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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT 1. Labor Camps in the Ivdel Area
2. City of Tula

DATE DISTR. 22 May 1961

NO. PAGES 1

REFERENCES

DATE OF INFO.
PLACE & DATE ACQ.

25 AUG 1961

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF COUNTRY

Civil Defense

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_____ the _____ basements in all new large houses were constructed very solidly of 1.20 meter-wide blocks, without windows and equipped with air filters. It was rumored that these basements were to be used as public shelters in case of an air attack on the town. _____ all industrial plants were required to construct bomb shelters on plant property for employees. _____ MPVO brigades at the industrial plants had drills and lectures on a weekly basis and were very active otherwise _____

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		OCR	X	NIC	X
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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attached

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Streetcar Routes

2. [redacted] streetcar routes in Tula: 50X1-HUM

a. Route #1: Kurskiy Vokzal to the end of Kommunarov (Street) (Rogozhinskiy poselok). Stops:

- (1) Vokzalnaya ploshchad (at the end of Krasnoarmeyskaya Street).
- (2) Tekhnicheskaya (Street).
- (3) ? [redacted]
- (4) Litezina (Street).
- (5) Lenina (Street).
- (6) Sovetskaya (Street).
- (7) Kommunarov (Street).
- (8) Kameneva (Street).
- (9) Gogolya Street (or Gorkiy Theater).
- (10) Pervomayskaya (Street).
- (11) Stadion (stadium)
- (12) Mekhanicheskii Institut.
- (13) Shevchenko (Street) (the beginning of the Rogozhinskiy poselok).
- (14) Gornyy Tekhnikum
- (15) Rogozhinskiy poselok to the streetcar ring.

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b. Route #2: The end of Gorkogo (Street) (Zavarnaya Street) to the end Kommunarov (Street). There were seven or eight stops from Zavarnaya to the corner of Sovetskaya and Krasnoarmeyskaya (Streets) [redacted] and from there the route continued as from (6) to (15) in Route #1.

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c. Route #3: Vokzal to Chulkovo to Novaya Tula. From the railroad terminal to Kommunarov (Street), the route was as indicated for (1) to (7) in Route #1 then it ran on Sovetskaya (Street) to:

- (1) Pirogova (Street).
- (2) Pochta (Post Office) before the bridge on Proletarskaya (Street).
- (3) Ploshchad (Square) after the bridge in the vicinity of the vodnaya stantsiya and Ryazhskiy terminal.

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[redacted] From the city line to Novaya Tula, there was only one track and an additional fare of 30 kopeks was charged for this portion of the route.

d. Route #4: Rogozhinskiy poselok to Kosaya Gora located on the Tula/Orel highway. [redacted] estimated [redacted] distance [redacted] seven to eight km. The line was double tracked and the fare was 50 kopeks.

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e. Route #5: From the end of Oborony Street on the east edge of Rogozhinskiy poselok through small streets of Chulkovo.

f. Route #6: Zavarnaya (Street) to Vokzal via Oktyabrskaya, Sovetskaya and Krasnoarmeyskaya (Streets).

g. Route #7: From the end of Kommunarov (Street) to Chulkovo via Kommunarov, Sovetskaya and Proletarskaya (Streets).

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h. [redacted]

i. Route #9: Vokzal to Novaya Tula. The route through the streets of Chulkovo was not the same as in Route #3.

j. Route #10: Vokzal to poselok Kirova.

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k. [redacted]

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1. Route #12: The end of Oborony Street via Chulkovo to the end of the route not specified

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3. Tula City Plan with Street Name Annotations,

(See uncircled, printed numerals on sketch map, page 5)

<u>Number</u>	<u>Street Name</u>	
1	Mosina; after intersection with Sovetskaya (Street) this street is named Metallicheskaya	
2	Kominterna	
3	Trudovaya	
4	Krasnoarmeyskaya	
5		50X1-HUM
6	Revolyutsii (or Demonstratsiy)	
7	Demonstratsiy (or Revolyutsii)	
8	Fridrikha Engelsa	
9	Kommunarov	
10	Lenina	
11	Litezina	
12	Tekhnicheskaya	
13	Turgeneva	
14	Pirogova	
15	Oborony	
16	Sovetskaya	
17	Kameneva	
18	Pushkinskaya	
19	Gogolya (or Gogolevskaya)	
20	Iva Tolstogo	
21	Pervomayskaya	
22	Sovetskiy pereulok	
23	Oktyabrskaya	
24	Proletarskaya	
25	Mendeleyeva	
26	Gorkogo	
27	Svobody	

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32-

[Redacted]

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28.

Ploshchad Vosstaniya

29

Ploshchad Pionerov

30

Ploshchad Chelyuskintsev

31

Komvuzovskaya

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Streetcar ring (koltso), at the end station at Rogozhinskiy poselok. An avto-vokzal (bus station) was located here.

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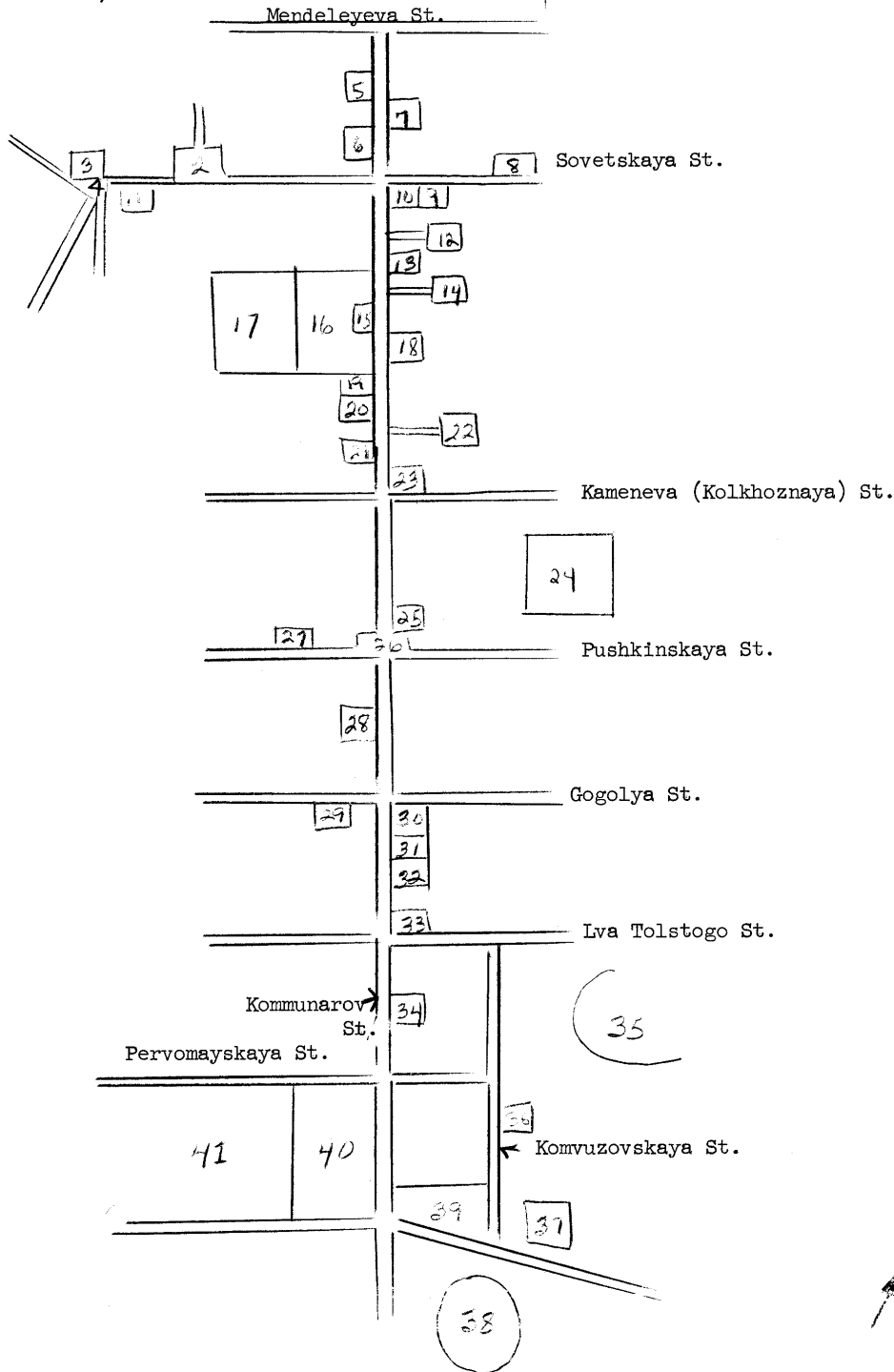
[Redacted]

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Downtown Tula (Kommunarov Street,
(Not to Scale)



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4. Legend to the Memory Sketch of Downtown Tula:

1. Kremlin. Located here are a park, sports field of the "Zenit" Club, and an unidentified plant. The three-story building of KGB is also located in Kremlin at Sadovyy pereulok (lane).

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2. Ploshchad Pionerov.
3. Hotel "Tsentralnaya".
4. Ploshchad Vosstaniya.
5. Oblispolkom and Gorispolkom located in the same building.
6. Bank.
7. Agricultural department.
8. Army political school.
9. Bank.
10. Restaurant.
11. Residence.
12. Movie theater.
13. Department [Ch. Directorate] of Metallic Constructions for Tula Oblast (Upravleniye Tuloblmetalstroy)
14. First aid station.
15. Industrial bank (Prombank).
16. New shops of the radio plant.
17. Old shops of the radio plant.
18. Old pharmacy.
19. Movie Theater "Pioner".
20. Main telegraph and telephone office.
21. Barber shop.
22. Central Post Office.
23. Large Gastronom store
24. Bazaar.
25. Movie Theater "Tsentralnyy".
26. Park (skver).
27. Red Cross office of Tula Oblast.
28. Dom Ofitserov (House of Officers).

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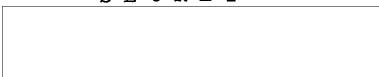
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- 29. Pharmacy #3.
- 30. Skver with common grave.
- 31. Gorkiy Theater.
- 32. Obkom of Communist Party.
- 33. Large building complex housing several offices and shops of Tula Sovnarkhoz (formerly, Tulaugol - Tula Coal).
- 34. ZAGS [sic].
- 35. Cemetery and church.
- 36. City Gas office (Gorgaz).
- 37. Prison.
- 38. Stadium.
- 39. MVD.
- 40. "Semashko" Hospital.
- 41. Park of Culture and Rest.

NOTE: Between the points delineated on the sketch of downtown Tula on Kommunarov Street, were numerous stores and dwellings on both sides of the street.

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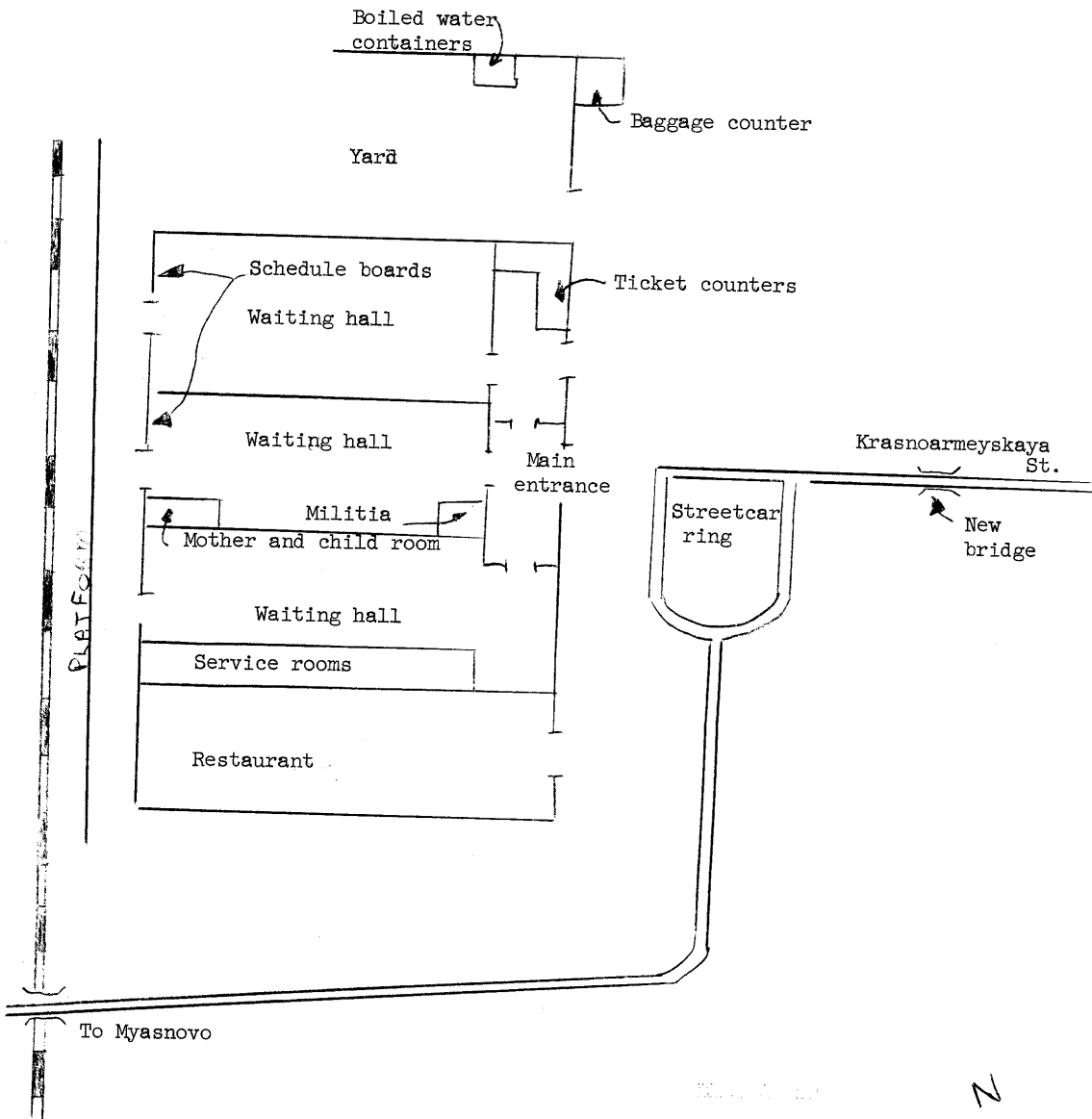


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Sketch of the Main (Moskovskiy) RR Terminal in Tula

(Not to Scale)



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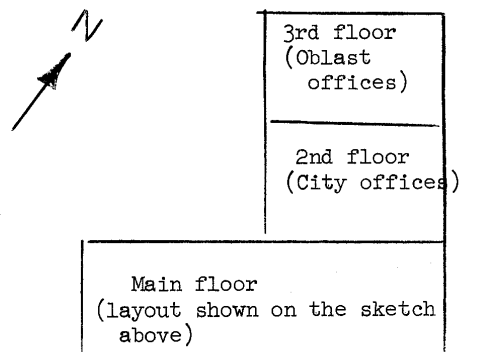
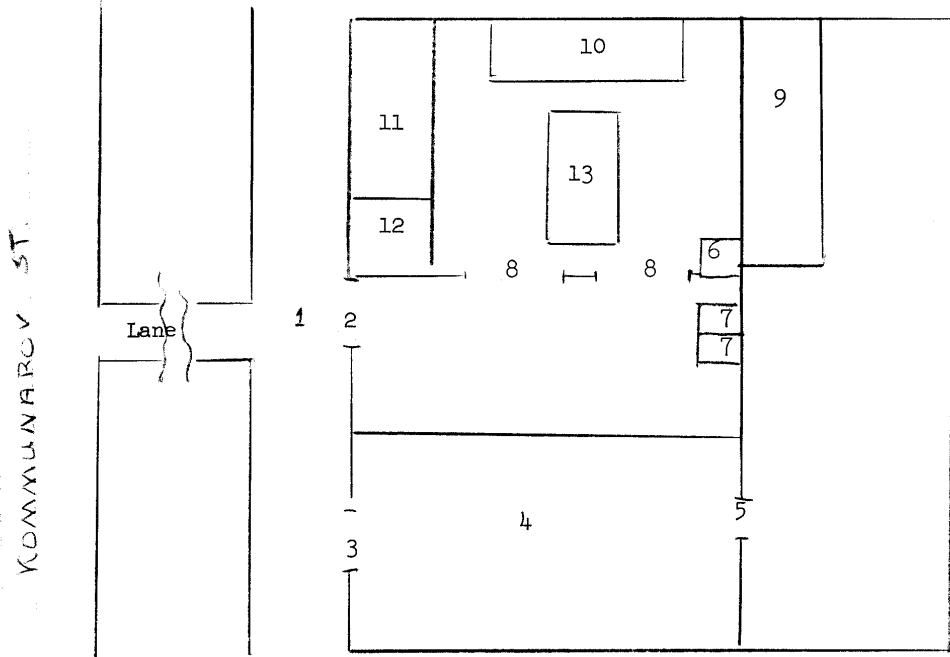
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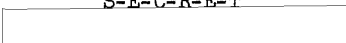
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Layout of the First Floor of the Main Post Office in Tula
(Not to scale)



Side view
of the Main Post Office building in
Tula (looking from Kommunarov St)

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Legend to Sketch of the Main Floor of the Central Post Office in Tula

1. Asphalted area designated for car parking.
2. Main entrance
3. Side entrance to the lobby and to the basement where the parcel room is located.
4. Lobby
5. Entrance to the second floor
6. Newspaper stand
7. Two phone booths
8. Large glass doors
9. Five counters, including the savings bank counter, and collection for radio and telephone usage.
10. Five counters, three of which handle telegrams
11. Three counters which handle regular and registered mail, and general delivery.
12. Two counters for handling newspaper and magazine subscriptions.
13. Area where four desks, each one seating eight people, are located.

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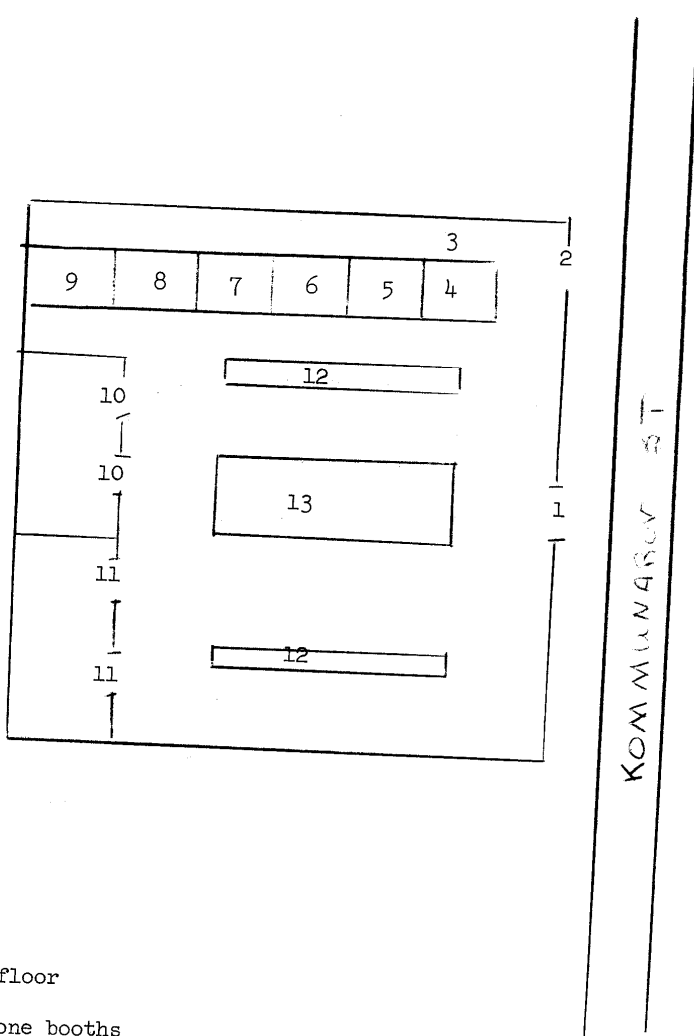
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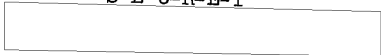
Sketch of the Telegraph and Telephone Office in Tula:
(Not to Scale)



Legend:

- 1. Main entrance
- 2. Side entrance
- 3. Stairway to 2nd floor
- 4-9. Long distance phone booths
- 10. Two counters, international and inter-Union calls
- 11. Two counters, international and inter-Union telegrams
- 12. Benches
- 13. Desk and chairs around it

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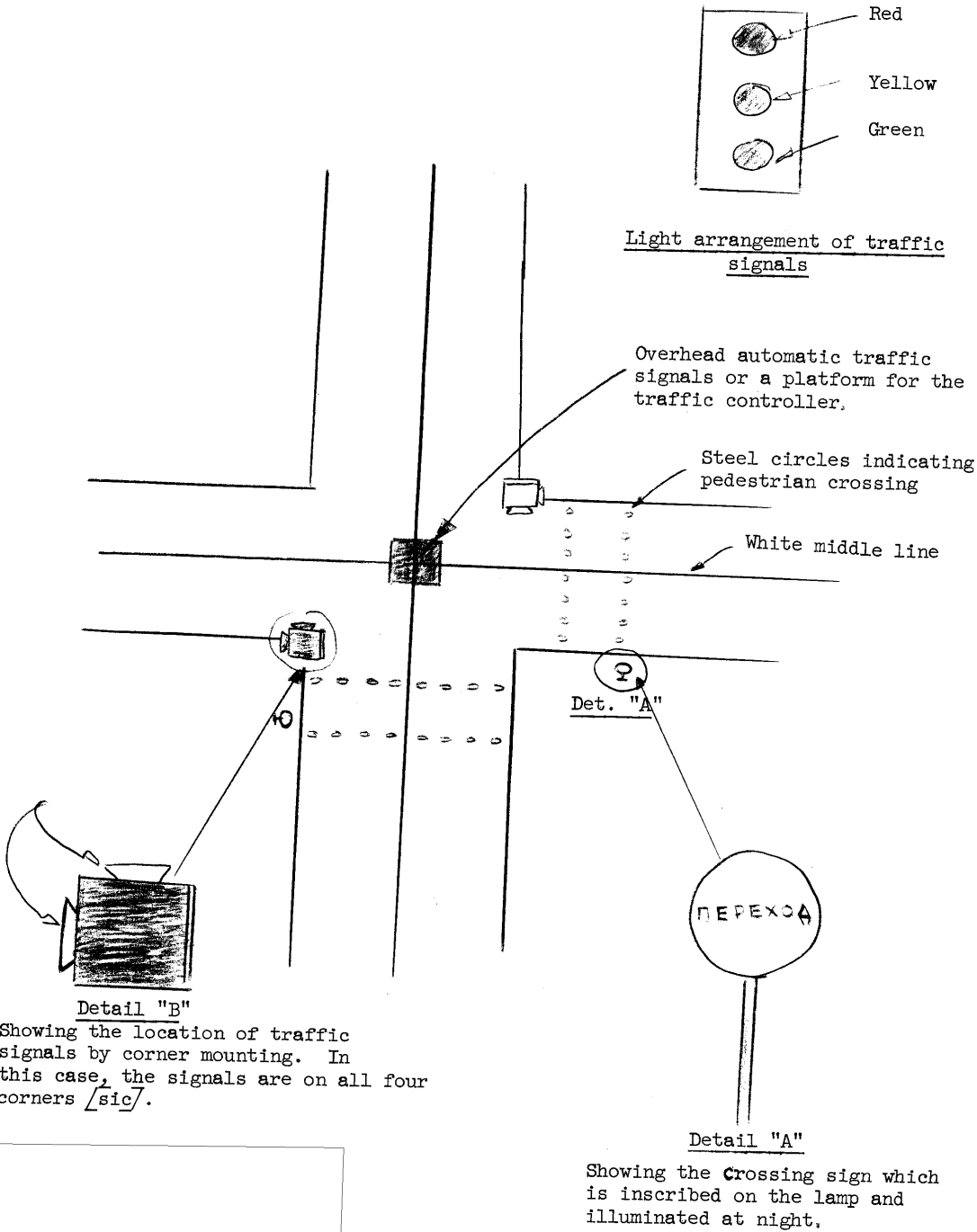


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Sketch of the Typical Intersection in Tula:
(Not to scale)



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Att. 2

CITY OF TULA, RSFSR

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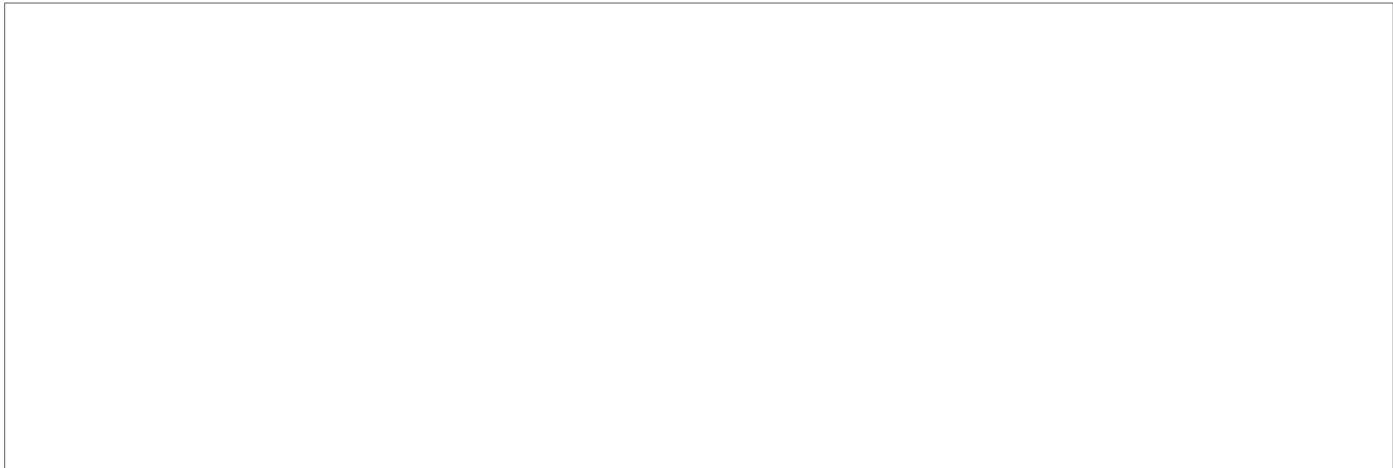
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(This report also co

City of Tula, RSPSR



Reference: Tula City Plan

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City History and Physical Characteristics

1. The historical producer of fire arms, the city of Tula is located on the slope of a hill declining towards the south. The highest hills are situated in the northwest section of the city. Tula is divided in two parts by the Upa River flowing East to West. The water of this river is used by local housewives for washing. The river never dries out. There is a vodnaya stantsiya (boat station) with a swimming pool on the Upa River near the Gorkom building which is located on Sovetskaya Street.
2. During WW II, German troops advanced to Tula as far as the Park of Culture and Rest, located on Pervomayskaya Street in the southern part of the city, but were stopped there by the Soviet army. Heavy artillery fire considerably damaged the city constructions but no traces of the war can be seen at the present time as all damage was repaired immediately after the war was over. The bulk of the reconstruction work was done by German POWs.
3. [redacted] Tula was formerly divided into five city rayons, three of which he could name, viz. Chulkovskiy, Privokzal'nyy and Zarechenskiy. Later this administrative division was abolished.

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Population

4. [redacted] the latest census (no date reported) showed the population of Tula as 340,000. The Russians were in the majority, followed by some Ukrainians [redacted] and very small communities of Georgians, Armenians and Azerbaydzhanians.

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Construction and Settlements (posyolki)

5. [redacted] from the time of the October Revolution until after WW II there were only two major buildings constructed in Tula, viz. a large apartment house on the corner of Liteynaya and Krasnoarmeyskaya Streets, and the fabrika-kukhnya (factory-kitchen) a giant restaurant with popular food and prices west of Kremlin. However, beginning with 1954-55 an intensive program for construction of new homes and settlements was launched. The area between the Park of Culture and Volokhoskiy posyolok in the south of Tula, along the Tula - Orel Highway, was especially affected by this construction. [redacted] approximately 30 percent of the entire population moved to the new living quarters in this area. 50X1-HUM
6. The new settlements are provided with wide streets and plenty of vegetation. The constructed buildings are usually four to five stories, with electricity, gas and water supply, and an adequate sewerage system. The apartment houses are constructed by two standards: some have so-called malometrazhnyye (of minimum space area) apartments with one to two rooms, equipped with kitchens and bathrooms. The apartments of other type are larger, three to four rooms to an apartment. The waiting list for the new living quarters is very long, and the preference is given to veterans and invalids of WW II, and to oversized families. Old constructions were made of wood with tin or tile roofing; the new homes are made of brick with tile roofing.
7. [redacted] posyolki in and near Tula: 50X1-HUM
- a. Kosaya Gora, an old settlement, allegedly built by German specialists prior to the October Revolution. Kosaya Gora is located south of town on the Tula - Orel highway. At the present time new apartment houses are being added to the old settlement. Inhabited by metalurgical workers.
 - b. Pervomayskiy, located south of Kosaya Gora, 12-13 km. from the new Gas Works. Its three to four story buildings are inhabited by employees of the Gas Works and the Chemical Plant. This new settlement has all facilities; streets are lined with trees; numerous parks. Situated also directly on the Tula- Orel Highway.
 - c. Rogozhinskiy, an old settlement located near the brickyard marked #13 on the reference map. 50X1-HUM
 - d. Serebrovskiy, a new settlement located near the brickyard marked #11 on the reference map. [redacted] estimated [redacted] distance from the Tula's Kremlin to the settlement [redacted] approximately 8 km. Serebrovskiy settlement is inhabited by the workers of the Fire Arms Works, which will celebrate its 250th anniversary in 1960. 50X1-HUM
 - e. Novaya Tula, a new settlement for people employed in the metalurgical industry (posyolok metalurgov), located 1½ to 3 km. from the Kremlin and connected to the old town by a new modern highway.

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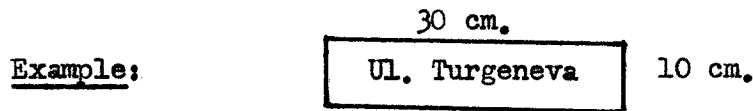
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f. Kirova, near #29 on the reference map.

Streets and Squares

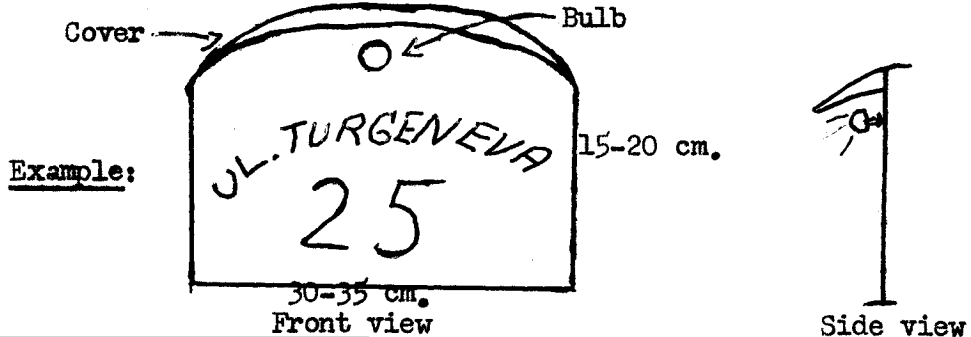
- 8. Most Tula streets are straight and asphalted. The old streets are lined with trees. Major streets are illuminated by round mat-finished lamps hanging from steel or wooden posts. Secondary streets are not very well illuminated and [redacted] none of the illuminated streets in Tula could ever be compared to any major street of a western city of Tula's size.
- 9. The street names are displayed on steel plates about 10 x 30 cm., white lettering on black background.



The long names are broken down and continued on the second line.



The name plates are featured at the beginning and at the end of the street only (not on the block boundaries) and are mounted on the corner houses. Another steel plate with the name of the street and the house number is attached to each house. This plate is 30-35 cm. long and 15-20 cm. high, and is curve-shaped on the top, and has a cover of the same shape over the electric bulb which has to kept on all night. The white lettering of the street name and the number are painted on black background.



- 10. [redacted] names of Tula streets:

Mosina - which after its intersection with Sovetskaya St. is referred to as -
 Metallicheskaya
 Kominterny
 Trudovaya
 Krasnoarmeyskaya
 Revolyutsii

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Demonstratsiy
 Fridrikha Engel'sa
 Kommunarov
 Lenina
 Litezina
 Tekhnicheskaya
 Turgeneva
 Pirogova
 Oborony
 Sovetskaya
 Kameneva (later renamed Kolkhoznaya, then Kameneva again)
 Pushkinskaya
 Gogolya (or Gogolevskaya)
 Tolstogo
 Pervomayskaya
 Shevchenko (south of Pervomayskaya)
 Sovetskiy lane (pereulok)
 Oktyabr'skaya
 Proletarskaya
 Mendeleyeva
 Gor'kogo
 Marata (location not identified)
 Soyuznyy pereulok
 Svobody
 Komvuzovskaya (runs parallel to Kommunarov St.)

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(For location of the above listed streets, see the enlarged photo of the reference map altered for this purpose, and attached, with annotation, to this report.)

11. The main street of Tula is Kommunarov which is wider than any other street in town. South of the intersection with Pervomayskaya, Kommunarov Street has flower beds along the sidewalks. The houses here are located 20-25 meters away from the main thoroughfare. Most of the official installations of Tula and the Oblast' are located on this street. 50X1-HUM
12. [redacted] two major squares in Tula. Vosstaniya where all demonstrations and parades are held, and Pionerov, at the intersection of Mendeleyeva and Soyuznyy pereulok. Other squares in the city were: Revolutsii and Cheluskindtsev - both located in the vicinity of the Kremlin; Konnaya Square (an old name) located at the end of Oborony St.; and Aleksandrovskaya - at the intersection of Svobody and Demonstratsiy.

Parks and Stadiums

13. There are two established parks in the city, the Park Kul'tury i Otdykha (Park of Culture and Rest) in the south, and Komsomol'skiy in the north. Neither parks charged entrance fees, however, tickets for entertainment were purchased separately (dancing and amusement section - 1 ruble per person,

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indoor movie - daytime 2 to 4 rubles -- night 3 to 5 rubles; the shows on the open estrada were free). The parks were open to the public the year around, 24 hours per day, however, all entertainment enterprises operating on the park grounds, except the movies, were closed in the winter. The closing time of the entertainment facilities in the summer was 2300 hours. The main feature of the Komsomol'skiy Park was its athletic field, otherwise it was of a much lower caliber than Park Kul'tury and Otdykha.

14. Park Kul'tury and Otdykha (the Park of Culture and Rest) was the major recreation center for the Tula populace. It was located on Pervomayskaya St. off Kommunarov Street. It had a summer theater (estrada), movie, dancing stage, amusement section and sport field. At the present time in the southern portion of the park a dam is being constructed which will create an artificial lake for swimming and boat riding.
15. There are many new and old parks of secondary importance in the numerous settlements in and around Tula. 50X1-HUM
16. In 1959 a new stadium with a bicycle track of international importance was opened in Tula. The stadium is located on Kommunarov St. [redacted] the stadium belonged to the "Shakhter" ("Miner") sport club and holds 20 to 30 thousand spectators. Another Tula stadium located in the Kremlin belongs to the "Zemit" sport club. Tickets to the soccer games were one ruble per person. 50X1-HUM

Monuments

17. [redacted] monuments in Tula: 50X1-HUM
- a. The Lenin Monument on the Square of Vosstaniya where parades and demonstrations were held.
 - b. A monument showing some military personnel on the Square of the Pionerov. This monument was erected in about 1930 or 32.
 - c. Veresayev Monument near the entrance to the Park of Culture and Rest.
 - d. Altogether, in the two major parks, there were 8 or 9 monuments featuring Lenin, Stalin, Gor'ky and other prominent Soviet leaders and writers. Some of them were combined in groups (Lenin and Stalin, Lenin and Gor'ky). At one time the Stalin monument was removed but later exhibited again.
 - e. Academic Pavlov in front of Semashko Hospital.
 - f. Lev Tolstoy in Yasnaya Polyana, 8-9 km. from Tula.

Bridges

18. [redacted] two main bridges over the Upa River in Tula - one at 50X1-HUM Oktyabr'skaya Street and the other in Chulkovo on Proletarskaya St. The railroad bridge over the Upa River was located north of the main terminal.

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In 1959 on Krasnoarmeyskaya St. in the vicinity of the railroad terminal, a two-lane, 60-70 meters long, ferro-concrete bridge was constructed. This bridge replaced the old one over a 20 meter wide and 5-6 meters deep ravine with a $1\frac{1}{2}$ meter stream at the bottom. This stream had very little water in the summer.

Electric Power and Gas Supply

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19. Shchekin-GES and Stalinogorsk-GES were supplying power for Tula. [redacted] only one sub-station located in the middle of the Kremlin. The power supply of the city was formerly under Mosenergo (Moscow Power Supply), but recently was subordinated to the Tula Sovmarkhoz (Economical Region). The power was both 120 and 220 volts. The supply was normal and no noticeable interruptions occurred at any time. There was no limit in power consumption. All homes had electric meters, and the installation of a new meter cost 200 rubles. In describing the fees charged for the use of electric power, [redacted] the terms svetovoy (for illuminating) and silovoy (commercial use). Under the first category fall all apartment and private houses which paid 40 kopeks per kilowatt, and commercial use (state enterprises, shops, industrial plants) of the power was 20 kopeks per kilowatt. Formerly, gas, electric and water bills were paid at Gorzhilupravleniye (City Dwellings Office) on the corner of Liteynaya and Krasnoarmeyskaya Streets, but now electric bills are being paid at Tulenergo situated in Kremlin. 50X1-HUM

20. About 40 percent of the Tula housing is supplied with gas which is mainly used for heating and cooking purposes. [redacted] the gas is delivered from Stavropol'. The sub-station (raspredelitel'naya stantsiya) was located on Tula - Orel Highway, 12-13 km. from town, on the road to Shchekino. The gas consumers had meters installed at their apartments, and the average monthly charge for the use of gas was approximately 3 rubles. The bills were paid at Gorgas office (City Gas) located on Komvuzovskaya St. in the vicinity of the city jail, MVD and the central stadium. 50X1-HUM

Water Supply

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21. [redacted] approximately 40 to 50 percent of the Tula homes were supplied with piped water, and [redacted] there were also numerous water taps (kolonki) on the streets. The water from the taps on the streets was free. The water was piped from Medvedevo, 7 km. from Tula. [redacted] there are four water reservoirs in the town [redacted] one [redacted] located in the vicinity of the Park of Culture on Tolstogo St. Kommunarov St., next to a water pumping station (vodokachka). Another water pumping station [redacted] was located in Rogozhinskiy posyolok at the end of Kommunarov St. 50X1-HUM
22. The piped water is not pure and is mixed with sand, also the water supply is very limited (not enough for the consumption of the population). The water pressure is weak, and therefore the flow of water to the higher floors (3rd and 4th) is very slow. The charge for the use of water is two rubles per person per month, paid at Gorzhilupravleniye at the corner of Liteynaya and Krasnoarmeyskaya Streets. 50X1-HUM

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Sewerage

23. The sewerage system of Tula, the greatest part of which was constructed by German POW's, was inadequate and poorly operated, i.e. the Sovetskaya and Kommunarov streets were often flooded due to failures of the system. [redacted] approximately 30 to 40 percent of Tula homes had r50X1-HUM piped sewers even in the down town areas, and the toilet facilities (of very primitive construction) were emptied by tank trucks or horse drawn carriages. The charge for use of the sewerage facilities was included in the water bill and paid at the same office.

Telephone

24. The city lines were overloaded and it was almost impossible to get a new telephone in the old sections of Tula. The situation was somewhat better in the newly constructed area, but one had to wait a long time for installation of a phone. In order to get a telephone one had to submit an application (zayavleniye) to the Telephone Department located at the 3rd floor of Glavpochtamt (Central Post Office) in a small lane off Kommunarov St. (Phone bills were also paid there [redacted] The installation was free of charge,50X1-HUM however, one had to pay 200 to 250 rubles for the apparatus to the telephone department. The telephone directory of Tula could be easily obtained for 3 rubles by anyone at the Glavpochtamt.
25. Private homes had not many telephones, but each post office branch had a public telephone. There were also about 10 public phone booths in other locations. [redacted] 50X1-HUM
- At the central railroad terminal.
 - At the Avtovokzal (bus terminal), Sovetskaya #23.
 - Across the street from the bus terminal.
 - At the corner of Kommunarov and Sovetskaya St., across the street from Gorispolkom.
 - At the corner of Kommunarov and Kameneva St., near the bazaar. 50X1-HUM
 - On Kommunarov St., across the street from the Mechanical Institute.

26. [redacted] there were 15 to 20 thousand telephones in Tula. The numbers were normally four digits; some five digit numbers [redacted] belonged to the Mechanical Institute and MVD - OVIR (the number of OVIR official, fnu MOGIL'NIKOV, was 95325). 50X1-HUM

Long Distance Telephone

27. The charge for long distance inter-Union call (up to 3 minutes) was 3.50 rubles and there was a 30 percent deduction for calls conducted after 2200 hours. The advance sum of 15-20 rubles had to be paid to the clerk and the final accounting was done after the call was completed. In order to request a call one had to submit the number of the party and rough estimate of the required time of the call. Person-to-person calls cost one additional ruble. If during the station-to-station call the receiver was picked up by [redacted] 50X1-HUM

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some other person not wanted by the caller, the fee of one ruble only was charged. Large cities could be called at any time (this was referred to as the "open line" - otkrytaya liniya), but secondary or distant locations had a schedule which offered the callers the opportunity of getting the required contacts during a short period (1 to 2 hours) on certain days only. In cases when the number of the party was not known, one had to make a request 24 hours prior to the call, giving the name of the party (and if possible, the address) to the clerk.

28. The charge for calls abroad was 130 rubles for the first 10 minutes.

The entire sum for the requested call had to be paid in advance at the counter. The open line was from 1000 to 1100 hours every day, except Sundays. When calling one had to supply the number of the party (no requests by family names or addresses were accepted). Calls were accepted in the normal manner, i.e. name and address, or number. For both inter-Union and out-of-country calls, the clerk announced the number of the requested party and the number of the booth to the caller at the waiting room. (For the layout of the long-distance telephone station, see the sketch attached to this report.)

Telegraph

29. The telegraph office was located in the Central Post Office off Kommunarov St. (For layout of this office see the sketch attached to this report.) No identification of any kind was requested for sending telegrams. One received a blank form at the counter and could fill it out at the special desk in the same room, stating the name and address of the recipient, the text, the signature and the return address. The charge was 20 kopeks per word except for the return address which was free of charge. The procedure for sending telegrams abroad was the same as above. One could send it in any language using the Latin alphabet and the western order of addressing (name, street, city, country). The telegrams were delivered to individual homes, and no strict formalities of any kind were followed.

Mail

- 30.

some special censorship machines were used which left no traces on correspondence whatsoever.

Radio

- 31.

Tula had its own radio-station

it was on 20-25 meter band

The Tula station transmitted

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its own programs from 0730 to 0800 and from 1630 to 1830 hours. The rest of the transmitting time was filled by programs of Moscow station.

32. The radio-uzel (close circuit transmitter) was located near the House of Pioneers (Dom Pionerov) in the vicinity of the Kremlin. The programs were transmitted from 0600 to 1830 hours with a break from 1500 to 1600 hours. Almost all apartments in town were equipped with loud speakers for the reception of those programs. 50X1-HUM

33. Officially, the reception of foreign stations was not prohibited, and many people were listening to foreign broadcasts without disclosing this fact to outsiders. The foreign broadcasts in Russian are usually jammed. The jamming was discontinued for a few days during the Nixon visit to the USSR and the Khrushchev visit to the United States. Broadcasts in all other languages are not disturbed, 50X1-HUM

34. never any foreign radio sets in Tula stores. There were many radios of Soviet production on sale, but it was hard to obtain a really good set. prices on radio and phonographs: 50X1-HUM

Radio "Record" - 600 rubles
 Radio "Belarus'" - 900-950 rubles
 Radio "Festival'" - 2,300 rubles
 Radio-phonograph combination "Belarus'" - 1,200-1,300 rubles
 Radio-phonograph combination "Oktyabr'" - 1,600 rubles. 50X1-HUM

35. The charge for the use of radio and loud speakers was very low and was paid on the third floor of the Central Post Office. 50X1-HUM

Television

50X1-HUM

36. Tula had no TV station of its own. The Moscow relay station for the Tula region was located in Stalinogorsk. The sets in Tula were able to receive five Moscow channels, with the help of regular aerials. It is difficult to obtain a TV set in Tula stores, and one has to have connections to get one. USSR exports most of its TV sets. 50X1-HUM

Periodicals

50X1-HUM

37. There were 6 or 7 newspapers and some magazines printed in Tula. the daily newspaper "Kommunar", cost 10 and semi-annual subscription 12-13 rubles. The offices of this newspaper were located on the corner of Kommunarov and Pushkinskaya Streets. The office of the daily newspaper "Molodoy Kommunar" was located on the corner of Kommunarov and L. Tolstogo Streets. 50X1-HUM

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Prominent Buildings

38. Obkom (Oblast' committee) of the Communist Party was located on Kommunarov St. It was a three story building of old construction. First secretary - fnu KHVOROSTUKHIN, [redacted] had a villa in Moscow. The second secretary [redacted] was a candidate of the technical sciences and instructed at the Mechanical Institute.

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Oblispolkom, an old three-story building on Kommunarov St. The second floor of this construction was occupied by Gorispolkom.

Sovnarkhoz - on Kommunarov St.

Gorkom CP - on Mendelejeva St.

Department of Agriculture - on Kommunarov St., opposite Gorispolkom.

ZAGS - on Kommunarov St.

MVD and Oblast' militia office - on Kommunarov St., near the stadium, 3-4 stories.

KGB - on Sadovyy lane in the Kremlin. Three story building.

2nd Militia Precinct - on Sovetskaya St.

Jail - three or four stories, near MVD, on Komvuzovskaya St.

Bath Houses

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39. [redacted] the biggest bath house, banno-pracheshnyy kombinat (bathing and laundry combine) was located in the Zarech'ye part of Tula. Another bath house was located in Chulkovo, about 1/2 km. east of the bazaar marked #24 on the sketch of Tula downtown. A smaller bath house was located on Trudovaya St. [redacted] a private room (nomer) was 2 $\frac{1}{2}$ rubles and a common room (obshchaya) - 1 $\frac{1}{2}$ rubles per person.

Hospitals, Clinics, Drug Stores

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40. The Oblast' hospital was located in Zarech'ye in the vicinity of the Fire Arms Works. The Semashko Hospital consisting of about 20 billets was located on the corner of Kommunarov and Pervomayskaya Streets. The old so-called 2nd Hospital (Vtoraya Bol'nitsa) was on Mosina St. [redacted] a railroad hospital located in the vicinity of the railroad terminal. Each factory of importance maintained its own ambulatory for the workers.

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41. Formerly, each city rayon had its own clinic (ambulatoriya). Although the rayons were later abolished, the clinic remained and the population continued using these clinics as previously, in accordance with the old rayon division. The clinics were open every day and free of charge for the public. The doctors worked in shifts, and there was a duty physician in each clinic 24 hours a day.

42. The maternity clinic was located on Sovetskaya St. near Demonstratsiy St. and a first aid station on Kommunarov St.

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43. There were many drug stores in Tula

- a. Two on Kommunarov St., one of them near the Mechanical Institute.
- b. On the corner of Sovetskaya and Krasnoarmeyskaya St.
- c. On Gogolevskaya St.
- d. Four in Zarech'ye, on Oktyabr'skaya St.
- e. Near the railroad hospital.
- f. On Krasnoarmeyskaya St.

The pharmacies were open daily from 0800 hours to 24 hours, and the duty stores - 24 hours a day. Drugs had to be purchased. Some medicaments such as glucose and biomyacin were hard to obtain, and one had to walk from store to store until the drug could be found.

Churches

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44. [redacted] churches in Tula. The largest was located on L. Tolstogo and Komvuzovskaya St., on the cemetery compound, and the others - on Konnaya Ploshchad' at the end of Oborony St., in Zarech'ye and in Chulkovo [redacted]

The churches were filled to capacity on Sundays, by both young and old people, and on some occasions [redacted] some ranking officers (majors and colonels). On Easter, the line of people waiting to consecrate their cakes was $1\frac{1}{2}$ km. long.

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Barber Shops

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45. [redacted] the "Tsentral'naya" Hotel and open daily from 0800 to 2300 hours. The charge was from one to three rubles depending on the style of hair cut. There were four other barber shops on Kommunarov St., one on the corner of Sovetskaya and Krasnoarmeyskaya Streets, one on Oborony St. and one on Sovetskaya St. near the bridge in the vicinity of the Arm Works.

Restaurants

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46. [redacted] three first class restaurants in Tula, viz. Moskovskiy (on the main floor of "Tsentral'naya" Hotel, the restaurant at the main railroad terminal, and the fabrika-kukhnya on the corner of Mendeleeva and Metalliche-skaya Streets. They were comparatively clean, had good service, cloth-covered

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tables, and a better selection of food than the smaller places. The checking-in of the outer clothing at the wardrobe was obligatory and supposedly free of charge, however, everyone paid .50 to 1 ruble to the wardrobe attendant, usually an old man. The restaurants were equipped with cigarette machines

47. The menu dinner was 6 rubles, a-la-carte was 10 rubles and up (drinks not included). [redacted] prices for food: 50X1-HUM
50X1-HUM

Potato soup -	2.75 rubles	Veal cutlets -	4.-4.50
Consomme	3.00	Meat patties	4 -4.50
Borshch	3.00	Compote	1.25-1.50
Shchi (borshch with sauerkraut)	2.80	Fruit jelly	1.00

Beer was 3 rubles for a $\frac{1}{2}$ liter bottle, wine - from 12 to 28 rubles per bottle, vodka "Stolichnaya" - 36-38 rubles per $\frac{1}{2}$ liter bottle.

48. The bill was paid to the waitress, and although tipping was against the law, people sometimes left one ruble for the waitress.
49. In addition to the three first class restaurants described above, there were numerous stolovaya's and snack-bars in town where prices were about 50 percent cheaper.

Libraries

50. The main library was located on the corner of Kommunarov and Mendeleyeva Streets. In order to register there, one had to produce a passport. No deposit was necessary. The use of books was free of charge. One could take 5-6 books at once for the period of one month [redacted] The library was equipped with a large reading hall. There were many other libraries in town [redacted] 50X1-HUM
50X1-HUM

Hotels and Accommodations

51. [redacted] only one hotel, the Gostinnitsa "Tsentral'naya", in Tula, 50X1-HUM
It was situated in a three story building on Sovetskaya St. at Vosstaniya Square. The local people were not permitted to reside at the hotel and travelers had to produce travel orders (komandirovka). The rooms were very difficult to obtain without a komandirovka. The passport had to be left at the desk during the stay, and were returned to the owners when they checked out. The passports were registered with the militia for which the additional fee of three rubles was charged by the hotel administration. No deposit of any kind was necessary, and one could pay the bill in any desirable way: in advance, every 2 or 3 days, or at the end of the stay. The rooms at the Hotel "Tsentral'naya" were divided in two classes - de-luxe and ordinary. The charge for de-luxe class, which had slightly better furniture, was 15 rubles per day. 50X1-HUM

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52. Dom Kolkhoznika (Farmers' Hotel) was located on Kameneva Street, near the town's central market. The three-story wooden construction accommodated 40 to 50 people. In order to get accommodations there, one had to produce a certificate from the responsible farm or rayon authorities (no other information available).

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53. [redacted] it is quite possible to stay in town for a week or so without registration with the local militia. [redacted] there are always (to each train) people at the railroad station who offer passengers who have no place to stay, cots or rooms for amounts from 10 to 30 rubles per night. Since this business is illegal, the landlords do not register their tenants with the militia unless they desire to stay at the quarters for a longer period of time.

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54. [redacted] about 30 percent of Tula homes belong to private owners. In spite of intensive housing construction, 50 percent of the town's families have no more than one room. The room is from 150 to 200 rubles per month, and the cot (koyka) in a room shared with another person costs 100 rubles. Although there were many job opportunities in Tula, it was impossible to get employment without a propiska (registration with the militia). Although Tula was not a regime city, it was difficult to get registered. Therefore many people who somehow managed to obtain a job without a previous propiska, continued to live this way until they were able to get registered.

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[redacted] a group of stokers badly required 50X1-HUM at the shop came to Tula from another location and were not able to register with the militia, so the trust administration rented a flat for them and ordered them to live there to the end of their assignment in Tula and were told to get in touch with the administration if they were troubled by the militia. Normally, people are afraid to live without a propiska, as are the landlords to have unregistered tenants. The presence of the tenants at the militia for obtaining a propiska is not required, and the registration at the domovaya kniga (house log) and at the militia office may be performed by the upravdom or the landlord.

Movies, Theaters, Clubs

55. There were four movie theaters in Tula with two projection rooms in each. Three were [redacted] Tsnetral'nyy and Pioner on Kommunarskaya Street, and Komsomol'skoye on Oktyabr'skaya St. The fourth movie, [redacted] was the sole wide-screen theater in town. In addition to those described above, there were two or three smaller movie houses in Tula. There were three early (dnevnyye) showings from 1100 to 1800 hours with the tickets ranging from 1.00-1.50 to 4.00 rubles, and three night showings (vercherniye) from 1800 to 2220 hours with 1.50 to 5.00 ruble tickets.
56. All theaters in Tula were accommodated in old buildings. The Drama Theater i/n Gor'kogo was located on Kommunarov St. Tickets for shows given by local performers were 10 rubles, for guest performances - 15 to 20 rubles. TYuZ (Teatr Yunogo Zritelya - Theater for Young Spectators) was located on Komintern St., and the Puppet Theater - on the corner of Sovetskaya and Turgeneva Streets.

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57. [redacted] the Klub Zheleznodorozhnikov (Club of the Railroad Worker) in Rogozhinskiy Posyolok, and of the Dom Ofitserov (House of the Officers) on Kommunarov St. Latter operated a gym, a good library, and various amateur circles (musical, literary, etc.). For special occasions, it was rented by various town enterprises. Dom Pionerov (House of the Pioneers) was located west of the Kremlin. 50X1-HUM

Institutions of Secondary and Higher Learning

58. Out of about 15 institutions of vocational secondary learning in Tula, [redacted] the following technikums: 50X1-HUM
- Mining (Gornyy) located behind the building of the Mining Institute on the southern end of Kommunarov St.
 - Construction, also on Kommunarov St.
 - Mechanical, on Komintern St.
 - Metallurgical.

59. [redacted] there were five institutes in town, among them the Mechanical Institute and the Mining Institute - both on Kommunarov St., and the Pedagogical Institute on Mendeleyeva St. 50X1-HUM

Military Installations

60. The area from the southwest corner of Kremlin to Sovetskaya St. was occupied by a military reservation with many troops inside of it (no other information available). The Army Political School was located on Sovetskaya St., east of Kommunarov St. (no other information available). The town streets were frequented by MP patrols, the number of which was reinforced on Sundays and holidays. The patrol consisted of one officer and two enlisted men wearing red bands on their arms. Formerly, the bands had the letters "KP" on them (probably, komendantskiy patrol'), but recently, the letters were changed [redacted] 50X1-HUM

61. [redacted] aircraft take off and land in the area north of the town and west of the Tula - Moscow Highway [redacted] 50X1-HUM

62. [redacted] radar installations along the Tula - Moscow Highway on its entire length. It began about 30 km. north of Tula and were placed 20 to 30 km. apart. The radar towers were situated 80 to 100 meters from the road, interchangeable on both sides of it. [redacted] 30 km. south of Tula, on the Tula - Orel Highway, and in this direction the radar installations began about 10 km. south of the town, being placed in the same manner as above. 50X1-HUM

Civil Defense

63. [redacted] the basements in all new large houses were constructed very solidly, of 1.20 meter wide blocks, [redacted] 50X1-HUM

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without windows and equipped with air filters. The population rumored that these basements were to be used as public shelters in case of an air attack on the town. [redacted] all industrial plants were required to construct bomb shelters for employees on the plant's territory. [redacted] MPVO brigades at the industrial plants had drills and lectures on a weekly basis and were very active otherwise [redacted]

Trolleybuses

50X1-HUM

64. In 1960 the first trolley line along the Kommunarov St. in Tula was to be established, according to city reconstruction plans. At the time of this information, poles and wiring for the proposed connection were delivered and piled up along this street.

Streetcars

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65. [redacted] 12 streetcar lines in Tula. The streetcar parks were located on the corner of Krasnoarmeyskaya and Litezina Streets, in Rogozhinskiy settlement (far from the highway), and on Konnaya Square at the end of Oborony St. All streetcar tracks were double. On most of the connections [redacted] the streetcars ran from 0500 to 0100 hours every 5 minutes and quite regularly, without a long wait. From 0100 to 0500 hours duty cars (dezhurnyy tramvay) ran every half hour. There were no cargo cars in town. During the peak hours streetcars were filled to capacity, and long queues waited at every stop. During the day, passenger traffic was normal. 50X1-HUM
66. The streetcars were all relatively new, made by Leningrad or L'vov plant. Each train consisted of one pulling car and one trailer. The cars were of yellow color with red trimming. Each streetcar had on its front top part, a route shield made of white glass with a mat-colored round part in the middle/which was indicated the number of the route:

Example:



At night this route shield was illuminated.

In addition to this route shield, the abbreviated route was indicated on a steel plate mounted near the entrance, i.e., Vokzal - Krasnoarm. - Sovet. - Kommun. - Rogozh. Pos. The stops on the streets were not indicated in any manner, and a newcomer to town had to get information from the local people as to how to locate the proper streetcar stop. (This same condition also applies for all bus connections in Tula.)

Passengers had to enter the streetcars from the rear door, and leave it thru the front door. The sign over the front seats stated that they were reserved for small children and invalids of WW II. The fare was 30 kopeks

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for the whole route, or for any number of stops in between. [redacted] 50X1-HUM
 [redacted] for one leg (from one stop to the next stop) no ticket was 50X1-HUM
 required. The tickets, which were white with black lettering, were sold
 by a lady-conductor on the car. Conductors kept the tickets in rolls in 50X1-HUM
 a black leather bag. The use of streetcars was free for invalids of WW II.
 [redacted] no detailed information on the monthly tickets but [redacted]
 they were cheaper than the regular one-time fares, and [redacted] it was easy 50X1-HUM
 obtain them without any documentation at various places in town, mostly 50X1-HUM
 at special booths located near the junctions of the streetcar lines where
 the crews changed. [redacted] the monthly ticket (mesyachnyy 50X1-HUM
bilet) constituted a booklet with tear-off pages for each ride, and featured
 no photo of the owner on it.

67. [redacted] routes in Tula:

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a. Route #1: Kurskiy Vokzal (see Paragraph 78) - the end of Kommunarov St.
 (Rogozhinskiy Posyolok). Stops:

- (1) Vokzal'naya Ploshchad' (at the end of Krasnoarmeyskaya St.)
- (2) Tekhnicheskaya St.
- (3) ? (name not recalled by Source)
- (4) Litezina St.
- (5) Lenina St.
- (6) Sovetskaya St.
- (7) Kommunarov St.
- (8) Kameneva St.
- (9) Gogolya St. (or Theater i/n Gor'kogo)
- (10) Pervomayskaya St.
- (11) Stadion (stadium)
- (12) Mekhanicheskiy (Institute)
- (13) Shevchenko St. (the beginning of the Rogozhinskiy settlement)
- (14) Gornyy Tekhnikum
- (15) Rogozhinskiy Posyolok (the streetcar ring)

b. Route #2: The end of Gorky St. (Zavarnaya St.) - the end of Kommunarov
 St. There was 7 or 8 stops from Zavarnaya to the corner of Sovetskaya
 and Krasnoarmeyskaya Streets [redacted] and from
 there the route went as from (6) to (15) of a., above, Route #1. 50X1-HUM

c. Route #3: Vokzal - Chulkovo - Novaya Tula. From the railroad terminal
 to Kommunarov St., the route was as indicated in Paragraph a, above for
 Route #1 (from (1) to (7)), then it ran on Sovetskaya St., to:

- (1) Pirogova St.
- (2) Pochta (post office), before the bridge on Proletarskaya St.
- (3) Ploshchad' (square), after this bridge, in the vicinity of the
vodnaya stantsiya and Ryazhskiy terminal.

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From the city line to Novaya Tula there was one track only, and an
 additional fare of 30 kopeks was charged for this portion of the route.

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- d. Route #4: Rogozhinskiy posyolok - Kosaya Gora (on the Tula - Orel Highway). [redacted] this distance to be 7 to 8 km. This was a double track line, and the fare was 50 kopeks. 50X1-HUM
- e. Route #5: From the end of Oborony St. (the eastern edge of Rogozhinskiy Posyolok) thru small streets of Chulkovo.
- f. Route #6: Zavarneya St. to Vokzal via Oktyabr'skaya, Sovetskaya and Krasnoarmeyskaya Streets.
- g. Route #7: From the end of Kommunarov St. to Chulkovo via Kommunarov, Sovetskaya and Proletarskaya Streets.
- h. Route #8: [redacted]
- i. Route #9: Vokzal - Novaya Tula. The route thru the streets of Chulkovo was not the same as #3. 50X1-HUM
- j. Route #10: Vokzal - Posyolok Kirova.
- k. Route #11: Same as #8.
- l. Route #12: The end of Oborony St. via Chulkovo - the end of the route not specified [redacted] 50X1-HUM

Buses

68. The bus park, operating 80 ZIL-150 and LAZ buses, also its own minor repair shop, was located on #17 Komintern St. between Litezina and Tekhnicheskaya Streets. ZIL-150 had 45 seats and 35 standing places, and LAZ (with the motor in the rear) had 69 places altogether (38-39 seats). The color of the buses was changed frequently since every time prior to GAI (gosudarstvennaya avto-inspektsiya - state auto inspection) control, the buses were repainted into a color of whatever paint was available at the moment. The routes were indicated by numbers on the front shield (made of glass) and also on white steel plates with black lettering which were mounted next to the bus entrance (at the rear door). The street names on these plates were given in an abbreviated manner. 50X1-HUM
69. The fare was 45 kopeks for any number of stops. Tickets were sold by a lady-conductor at the entrance. The tickets were printed on white paper. Reduced-rate tickets [redacted] in booklet form were sold at bus stations; in special booths at the Avto-Vokzal (Bus Terminal), at Sovetskaya #23, and near the fabrika-kukhnya. As an experiment, the bus ticket machines were introduced on a few buses, however, change machines had not been installed yet, and everyone had to deposit the proper change (45 kopeks). Each bus had two machines, one at the entrance (near the rear door) and one at the exit (near the front door). The end of the ticket was sticking out of the machine, and one could get it without a coin deposit. Offenders were turned over to the militia. 50X1-HUM

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70. The regular crew of the bus consisted of a driver and a lady-conductor; on the buses with automatic ticket machines, there was a driver only. The buses ran from 0500 to 0100 hours, and after that time the duty bus ran every half hour. Each crew worked a seven-hour shift, and at that time was supposed to take in 180 rubles of fare money. The plan for the Tula Bus Park for 1959 was not fulfilled (97.7%). The driver of the bus received 1,200 rubles monthly, and the conductor - 600 rubles. However, with a bonus (premiial'nyye) for driving without accidents, good care of the vehicle, number of passengers over the quota, etc.) the driver's salary went up to 1,500-1,600 rubles per month after deductions, and the conductors salary went up to 700-800.

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71. [redacted] there were 5 or 6 bus routes in Tula [redacted]

Route (liniya) #1: Streetcar ring at the Rogozhinskiy settlement (from the bus station) - Serebrovskiy settlement (thru many smaller streets) - Pervomayskaya St. - Kommunarov St. - Sovetskaya St. - Oktyabr'skaya St. - Aeroport (Airport) on the Tula-Moscow Highway.

Route #9: Streetcar ring as above - many smaller streets in Rogozhinskiy settlement - Kommunarov St. - Sovetskaya St. - Oktyabr'skaya St. - Settlement Oktyabr'skoye Pole (west of Tula - Moscow Highway, north of the Komsomol'skiy Park).

Route #8: Oborony St. - Mosina St. - Mayasnovo (west of town).

72. Settlement Novaya Tula operates its own bus system for the Metallurgical Works employees; this system is independent from the Tula Auto Trust which runs the city buses.

Taxi Cabs

73. Tula taxi park, also under the Auto Trust, operates 110 Volga and Moskvich taxi cabs. The park is located on Trudovaya St. between Komintern and Krasnoarmeyskaya Streets. [redacted]

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- a. Sovetskaya #23, in a small lane near the corner of Krasnoarmeyskaya St.
- b. Near the fabrika-kukhnya.
- c. Near Avto-Vokzal (for location, see Paragraph 82).
- d. Kurskiy Vokzal.
- e. Terminal Tula II.

The taxi cabs ran around the clock, and the drivers worked in three shifts, seven hours each.

74. The taxi fare was 1.50 rubles per kilometer. The waiting time was prorated at .20 rubles per five minutes. A meter, black color, was mounted on the panel board near the operator indicating the kilometerage and the fare. If the cab was requested by phone, the fare was charged from the taxistand. One also could stop the cab on the street. The fare was charged for the cab, and not for the number of people. The number of passengers was limited

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to 4 in Volga cars, and to 3 in Moskvich cars. Taxis were mostly used in emergency cases (delivery to hospitals or doctors by people in a hurry) or during the peak hours of traffic (when buses and trolleys were crowded).

Cars for Rent

75. In 1959 in Tula the car-for-rent system was introduced. Cars are being rented on an hourly basis. In order to rent a car, one had to produce a driver's license, the number of which was registered in a rental log. No deposit was necessary. The normal repair was made by the rental park, and damage done to a car after an accident was repaired at the cost of the person renting the car, after an appraisal by the GAI inspector. The car-for-rent park was operated by the taxi park and was located on the same premises as described in Paragraph 73.

Automobile License Plates, Special Vehicle Distinctions

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77. The cars of prominent personalities carried an additional yellow head lamp. The first-aid car (skoraya pomoshch') was painted white with red crosses on all sides. The fire engines were painted red. The militia car had a red stripe on the sides with the inscription "militia" on them, and also were often equipped with a radio. Taxi cabs had a white-and-black checker field around the body.

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Rail Travel

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78. The main railroad servicing Tula was Kurskaya railroad, and the main terminal in the town was Moskovskiy Vokzal [redacted] referred to [redacted] as the Kurskiy or the Glavnyy Vokzal). This terminal was a new large one-story construction (for the rough layout of the terminal proper, see the sketch attached to this report). The terminal was open around the clock, and was equipped with the best restaurant in town. Each waiting hall was provided with a bufet (snack bar) which served cold and warm meals at any time. Carts with snacks and beverages operated in the halls and at the platforms. The loading platforms were surrounded by a fence and entrance where one had to present either a train ticket or a platform ticket which was obtained at the counter. The platform ticket was one ruble and good for one time only. The waiting halls were divided into different classes [redacted]

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79. The second railroad terminal in Tula was the Ryazhskiy Vokzal. It is a one-story building, with a small restaurant. It is not fenced, and there

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are no controls when entering the platform.

80. The counter for the advance sale of railroad tickets was located on Revolutsii Square. Tickets had to be obtained here not later than two days prior to the trip.

Air Travel

81.

The Aeroflot office was located at #21 Sovetskaya St. 50X1-HUM

Out-of-Town Buses and Roads

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82. [redacted] divided [redacted] out-of-town buses into three categories: zagorodnyye (suburban), dal'nego sledovaniya (long distance) and tranzitnyye (transit). The first two operated ZIL and LAZ buses, and the last category operated ZIL diesel buses. The bus crew consisted of a driver and a lady-conductor. Tickets could be obtained on the bus or at the bus station. The main bus terminal in Tula was located on the Tula - Orel Highway, in Rogozhinskiy settlement. It was a large one-story building constructed in 1958, and consisted of a waiting hall, ticket counters (4 or 5), service rooms, mother and child room, restaurant and snack bar, two public phone booths. The schedule hung in the waiting hall, where there also was located a free information desk. The loading platforms were located in the rear of the avto-vokzal. The bus terminal operated a gasoline station. There were also two other bus stations of secondary importance, one at Chelyuskintsev Square, and another on the corner of Kommunarov and Pushkinskaya Streets. Both were small wooden buildings.

83.

[redacted] out-of-town bus routes:

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- a. Tula - Shchekin, circa 20 km. The buses ran every 20 minutes, from 0600 to 0100 hours. The complete fare was 2.50 rubles, but one also could pay a smaller prorated fare for part of the route. The bus left from the bus station on the corner of Kommunarov and Pushkinskaya Streets, then stopped at the Mechanical Institute, and from there was about 5 more stops to Shchekino, one of them being Kosaya Gora.
- b. Tula - Bogoroditsk, about 60 km. [redacted] 50X1-HUM
The buses ran from 0700 to 2100 hours, every half hour. They left from the bus station at Chelyuskintsev Square via Mendeleyeva and many other small streets of Tula to Bogoroditsk Highway. 50X1-HUM
- c. Tula - Lipetsk, about 60-70 km. There were three buses in the morning (0700, 0830 and 1030) and two in the evening. [redacted] this distance to be 30 km. The fare to Plavsk was 8.70 rubles. The bus left at the Central Bus terminal in Rogozhinskiy settlement via Kosaya Gora, Shchekino, collective 50X1-HUM farms i/n Stalina and Pobeda, then via numerous coal miner settlements to Plavsk and Lipetsk. The Tula - Orel Highway (i.e., the distance

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[redacted] was about 8 meters wide with gulleys but no shoulders on both sides.

- d. Tula - Railroad Station Zheleznyak - Aleksin, from Avto-Vokzal via Kommunarov St. - Sovetskaya St. - Oktyabr'skaya St. - Moscow Highway. Two buses ran in the morning (0700 and 0900 hours) and two in the afternoon. [redacted] 50X1-HUM
- e. Tula - Barsukovo, from Chelyuskintsev Square via Sovetskaya - Oktyabr'skaya - Gor'kogo St. - Plekhanovo - collective farms i/n Khurshchev. The distance was estimated [redacted] to be about 30 km. The buses ran every two hours from 0730 to 2000 hours. The fare for the entire route was 3.15 rubles one way. 50X1-HUM
- f. Tula - Stalingorsk, about 60-70 km. The buses ran every hour from 0500 to 2100 or 2130 hours. They left from the central bus terminal via Kommunarov St. - Sovetskaya St. - to Bogoroditsk Highway via the Uzlovaya Railroad Station and Dubovskiy settlement. [redacted] Stalingorsk, [redacted] 50X1-HUM
an entirely new city, with a large Chemical Combine and TV relay station.
- g. Tula - Odoyevo. No other information available.

On all the above routes the schedule was very vague, and the bus normally would not leave until the required number of passengers had boarded.

- h. Tula - Moscow. Leaving from the Central Bus Terminal via Kommunarov - Sovetskaya - Oktyabr'skaya - Moscow Highway thru Zheleznyak and Serpukhovo. The buses ran every 20 to 30 minutes from 0500 to 2200 hours. The fare was 28.50 rubles. The distance from Tula to Moscow is 180 km. and this distance was indicated on kilometer posts. The highway is about 8 meters wide, with two meters wide hard surface shoulders and gulleys on both sides. The road is in fairly good condition. There were three gasoline stations along the entire route, in Tula (at the Central Bus Terminal), in Serpukhovo and in Moscow. In the vicinity of Tula there were rough spots on the highway, but after Serpukhovo the road was much smoother. A large bridge of wooden construction over the Oka River in Serpukhovo was about 6 to 7 meters wide and 80 to 100 meters long. Next to it were located two large railroad bridges over the same river.

84. The transit buses of the Moscow - Orel - Khar'kov route and points south stopped in Tula at the Central Bus Terminal.

Industries

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85.

[redacted] there was a new and an old fire arms plant downtown, in the vicinity of the Upa River; the plants were located on both sides of the river (or the bridge [redacted] there 50X1-HUM
was a Stamping or #5 plant on Marata St. (no other information available).
The beer brewery was situated near the stadium off Kommunarov St. The

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fan and boiler plant was located in a small lane off Oktyabr'skaya St. The Novo-Tul'skiy Metallurgical Plant was in Novaya Tula. An agricultural combine in Kirov settlement. An Accordion factory in Chulkovo.

there were also the following plants in Tula

Machine Construction Works; Refrigerator and Sewing Machine Plant; Plants #6, #7, and #9.

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86.

at the Motor Repair Works

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The plant repaired the motors of agricultural machines for MTS. The plant was under the Directorate of the Agriculture (Upravleniye Sel'skogo Khozyastva) and was supervised at the time by (fnu) KUZNETSOV, presently the inspector with Tula Sovnarkhoz. The plant employed 80 to 90 workers, and repaired 125 thousand diesel motors per year in its two motor and mechanical shops, equipped with 20 to 30 lathes.

87.

Tuloblavtotrest (Automobile Trust of Tula Oblast').

The trust occupied the second floor and two rooms of the first floor of the building on 23 Sovetskaya Street; the rest of the first floor was occupied by the bus station. The trust superintendent was Petr Nikitich DADUKOV, his deputy and chief engineer was Konstantin Filimonovich ZUBENKO

The trust had the following departments: cargo (perevozki), passenger (passazhirskiy), planning (planovyy), bookkeeping (bukhgalterskiy) and technical (tekhnicheskiy), the latter headed by Valentin Leonidovich POGORETSKIY, a technician (tekhnik)

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The office of the trust employed only 28 people, but it had 15 economies (khozyaystvo) in Tula and oblast', and operated 4,000 vehicles and about 5,000 workers. In Tula, a bus park, #21, (which also provided minor repair service) at 17 Komintern St.; #2 taxi park at Trudovaya St.; #60 park operating diesel trucks; #14 park operating trucks. Outside Tula, the Trust had khozyaystvo in the following locations in Tula oblast':

Aleksin
Barsukovskiy (or Barsukovo) settlement
Belovo
Dubovskiy settlement
Yefremov
Shchekino
Stalinogorsk

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Employment and Wages

88. At the present time one could change the place of employment at his own convenience. The workers had to give 15 days notice to the employer, and the administrative personnel had to give one month's notice. If the employer fired the worker, he had to pay him 15 days salary in advance.

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89. In 1959 the working day [redacted] was made shorter; the office began to work 40 hours per week and the shops - 37 hours. In the shops 50X1-HUM although the day was made one hour shorter, the production quota remained the same. When the workers expressed their dissatisfaction over this, they were told by the administration that automation in the very near future would make labor easier and more productive. [redacted] an unconfirmed rumor [redacted] said 50X1-HUM that there was some difficulty at the Bearing Plant in Moscow after the denunciation of Molotov. [redacted] there was a six hour day for 50X1-HUM jobs requiring hard labor but had no other information on this subject.
90. Beginning with 1958 the government raised the salaries in the lower-pay brackets and reduced the higher bracket salaries in an effort to bring them closer together. So, i.e., the candidate of the technical sciences and the head of the faculty at the Mechanical Institute who previously received 3,000 rubles per month were now receiving 1,800 rubles per month. This, undoubtedly, was taken with a negative attitude by the highly paid employees and with obvious satisfaction by the simple workers. According to official reports, in 1960 the minimum wages should be brought up to 600 rubles per month. 50X1-HUM
91. [redacted] the formation of the so-called "brigades of the communist labor" which [redacted] promised to fulfill the 7-year quota in 5 years, but [redacted] there was, in reality, not much more productivity and lots of talking.
92. [redacted] wages of personnel (after the 1958 adjustments and after deductions): 50X1-HUM
- Raznorabochiy (common worker with no permanent position assigned to him) -
 350 - 450 rubles
 Cleaning woman - 350-450
 Shop foreman (master tsekha) - 700-1,100
 Shop superintendent (nachal'nik tsekha) - 1,000-2,000
 Engineers - 1,200-1,500
 Skilled workers on piece work - 4th and 5th categories - 600
 Skilled workers on piece work - 6th and 7th categories - up to 1,500
 Taxi driver - 750 (formerly, 500)
 Bus driver - 1,000-1,200
 Barber - up to 1,000 50X1-HUM

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The landlady shared a room with her little grandson, the father of who was killed in the war. The furniture of this room consisted of the landlady's bed and a small bed for the boy, a dining table for 12 persons, six primitive so-called "polish" chairs, cardboard and an old carpet on the floor.

This was a communal apartment (kommunal'naya kvartira) and the landlady paid 62 rubles per month including utilities (gas, water, electricity). A kitchen was shared by two families residing in the apartment. This kitchen was equipped with a gas range. The main entrance to the house was never locked

board (excluding laundry and care for the bedding) 500 rubles per month, then increased voluntarily to 600 rubles. On the same floor (or rather, the same sub-divided apartment) resided an old woman, living on a pension.

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Markets, Groceries, Clothing, Other Products

94. The central market of Tula, the Collective Farm Market (Kolkhoznyy Bazar) was located on a square at Kameneva St., about one to one and a half km. east of Kommunarov St. Formerly, it was a large number of stands, some under open sheds (navesy) but lately new pavillions were being constructed which were surrounded by a brick wall with gates in the wall. Some open stands for the sale of fruits and vegetables remained. The local farms from the vicinity and individual producers (mostly from Myasnovo) delivered goods to the market. The individual producers brought mostly vegetables. The fruits and vegetables from the southern region of the Soviet Union were rare and very expensive. Although normally the grocery stores of Tula were well supplied, in cases when the supply was interrupted, one could always obtain the desired products at the Farmer's Market for higher prices. Tula belonged to the 2nd food sale zone (vtoraya produktovaya zona).

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95. comparative prices for food stuffs (all prices are given in rubles and the quantity in kilograms, unless otherwise noted):

<u>Item</u>	<u>Store Price</u>	<u>Market Price</u>	<u>Remarks</u>
Onions	1.50	3.00	
Garlic	5.00	8 to 10.00	
Cabbage	.40	1.20	
Potatoes	.90	1.50	
Apples	5-6.00	5-6.00	2-3.00 in season
Melons	2.00	2.00	(fall)
Bread, dark	.90 to 1.60		
Sugar, granulated	9.00		50X1-HUM
Sugar, lump	11.00		

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<u>Item</u>	<u>Store Price</u>	<u>Market Price</u>	<u>Remarks</u>
Meat, beef	7-8.00	16-20.00	Seldom of good quality
Meat, lamb	11.00	18-20.00	" " " "
Meat, pork	14.00	17-18.00	" " " "
Chicken (per piece)	13-14.00	20-25.00	
Eggs (for 10)	7.00	11-13.00	Seldom fresh
Butter, top grade	28.00	33.00	
Butter, boiled	25-26.00		Rare

Cerals, macaroni foods and bean family vegetables were always in abundance at the stores.

96. Clothing and footwear, both of Soviet production and imported goods, were in abundance, but the prices were very high. A good winter coat (men's) with karakul collar cost about 2,800 rubles, the light top coat - 1,700 to 1,800 rubles. Men's suits were from 1,400 to 1,600 rubles, shoes from 180 to 200 rubles, and shoes with white crepe soles from 250 to 400 rubles. 50X1-HUM
97. [redacted] in Tula there was a second-hand market located on Aleksandrovskaya Square in the vicinity of the intersection of Demonstratsiy and Svobody streets where one could sell articles which were normally difficult to obtain at the stores. On some articles, such as imported sweaters, hosiery, children's felt boots, and bedding, one could make up to a 50 percent profit, and on sewing machines up to 2,500 rubles.
98. [redacted] the farmers were engaged in bootlegging at all times, 50X1-HUM it was done to cover their own needs and not for commercial use.

Crime

99. [redacted] it was not wise to pass at night on any secondary 50X1-HUM street (where he never sighted a militia patrol) because of the danger of being robbed. Criminal acts committed mostly by young people began to diminish in the course of the last 3 or 4 years [redacted] 50X1-HUM [redacted] with the improvement in living standards, the intensified 50X1-HUM activities of the volunteer's brigades (assisting the militia) and of the public courts (obshchestvennyye sudy), and also intensified propaganda by the Komsomol organizations and newspapers. 50X1-HUM
100. [redacted] formerly young men had frequent fights on the premises of the city park, some ending with murders, on account of girls. Some youths murdered girls because of jealousy. [redacted] in 1958 50X1-HUM three men robbed a store, taking 40 or 45,000 rubles, killing the cashier and injuring the militia man. After one month they were all caught, one was sentenced to death and two others to 25 years. This case supposedly was covered by the local newspapers [redacted] [redacted] in 1959 a driver employed by the Bread Baking Plant was 50X1-HUM sentenced to 20 years for rape. 50X1-HUM
101. [redacted] In spite of 50X1-HUM strict punishment for prostitution, there were some prostitutes who could

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be recognized by all international standard marks of the street girl.

The hotels were excluded since no woman except the wife could be admitted to the rooms after 2200 hours. Prior to this time one could smuggle a female into his room if the girl looked legitimate. However, commonly, as [redacted] there was little need for prostitutes due to the very low level of public morals, and the fact that the majority of Soviet women worked and made their own money, they would commit the sexual acts for any thinkable reason rather than for money.

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102. Proposals to the new criminal code were handled as any officially handed-down directives. The code was discussed at the meeting of the enterprise's employees by a number of appointed speakers [redacted]

School Reform

104. The new school reform was generally welcomed by the public except for the intelligentsia who were afraid that their children would remain workers as they would not be able to cope with study and work at the same time. The majority of high school graduates were happy with the new system which gave them the opportunity to make a better living by working and studying by correspondence or studying at night than they would by straight study at the institutions of higher learning.

[redacted] minors up to 18 years of age worked six hours a day as they did before.

They were given preference in acquiring jobs, then they were supposed to go thru a special short term course which would enable them to acquire some technical skill. By directives from above, the KSM, the trade union and the administration are obliged to help these students - workers to advance in any possible way and they (these organizations) do so, dog-watching each other.

Labor Camps

105. [redacted] there was a labor camp (or camps) in Kosaya Gora near Tula (no other information available).

Atomic Works

106. When in Tula, [redacted] the vicinity of Tomsk is a forbidden zone for foreigners [redacted] supposedly there is an atomic installation there. This was discussed among the workers when the visit of Nixon to the USSR

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was announced, and they had the opinion that Nixon would not be permitted to see the Tomsk area.

Personalities

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107. Nikolay Sergeyeovich ZHILIN, [redacted] engineer-mechanic, member of the CP, head of the 2nd Taxi Park [redacted]

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(fnu) TESHKEVICH [redacted] former officer, came to Tula after discharge from the army, an engineer, married, head of the diesel park [redacted]

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Dmitriy Nikitovich DUGIN, [redacted] member of the CP, head of the [redacted]

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(fnu) CHICHULINA [redacted] doctor, head of the clinic of Semashko Hospital, resides in Rogozninskiy settlement. [redacted]

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Information and Address Desks

108. The information (or inquiry) desks (spravochnoye byuro) were located in front of the railroad terminals and bus stations and terminals, and also on the corner of Kommunarov and Kameneva Streets. The fee for information was .20 rubles. The address desk was located at the main militia building. Here information was given free of charge, and no documents were required.

Militia and Traffic

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109. Militia men were posted at the main intersections and along the major streets at a distance of approximately 500 to 600 meters from each other. These men normally stayed in one place, and did not patrol the streets.

[redacted] there were no telephones for exclusive militia use, [redacted] contact between the posts was maintained by patrol cars. [redacted] only two locations of permanent militia posts: one - across the street from the Central Library i/n Lenina on Mendelejeva St. and 50X1-HUM another - on the corner of Kommunarov and Sovetskaya Streets. There were no posts on the bridges used by pedestrians and auto traffic.

110. The major intersections in Tula are controlled by automatic traffic signals. They are mounted overhead in the center of the intersection, or on posts located on all four corners of the intersection. The order of the lights (from top to bottom) is red, yellow, green. The major intersections that have no traffic signals are controlled by traffic militiamen; some of these intersections are Kommunarov - Pushkinskaya, and Kommunarov - Pervomayskaya intersections. [redacted] there was a strict enforcement of 50X1-HUM traffic regulations and severe punishment for offenders [redacted]

[redacted] Pedestrian crossings were marked by round lamps with the w/50X1-HUM "Crossing" on them which was illuminated at night, and by a double row of

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round steel plates mounted into the pavement.

Heavy traffic (trucks) was prohibited on Kommunarov St. and Fridrikha Engel'sa St. was designated for heavy traffic detour. (For details of a typical intersection, see the sketch attached to this report.)

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Controls and Documentation

111.

[Redacted]

It was customary that the rayon militia representative on the eve of the October Day and May Day celebrations at about 2000 hours went from house to house in a designated district and checked the documents of the inhabitants.

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112.

[Redacted]

113.

Even the long trip from Siberia to Tula via Moscow occurred without any document check. The journey from Tula to Soviet Julfa also produced no document controls. In Julfa the international car was put in the dead-end siding.

The car was not guarded.

The next morning, at about 0900 hours, one captain of the border troops and a civilian customs officer arrived at the car, and thoroughly checked the suitcases of the international passengers. They also were asked to produce the contents of their pockets. However, this procedure was conducted very politely and the pocket check was not conducted personally. After this procedure, which took 35 to 40 minutes

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the international car was hooked to the locomotive

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Attack

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Att. / R to [REDACTED]

Labor Camps in the Ivdel' Area, Northern Ural

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Transportation to the Camp:

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1.

[REDACTED] a group of criminals killed the attendant and opened the doors of the jail. However, no one had a chance to escape since the turmoil was very quickly put down. From Rostov the prisoners were loaded onto freight cars formerly used for carrying coal (20 men to a car). They were issued parasha-s (toilet bowls). Every day the prisoners received 450 grams of bread and 9 grams of sugar, and water at very irregular intervals. The train arrived in Ivdel' after 28 or 30 days of journey.

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2. From Ivdel' [REDACTED] to the end station, Kamensk, about 15 km. from Ivdel'.

[REDACTED] Then this punkt was transferred 60 km. from Kamensk, to the Loz'va River, where the prisoners were engaged in agricultural work and wood cutting in the mountains. Ivdel' was connected with Kamensk by a regular gauge rail road and a highway (latter constructed as far ^{back} as 1937). For carrying timber from the woods to Kamensk a narrow gauge rail-road was used; however, this road was not interconnected with the regular gauge line at Kamensk.

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[REDACTED] Comment: The Kamensk Railroad Station or the township with this name could not be located with the available reference material. It is, probably, the Polunochnoye Railroad Station, the end-station of the Ivdel'Polunochnoye connection, located 23 km. from Ivdel' II.

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Administrative Division and Camps

3. [redacted] the administrative division of the camps in Ivdel'lag (Ivdel' camps): 9 to 15 lagpunkt's (camp locality^{es} or point) each containing from 100 to 5,000 inmates constituted one OLP (otdel or otdeleniye lagernykh punktov - camp point section), and 11 to 15 OLP-s constituted one camp. The camp commander was a General (NU), the chief of OLP was Lt. Colonel (NU), the chiefs of the lagpunkt-s were officers ranking from 1st. Lieutenant to Lt. Colonel. [redacted] Captain (fnu) 50X1-HUM KUZNETSOV and Major (fnu) IVANOV who were chiefs of lagpunkts.
4. The Ivdel'-lag center was located in Ivdel' where lagpunkt #3 was also situated. The prisoners of this lagpunkt were engaged in agriculture. Originally, 50X1-HUM lagpunkt #11 [redacted] was also located in Ivdel'. Then this lagpunkt was moved 60 km. from Ivdel' to the Loz'va River where part of the prisoners were engaged in agriculture and the rest in wood cutting in the nearby mountains.
5. [redacted] many unidentified lagpunkts for female prisoners located 50X1-HUM 15 km. from Ivdel; and the largest lagpunkt in the area, #5, with 5,000 men was also located at the same distance from the town. The prisoners of this lagpunkt worked in the saw mill and in the chemical plant. The penal (shtrafnoy) lagpunkt, #7, was located about 100 km. from Ivdel', in the mountains, and had no electric power supply.

Contingent of Prisoners

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6. The Russians and Ukrainian prisoners were in majority, followed by representatives of Baltic, Caucasian, and Middle-Asian republics. [redacted] Germans, Poles and French were also in camps in the Ivdel' area. [redacted] only 5 to 6 percent of the prisoners were bytoviki (crimin50X1-HUM and the rest were convicted for political crimes. There were many former members of the Vlasov army, of the Bandera formations, and Soviet soldiers who were POWs in German camps. There were some Trotskites who were given 25 years in 1937 [redacted] they took part in the attempt on 50X1-HUM Lenin's life), and foreigners charged with espionage (no other information available). [redacted] after serving their terms, all political 50X1-HUM prisoners were settled in the area or deported to other distant places o 50X1-HUM the Soviet Union, but none were released to their former places of residence.

Working Conditions and Food Supply

7. The prisoners got up at 0600 hours. The working day consisted of 8 hours, not including the walk to the working place which in some cases was as far as 18 km. from the camp. Bed time was at 2200 hours. 50X1-HUM
8. Most of the time, Source worked in the woods cutting trees. The norm was 6 meters per man, which meant that one had to cut 6 trees, each from 6 to 6½ meters long and 60 cm. in diameter (to cut off, to pile and to burn the branches; and to roll the cleaned trunk on the road). All work was done by hand, and only recently automatic saws were introduced. The prisoners did not know how to use these saws properly [redacted]

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9. The inmates, who for health reasons did not work, received 600 grams of dark bread daily, odin cherpak balandy (one scoop of thin soup) in the morning and one in the evening. People who did not fulfill the working quota received 300 grams of bread and soup in the morning only. Those who made 100 percent of their norm received the normal ration as described in the beginning of this paragraph, plus about 150 grams of kasha. [redacted] working norms: [redacted]

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- 1 - 1 (fulfillment of the norm for 110 %)
- 1 - 2 (115 %)
- 2 - 2 (120 %)
- 3 - 3 (over 120 %)

- The bread ration was increased by a 100 grams with each additional grade, and beginning with the norm 2-2 the prisoners were entitled to some more kasha and sugar.
10. The sick prisoners were treated at the first aid stations available at every lagpunkt. The camp headquarters at Ivdel' operated a large hospital and so-called podkormochnyy punkt (rehabilitation station) where the prisoners regained their strength after sickness and plain exhaustion. There were numerous cases of starvation and scurvy among the prisoners. The medical staff in the first aid stations and the hospital was almost exclusively from among the prison inmates.

Security

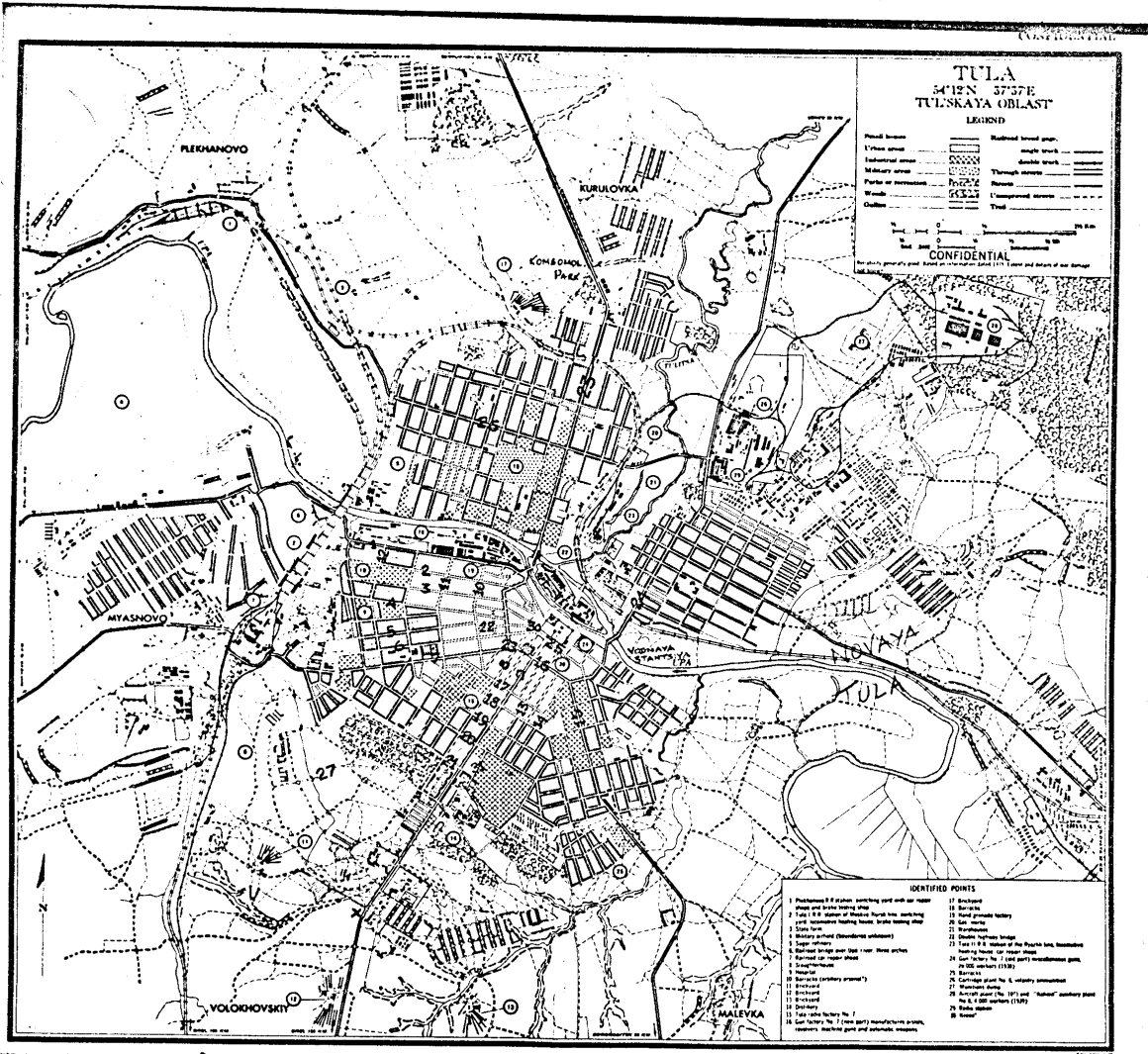
11. All lagpunkts were surrounded by barbed wire fences and watch towers. Each brigade of 20 to 35 prisoners was escorted to work by two guards assisted by a dog.

SECRET

50X1-HUM

S-E-C-R-E-T

50X1-HUM



S-E-C-R-E-T

50X1-HUM

