

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

REPORT NO. [ ]

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SUBJECT Description of Podlipki Area

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REFERENCES

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Points of Interest at Podlipki

1. [ ]

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Point 1. Highway. A two-lane, asphalt highway, about 8 meters wide, which led from Moscow to Yaroslavl. This highway ran parallel to the railroad line, (Point 2) and past the plant (Point 17).

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Point 2. Railroad line. A double-track, Soviet-gauge railroad line ran approximately parallel to the highway, (Point 1) and was part of the Trans-Siberian network. This line was the main supply artery for the plant. The line was equipped with an overhead electrical system and ran about one km west of the plant. Heavy passenger and freight traffic was observed [ ]

Point 3. Narrow-gauge railroad line. A very narrow-gauge railroad line serviced the leather factory (Point 4) in Ivanteyevka.

Point 4. Leather factory. A small leather manufacturing plant and tannery located in a small village, Ivanteyevka, four or five km north of Bolshevo (Point 5).

Point 5. Bolshevo. This was a resort-like little village, with an approximate population of 4,000. There were many frame weekend cottages built here, which were used by rich city dwellers from Moscow.

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25X1 Point 6. Small Plant. This was the approximate location of the annex to  
 25X1 the plant. [redacted] it  
 was located here. It resembled a large laboratory building and possibly housed  
 the wind tunnels of NII 88. This small plant had about four or five large,  
 three-story, stone buildings. [redacted]

Point 7. Road. A small, hard-packed gravel road, about four meters wide,  
 connected the highway (Point 1) and village (Point 5). The total length of  
 this road was about five km and it extended from west to east.

Point 8. Railroad line. A single-track Soviet-gauge railroad line, which ex-  
 tended east from the railroad line at point 2 and led to Monino, a small town  
 northeast of Moscow. This was the supply artery for the plant which it bordered  
 on the north. The line was not electrified.

Point 9. Unidentified Shops. A small group of shops into which Soviet T-34-type  
 tanks often entered. The shops were entirely surrounded by tall trees through  
 which visibility was restricted. There were approximately three to four  
 50- to 60-meter-high brick smokestacks protruding from the shop area. The  
 area was bordered on the north by a road (point 7).

Point 10. Railroad Station. A three- or four-track station called Podlipki  
 which served the plant. It consisted of a small wooden building, single story,  
 about 18 meters long, in which there were two ticket offices, and a wooden,  
 open-air platform about 65 meters long and four meters wide. This station  
 was on the northern side of the railroad line (Point 8).

Point 11. Town. Podlipki had a population of about 15,000 and bordered the  
 plant on the east. The personnel employed at the plant used this town for  
 shopping, medical care, and recreation. Most of the houses in this town were  
 three-story, stone buildings with gabled roofs covered with red tile. The  
 natives of this town stated on several occasions that the town was established  
 in the year 1922. It had not been touched by the war, so no damage was evident.  
 Most of the streets were covered by hard-packed gravel, and the main street was asphalt-  
 covered. Podlipki was completely electrified and had a good water system  
 which was supplied by a large water reservoir located several kilometers north-  
 east of the city.

25X1 Point 12. Canal. This two-meter-wide underground canal, covered by earth and  
 25X1 stones, probably supplied the town of Podlipki with water. [redacted] this canal  
 [redacted] carried the  
 25X1 town's water supply from the reservoir mentioned in Point 11 to another smaller  
 reservoir southeast of the city.

25X1 Point 13. Airfield. This grass-covered, unkempt field about 1600 x 800 meters  
 in size was used by both light liaison-type, and DC-3-type aircraft, which flew  
 25X1 to and from this field with officials who had business in the plant. [redacted]  
 [redacted] there were no permanent personnel at this field, but the two cor-  
 rugated, iron hangars, about 35 x 35 x 10 meters, were occasionally used by  
 maintenance personnel for the purpose of servicing visiting aircraft. There  
 were no guards stationed around the field, except when aircraft were present,  
 and then only near the aircraft itself. Each time aircraft took off from this  
 field, they would make the take-off run in a northwesterly direction.

Point 14. Statue. A four-meter-high statue of Lenin sculptured from white  
 stone, facing northwest and on a one-meter-high, white stone pedestal, sur-  
 rounded by a small wooden picket fence was located here.

Point 15. Town. Mytishchi, a small town with a population of about 15,000  
 was southwest of the plant. The houses in this city were all three-story, stone,  
 gable-roofed buildings covered with red tile. The actual living area was well  
 scattered and gave the impression of a fairly large community. In reality it  
 was not any larger than the town of Podlipki (Point 11). There was also a  
 railroad station (Point 16) in this city.

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Point 16. Railroad Station. Mytishchi, a fairly large station consisting of eight tracks, with a two-story, wooden station building containing four ticket offices. The railroad station had a large switching building located about 50 meters northwest of the station [redacted]

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This switching building was about 20 x 12 m in size. The station platform was a 50 x 8 m, stone platform which was used by passengers only. The freight traffic did not stop at this station but was routed directly onto the railroad line (Point 8). [redacted]

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All freight traffic that went to the plant was switched directly to this railroad line.

Point 17. Plant. A large plant called NII 88 was engaged in the research, development, and redesign of the German A-4 rocket. It was rumored that there were other activities at this plant [redacted]

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The plant was sometimes referred to as the Kaliningrad Guided Missile Plant, but the most common name was NII 88. [redacted]

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Point 18. Group of Buildings. About four large, stone, barrack-type, three-story, red-tiled, gable-roofed buildings, which were in some manner connected with the work being carried out in the plant. These buildings were not guarded or protected from passers-by. They were located approximately 350 m northwest of the plant, and about 400 meters southeast of the railroad line (Point 2). The entire building area was constructed in the center of a thin evergreen forest.

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Point 19. Railroad Station. A small, single-track station called Stroitel consisted of one small frame building, and a small wooden station platform. It was located on the railroad line (Point 2) and approximately 400 m northwest of the group of buildings (Point 18) and about two km northeast of the railroad station (Point 16).

Point 20. Water Tanks. Large, round tanks, about five m in diameter, and covered with cone-shaped, corrugated iron sheets, were placed exactly over the middle of the canal (Point 12). These tanks probably stored the plant and the Podlipki water supply. The southeastern tank was about ten m northwest of the highway (Point 1). The northwestern tank was located about 15 m southeast of the railroad line (Point 2). The tanks were approximately 750 m apart, and each was constantly guarded by a dark-blue-uniformed policewoman armed with a pistol.

#### General Description of Podlipki

##### Transportation

2. The city of Podlipki, although a fairly modern little city, did not have any modern means of city transportation. There were no streetcars nor busses [redacted] taxis there. The only means of transportation in or near this city was the railroad system. Generally speaking, the trains were in good working order, were well kept, and adhered to schedules very nicely. All trains, however, were extremely overcrowded and dirty inside. [redacted]

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There was always refuse strewn about in the cars, the toilets were almost always inoperative, and the general sanitary condition of the trains [redacted] was extremely poor. The maintenance of schedules indicated that the tracks in this vicinity were in good working order, as there were no stops for repair or maintenance of the road bed.

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##### Population

3. The population in the city of Podlipki, as in all parts of the Soviet Union, are generally friendly, kind people, but violently afraid of foreigners and strangers. It was quite simple to start a casual street conversation, but

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the person or persons with whom this conversation had been started, would never continue his newly acquired friendship. Prices in Podlipki were extremely high, and only persons who had an earning capacity of 1500 to 2000 rubles monthly could purchase the necessary food and clothing articles. This situation did not have much effect on the working Soviet, because he was satisfied with what he had, and happy that he was alive. Because of this attitude, it was very difficult to distinguish the unhappy from the generally dissatisfied.

#### Living Conditions

4. The general living conditions in the city of Podlipki were very low in comparison to Western standards. There were no working-class families that had an apartment for themselves. The apartments they occupied were always shared with four and sometimes with six other families. Most apartments consisted of two small rooms, with a toilet in the hall which was used by five or six other apartments. Bathing facilities were nil, and the population was forced to use the public baths. [redacted] there was only one such institution in Podlipki, located near the NII 88 plant. [redacted] lack of garbage disposal. The housewives would merely throw their garbage out of the back window of their apartments, and it would lie there until the "sanitary commandos" cleared it away. The latter operation took place very seldom, and the rotting garbage would lie around as long as two to three months before it would be cleared. A thorough cleaning of the city would take place twice a year: on 1 May and October Revolution Day.

#### General Area Description and Weather

5. The area of Podlipki was slightly hilly and heavily forested with evergreen trees and shrubbery. [redacted] the earth was very fertile and required little artificial fertilization. The climate was mild in the summer and extremely cold and dry in the winter. When snows came, in the latter part of October, everything was immobilized and out of order until the maintenance crews began to work. The summers were fairly dry, with few thunderstorms, but there was generally sufficient rainfall for crops to grow and flourish splendidly. The spring months, however, were very wet and all roads and highways were flowing rivers of mud.

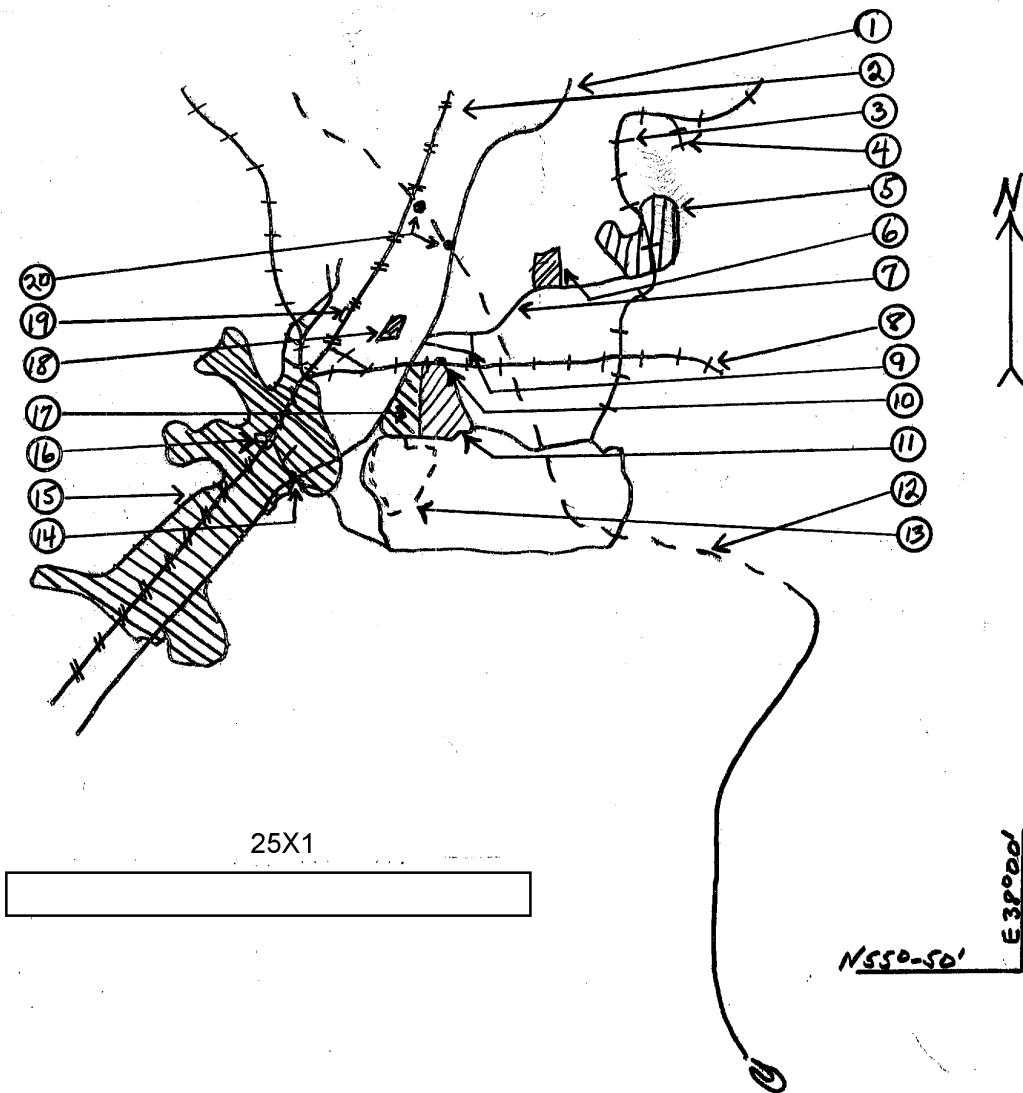
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Sketch of Podlipki Area



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