the outbreak of World War II but was discontinued during the war. On cessation of hostilities, the buildings were completed and fitted with equipment taken from Germany as war booty. It was rumored that the equipment of a German synthetic fiber factory had been transferred to this plant. In addition to the civilian workers, Plant No. 513 employed military labor units whose men wore black shoulder signs.

4. The railroad car plant was the largest industrial enterprise in Kalinin, employing some 7,000 to 8,000 workers. The plant manufactured all components of the railroad cars which it built. It occupied an extensive area in the Zavolzhskiy Rayon. In the same rayon, very large chemical stores occupied a military zone, located on the left-hand side of the road leading from the town center, one-half kilometer from the railroad car plant. The entire zone, including the stores, was held by a unit of the Chemical Corps [Redacted]

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[Redacted]

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5. The Cotton Cloth Weaving Mill (Khlopchato-Bumazhnaya Fabrika "Proletarka") formed a separate town-quarter called Proletarka. The mill included housing projects for its workers, but accommodations were bad and overcrowded; most of the buildings were of wood construction. This quarter was considered one of the most backward in the town because of its poor housing conditions and the state of health of its inhabitants, a high percentage of whom suffered from tuberculosis and other social diseases.
6. Another cotton weaving mill, called Voroshilov, was located in the western part of town, on the banks of the Volga.
7. The Iskozht Artificial Leather Factory, located in the Novo-Promyshlenniy Rayon, employed some 1,200 to 1,500 workers and manufactured synthetic rubber (shoe) soles and various accessories, such as army belts. The plant had formerly been called Krepz (Kalininskiy Rezinno-Podeshvenniyy Zavod).
8. The Polygraphic Combine comprised a very large printing works equipped with color presses. The combine was constructed in 1953 and was one of the best equipped printing works in the USSR. Scientific works and literature intended for export were printed there (no further details).
9. An excavator factory was included among the larger of Kalinin's industrial enterprises. This plant employed some 5,000 workers in two or three shifts and operated at full capacity. It manufactured various types of excavators 50X1-HUM
10. The 1st of May Factory manufactured work tools and spare parts for industrial plants. An old factory, it had obsolescent equipment and a small output (no further details).

[redacted] - 4 - [redacted]

10. The main oblast pharmaceutical stores, which were subordinate to the oblast pharmaceutical directorate (Oblaptekovpravlenie), were located between the Sovetskaya Bolnitsa hospital and the site of the oblast grain elevators (oblzagotzerno), in the vicinity of Vagzhanova Street. Medicines were divided into doses and new drugs were manufactured at the stores.

11. According to the Kalinin town development plan, work was due to begin on the construction of a paper mill in 1959/1960. The proposed site for the mill was assumed to be located to the north of Migalovo, near the Volga. A well equipped printing works was to be established in close proximity to the mill and was to produce children's books.

Personalities

- 13. [redacted] persons in Kalinin [redacted] 50X1-HUM
- a. Goriachev (fnu), first secretary of the oblast Party Committee (Obkom) [redacted] 50X1-HUM
- b. Baranov (fnu), second secretary of the oblast Party committee [redacted]
- c. Lt. General Vostrokhov (fnu), commander of the military quarter-
masters academy until 1954, when he was transferred to Frunze. [redacted]
- d. Major General Zhukov (fnu), commander of the military quartermasters
academy from 1954 to 1955 [redacted] 50X1-HUM
- e. Major Nikolay Savelevich Zhuk, officer in charge of admin-
istration at the above academy [redacted] 50X1-HUM

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f. Lukiyanov (inu), director of the railroad car plant until 1957, when he was appointed chairman of the oblast Sovnarkhoz.

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14 Attached are sketches of Kalinin and its town center, with legends:

Legend to Sketch of Kalinin

1. Migalovo military airfield.
2. Military cantonment of the air force unit stationed at the Migalovo military airfield.
3. Voroshilov weaving mill.
4. Site of Polygraphic Combine.
5. Unfenced military zone comprising offices and stores.
6. Lumber Combine (DOK)
7. Prefabricated wooden huts plant.
8. Transformer station.
9. Town power station.
10. Glavmashdetal vehicle components factory.
11. Proletarka weaving mill.
12. Government printing works (not to be confused with No. 4)
13. Ready made clothing factory.
14. 1st of May factory.
15. Town hospital.
16. Vagzhanov textile mill.
17. Suvorov military academy.
18. River craft repair workshop.
19. Railroad car plant.
20. Barracks of armored unit.
21. Military chemical stores

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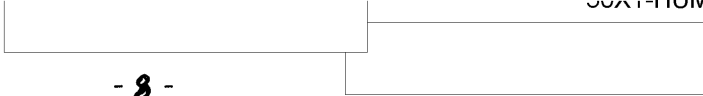
22. Chemical corps unit.
23. Town hospital.
24. Town power station.
25. Oblast airfield for local, civil air traffic.
26. Town hospital No. 2 (Sovetskaya Bolnitsa).
27. Oblast pharmaceutical stores.
28. Grain elevators and Oblzagotzerno offices.
29. Flour mill.
30. Fuel depot for Kalinin and vicinity.
31. Match factory.
32. Silicate brick factory.
33. Excavator plant.
34. Unidentified machine plant.
35. Prison.
36. New town hall (Uorsovet).
37. Cultural center (Palats Kultury).
38. Administrative offices of the labor companies employed at Plant
No. 513.
39. Plant No. 513.
40. Artificial leather factory (Is/Kozh).
41. Brick factory.
42. Tile factory.

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Legend to Sketch of the Kalinin Town Center

1. Old bridge.
2. New bridge.
3. "Water Streetcar line" (Vodniy Tramvay).
4. Former church.
5. Chemical academy (former military quartermasters' academy) building.
6. Volga river port.
7. Oblsovet.
8. Oblast Party school.
9. Medinstitut since 1954 (formerly MGB directorate).
10. Oblast agricultural directorate (Oblzo)
11. Officers club (Dom Ofitserov).
12. Zvezda Movie Theater.
13. Gorkiy library.
14. Town executive committee (Gorispolkom).
15. Oblast state bank (Oblgosbank).
16. Old concert hall.
17. Gorkom & Obkom Komsomola.
18. Zeliger Hotel, a four-story building.
19. Trade Union house (Dom Profsoyuzov).
20. Teachers training college.
21. Central post & telegraph office.
22. Volga Hotel.
23. Oblast military commissariat (Oblvoyenkomat).
24. Military garrison komendatura.
25. Oblast Militia directorate.

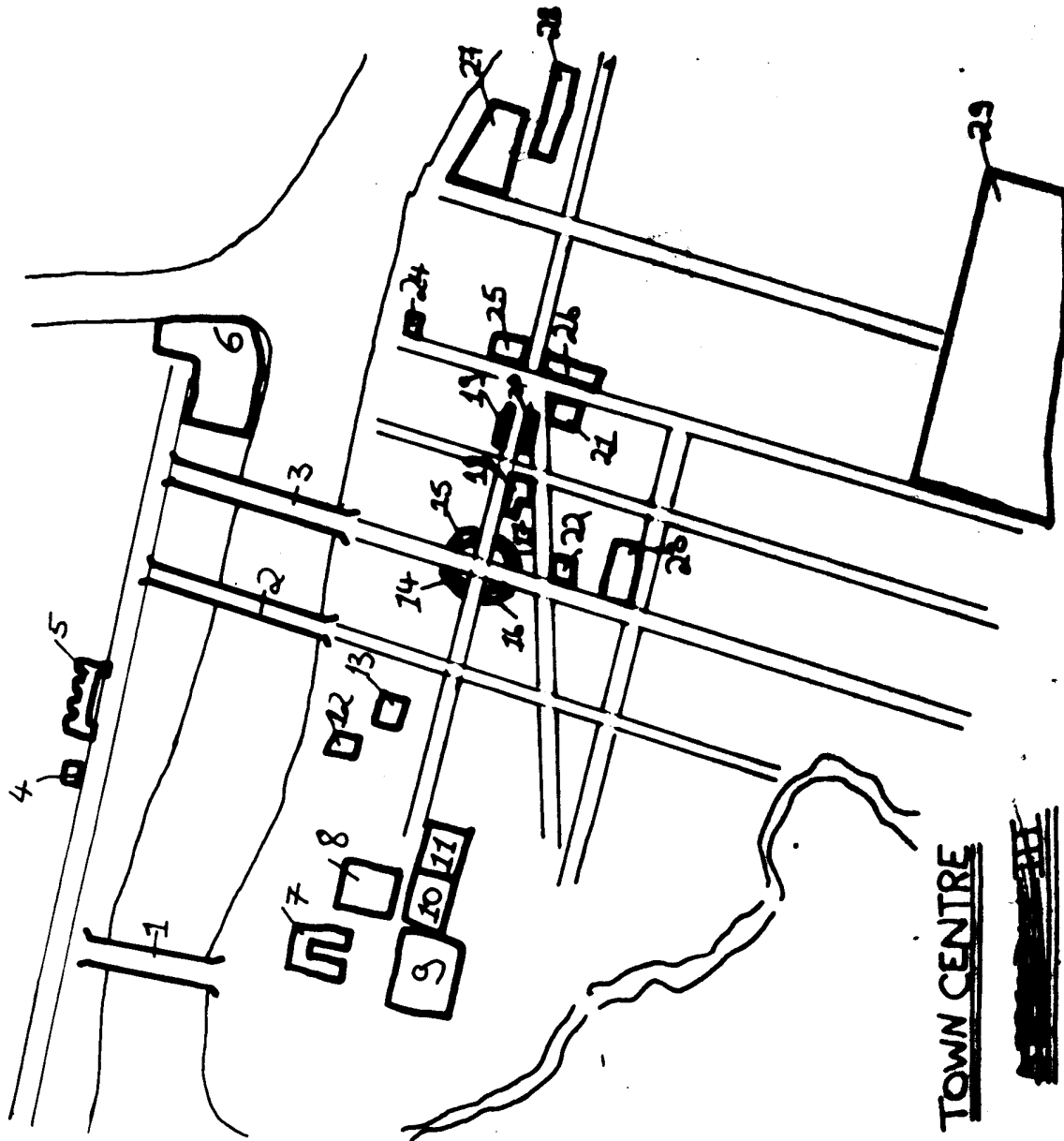


- 26. Obkom.
- 27. Garrison hospital.
- 28. Town hospital.
- 29. Main building of the military chemical academy (formerly quarter-masters academy).

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Legend 2

Legend:

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APPENDIX II

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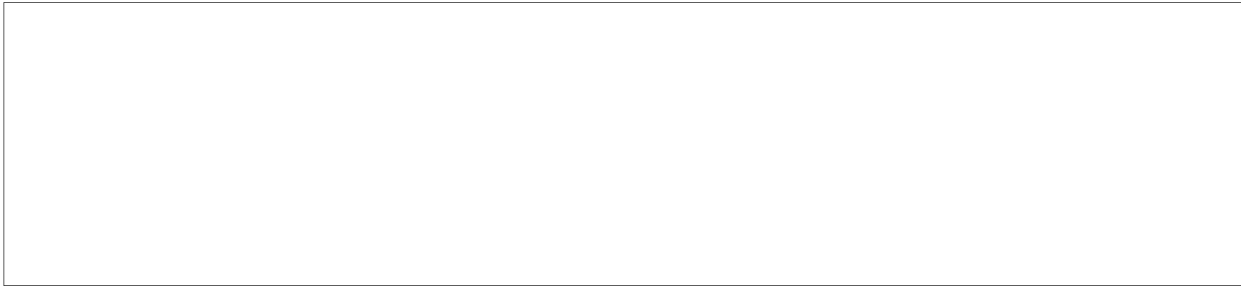
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Att 2 i



COUNTRY : USSR (Ukrainian SSR)
SUBJECT : General Information on Simferopol



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1. Simferopol contained the following institutes and technical schools:
 - a. Crimea Medical Institute (Krymsky Med. Institut).
 - b. Frunze Teachers' Institute (Ped. Institut Im. Frunze).
 - c. Kalinin Agricultural Institute (Selkhoz Institut Im. Kalinina).
 - d. Railroad Technical School (Zhel. Dor. Tekhnikum).
 - e. Food Industry's Technical School (Tekhnikum Pishchevoy Promishlenosti).
 - f. Commercial School (Porgovoye Tekhnikum).
 - g. School for Cultural Workers (Kult. Prosvet. Tekhnikum).
 - h. Cooking School (Kulinarnoye Tekhnikum).
 - i. School for Surgeons' Assistants and Midwives (Feldsherskaya Akusherskaya Shkola).

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2. The city had three street+car lines, with routes as follows:
 - a. The railroad station - Bulvar Lenina - Kalinina - Bedennogo - Gogolya - Krilova - Podgornaya.
 - b. Sevastoploskoye Shosse - Kirova - Chkalova - Lermontova.
 - c. Bulvar Lenina - Pavlenko - Kalinina - Budennogo - Gogolya - Kirova - Lenina - Podgornaya.
3. The construction of an electric power station (TEES) was begun in 1955 near the civil airport, about five kilometers from the city in the direction of Yevpatoriya. It was to contain three or four generators with a total output of 120,000 kilowatts.
4. The buildings in Simferopol were usually of brick and were two or three stories high, though three or four buildings (the highest in town) were five stories high. Only in the center of the town were the houses served by central sewage and water supply systems.
5. The only hard-surfaced roads (asphalt and stone) were the main thoroughfares; side streets and the streets in the suburbs are unsurfaced.
6. Ul. Kantarnaya and Ul. Fontannaya had been changed to Ul. Krilova and Ul. Nekrasova respectively.
7. Komyakov (fnu), a Russian, was the first secretary of the Oblast Party committee. Shepovalov (fnu), also a Russian, was chairman of the City Actions Committee (Gorispolkom).
8. Attached is an overlay to a map of Simferopol (Scale 1:12,500), with legend as follows:

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Legend

1. Iron rail bridge, approximately 12 meters long, no arches.
2. City POL stores (Gorneftbaza).
3. Furniture factory (Mebelnaya Fabrika).
4. Signal unit, of at least battalion strength.
5. Kuybyshev Auto Repair Plant (Avtorem, Zavod Im. Kuybysheva), which performed general repairs on passenger vehicles.
6. Military camp. It housed a Mortar Officers Training School (Ofiterskoye Minomyotnoye Uchilishche) until 1948, when the school was either disbanded or transferred elsewhere. Subsequently, it has been used by a tank division which, in 1954, contained T-34/85 tanks.
7. The above tank division's headquarters.
8. Quarters of the married officers of the above tank division.
9. Dom Sovetov. In 1959, it was still in the initial stages of its construction (the foundations had been cast).
10. Government grain stores (Zagot Zerno)
11. Old electric power station (TEES).
12. I-Vogo Maya Fish Cannery Konservny Zavod I-Vogo Maya).
13. Railroad law court (Zheleznodorozhny Sud).
14. First maternity hospital.
15. Crimea Medical Institute (Krymsky Med. Institut).
16. Prison.
17. Oblast mental disorders hospital (Obl. Psikh. Bolnitsa).
18. Bakery (Khlebozavod).
19. Oblast recruiting office (Oblast Voenkomat).

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20. Simferopol Railroad Directorate (Simferopolskoye Otdeleniye Stalinskoy Zhel. Dorogi).
21. Railroad Technical School (Zhel. Dorozhnoye Tekhnikum).
22. Oblast Departments of Agriculture (Obl. Selkhoz Otdel) and of Finance (Obl. Fin. Otdel). Previously housed the headquarters of the Tavrida Military District (Tavrizhski Voenny Okrug) until it was disbanded.
23. Telephone exchange (Peregovornaya Stantsya).
24. Central bus station.
25. City garrison commandant (Komendantura Goroda).
26. Central post office (Glav. Pochta).
27. Oblast Actions Committee (Oblispolkom).
28. Third regional law court (III-Ti Uchastkovy Sud) and Zags.
29. Second Maternity hospital.
30. Office of the Krymenergo until 1956, when the office moved to Ul. Gorkogo (exact location unknown).
31. Municipal fire-fighting brigade (Gor. Pozharnaya Komanda).
32. Yuzhnaya Hotel.
33. Militia office for the First Region (I Otdeleniye Militsii).
34. City Party Committee (Gorkom) and City Actions Committee (Gorispolkom).
35. Military clinic.
36. Oblast Party Committee (Obkom) and Oblast Komsomol Committee (Obkomsomol).
37. Stores (whether military or civilian was unknown). Formerly housed the Political Department of the Tavrida Military District.

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38. A building half of which was used by the Oblast KGB offices (with the entrance on the street), and the other half by the editorial offices of the newspapers (Krymskaya Pravda and Krymski Komsomolets.)
39. Park; formerly a market place.
40. Glavneftezbyt offices.
41. Military headquarters (details lacking). Formerly Airforce Headquarters of the Tavrida Military District.
42. Meat combine (Myasokombinat).
43. Glass plant (Stekolny Zavod).
44. Garrison construction directorate (Garnizonniye Stroy. Upravleniye).
45. First municipal hospital (I-Vaya Gor. Bolnitsa).
46. Agricultural Institute (Selkhoz Institut).
47. Oblast Microbiological Station and Blood Bank.
48. Municipal Financial Department (Gor. Fin. Otdel).
49. Kolkhoznik Hotel, five stories high.
50. Oblast Department of Physical Training and Athletics (Obl. Otdel Fizkulturi I Sporta).
51. Nails factory.
52. Trudovoy Oktyabr Cannery (Konservny Zavod Trudovoy Oktyabr), near the Food Industry's Technical School.
53. Furniture combine (KIM).
54. Wine Industry's Research Institute (Nauchno Isledovatel'ski Institut Vinodelya).

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55. Repair shops for railroad coaches, which occupied a building 100 meters long. They employed about 100 men and were capable of maintenance and medium repair jobs. (General overhaul of coaches was done in Dnepropetrovsk.) Capacity of two or three coaches in 24 hours.

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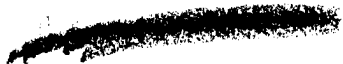
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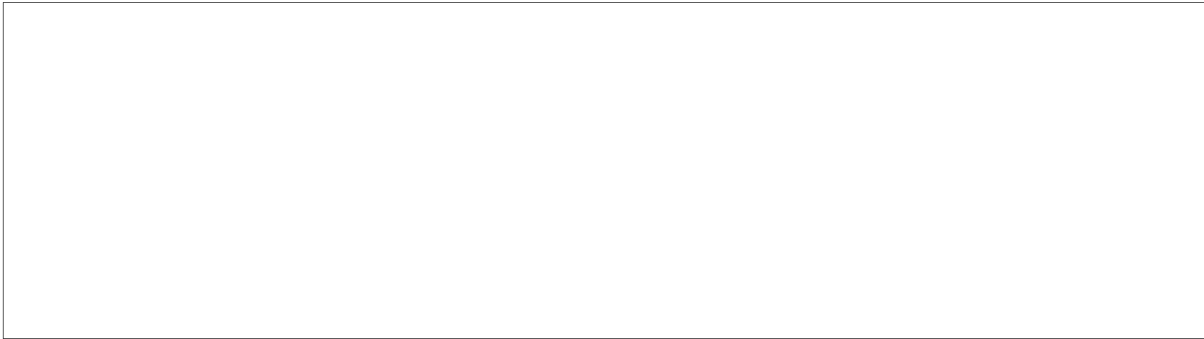
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COUNTRY : USSR (Yakut ASSR)

SUBJECT : General Information on the Bykovskiy Peninsula,
Tiksi, and Yakutsk

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Bykovskiy Peninsula

1. The Bykovskiy Peninsula (Bykovskiy Polvostrov) [N 71-48, E 129-18] located on the shores of the Lapitev Sea, was an ice formation covered with a layer of frozen earth 30 to 40 cm. deep.
2. The fish salting plant established on the peninsula in 1938 employed the entire local population. The plant, which bought the fish hauls of the surrounding *kalkhozy*, suffered from a permanent labor shortage. Though the region's fishing grounds were extremely rich, severe climatic conditions prevented people from settling on the peninsula, and even the native Yakuts lived on the mainland, some 5 or 6 kilometers from the peninsula's

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southernmost boundary. In addition to fishing the Yakuts, who were organized into kolkhozy, hunted white fox and other wild life. In an effort to settle a permanent population on the peninsula, the authorities flew in Yakuts from other regions and gave them the best possible living conditions. But ^{This} failed to hold them and they all left in a short time.

3. In 1942 [redacted] exiles were taken to the peninsula. 50X1-HUM
- Since no living accommodations had been provided for them, they had to erect wooden huts immediately on their arrival. The exiles numbered in the thousands and all were employed by the fish salting plant. [redacted] 50X1-HUM

4. Despite the growth of the peninsula's population during the 1940's, no local government was set up and the director of the fish salting plant, upon whom all were dependent, was the peninsula's sole authority. The plant was equipped with a [redacted] receiving and transmitting set, 50X1-HUM through which it maintained contact with the mainland and particularly with Tiksi [N71-36, E128-48] and Bulun [N70-45, E127-20], on whom the peninsula depended for its supplies and administrative needs. In the early 1940's, the population of the peninsula decreased following the repatriation of some of the exiles. The management of the fish salting plant despaired of the situation as the smaller number of workers was reflected in a continuously smaller output, and there appeared to be no possibility of any newcomers replacing those who had left.
5. A distance of 60 kilometers separated Bykovskiy, located on the northern tip of the peninsula, from Tiksi, located on the southern end, and dog-sleds were the only means of transport between the two settlements.

Tiksi

6. Apart from being a port town, Tiksi was the rayon center of all the smaller settlements in its vicinity. In 1950/1951, Tiksi had a population of 10,000, half of whom were Russians and the remainder Yakuts. The settlement comprised one and two-story wooden huts and included the government, security and economic institutions found in all district centers. The district MVD office at Tiksi was in charge of the exiles on the Bykovskiy Peninsula, and an official of the office often visited the peninsula to attend to their affairs.

7. Part of Tiksi was locally known as the "military port" and, in 1951, units of naval vessels were actually stationed there. In the vicinity of the port a number of buildings were occupied by the navy. According to rumors

[redacted] the military area was to be 50X1-HUM

enlarged by the construction of additional port installations. It was

also rumored that, following the enlargement of the port, Tiksi would

become a military cantonment and would be occupied by naval units [redacted]

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Yakutsk

8. In 1954/1955 Yakutsk, the capital of the Yakut ASSR, had a population of 100,000, of whom 60 percent were Russians, about 25 percent Yakuts, and the remainder a mixture. All the government, Party, public, and economic institutions of the republic were concentrated in the town.

9. River craft along the Lena River and air traffic from the local airfield connected Yakutsk with other parts of the republic. Lena River traffic was administered by the "Lenurs" Shipping Directorate (Lenskoye Upravlenie Rechnovo Soobshchenia), and traffic was mainly from the southern to the

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northern end of the Lena. Stores stocked with food, merchandise, and other products for the northern regions were located at the port of Yakutsk, on the Lena. The Lena could be used for shipping from late May to mid-October. The river vessels carried cargoes of fishing equipment, food-stuffs, salt for the fish salting plant, fuel, and various construction materials, particularly lumber. The lumber was transported on rafts, which were towed by the vessels.

10. The main street in Yakutsk was Oktiabrskaya. In 1955, it was the only paved street in the town and was surfaced with wooden blocks, covered with a layer of earth. The pavements on both sides of the street were also made of the same wooden blocks (Churki). All the other streets in the town were unsurfaced, with wooden board pavements along their sides. Some of the the public and state institutions, two movie theaters, and a theater, were located on Oktiabrskaya, as were the geological institute, which conducted research into soil strata and natural resources throughout the Yakut ASSR, and the town clinic (Gorodskaya Poliklinika). The MGB and MVD Directorates were located on Dzerzhinskoye, and a branch of the Academy of Sciences was located on Lenin Street. The Ministry of Finances and Hotels Nos. 1 and 2 were located on Ordzhenikidze.
11. No army units were stationed in Yakutsk, and there were no barracks in the town or vicinity.
12. The town power station operated on coal and maintained a satisfactory current supply.
13. Buses provided the town's only means of public transport and a number of motor transport organizations (Avtokolonna) provided freight haulage

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facilities. In 1954/1955, private cars began to appear on the streets of Yakutsk; they were driven not only by senior public officials but also by civilians, who had purchased them by order. The town's two or three vehicle repair workshops were capable of carrying out all necessary repairs for the town. Fuel could be obtained only from the fuel depot (Neftebaza), which was located on the banks of the Lena in the vicinity of the port.

14. A training college for high school teachers (Pedinstitut) was the only institution of higher learning in Yakutsk. The town's other educational institutions included a construction technicum, an elementary school teachers seminary, and an agricultural technicum.
15. The Republican or Oblast Hospital (Respublikanskaya or Oblastnaya Bolnitsa) was located outside the town limits, at the end of Lermontov Street. A nurses school, with 80 to 100 students, was situated next to the hospital.

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16. A civilian airfield for air traffic between the northern regions and European Russia and between Yakutsk and the western regions of the USSR was located 8 to 10 kilometers from Yakutsk. The airfield could be reached by bus, along a dirt road from the town. At the airfield there was a two-story passenger building and a number of runways, some of which were surfaced with either concrete or asphalt. Air traffic ^{was} ~~is~~ heavy since the airfield was an intermediate stopping place for aircraft coming from the northern regions and from Kolyma

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17. Public buildings and apartment houses were being constructed in the town; a brick factory supplied construction materials. The construction work was conducted by a state construction trust called "Yakutstroy". The apartment

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houses were two and three-story structures intended primarily for the employees of the state and public institutions, who were settling in the town. A large sawmill had been established for the construction projects; it also prepared lumber for construction purposes which was transported by towed rafts to the northern regions.

18. The Russians played a considerable role in governing the Yakut ASSR. Many Yakuts had been and were being sent to Moscow to study in colleges and Party schools there. A native professional cadre was developing among the Yakuts themselves, but their number was limited and Russians had^{to}/be employed in every institution. Russians also held ministerial posts in the republican government and central positions in the Party Central Committee.

19. The following persons in the Yakut ASSR were reported:

a. Gorokhov (fnu), chairman of the Republican Council of Ministers, 50X1-HUM

[Redacted]

b. Vinokurov (fnu), first secretary of the Republican Party Central Committee [Redacted]

c. Filipov (fnu), chairman of the Yakutsk town council [Redacted]

[Redacted]

d. Mordvinov (fnu), chairman of the Yakutsk town Party committee [Redacted]

[Redacted]

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e. Gen. (or Col.) Saborov (fnu), chief of the Republican MGB Directorate,



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f. Maj. Filipenko (fnu), an MGB officer in charge of exiles



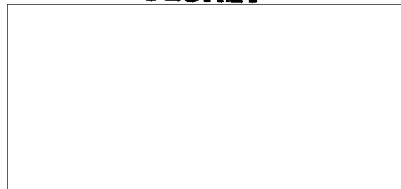
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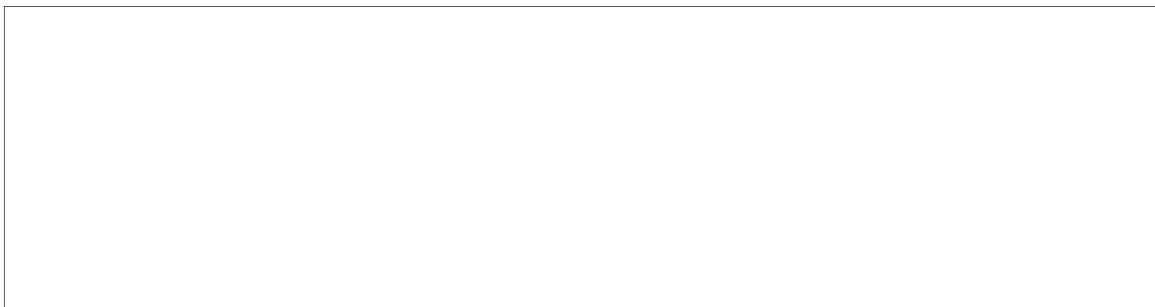


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COUNTRY : USSR (Kaliningrad Oblast)

SUBJECT : General Information on Kaliningrad



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1. In 1957, Kaliningrad had a population of 200,000, of whom 90 percent were Russians and 10 percent various other nationalities. After World War II, many former soldiers settled in the town and were housed in comfortable apartments, and former military personnel settled in the town's surroundings and were given small agricultural holdings, where they concentrated on growing hothouse vegetables. Government and Party officials from various parts of the RSFSR, also settled in Kaliningrad. The majority of the inhabitants, of town and province alike, however, had come there in search of a livelihood and had consequently included a considerable criminal element, which terrorized the rest of the population. Until recently, the police met with little success in apprehending gangs of criminals operating in the town and its surroundings, and incidents of robbery, murder, and theft were everyday occurrences. Administratively, the town ^{was} is divided into the ~~town~~ districts: Leningradskiy Rayon,

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Moskovskiy Rayon, Stalingradskiy Rayon, and Baltiyskiy Rayon.

2. The railroad stations of Kaliningrad were the following:
 - a. The central station, for trains leaving for other parts of the USSR and for Poland, was located in the Baltiyskiy Rayon. The station was partly destroyed during World War II and was subsequently reconstructed. The two-story station building included two waiting rooms, one for civilians and the other for military personnel; there were also separate ticket offices for civilian and soldiers. The building also contained a post office, a railroad police station, a restaurant, a barber shop and a number of newspaper stands. There were no inspections at the entrances and exits, and passengers' tickets were examined only at the gateways to the platforms.
 - b. The northern railway station (Severnaya), which was located in the Stalingradskiy Rayon, was for local trains to the suburbs and to neighboring towns.

4. Among the Kaliningrad industrial plants were Paper and Cellulose Combine No. 1 (Tselulozno - Bumazhniy Kombinat), located in the Leningradskiy Rayon, and Paper and Cellulose Combine No. 2, located in the Stalingradskiy Rayon. A meat products Combine (Miasokombinat) was situated in the vicinity of the ruined railroad bridge in the Moskovskiy Rayon. The ~~meat~~ ^{meat} Combine included large cold storage buildings and warehouses stocked with emergency food supplies. The plant itself produced canned meat and sausages, both for local consumption and for sale in other parts of the USSR. The cold storage buildings and warehouses were

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stocked mainly with emergency supplies of meat, butter, and sugar. At regular intervals foodstuffs were withdrawn from storage and sold to the local population; stores were then restocked with fresh supplies. A dockyard for the repair of merchant and fishing vessels (Sudore-Montniy Zavod) was located in the Moskovskiy Rayon. The district also included a foundry (Liteyno - Mechanicheskiy Zavod), which employed some 400 to 500 workers and executed local mechanical repairs and foundry work.

5. The central streetcar terminal, the Municipal Council (Gorsovet), and the State Bank (Gosbank) were located on the main street, Stalingradskiy Prospekt. This street passed Ploshchad Nobody where, in 1957, a new trade union building was constructed next door to the MVD directorate.
6. Few apartment houses and public buildings were under construction in Kaliningrad. Building operations in general appeared to be very limited, despite the fact that large parts of the town were destroyed during World War II. Building operations were mainly carried out in the Stalingradskiy Rayon, which was the most heavily damaged district of the town. In that rayon, apartment houses were being constructed including for industrial workers, the employees of the paper and cellulose combine.

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7. An army division, known as the Moskovskaya Divizia, was billeted in barracks at a military cantonment in the Moskovskiy Rayon

9. There was a town hospital in each of Kaliningrad's municipal districts and an oblast hospital in the Stalingradskiy Rayon. The hospital in the Moskovskiy Rayon comprised about 100 beds and was staffed by

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about 20 doctors, 30 nurses, and 20 sanitary workers. It was equipped with an obsolescent X-ray apparatus. There was a clinic for out-patients at the hospital. The supply of medicine was satisfactory, although there were occasional shortages of antibiotic drugs, particularly streptomycin.

10. In 1956/1957, there was an improvement in the town's economic conditions, which had been most unsatisfactory in preceding years. Agricultural produce and other foodstuffs became plentiful, especially after extensive efforts were expended on the development of the state farms (Sovkhozy). The state farms had since supplied other regions in addition to the Kaliningrad Oblast. However, despite the relative plenty in the Kaliningrad's shops, certain commodities, such as sugar and flour, were often unobtainable.
11. Contrary to the considerable improvement in the supply of food stuffs, there had been no noticeable improvement in the standard of clothing. Good clothing was in very short supply, and most of the population had to make do with unfashionable clothes made of extremely poor quality material. Although Kaliningrad was geographically close to the West, the clothing of its population showed no sign of Western influence. (Such was also the case with regard to cultural life). The situation in footwear was similar to that in clothing. Only poor quality shoes were available and their prices were exorbitantly high. A pair of ladies shoes of a reasonable quality cost about 800 rubles, which was equivalent to the monthly salary of an average clerk.
12. No public emergency air-raid shelters were known to have been constructed and no general antiaircraft alarms had recently taken place.

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Air-raid shelters were being constructed in the cellars of new apartment houses for the tenants of these buildings. All the air-raid shelters in the former German buildings had been cleaned, repaired, and kept in good order.

13. Because of their lack of a common background, the inhabitants of Kaliningrad had a poor social life. The most popular places of entertainment were the movie theater or theater, which held daily performances. There was no meeting place for professionals or intellectuals in the town. Most people confined themselves to their family circles.

14. Kaliningrad had a number of high schools, all of which taught in the Russian language, a metalwork school for boys, and a nursing school, which was attached to the town hospital.

15. The following people were known [redacted] 50X1-HUM

a. Major General Bankuzov (fnu), commander of the Moscow Division (Moskovskaya Divizia) in Kaliningrad until his transfer to Moscow in early 1957. [redacted] 50X1-HUM

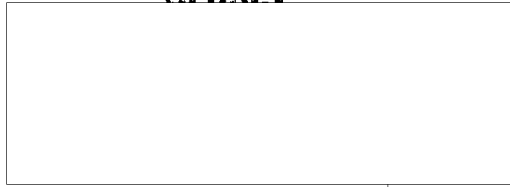
b. Kemter (fnu), head doctor at the Oblast hospital in the Stalingradskiy Rayon [redacted] 50X1-HUM

c. Bankuzova (fnu), head doctor of the hospital in the Moskovskiy Rayon [redacted] 50X1-HUM

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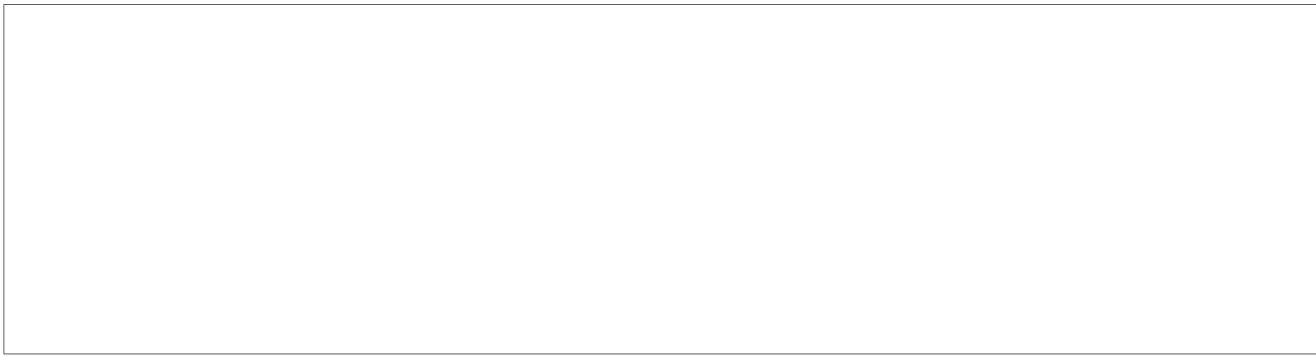


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COUNTRY : USSR (Ukrainian SSR)
SUBJECT : General Information on Kalush



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1. Kalush [N49-01, E24-22], a rayon town in the Stalinslav Oblast, had a population of 20,000. The largest industrial enterprise in Kalush, and in fact the only concern of any importance, was the Potash Combine (Kalushskiy Kaliyniy Kombinat). A very old enterprise which had existed under the Polish regime, the combine comprised a large potash mine, a potash enriching plant (Khim-Fabrika), and other auxiliary concerns. Although the combine had increased its daily output since World War II to some 200 tons (by 100 percent) of pure potash, no structural alterations or other changes had been made in the enterprise and it remained as it was before the war.

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2. The potash mine stretched beneath the town center, while the chemical plant, consisting of a potash ore crushing mill and an enriching plant, as well as a power station, stores, mechanical and electrical workshops, and administrative buildings occupied a complex of six or seven two-and-three-story buildings on Fabrichnaya Street (constructed before World War II). The entire combine employed some 1,500 persons, most of whom worked in the mine and auxiliary concerns; some 150 worked in the chemical plant. The combine administration worked in one shift and all other departments in three shifts. Until 1957, it was subordinate to the All-Union Ministry of the Chemical Industry. Since 1957, however, it had been subordinate to the regional Sovnarkhoz in Stanislav. The combine's sole product was agricultural potash, which was supplied to the Ukrainian SSR. The combine had a small repair shop for its twelve trucks.
3. The only other plant in Kalush was a brewery, which employed hundreds (?) of workers (exact location not known). The inhabitants of the town who were not employed in either the potash combine, the brewery, or a few small cooperatives worked on the surrounding kolkhozy, in offices and shops. Apart from the repair shop belonging to the potash combine, there were no vehicle repair works or locomotive and rolling stock repair concerns in the town.
4. The passenger railroad station building was destroyed during World War II and, by 1958, had not been reconstructed; a temporary stone structure served in its stead. The town freight station was located in the vicinity of the passenger station, in the direction of Stryy, and comprised one two-story

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- 3 -

stone warehouse

Both stations had some

five or six tracks and, between 1948 and 1958, nothing was constructed in either of them.

5. The only power station in the town belonged to the potash combine. This station supplied current to the combine and the entire town, and its output was greater than the local demand (no further details).
6. Lenina was the town's main street. Other thoroughfares were Stalina and Kalinina (formerly Ul. Stanislavovska), which led into the main road to Stanislav. The main square was Ploshchad Geroyev (formerly Rynek). The Gorsovet occupied a three-story building on this square, and the town and district Party institutions shared a single-story building. The Militia and KGB representatives offices were located in a two-story building on Kalinina, near Ploshchad Geroyev. The post and telegraph office and the town telephone exchange also occupied a three-story building on Kalinina. One of the largest and finest buildings in Kalush was the three-story club building for employees of the potash combine, located on Lenina. The state bank (Gosbank) and a Russian Orthodox Church, open to worshippers, were also located on Lenina. A former Roman Catholic Church, now used as a Zagot-Zerno grain store, was located on Plosh. Geroyev.

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7. There was a central electricity and gas network throughout the town, but a central sewage and water system existed only on such main thoroughfares as Lenina, Stalina, and Kalinina. Drinking water was brought in from the Livnitsa River, which flowed some three or four kilometers from the town. On the banks of this river, which was a tributary of the Dniester, were two pumping stations, one of which supplied water to the town and the

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other to the potash combine, via a special (underground ?) pipeline.

8. There were no public transport conveyances in Kalush, not even taxis.
9. No military units, barracks, or airfields were located in the town and surroundings. In the early postwar years, Kalush was included in a border zone (pogran. zona), and it was impossible to settle there permanently without a special license. In 1948, however, all restrictions were lifted.

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10.



there was a potash mine

in the Golyn village, in the vicinity of Kalush, but that it had not been exploited for many years.

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