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SUPPLEMENT TO
REPORT NO.

COUNTRY USSR

SUBJECT Evaluation/Corrections and Supplements to
Dnepropetrovsk City Plan

PLACE
ACQUIRED

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THIS IS UNEVALUATED INFORMATION 50X1

50X1 Dnepropetrovsk

50X1 City Plan Chart,

50X1 1. Item No. 7: The "unidentified factory (in gully)" is a brick plant.
50X1 it was erected in the gully because the entire area contains vast clay deposits.
50X1 this area was chosen because the clay is much closer to the surface.

50X1 2. Item No. 9: The "unidentified factory" is the Uzlovaya Substation /One of the Dnepr
50X1 Electrical Projects Stations
50X1 will provide a diagram of
50X1 electrical stations in Dnepropetrovsk./

SEE LAST PAGE FOR SUBJECT & AREA CODES

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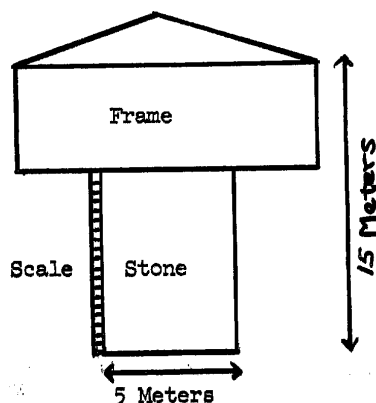
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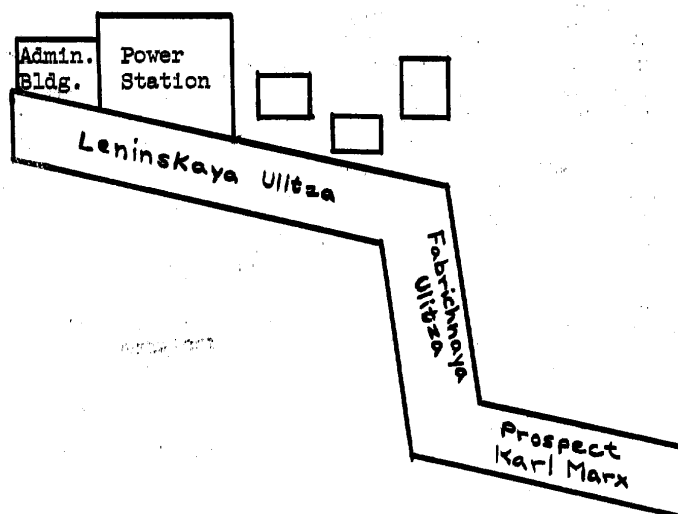
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3. Item No. 11: The "unidentified factory" is in reality a large water tank. This water tank with its facilities is the major water supply system for the entire city of Dnepropetrovsk. This water tank is probably the most prominent point in the entire area. in proportion to the other buildings he would estimate that it stands about 100 meters above the level of the Dnepr River. /See diagram of water tank below:/



4. Item No. 16: The "electric power plant". On the chart the building which No. 16 refers to as the power plant is not the power plant. The power station is further to the west from the corner of Leninskaya Ulitza and Fabrichnaya Ulitza. /See diagram below:/



The buildings to the right of the power station were supply shops. The one to the extreme right at No. 16 on the original chart was a small plant which manufactured garden tools and equipment.

5. The unidentified red square west of the Molotov Bridge Factory (No. 61) is the Petrovsky Substation (another electric power station). the Petrovsky Power Station was a very important installation because it was the chief source of electrical energy for the "Karl Leibnekht" steel rolling and wire drawing mill, No. 66 on the chart. / A high voltage power line /line No. 13/ crosses the Dnepr River and leads to the "Karl Leibnekht" Plant. A tall stone mast is located on each shore of the Dnepr River. These masts serve as supports for the high voltage power line /the high voltage line No. 13/. The masts are about 10 to 12 meters tall and are perceivable from the air. Their approximate location is at the dotted line on the chart.

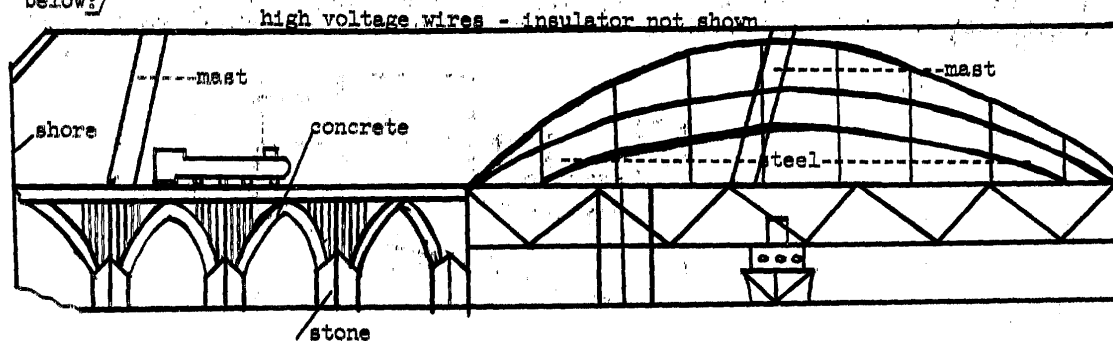
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6. There are two items numbered 10 on the chart. The item No. 10 nearest the Molotov Bridge Factory (south of the Molotov Bridge Factory) is the Petrovsky Iron and Steel Works. The No. 10 identified on the chart as the "Lenin" Steel and Rolling Mill is accurately identified as to location and is in existence at the point as indicated.
7. Item No. 72: The southeastern railroad bridge which crosses the Dnepr is 1,600 meters long as the chart designates. This is a single track line - no space for a double track. The approaches to the bridge from both sides of the river are concrete. The bridge stands from 25 to 30 meters above the Dnepr. Although the approaches are concrete, the central section is completely steel in construction. There are 14 concrete supports underneath the bridge. [redacted] the steel sector of the bridge was devised so that the center could be elevated to permit passage of steamers. [redacted] the bridge elevated at any time for any reason. The final construction of the bridge took place in either 1930 or 1931. The depths underneath the bridge vary according to the seasons of the year. During the early spring, particularly in May, the water is at its highest with the depth approximately 20 feet. In the summer months, particularly in September, the water level recedes to an average of approximately 11 feet. During September large rocks which cover the bottom throughout the area are clearly visible from the shore. On the left side of the bridge /looking to the northwest/ are two large steel masts with stone foundations. These two large masts which are 52.6 meters in height /measured from the bridge/ serve as supports or poles for three high voltage (three phase) wires. /This line is called Dnepropetrovsk line No. 12./ Above the high voltage lines is a metal plate which serves as an insulator intended to protect the lines against lightning. /See diagram below:/



8. Item No. 101: [redacted] No. 101 is a dam which was constructed in 1934. It backs the water up to the south as far as Lotsmanskaya Station /also called Lotsmanskaya Kamenka/. This dam which is approximately 1 km long and 10 feet high was constructed to provide water for a rice field which was sown on both banks. No traffic, except carts, can pass over the dam. The dam had not been destroyed in late 1943. Lotsmanskaya Station, previously mentioned, is a very small railway station, with but one single-track line leading southward to it.
9. Travelling southwest by rail from Uzlovaya Power Station /No. 9/ towards Kherson, one passes through a railway tunnel. This tunnel, which serves a single-track line, is slightly less than one km in length. It is about 20 feet high and is of concrete construction. The tunnel is arch shaped and is well lighted by electricity. The tunnel was completed in 1926 or 1927. In continuing southwest from this tunnel the single-track railway line comes to Razyesa Vstrechni /a railway siding where trains can do the necessary switching and permit a faster train to pass/.
10. The large buildings in item No. 45 (the Botanical Park) were called Transportni Institut, a college which trained railway engineers. /Source states that prior to World War II more than two thousand students attended Transportni Institut./ In April 1941 the Soviet Government took over the buildings and facilities which it turned over to the USSR Air Force. A number of fighter squadrons were based there. It was rumored that their mission was the protection of the underground bombsight and chemical plant located at Pavlograd.

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11. Items No. 41, 42 and 43 are all small brick plants. They are located in the same depression with the brick factory mentioned under item No. 7, paragraph one.
12. Items No. 34 and 35 are collective farms as mentioned, but the agricultural yield is fruit. Both farms are large fruit orchards.
13. Item No. 50 [] is not a railroad directorate but is the special railway offices of the NKVD.
14. The blue circles on the chart [no numbers] are intended to designate an underground factory which made bombsights and other instruments for military purposes - a top secret installation which [] was not damaged by the Germans when they occupied Dnepropetrovsk in 1941.
15. Just north of the Jewish Cemetery were several munitions sheds or storehouses which were constantly guarded by the NKVD.
16. The town of Uzel [sic] [not located on this chart] is an extremely important railway junction. Main lines lead from Uzel to Kiev, Sinelnikov and Kharkov. Large US-type locomotives [probably Felix Derzhinsky] take water at Ilarinovo near Uzel. This water is supplied by the power station at Chaplino. At Chaplino the Soviets used two 1,000 hp engines to operate their water system. When German forces entered the area in 1941, the Soviets dismantled and hauled the equipment from Chaplino to the East. The small engines which the Germans used were totally inadequate.
17. Item No. 8: Artem factory was referred to as the automotivni and tractorni plant [by the Soviets]. The Soviets did a great deal of tank repair at Artem until the Germans captured it. However, when the Germans took over they were so pleased with the installation that they continued to use it for tractor repairs.
18. Item No. 69: [] not able to recall precisely the identity of No. 69.

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