

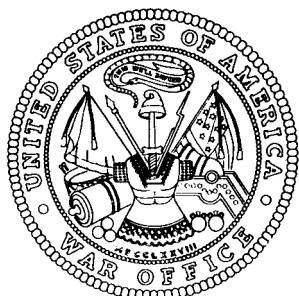
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Joint Photographic Intelligence Report

RAIL SPUR, EAST OF POLOTSK, USSR



ARMY



CIA

PIC/JR-16/59

JULY 1959

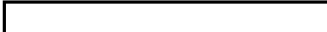


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EUROPEAN U.S.S.R.

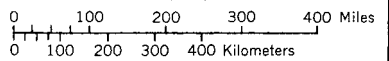
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- International boundary
- ⊙ National capital
- +—+—+—+—+—+ Railroad (selected)
- ===== Canal (selected)

Some boundaries shown on this map are de facto boundaries (1952), not necessarily recognized as definitive by the United States Government; the United States Government has not recognized the incorporation of Estonia, Latvia, Lithuania into the Soviet Union.

Scale 1:16,150,000



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RAIL SPUR, EAST OF POLOTSK, USSR

A hooked rail spur, approximately 4,500 feet long including the lead track, extends northeastward from the Polotsk-Vitebsk railroad into a wooded area at $55^{\circ}25'N/29^{\circ}03'E$, approximately 10 nautical miles southeast of Polotsk (Figure 1). The installation occupies a flat area, a mile southeast of the railroad station of Goryany. The surrounding terrain, level to undulating with general elevations approximately 400 feet, is largely covered by forests interspersed with cultivated fields, grasslands, and areas of marsh and lakes. Polotsk with an estimated population of 40,000 is primarily a railroad center; military installations are limited to a supply depot and Army barracks. A small airfield with limited facilities is located near the town.

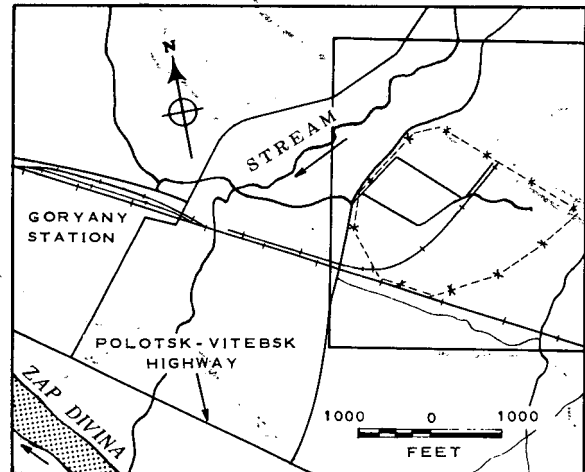


FIGURE 1 ORIENTATION MAP

The installation area into which the spur extends covers approximately 115 acres, with a maximum northwest-southeast dimension of 2,400 feet and a maximum southwest-northeast dimension of 3,500 feet (Figures 2 and 3). A firebreak, approximately 110 feet wide, separates the installation area from a wooded area to the northeast. The remainder of the installation area is bordered by grasslands and scrub growth.

The installation and its associated activities appear to be essentially the same as on [redacted] photography. At that time it appeared as a heavily-tracked area of activity within a belt of field fortifications. It included the spur line, roads, several small buildings, and several underground bunkers. Photography [redacted] shows some modification of the road network, improved road surfaces, several new buildings, and additional areas used for open storage.

The single-track rail spur, apparently unchanged since [redacted] has a

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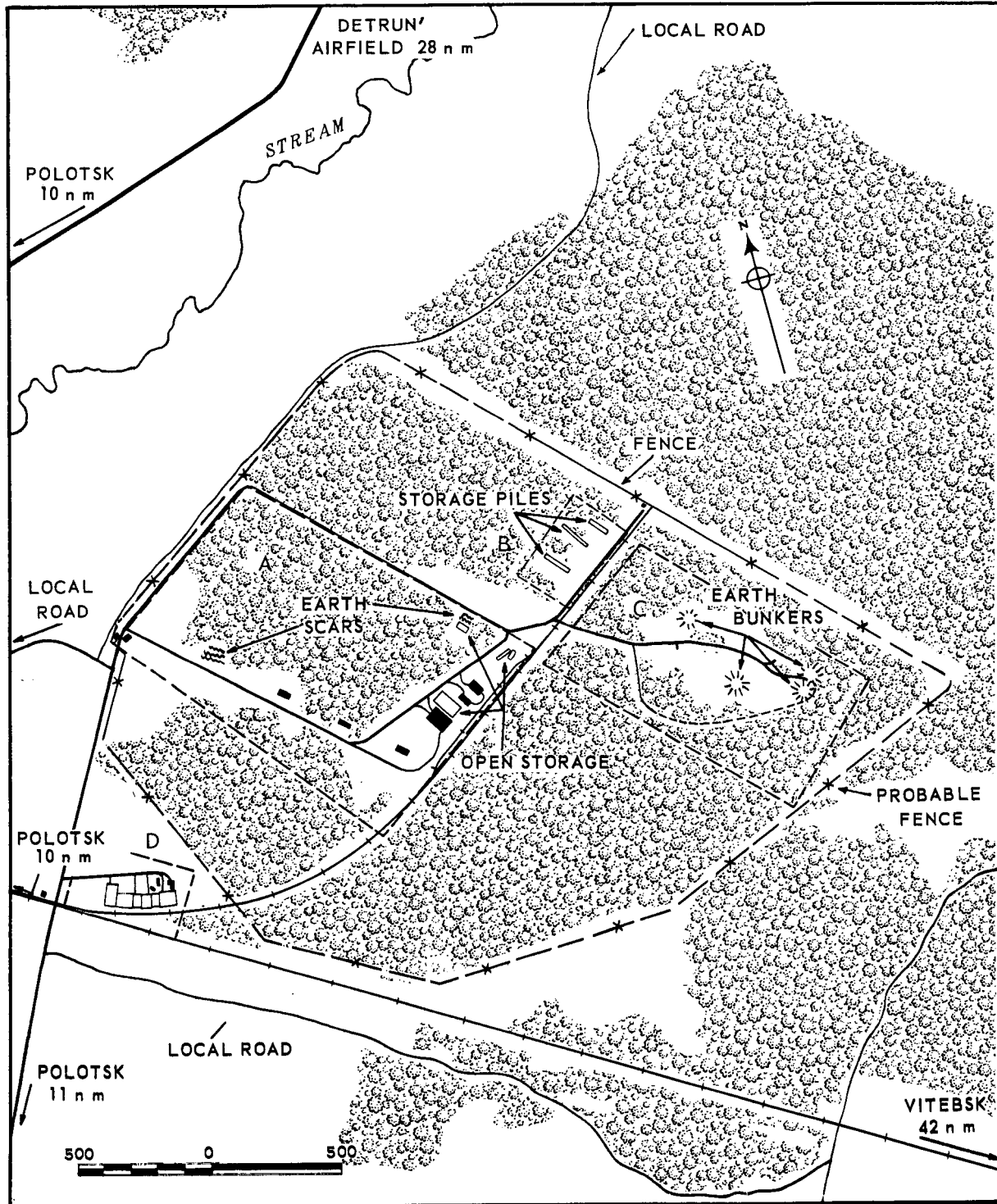


FIGURE 2 RAIL SPUR AND PROBABLE STORAGE AREA SOUTHEAST OF POLOTSK, USSR.

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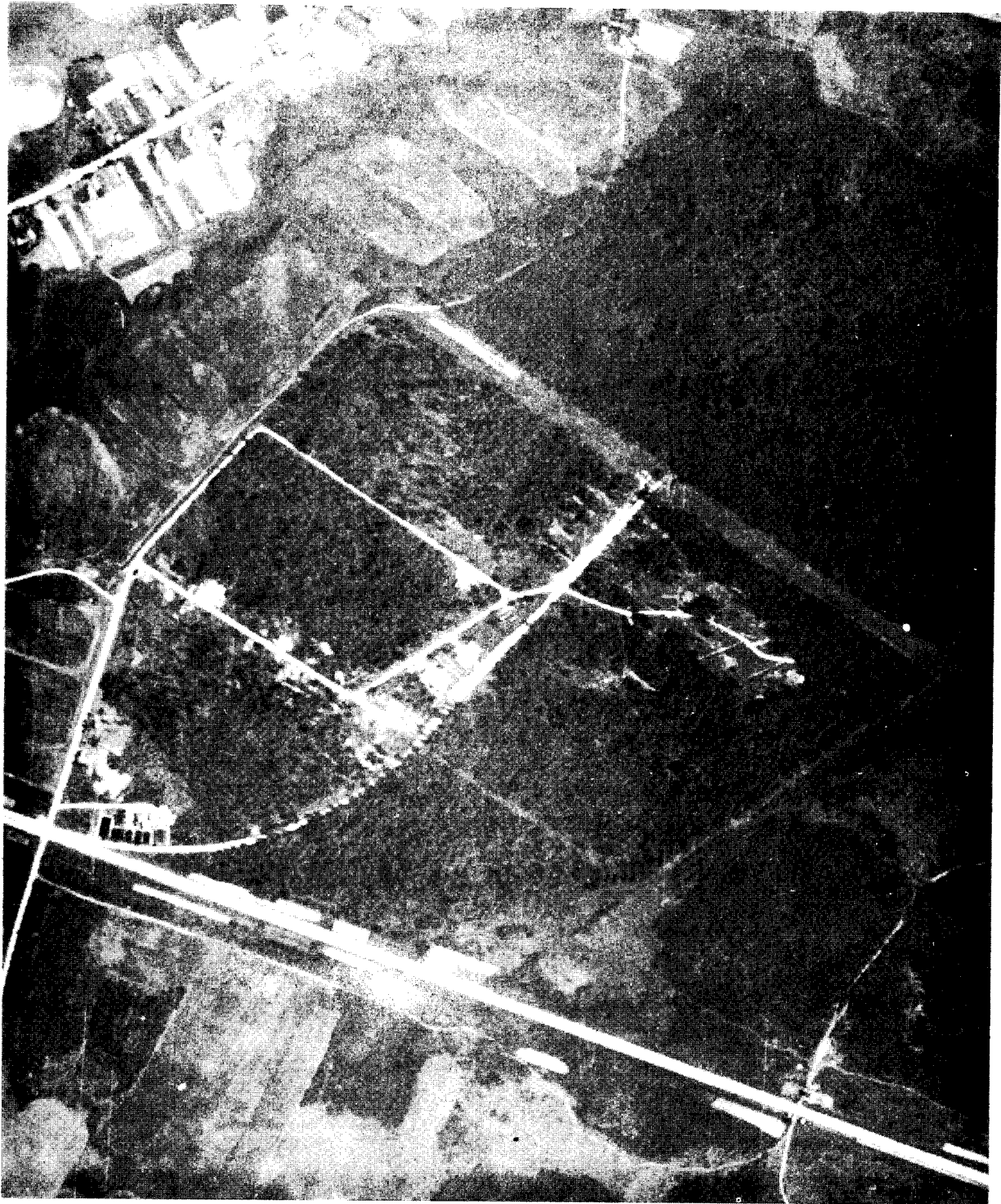


FIGURE 3. PHOTO OF RAIL SPUR TAKEN [REDACTED]

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radius of 1,350 feet; the terminus of the spur has a true azimuth of About midway on the spur, it is paralleled by a siding for a distance of 600 feet. No rolling stock was visible within the installation area. Other spurs and sidings in the vicinity of the installation do not appear to be associated with any military activity. Two parallel sidings, each approximately 2,750 feet long, are located at Goryany Station and several spur lines and sidings extend to peat-cutting areas between Polotsk and Vitebsk.

Roads service the installation. An all-weather road extends northward across the railroad from the Polotsk-Vitebsk highway a distance of 4,000 feet, and is the principal access road. Several thousand feet to the west a second all-weather road parallels this road and connects with it via a local road extending 2,500 feet eastward from a road junction north of Goryany Station. The only other road to the area is a local road or track which extends to the main access road from a farming community north of the installation.

The installation associated with the spur consists of three general storage areas (Figure 2, Areas A, B, and C) and an unidentified area (Figure 2, Area D) which does not appear to be associated with the remainder of the installation.

Area A appears to be primarily used for storage. Earth scars and open storage areas border the all-weather roads which form a rectangular pattern connecting with the main access road to the installation. The greatest activity is centered between the road on the southeast side of the rectangular road pattern and the railroad siding. A large central building, 100 by 50 feet, is the principal building within the entire installation; it may be used for storage. Southwest of this building is a small building with dimensions of 60 by 20 feet and northeast of the central building are two small buildings separated by an open space in which are six objects, probably vehicles. Track activity indicates that these buildings are oriented to the road rather than to the rail spur. Two other unidentified buildings are located along the road west of these buildings.

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The open storage area immediately north of the central building contains a considerable amount of unidentified material and the open storage areas in the northeast corner of Area A appear to contain rows of objects.

Area B is an open storage area which contains three rows of unidentified objects oriented 90° from the road and rail spur and located a few hundred feet to the west. No road extends from the main road to the storage area, but there is some indication of light trackage; part of the storage area is obscured by tree cover. The individual objects, which measure approximately 15 by 10 feet, appear to be uniform in character and are similar to the objects in the northeast corner of Area A.

Area C is bisected by a road which appears to terminate under tree cover in its northeast corner. The road may possibly extend southward through the woods and connect with the road which appears to terminate in the south central part of Area C. The main road services three and possibly four earth bunkers. These bunkers were present on [] photography and could be either underground storage facilities or personnel shelters.

Area D contains six rectangular enclosures or shallow basins formed by low walls or embankments and constructed since [] These enclosures, which range in width from 30 to 60 feet and in length from 60 to 90 feet, are arranged in a shallow arc against the inner curve of the spur, and appear to be filled with water or some other liquid except the easternmost enclosure which appears dry. Several areas of dark tonal quality are visible between the spur and the enclosures; these dark areas may be deposits of material accumulated during loading or unloading operations. Three small buildings are situated immediately behind the enclosures. One building with an "L" configuration adjoins the easternmost enclosure. The buildings and enclosures are connected with the main access road by a short secondary road.

The installation appears to be used primarily for storage. There are no indications of significant military activity. Security measures consist of a single fence which probably extends around the general storage areas and

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a possible guard house or vehicle check point where the access road enters Area A. No electronic equipment, pipelines, or specialized construction equipment appear on the photography and no indications exist that the rail spur is associated with guided missiles.

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REQUIREMENT: Prepared in answer to RR/E/118/58 and Army SRI-142-1-58 requesting detailed study of a rail spur southeast of Polotsk, USSR, suspected of guided missile association.



MAP DATA:

- US Air Target Chart - Series 100, [redacted] 100A, 1st. Ed. Nov 57. (C)
- US Air Target Chart - Series 200, 0168-5A, 1st Ed., Nov 57. (S)
- USAF Aeronautical Approach Chart, 168B IIG, Polotsk, 1:250,000. (C)
- USSR Series 1:50,000, General Staff, Red Army, N35-23C.

REFERENCES:

Army Special Photo Intelligence Report Nr. 24-58, 19 Jun 58. [redacted]

COORDINATES: 55°28'N/29°03'E

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