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SECURITY INFORMATION
SECRET
CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT



COUNTRY : USSR

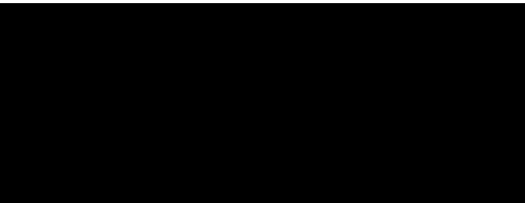
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DATE DISTR. 25 APRIL 52

SUBJECT : Area Description of Podberesje, USSR

NO. OF PAGES 12

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SUPPLEMENT TO REPORT NO.

DATE OF

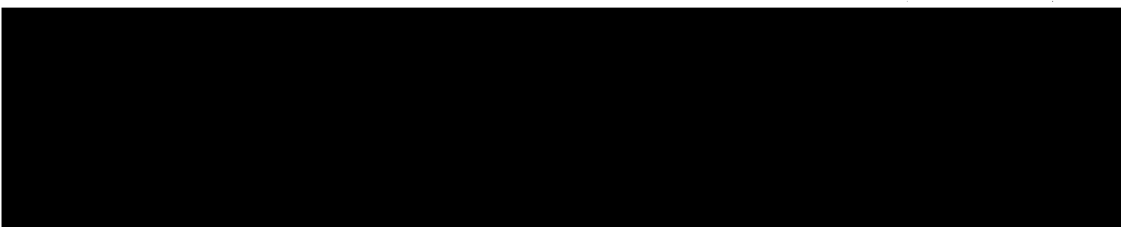
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This is the fifth report from this Source and further exploitation is being conducted. Requests for further information can be accepted.

1. General Statements /See Enclosure (A)/

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2. List of Installations and Points of Interest /See Enclosure (A),

an overlay of USAF Target Complex Mosaic 0154-9852-25M of Ivankovo (approx 56° 44' N - 37° 09' E); the Source was able to locate the following sites on this overlay.

Point 1 Lake Moscow

There was a gentle slope near the dike (point 2), towards the center of the lake which probably had an average depth of two-three meters. There was a special channel marked by buoys for ship and barge traffic. This channel led from the entrance to the Moscow-Volga canal (point 50), in the direction of Kalinin (56° 50' N - 35° 55' E). The buoys were red and white vertical striped conical marker buoys, about 250 m apart. They were about .75 to 1.0 m in diameter and had steady lights at night.

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I thought there was surprisingly little traffic on this lake. On some days there were no ships or barge-trains to be seen, and on other days I noticed only two or three barge-trains. I admit that I never watched traffic continuously for an entire day, so my opinion could be wrong. There was passenger traffic between Moscow to Kalinin, but I have no knowledge of volume or schedules. Dredging equipment was never seen. The lake froze over in winter, usually during the middle of November, and could not be used by ship traffic until the middle of March. Ice-breakers were never seen. I heard from Soviets that the lake had been frozen completely in the winter of 1946.

Point 2 Dike

The water-level of the lake varied from one to 2.5 m above the ground level of the plant (point 7), depending upon the time of the year, which influenced the amount of water in Lake Moscow. The lake side of the dike was lined with a facing of gray "basalt" stones of varying sizes. The plant side was grass covered earth.

Point 3 Road

It was a dirt road about five m wide covered with small stones. It ran the length of the dike in the northern direction.

Point 4 Troop Maneuver Area

This area, consisting mostly of marsh land, was used as a troop maneuver area during the months of August and September. [REDACTED] ^{25X1A} observed the maneuvers myself but heard from German eye-witnesses that infantry troops, using light tanks and observation planes, engaged in simulated warfare. I also heard that there was a small tent city set up during these months. Neither the number of troops engaged nor any other details are known to me. A German who was taking a walk near the area during this time was held for three hours for questioning before being released. I avoided this area at all times, as it was malarial and was infested with adders and vipers.

Point 5 Sand Dune

It was about three m above the water, and about 25-40 m wide, depending upon the water-level of the lake. I think it was formed by dredging and not by deposition. The sheltered area had once been used as a seaplane anchorage, according to Soviets. There were no sea-walls. There was an opening at the bend in the dune, and it was about one-half meter under water in September 1950. The tip of the dune had a cemented stone tower, about 3-4 m high, one meter in diameter. There was no light or bell indicator seen.

Point 6 Fence

Three m high. Dural sheets formed the bottom half of the fence; spaced dural extrusions formed the top, akin to a picket fence. It was in good condition and completely enclosed the development plant on three sides.

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Point 7 Plant Area

This was the area of Development Plant No 1 (Zavod #1) at Podberesje. /For further details, see Report No

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Point 8 Road

Concrete, 10 m wide. It led from the main building (point 9), over the dike (point 2), and into the lake. It was used to transport the EF-140 (V-3) from the plant to the airfield at Borki. This was the only time while I was in Podberesje that this facility was used for transporting material.

Point 9 Main Building

It contained the workshops and some of the offices of the Junkers and Siebel groups. The mosaic was not sharp enough to show the definite "I"-form of the building.

Point 10 Building

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This group of buildings was no longer standing

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Point 11 Building

This building, the former plant boiler house, was no longer standing. It was replaced by another boiler house.

Point 12 Fire House

Brick building, 30 x 20 x 8 m with a slate covered, gable roof. There was a 16 m high wooden tower continually manned by a fire look-out. The fire department had one fire truck with a motor driven pump and one fire truck with hoses. Further details are not known.

Point 13 Post Office

This wooden blockhouse, 24 x 8 x 8 m, two-storied, gable roof, slate covered, housed the post office and also a bar.

Point 14 Police Building

This was a wooden building 24 x 8 x 8 m, two-storied, gable roof, slate covered. It housed the local militia of the MVD.

Point 15 Club House

The building material was unknown as it was stuccoed and painted white. It was 35 x 15 x 5 m, slightly gabled wood roof, tarpaper covered. It was known as "Klub Savoda" (Plant Club). It was used for Communist Party meetings, dances, court sessions, movies, etc. Germans could rent it for concerts or other presentations.

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Point 16 Barracks

This was a German PW camp prior to September 1947. The buildings were later used as living quarters by the Soviets working in the development plant.

Point 17 Blockhouses

Three wooden blockhouses, 22 x 7 x 8 m, two-storied, gable roofed. They were used for Soviet dwellings.

Point 18 Market Place

It was open every day but only foodstuffs were sold.

Point 19 Roads

Most of the roads in Podberesje were paved. On the enclosure of this report, the streets and roads are coded to indicate the type of surface. The one indicated as "brick dust", was covered with finely crushed bricks from the torn-down church, (Point 20). It was known as "Kirchstrasse" by the Germans. The "dirt roads" were just that, for all practical purposes, even though some of them were covered with small stones picked up from the nearby fields and thrown on the roads. This field stone (feldstein) surface sank into the mud during thaws or rainy seasons. The road leading to Kimry (56° 44' N - 37° 18' E) was of the dirt or field stone type from Point 20 on. It was about 6 m wide. It was impassable for cars and trucks during the thawing and rainy seasons. During winter, all signs of a road disappeared and communication with Kimry was cut off except for sleighs. I do not know whether any of the streets had names or not. The name "Kirchstrasse" was applied by the Germans and was definitely not official.

Point 20 Former Church Site

During my stay in Podberesje the church was torn down and there was no building standing there in September 1950.

Point 21 Athletic FieldPoint 22 Plant Restaurant

Brick building, U-shaped, two-storied gable roof covered with red tiles. The base was about 45-50 m long, the north side about 35 m long and 12 m wide, the south side about 25 m long and 10 m wide. Known as "The Hotel", it had rooms which could be rented for various purposes - parties, chess club meetings, etc.

Point 23 Garage

Brick building, 80 x 80 x 8 m, two-storied, slightly sloping flat roof, tarpaper covered. Each wing had a triangular, steel frame glass skylight running lengthwise. It contained four 7.5-ton Mack trucks, five 5-ton Mack trucks, fourteen 3-ton Zis trucks, and two 1.5-ton Zis trucks; eight passenger cars, all of German make; two snowplows and two caterpillar trucks; and two 3-ton fuel-tank trucks, used for hauling liquids used by the Siebel

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group from the railroad siding near the locks (point 35), to the plant (point 7). The second floor contained offices, including the plant telephone exchange. There were six women engaged as operators, with three shifts, and two operators per shift. The telephone line to Moscow went through the administration office of the lock (point 35), and calls were only put through if the operators there "felt like it". [REDACTED] for the method used to maintain liaison with the flight test fields as a result of the unreliability of the telephone system. 25X1A

Point 24 Apartment Buildings

The corner buildings were four stories high, built of brick, and had gable roofs covered with grey tiles. The others were two-storied. The buildings in the center were a school and a nursery for Soviet children only.

Point 25 Dwelling Houses

Wooden prefabricated houses, inhabited by managerial German personnel.

Point 26 Dwelling Houses

Wooden prefabricated houses, inhabited by German personnel. They were smaller and closer together than those in point 25 and regularly spaced.

Point 27 Sewage Disposal Plant

There were eight basins for sludge treatment. After the water had been removed, the remaining material was trucked away to be used as fertilizer by a kolchosa in the vicinity.

Point 28 Dwelling Area

This area was covered with wooden blockhouses inhabited by the Soviets. The block houses were of various dimensions, since they were built by the people living in them. They were about 5-6 m from each other.

Point 29 Spillways

There were four spillways, each about six m wide. They were separated by reinforced concrete constructions about six m wide. Soviet fishermen angling on the north side of the Volga River told me that each spillway supplied water to two turbines, and I believe that the construction was large enough to do so. There was about eight m difference between the Lake Moscow level and the Volga River level. Water came out of the turbine houses in continuous flow -- there were no separate outlets. The steel spillway gates could be opened, but I do not know how. The asphalt road over the concrete arch spillways was about 3.5-4 m above the level of Lake Moscow, depending upon the time of the year. There were two heavy portal (jib) cranes, full revolving, running on three tracks on the Lake Moscow side of the spillway dam. I assume they were used to replace turbines, but I do not know their capacity. They were electrically driven, but I never saw them in operation.

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Point 30 Hydro-electric Power Plant

Name unknown - brick building, about 150-200 m long, width unknown, about 15 m high, gable roof covered with red tiles. The northern side was almost all windows, about 5 m high and 2 m wide. I saw no equipment outside of this building. I heard nothing about damage received in World War II. This plant supplied power to Moscow, according to rumors heard in the development plant, and the high tension line (point 42), would seem to substantiate this belief. I assume that it was constructed during the period when the Moscow-Volga Canal was built. This plant also supplied power to Podberesje. It went through a transformer station in the plant (point 7), and a switching house in Podberesje. I do not know how the big freeze in 1946 affected power production. I have no information about capacity, equipment, labor force, security, etc. there that the voltage coming to the plant (point 7), was 10,000 V.

Point 31 Dam

Vertical on both sides to the water level. I do not know what the bottom configuration was. It had a grey "basalt" stone facing.

Point 32 Breakwater

3.5 m above water level. Faced with grey basalt blocks. No lights were ever seen on the tip of the breakwater.

Point 33 Statues

3 m high statues of Stalin and Lenin, standing on granite bases about 2.5 m high. They were floodlighted at night.

Point 34 Tunnel

This tunnel under the Volga River was for the road from Podberesje to Dmitrov (56° 17' N - 37° 30' E) and Moscow. Its overall length was about 150 m. It was 10 m wide which included a 1 m sidewalk on each side of the road. A sign in Russian stated that trucks could not be above 4.25 m high when going through it. The tunnel had concrete walls and arches. The approaches to the tunnel were faced with grey basalt stone blocks. I do not know the depth of water at the deepest point above the tunnel, but thought it had to be at least 2.5 to 3 m in order to allow Volga River passenger ships to clear it. There were recesses inside the tunnel, but their purpose is not known. Telephone or fire equipment was not observed in the tunnel. The guards at each entrance had telephones. It had natural draft ventilation. I have no details regarding traffic, except that Zavod #1 trucks could not go through the tunnel during the hours of 2200 to 0600 without the Soviet Plant Director getting special permission. I do not know if other traffic during these hours was controlled. Snow fell in this area from mid-November to mid-April, but there was no peak snow period and the tunnel was never blocked. There were no fog periods noticed. I have no information on drainage. There was a guard house at each entrance, containing four-five military guards, who wore Soviet uniforms and were armed with carbines. They operated toll-pike barriers at each entrance.

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Point 35 Lock

Reinforced concrete construction, 150-170 m long, 12 m wide. It raised or lowered ships about 8 m. The gates, thickness unknown, were hinged at the bottom and swung westward into the water. I passed through this lock on a passenger ship once only and remember that it took about fifteen minutes to raise the ship. Lights were noticed on the eastern end at night. Soviet Navy guards were stationed at each end of the lock, armed with carbines.

Point 36 Gate Houses

Two buildings, housing the electrical machinery required to raise and lower the lock gates, were located at each end of the lock. Dimensions or other details are not known.

Point 37 Landing Platform

Wooden construction, 12 x 4 to 5 m. Passenger ships would stop there occasionally for large groups taking an excursion on the Volga River. It was also used for unloading coal destined for the development plant boiler house. It was brought from here to the plant by trucks. The trucks were loaded by hand. No cranes were available. I do not know why coal was not brought to the development plant via Lake Moscow and unloaded at the plant itself.

Point 38 Volga River

Used for both barge and passenger traffic. The largest barge observed was steel, about to 70-80 m long, 6 m wide, diesel-powered. Other barges were towed with side-wheeler tugs, coal-fired. Open and hatch type barges were seen, but I do not know what they carried. Lumber rafts were quite frequently seen going toward Lake Moscow. The open barges were very low in the water. Barge-trains up to four and five barges were seen, towed by one or two tugs. The tugs sometimes traveled abreast on Lake Moscow. I saw a barge loaded with truck and automobile tires while I was going through the lock (point 35), on a passenger ship. Various sizes of passenger ships were seen. I traveled on one which was 30-40 m long, with a beam of about 6-7 m, which I estimate carried about 350 passengers. Its draft is not known. It was screw-driven, diesel-powered. The Volga was not navigable during winter, but the freezing period depended on the severity of the weather. No ice-breakers were seen on the Volga. Sand-bars or other obstructions were not noticed in the middle of the stream.

Point 39 Quay

Reinforced concrete, about 150 m long, 8-10 m wide. A number of buildings were located near it, but their purpose and dimensions are not known. No cranes were noticed. I only passed this point twice during my stay in the USSR. Passengers going to Kimry, Kalinin, or Moscow boarded their ships here. There was a passenger ship leaving here for Moscow at 0730 and another 1730. This trip took about five hours, according to Germans who had made the trip. There were ships making the Moscow-Kimry run which also stopped here, but I do not know their hours. They carried first, second and third class

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passengers. The quay was also used by Moscow-Kalinin ships; their schedule is also not known. The trip to Kimry took about two hours on the passenger ship mentioned in Point 38. I noticed motor boats loaded with buoys heading for Lake Moscow from this point, and heard that they were serviced by men stationed there.

Point 40 Bolshoi Volga

I have no details about this town as I never entered it.

Point 41 Breakwater

About 2.5 to 3 m above the level of the water, faced with grey basalt stone blocks. It had a marker light on its tip.

Point 42 High Tension Line (35KV?)

Steel towers, 8-14 m high, varying according to the terrain. Three cross-bars, each about 5 m long, carrying two cables each. The cross-bars were 1.5 m apart. Insulators were about .75 m long, each with four petticoats. The thickness of the cable or its composition is not known. The voltage is not known. I heard that this line ran to Moscow.

Point 43 Railroad

Single track, Soviet gauge. It ran on an embankment varying from .5 to 4 m above the marshy ground. I thought it extended further to the East, so the extension is included on the accompanying sketch. This line was not used for passenger traffic as far as I know, except for one time when the Germans who were returned to Germany in September 1950 were loaded into trains on the siding shown. The station was known as the Bolshoi Volga station, although it was closer to Ivankovo, (point 44 below). I heard from Siebel engineers that liquids used in their liquid rocket engine were brought to this same siding from Dmitrov. The liquids were then transferred to tank-trucks and brought to the plant. I had no opportunities to observe freight cars closely and knew nothing more about freight traffic on this line.

Point 44 Ivankovo

I never entered this town. I heard^{25X1A} that it was larger than Podberesje, but have no information on population,

Point 45 Bridge

Continuous span, steel plate girder bridge about 80-100 m long. Reinforced concrete embankments on each side and one in the center. I do not know what the bridge crossed, as I only observed it from the other side of the Volga River. I noticed locomotives with 4-5 enclosed freight cars, but I can give no further details.

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Point 46 Munitions Plant

Approximate location of an ostensible ammunition plant. I observed about 8-10 round buildings with conical roofs from the other side of the river. These buildings were about 3.5 m high, including the roof, and about 2.5 m in diameter. They were gray, but I have no knowledge of the material which was used in construction. These buildings had a 40-50 cm space between the side and the roof, and I assume that these openings were intended to reduce the blast effect of an explosion. I once saw the same type of buildings in a munitions plant in Germany. I also noticed a very high building about 7-8 stories high in back of the others (point 47) and assumed this was an administration building, since it had many windows (like an office building) facing the Volga River. Full observation of this area was limited by trees growing on the plant area and the shore line. I had many glimpses of this plant during my stay in Podberesje and saw it in

I was told by Soviet workers at the development plant that the area was restricted and anyone approaching it was warned away at the point of a gun. [redacted] a barb@X1A wire fence and a guard tower when she was walking in the vicinity. I considered this plant to be a "munitions plant", since the Soviet workers in this plant referred to it by their term for munitions. These workers, lathe operators and other machinists, told me personally that they were considering leaving the development plant and going to work in the munitions plant across the river, because they could earn more money there. I heard that many lathe operators were required in the munitions plant and assumed, therefore, that shells were being or were to be produced. I also heard, from some Germans who had been on the south side of the Volga River, that they had encountered German women who were penal laborers in the plant.

Point 47 Building

Approximate location of ostensible administration building belonging to the "munitions plant". It was built of a reddish material, probably brick and was about 150-170 m long. Two stories were visible above the trees in the area. Other dimensions and roof type are not known. No smokestacks were seen.

Page 48 Ferry

For passengers and vehicles. It could carry a three-ton truck. I crossed here once on my way to Konakova (56° 42' N - 36° 50' E).

Point 49 Road

Led to Konakova. It was a dirt road, about 5 m wide, in very poor condition.

Point 50 Moscow Volga Canal

The banks were lined with grey basalt stone blocks. I do not know if the bottom also was lined. There were no buoys in the canal. There were eight locks between the entrance and Moscow, but I cannot locate them on any charts. [redacted] a boat trip to Moscow.

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Point 51 Road

This road was asphalt, about 8 m wide, and in good condition. It led to Dmitrov and Moscow.

Point 52 Stream

Name unknown. It was led under the canal by means of a viaduct; diameter of other details are not known.

Point 53 Pumping Stations

One on each side of the canal. I have no information on the dimensions, capacity or purpose of these pumping stations.

Point 54 Ferry

For passengers and vehicles.

3. Physical Characteristics

The entire area was quite flat, with only slight elevations. The southern side of the Volga River had banks about 4.5 m high. Coniferous trees were the only trees growing in the area. The ground north of Podberesje was quite marshy. The development plant area was one-two m below the level of Lake Moscow, depending upon the time of the year. Most extreme temperatures reached were minus 45° C in winter and plus 42° C in summer. Average in winter was -30° C and in summer 35° C. The district was malarial during the summer and atabrine was distributed to the workers during this period. The area was also dusted by a Soviet biplane two or three times a week during summer. The material was greenish-yellow in color. I do not know if the populace in Podberesje was also furnished atabrine. These tablets were used by the German wives as dye-stuffs. Two blood tests a year were taken of the workers to see if they were carrying the germ. Each person also received a yearly vaccination against typhus. There was a typhus epidemic in 1947, and 11 Soviets died in Podberesje. Other epidemic disease outbreaks did not occur during my stay. The natives attempted to grow rye, potatoes and turnips on their land, but with very little success, as the soil was too sandy.

4. Industrial and Economic Characteristics

- (a) The aircraft development plant (point 7), the munitions plant (point 46), and the power plant (point 30), were the only important installations. The canal and locks, were, of course, important for transportation. Those Soviets who were not employed in one of these places were either engaged in commercial activities or fishing. As stated previously, the condition of the soil was not conducive to successful farming.
- (b) There was no airfield in the immediate vicinity of Podberesje. Small courier planes occasionally landed in an open meadow south-east of the sewage disposal plant (point 27). There were no runways or other facilities. See also Procurement Procedures of Report [redacted] for a description of the method of maintaining liaison with the flight test fields by means of courier planes.

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5. Political and Sociological Characteristics

- (a) Podberesje belonged to the Kimry Rayon and the Kalininskaya Oblast. It had a mayor, name unknown, presumably appointed by Rayon headquarters in Kimry. The MVD had offices in the southern wing of the plant restaurant (point 22), and in the station (point 14). The MVD also had representatives in the development plant; namely Jurschin and P P Smirnow. I have no knowledge of the ethnic background of the inhabitants of Podberesje, but about 10% were unmistakably Mongolians, according to their features, eyes, complexion and hair.
- (b) Most of the houses were wooden, either the usual Soviet blockhouses or Finnish prefabricated houses, which were being constructed in the newer, southern part of Podberesje. The newer houses had a sewage system, whereas the others, primarily along the road to Kimry, had none. The only masonry houses were those occupied by the Germans (point 24). I heard that these apartment buildings had been constructed by Americans in 1936. These buildings had central heating^{25X1A} supplied from the plant boiler house, and running water. Water was pumped from a well in the plant to these buildings, but
- [REDACTED]
- (c) Electricity should have been 220 v, but it usually fluctuated between 160-210 v. Podberesje had a monthly current consumption limit and when it was reached the current would be cut off. In order to spread out the allotment, current was cut off at certain times each day. These times were not definitely fixed, but varied with the rate of consumption and the time of the month. Current was nearly always available from 0500 to 0700, 1100 to 1300, and 1700 to 2000 hours. In winter, current was seldom available after 2200 hours. The hotel, apothecary, stores, and some dwellings were on a^{25X1A} special line which was never cut off intentionally. These
- [REDACTED]
- (d) Dwelling houses in the newer (the southern) part of Podberesje were connected to a water system. Water was supplied by a well in the development plant and pumped from the boiler house. The older part had wells and hand pumps. There was no metering system, and some inhabitants of the newer part of Podberesje had huge sprinkling installations to water their vegetable gardens.
- (e) There were five doctors in the town. There was a Soviet doctor in the plant, as well as three nurses, for first-aid only. Serious cases were sent to Kimry where X-Ray equipment was available. Dentistry was also done in Kimry.

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6. Security Systems and Measures

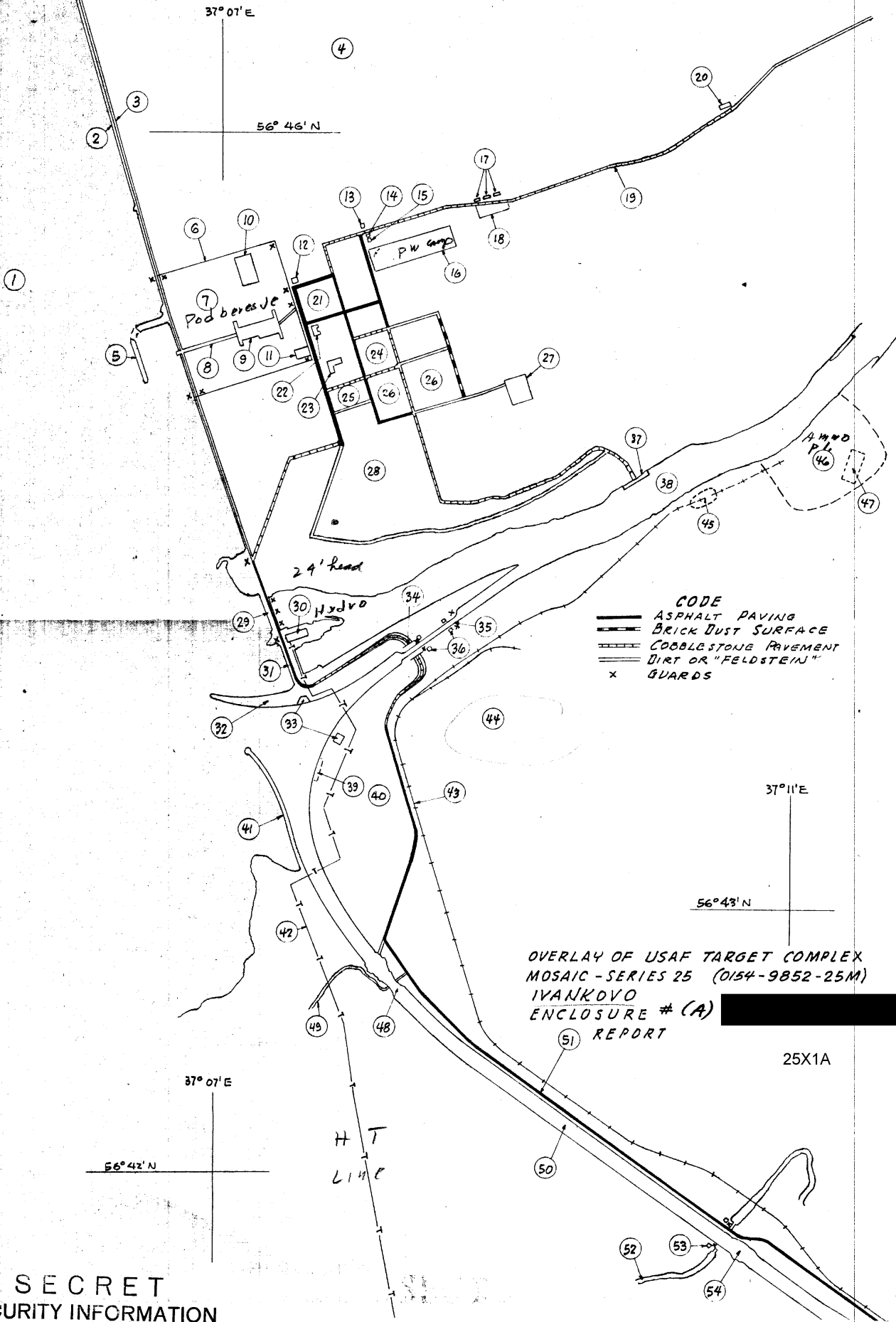
The Soviets all carried identification cards with attached photographs. I have no information concerning travel restrictions placed on the Soviets. The Germans never carried identification cards, but were not supposed to leave Podberesje for any reason without an MVD guard dressed in civilian clothes. This also applied to the Junkers Chief Designer, Baade, even when he was on official business and accompanied by his boss, the Soviet Plant Director. At Dmitrow, there was a check made at the ticket windows but not on the trains. To avoid this, the German women would catch a ride on a truck to Kimry where there were no controls and then take the train through Dmitrow to Moscow. The guards at the tunnel are described under point 34. Security methods at the plant (point 7), are covered in Report [REDACTED] 25X1A
Guards, armed with carbines, were also stationed at the spillways (point 29), the hydro-electric plant (point 30), the locks (point 35), and at the pumping stations (point 53).

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ENCLOSURE: (A) Overlay of USAF Target Complex
Mosaic-Series 25 (0154-9852-25M) Ivankovo, USSR

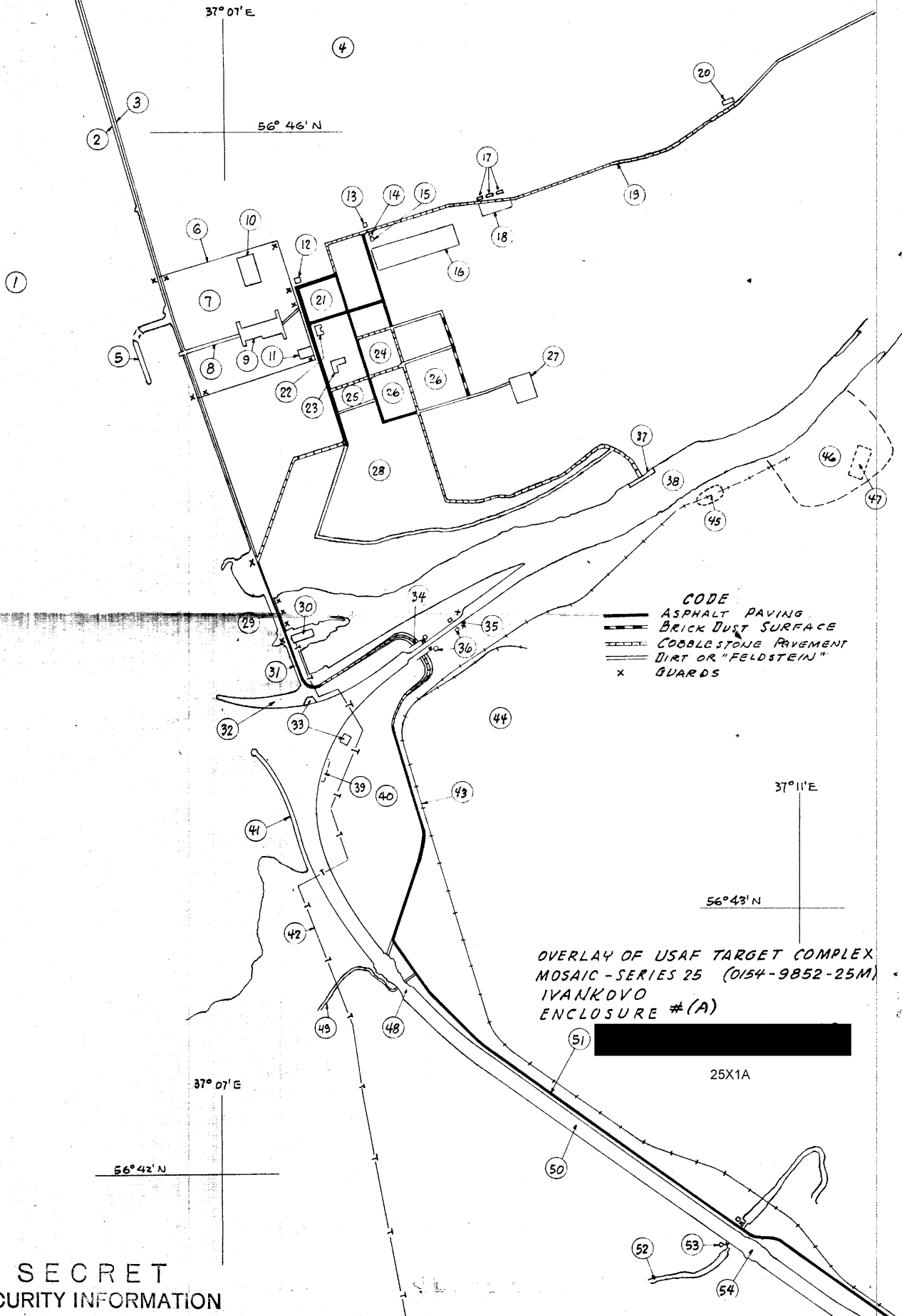
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