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COPY NO.: 43

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

EXTENSION OF LOGGING RAILROAD

NORTHEAST OF TOMSK, USSR



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NO CHANGE IN CLASS.
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HTA/M-22/58

29 SEPTEMBER 1958

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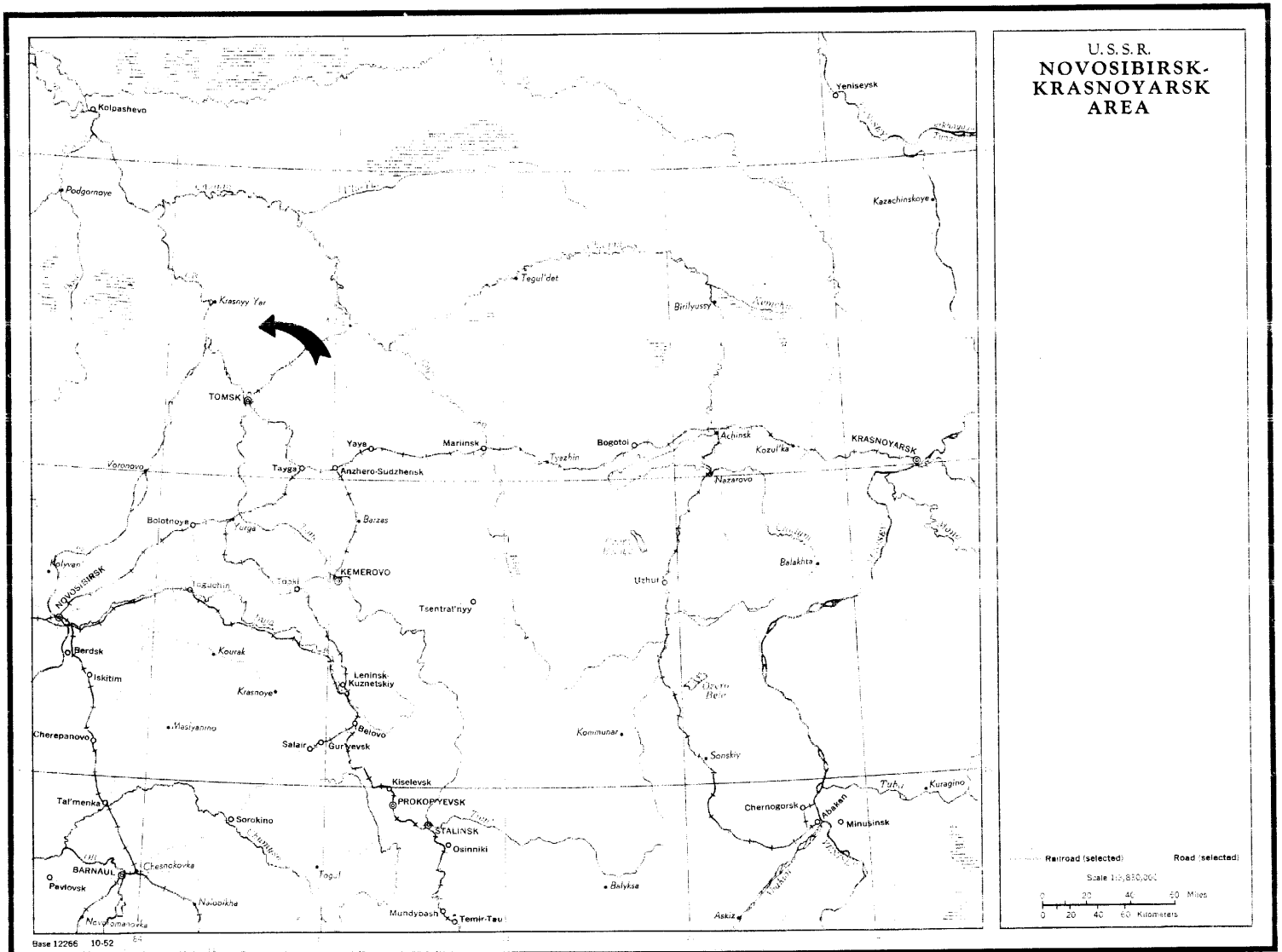
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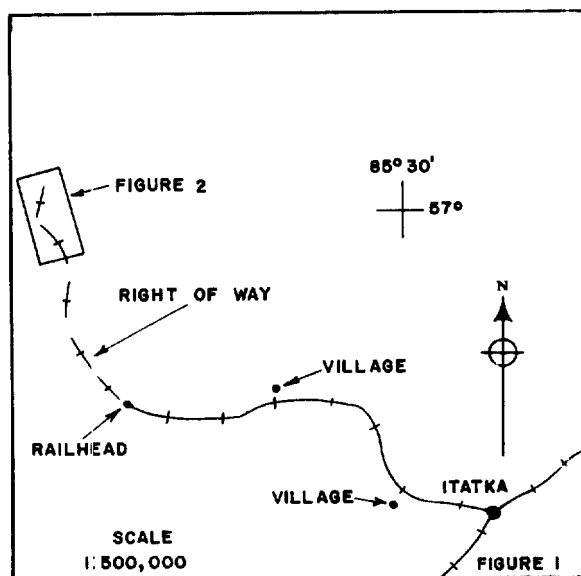


HTA/M-22/58

EXTENSION OF LOGGING RAILROAD NORTHEAST OF TOMSK, USSR

25X1D
25X1D

Construction of an extension to a logging railroad appears on [REDACTED] photography covering the area 30 nautical miles northeast of Tomsk, USSR. The logging railroad extends 16 nautical miles in a general westerly direction, from Itatka, on the Tomsk/Asino rail line, to a railhead site that supports logging operations (figure 1). Beyond the railhead a new right-of-way has been cleared for approximately 8 nautical miles in a general northwesterly direction through a heavily wooded area, the Egorovskaya government forests.



At Itatka there are two fenced compounds with guard towers, and a probable sawmill. In the larger compound there is indication of considerable activity, but the purpose of the enclosure cannot be determined because of obliquity and resolution of the photography. The smaller compound, which has guard towers on all sides, contains a prison camp. Barracks for the guards are located nearby. Collateral information from a repatriated German internee indicates that a forced labor camp of 500 to 600 Russian prisoners was located at Itatka. The prisoners worked in the forest felling trees and cutting timber.

Except for two small villages, there is no significant activity along the logging railroad between Itatka and the railhead. At the railhead the track divides into two short spurs that serve a lumber and timber yard.

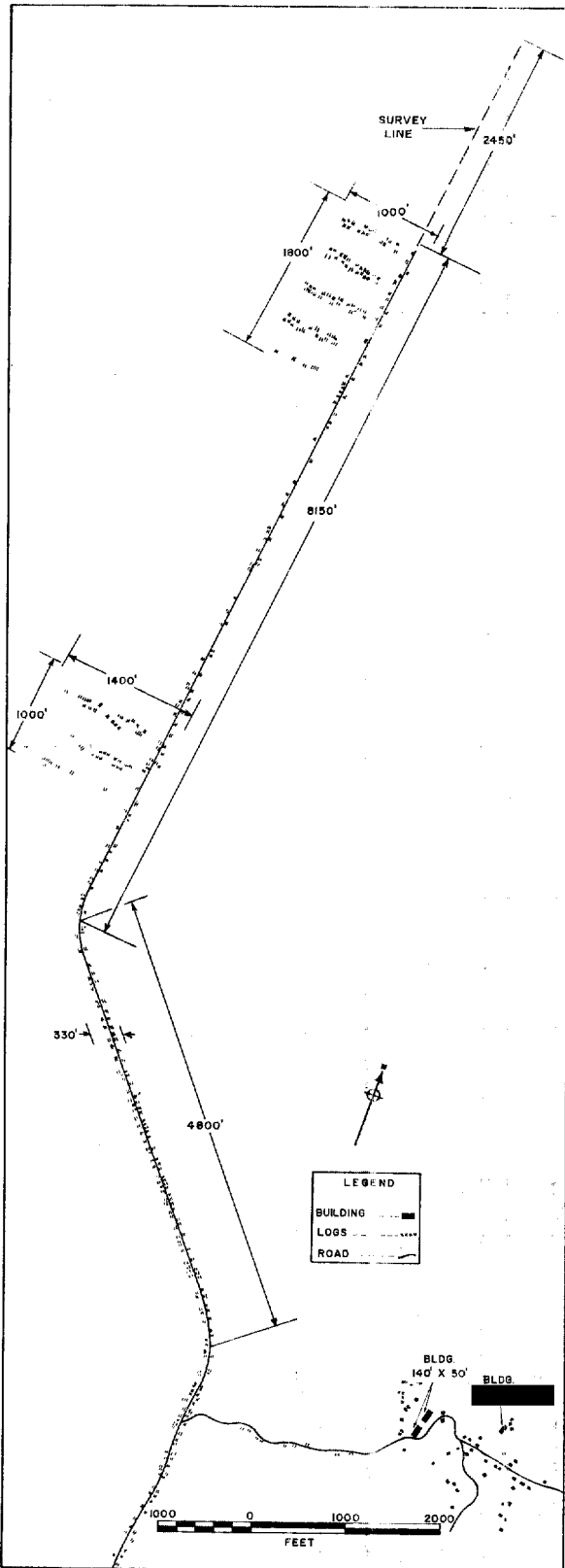


Figure 2

25X1D

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25X1D There are six [REDACTED] flat cars and a locomotive and tender in the area. Over 1,500 acres of timber have been cleared from the surrounding forest. Much of the timber is probably hauled to Itatka, but part of it is handled by a sawmill at the railhead.

The new right-of-way is wide. Whereas logging rights-of-way generally range from 50 to 100 feet in width, this extension averages 330 feet in width for approximately the last 3 3/4 miles. The remainder of the right-of-way is approximately 80 feet wide. However, wide swaths have been cut at several places indicating that the entire extension will probably average 330 or more feet in width when complete. Rows of logs lined both sides of the cleared right-of-way at the time of photography.

Approximately six nautical miles from the railhead, along the extension of the right-of-way, a winding road leads eastward for 2,400 feet to a clearing covering nearly 50 acres (figure 2). Much of the clearing is devoted to small cultivated plots surrounding houses. There are also two gable-roofed, frame garages or storage-type buildings, each 140 x 50 feet, probably used to house tractors and other logging equipment. To the east is a storage-type building, [REDACTED] with a one-story section measuring [REDACTED] in length and two-story section [REDACTED] in length. Several other smaller buildings are scattered throughout the clearing.

25X1D
25X1D Nearly two nautical miles from the end of the new right-of-way, at a point approximately 900 feet north of the road leading to the clearing, the right-of-way turns approximately 45° left, to the northwest. It leads in this direction for 4,800 feet and then turns back 45° to the right, continuing on this heading, which is slightly east of north, for approximately 8,150 feet to the end. A survey line leading in the same direction extends for approximately 2,450 feet into the forest. The two turns may have been made to take advantage of the terrain but this cannot be determined from the photography. Along the last limb of the right-of-way there are two

25X1D rectangular clearings. One, measuring 1,800 by 1,000 feet, is at the end of the right-of-way clearing. The other, measuring 1,400 x 1,000 feet, is located approximately 5,900 feet to the south. Rows of logs averaging [REDACTED] in length are stacked in both clearings.

25X1D REQUIREMENT: Prepared in partial answer to RR/HTA/E/R14/58 requesting an analysis of suspected possible ICBM railroad launching sites.

[REDACTED]

MAP DATA:

USAF Pilotage Chart 158C, scale 1:500,000. (S)
Russian Map, Sheet 0-45-XXVI, scale 1:200,000. (U)

REFERENCE:

[REDACTED]

COORDINATES:

56°49' N/85°36' E (Itatka)
57°01' N/85°07' E (end of new right-of-way)

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