

FORM NO. 51-NC
MAR 1952

(20)



CLASSIFICATION C-C-N-F-I-D-C-N-F-I-A-L
CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT 50X1-HUM

CD NO.

COUNTRY USSR
SUBJECT Geographic - Topography, cities;
Transportation - Rail, roads, water
HOW PUBLISHED Weekly periodicals
WHERE PUBLISHED USSR
DATE PUBLISHED 3 Oct 1954-6 Jan 1955
LANGUAGE Russian

DATE OF INFORMATION 1954

DATE DIST. 15 MAR 1955

NO. OF PAGES 9

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE As indicated

NAVIGATION AND POPULATED AREAS ON THE YENISEY RIVER

[Numbers in parentheses refer to appended sources.]

The Yenisey River has two main sources: the Malyy Yenisey and the Bol'shoy Yenisey. The Malyy Yenisey has its source in Ozero (Lake) Tere-Khol' [CIA Photo Accession No 150276] and the Bol'shoy Yenisey has its source in Ozero Kara-Balyk. These two primary streams meet at Kyzyl [CIA Photo Accession No 150277] to form the Yenisey River, which flows on to the Arctic Ocean.(1)

From Kyzyl to Erbek and Elegest Mines

The settlement of Kungur-Tuk on Ozero Tere-Khol' is typical of the new villages springing up in this area. This is a village which has been moved to the lake from a plateau in order to assure ample supplies of water for livestock and agriculture. Construction of wooden houses and other buildings is now going on in the settlement [CIA Photo Accession No 150278].(1)

Approaching the city of Kyzyl, the Yenisey River is paralleled by a road which runs past the city power station. A stone marker proclaims this spot to be the center of the Asiatic continent. From this site, the city of Kyzyl spreads out on all sides. Schools, theaters, and government buildings [CIA Photo Accession No 150279] can be seen, and buses and taxis run along the city's straight streets. On the other side of the river rises Mount Vilan, marking the point at which the Malyy Yenisey and the Bol'shoy Yenisey unite to form the Yenisey River [CIA Photo Accession No 150280].

In this land of high mountains, air travel has become commonplace, with Moscow just a day away by plane from Kyzyl.

50X1-HUM

CLASSIFICAT

STATE	NAVY	NSRB	DISTRIBUTION																	
ARMY	AIR	FBI																		

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

Not far from the airport, along the road to Kyzyl, there is a large motor vehicle base. Passenger buses and trucks run from this base to all parts of Tuva. Passing through the city, they cross the Yenisey by ferry, and then set out on Hainkiy Trakt, the main automobile artery of Tuva

Transportation has played a significant role in the development of Tuva. The people of the region have constructed the mountain road Usinskiy Trakt, and the Moscow-Krasnoyarsk-Kyzyl airline has been opened. But for transporting heavy cargoes such as machinery, fuel, cement, and metals, a cheaper and more accessible mode of transport is used -- the Yenisey River.

Moving down the river, the first navigation aid is met on the right bank of the river near the city ferry. This is a white wooden square mounted on a red striped pole. This marker is not needed by the existing ferry or cutters, but the people of this area are preparing for an important event on the Yenisey -- the arrival of ships with cargo and passengers from Krasnoyarsk.

In the upper Yenisey, there is an area known as the "Sorok Yeniseyev" where the river is divided into small sail streams by a great number of islands. Even veteran pilots may find themselves in a blind lead among these islands when attempting to sail through the main channel.

The river runs through rich country with black outcroppings of coal and graphite and mountains of golden ochre sufficient to paint millions of houses. A little further up the river the white fibers of asbestos appear as well as varicolored marble and granite strips and lodes of silver ore.

The Erbek and Elegest mines are located in areas where the coal vein reaches the earth's surface. New houses, schools, and stores have been built at the mouth of the Elegest River. Two or three hundred paces up the Elegest from the Yenisey one encounters the coal mine. This mine is not very old, but already its production has been mechanized. Electric borers, winches, and conveyors are in operation on the slopes, and the mine has its own electric power station which also supplies power to the Bay-Bulun Kolkhoz. The mine settlement is growing rapidly and there will soon be two schools and twice the present number of stores.(2)

The Great Rapids

Further north along the Yenisey River, the Bol'shoy Porog (Great Rapids) is encountered just beyond the mouth of the Kazyr-Suk River [CIA Photo Accession No 150283]. In 1929, the specially constructed ship SS Ulu-Khem was moved through the rapids for use in the upper Yenisey and thus began the transport of cargo to Chaa-Khol', Shagonar, and Kyzyl. This transport was effected as follows:

The SS Shchetinkin carried the cargo through the downstream rapids as far as the beginning of the Bol'shoy Porog. Here the cargo was unloaded onto horses, and the horses carried it above the rapids to the 'upper wharf' at the mouth of the Kazyr-Suk River, where it was reloaded into the holds of the Ulu-Khem. At this time, there was no road through the Sayan Mountains; therefore, the only possibility for transport into Tuva was along the Yenisey River. When the automobile highway through the Sayan Mountains was opened, it was decided to cease the risky water traffic temporarily and to reconstruct the upper Yenisey River and build a special fleet for carrying passengers and cargo between Krasnoyarsk and Kyzyl.

- 2 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

Surveys were made on speed of current and water flow in the numerous rapids, and at the same time the largest boulders and rocks were dynamited, thus freeing the river in this area from much rock peril. The greatest effort was made in the Bol'shoy Porog, where the river was forced into a narrow, rocky course 60 meters in width, strewn with countless boulders and rocks and a waterfall 4 meters high. To get a ship through this waterfall, it was necessary to dynamite the lower section of the river bottom and to build a complicated system of mechanical traction.

A winch was installed above the rapids with a long steel cable running over it, connected at one end to floats above the watercourse and at the other to three tractors. A vessel approaching the rapids is taken in tow by the cable and proceeds through the course under her own power coupled with the power of the tractors. The return trip down the rapids is made with only the ship's power.

Survey ships are used on the river for laying out courses through the rapids, as well as on smaller branches of the Yenisey running through the mountains and taiga. In the spring of this year, the MS Turkmenistan sailed 1,000 kilometers along the Podkamennaya Tunguska to Vanavara. Captain Zykov announced at that time that the shipyard in Krasnoyarsk had built the powerful diesel vessel Kyzyl, which would be able to operate in all areas of the upper Yenisey, needing the aid of tractors only at the Bol'shoy Porog.(3)

Down the river from the Bolshoy Porog lies the town of Shushenskoye, where Lenin once lived. Shushenskiy Rayon is one of the most important agricultural regions of Krasnoyarskiy Kray, with two MTS, two sovkhoses, and 14 kolkhozes.

The 400-hectare national preserve imeni V. I. Lenin lies near Shushenskoye and the house in which Lenin lived is within the city

50X1-HUM

Minusinsk and Abakan

Leaving Shushenskoye, it is a short trip to Minusinsk, a city of many parks and gardens and richly endowed with museums and historical landmarks [CIA Photo Accession No 150285].

Minusinskiy Rayon and the southern areas attached to it are famous in Siberia for their production of grain. The area also is rich in watermelon production.

Minusinskiy is the automobile hub of Tuva, with great numbers of trucks and drivers concentrated there. All year round, night and day, trucks pass through the city bound for the Sayan Mountains. Hundreds of trucks are based in the city to serve the sovkhoses of the southern regions of Krasnoyarskiy Kray and the new lands of Khakasskaya Autonomous Oblast.

There is a great influx of tourists to the Sayan Mountains. They are almost always interested in visiting the capital of the Khakasskaya Autonomous Oblast, the city of Abakan. This city is only 24 years old, but it has become an important center. Here, for the first time in 1,000 kilometers from the source of the Yenisey, the whistle of steam locomotives can be heard.

Abakan is a junction of the rail, road, water, and air networks. The general impression of the city is one of new construction. New homes are going up, schools are under construction, entire sections are being laid out, and streets are being paved. Construction is under way everywhere.

- 3 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

There was a time when coal was brought to Krasnoyarskiy Kray from the Cherekhovskiy Basin on the shores of the Angara River, but now the coal mines of Khakassiya are producing coal themselves. Not far from Abakan, the mining city of Chernogorsk has risen. Formerly, a small workers settlement, it is now a city with ten schools, a mining school, gardens, a railroad station, and an intercity motor vehicle station.

Coal from the Chernogorsk mines is taken to the port of Podkunino on the Yenisey. Passenger ships leaving Minusinsk stop in Podkunino for coal bunkering.(4)

Krasnoyarsk

At Krasnoyarsk, the Yenisey is crossed by the railroad bridge of the Trans-Siberian Railroad. Overhead, planes can be heard as they begin flights to Moscow, Vladivostok, Peiping, P'yongyang, Kyzyl, and the Arctic.

A new airport is under construction in Krasnoyarsk and there is heavy train traffic through the city to Altay, Kazakhstan, and Barabinsk in the west, and to China and Korea in the east, carrying self-propelled combines of the latest type produced by the Krasnoyarsk Self-Propelled Combine Plant.

The river passenger station at Krasnoyarsk is an impressive building [CIA Photo Accession No 150286], and its landing stages are now lined with new passenger ships which recently arrived in the city via the Northern sea route. These passenger ships, such as the Iosif Stalin, often set out for the polar port of Dudinka, a voyage lasting almost a week.

The broad bay of the shipbuilding plant opens off the river. The recently launched, self-propelled barges Moskva, Sevastopol', and Stalingrad, as well as a group of tugs, lie in the bay. Ships with the mark of the Krasnoyarsk Plant are preparing to make long voyages to other rivers.

Self-propelled barges leave the shipbuilding plant for the large river port at Zlobino. From Zlobino, the supply route stretches to Igarka and Dikson, to Arctic trading posts, and to polar stations.

Proceeding downstream from Krasnoyarsk, the zig-zag Lodeyskiy Shoals are encountered and the city disappears behind countless islands. Ships proceeding down the river stop at Atamanov and then Tyezhnoye, where a large two-story building may be seen among the trees. This building houses children from polar cities who are brought south during the polar night. Pobeda automobiles may be seen on the highway, which runs along the river, and all-metal buses are run from Krasnoyarsk to Yeniseysk.

The village of Zalivskaya is reached just above the Kazachinskiy Porog. The village is a perpetual source of rivermen and pilots who have guided vessels through the rapids for generations.

At the entrance to the Kazachinskiy Porog, all ships are stopped by a semaphore post, and no vessels are allowed to enter the rapids without permission from the dispatcher, who directs the transfer of ships through the area. He directs traffic through the rapids by the use of semaphore operators at posts along the river. The current is too strong to allow free passage of ships, so the tow vessel Angara is stationed in the river throughout the navigation season. When a ship or barge arrives, the Angara leaves the village of Porog and takes the vessel in tow in the lower roadstead. The Angara is fitted with powerful winches with a heavy cable which is anchored above the rapids. Heading into the current, the Angara and its tow enter the

- 4 -

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

rapids and the winches take a strain on the upstream cable. In this way, the Angara pulls herself and the towed vessel through the rapids, a distance of more than 3 kilometers.

With the completion of the dam which will form the Yeniseysk Reservoir, the Kazachinskiy Porog will disappear.(5)

Strelka and Yeniseysk

Beyond the rapids lies the town of Strelka, at the confluence of the Yenisey and Angara rivers. Nowhere else in the nation can one see the meeting of such river giants as these.

Strelka is a busy place. Paths and roads run from the wharves to the village, beginning on the steep river bank and extending to the cutskirts, where the log houses of buoy tenders are set among the boulders. The village is divided into two parts, the old quarter and the new, by a stream. The venerable huts are still preserved in the old section of the town, which long ago was an important stop on the Russian-Chinese trade route.

The village of Strelka is now alive with activity in connection with the construction of the Angara hydroelectric project.(5)

The old city of Yeniseysk, the cradle of much of the Yenisey fleet and departure point for Siberian exploration, is a busy port where wooden barges (built in Yeniseysk) and steel lighters are rapidly loaded. Great timber rafts from the Angara River are constantly in the channel. The whistles of steam cranes and ships arriving from Dikson add to the air of haste and activity about the city.

Downstream from Yeniseysk, the river broadens and deepens and, as at sea, navigational aids, radio, air ice patrol, and sailing directions become necessary.

Sailing directions take particular note of the mouth of the Bol'shoi Kas River, which has been known historically as the water route between the Yenisey and the Ob' rivers. Beyond the village of Nizhne-Shadrino, the river bank becomes low and a pebble-strewn plain opens up, which the waters of the Bol'shoi Kas cross. Proceeding 300 kilometers from the Yenisey, to the crest of the watershed, Ozero Bol'shoie is encountered with the interlacing Yazevaya, Derevyannaya, Malyy Kas, and Lomovataya rivers. Here one may see the locks and 8-kilometer canal which has been destroyed by time, storms, and rain. This canal, built during the reign of Aleksandr II, was never able to handle vessels of more than 6 tons, and then only during the spring. However, Soviet hydrotechnicians are keeping it in mind; the Ket'-Kas route was the most important water route to China a century ago, and if the Ob' and Yenisey could now be united by a canal, the great masses of Angara timber could be floated to the Ob' from the Yenisey without transshipment to the railroad, and could be shipped further along the Ob' to Altay, and along the Irtysh to Kazakhstan. In return, grains, livestock, and produce could be shipped to the lower Angara and down the Yenisey to Taymyr without using the railroads. The Siberia of the future includes a gigantic hydroelectric station on the Yenisey, a great artificial sea, new cities, and a broad water route from the Yenisey to the Ob'.

The Yenisey below the mouth of the Bol'shoi Kas becomes strewn with hazardous obstacles to navigation. Such names as the Proklyatyie Ostrova (Cursed Islands), Proklyatyiy Perekat (shoals), and Proklyataya River are typical of this region.

- 5 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

As the Osinovskiy Porog (rapids) is approached, the shoreline, sky, and river undergo a change. The Yeniseyskiy Khrebet (mountains) rise against the sky, with the vertical cliffs of the "Shcheka" crowding down on the river and echoing the sound of ships engines and whistle. As soon as a vessel emerges from the Shcheka, the hunchbacked, rocky, Ostrova Korabliki are encountered [CIA Photo Accession No 150287], and beyond them, the mouth of the Podkamennaya Tunguska River. At this point, the taiga is beginning to undergo changes and becomes more sparse; the conversion to the northern tundra has begun.(6)

Turukhansk

The Yenisey from this point north is entered by many branches, including the Sukhaya Tunguska and the Nizhnaya Tunguska, with the ancient city of Turukhansk on the high shore above it. This city was an intermediate point on the main trade route from the Taz River and the city of Mangazeya to China, and eventually became the center of this trade with the opening of the Yenisey-Ob' canal and navigation through the Kara Sea. Now the "new" Turukhansk stands on the river -- with new streets, new buildings, new schools, and new stores. Turukhansk is near the Arctic Circle, yet the surrounding land is planted by kolkhozes, and buses run through the streets as in any other Soviet City [redacted]

To the north of Turukhansk, the Kureyka River empties into the Yenisey. This stream would probably go unnoticed except for the fact that it meets the Yenisey at the point it is crossed by the Arctic Circle. Across from the mouth of the river stands the well-known settlement and wintering station of Kureyka. In old Russia, Kureyka was a forsaken place, a snowy prison. Now there is a Pioneer camp in the city and the shouts of children can be heard. The buildings and lands of the Kureyskiy Sovkhoz can also be seen, and among the low-growing timber of the river bank stretches the new Kureyka. No signs of the old wintering station are found here, having been replaced by the cottages of the kolkhoz workers and the two-story building of the boarding school [redacted]. On the bank of the river stands the hut where I. V. Stalin lived in exile.

Agriculture and livestock raising was considered impractical in this area 15 years ago, but in 1952-1953, the Kureyskiy Sovkhoz joined the oblast vegetable and livestock societies and is now taking part in the All-Union Agricultural Exposition. The sovkhov' yearly yield per hectare of land averages 500 centners of cabbage and 110 centners of potatoes.(6)

Igarka

Proceeding further north, down the river, where signs of the Arctic are beginning to appear, the port of Igarka is reached [redacted] the deepest channel on the northern Yenisey [redacted]

Igarka is a most unusual city. The houses, streets, and sidewalks are all of wood [redacted] to pave the yards, bridges, squares, and quays [redacted]. Below the wood, the ground is perpetually frozen.

In the center of the city the tundra is not so evident, but at the edge of town where new houses are being built and roads layed out, the dull gray tundra is once more encountered.

Igarka grew on the perpetual frost of a desolate swamp. This year, it completed 25 years of existence. In a quarter of a century the city has grown and matured. It now requires several days to visit its seaport, ship-repair yards,

- 6 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

shops, timber-processing combine, museum, theater, the Pedagogical Institute of the People of the North, schools, clubs, the local newspaper, hospital, and dispensaries.

Tremendous timber rafts -- wooden islands bearing houses, radio stations, and clubs -- arrive in the Igarka channel from the Angara and the lower Yenisey rivers. Powerful electric winches separate the rafts and draw the logs to the shore where they are stacked.

The timber-processing combine in Igarka is a city within a city. It has its own streets, squares, quays, lanes, and alleys. The combine area is covered with millions of planks, boards, etc., from which they are carried to the piers by trucks.

In the Igarka channel, ocean timber carriers of almost every nation of Europe are seen. English, German, Italian, Polish, Finnish, and Greek diesel vessels ride at anchor in the channel. Navigation signals and a map of the water route from Igarka to the ocean hang from a wooden tower in the port.(7)

Dudinka

Proceeding along the river from Igarka, one approaches the largest river port of the nation. This is Dudinka, set on a strip of dismal tundra. The eye is met by great stacks of Angara timber, unending warehouses, shops, railroad track, portal cranes, conveyor lines, and elevators.

Dudinka is the center of the Taymyr National Okrug. Its streets are bedded with stone and paved with asphalt. On the main streets of the city one feels the fascination of the polar city -- sea captains, seamen, polar workers, and fishermen are everywhere. Kolkhoz students from the two-story building housing the polar kolkhoz school are frequently seen, as well as people who have come from Murmansk and Leningrad by ships or have flown from Dikson, and even some who were at the North Pole yesterday. But what is most strange is to meet railroad workers here. It is 1,000 kilometers from Dudinka to the Trans-Siberian Railroad, but here in the polar city there are steam locomotives and heavy trains are drawn from the port to the station in the hills.

A city bus runs to the outskirts of Dudinka, as far as the railroad junction. Old and new quarters, schools, stores, and finally the railroad station, lie along the bus route. Trains are formed in this station, loaded with countless crates, transformers, and boring machines sent to one address-- Noril'sk. Noril'sk is like a magnet, drawing cargoes from both the sea and the Yenisey River.

Passenger trains running from Dudinka to Noril'sk are of all-metal construction similar to those used on the Moscow-Leningrad or Moscow-Pekin lines. The 100-kilometer trip from Dudinka to Noril'sk through the desolate tundra is very pleasant in these fine trains.

The construction of this railroad beyond the Arctic Circle was quite remarkable. It was carried out from two sides -- from Dudinka and from the site of Noril'sk, which did not exist at the time. Track, cars, and steam locomotives were delivered by sea to the mouth of the Pyasina River, where they were transloaded to a fleet of flat-bottom boats and moved down the marshy river to Ozero Pyasino. After the lake was frozen, the equipment was loaded on tremendous sledges and towed across the lake ice by trains of tractors to the site of the new city Noril'sk. Under extremely adverse conditions, the track was laid, ties were put in place, and bridges were built. The struggle with nature continued for months and years. In the winter, the workers were supplied with staples from the air.

- 7 -

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

The railroad was finally constructed, but it remained inactive for 6 months. First heavy storms, then mountains of snow, and then flooding, prevented operation. Many times trains disappeared in the snow drifts and the wheels of the locomotives were covered over by snow. Now a high slotted fence has been built along the track so that the wind itself is employed to keep the track clear by blowing off the drifts.(7)

Noril'sk

The arrival in Noril'sk by train is impressive. The station is a large stone structure with a vast asphalt-covered area [CIA Photo Accession No 150293] and a central exit to the semicircular Gvardeyskaya Ploshchad' [redacted]

The city of Noril'sk has been growing rapidly since its founding 15 years ago. In the past 4 years, for example, 129,000 square meters of new living space have been opened and about 15 million rubles were spent for public works. All streets and sidewalks have been asphalt-covered [redacted]

There are 14 schools in Noril'sk. In four of the schools there are greenhouses where the children raise flowers and vegetables during the winter. Night schools have also been opened for young people in the polar city, where about 2,500 young men and women study. One hundred and seventy-five workers are studying at the polytechnic institute [redacted]

There is one music-drama theater in the city, and there are two motion-picture theaters and two houses of culture. The city library has about one million volumes in its collection. Buildings for a music school and a new motion-picture theater are under construction and a television center is planned.(8)

The electric trolley can be used for a tour of Noril'sk, including a visit to the museum which tells the history of the city. The greenhouses of the local sovkhos and the open fields of potatoes and cabbage are also noteworthy. The stadium in Noril'sk has many sports facilities, and across from it there is a large covered sport field house similar to a dirigible hanger. The foundation for a new sports combine containing a large, all-year swimming basin is situated not far from here. There is also a new seven-story residential building being constructed, in which each apartment in it has hot and cold running water, a bathroom, electric stove, central heating, and trash chutes.

The polar night lasts in Noril'sk from November to the middle of January. Cold winds arrive from the ocean during this period and heavy snows fall. Millions of electric lights are used during the polar night along the streets and in the buildings, while snowplows keep the streets open to allow continued operation of buses and taxis.

The Yenisey from Dudinka to the mouth has depths which allow free operation of ocean-going vessels.(7)

- 8 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

SOURCES

1. Moscow, Ogonek, 3 Oct 54
2. Ibid., 10 Oct 54
3. Ibid., 17 Oct 54
4. Ibid., 31 Oct 54
5. Ibid., 21 Nov 54
6. Ibid., 5 Dec 54
7. Ibid., 19 Dec 54
8. Moscow, Pravda, 6 Jan 55

- E N D -

- 9 -

C-O-N-F-I-D-E-N-T-I-A-L