

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USER (Stalingrad Oblast)	REPORT	
SUBJECT	City of Stalingrad	DATE DISTR.	7 Feb 20
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PLACE ACQUIRED		REQUIREMENT NO.	RD
DATE ACQUIRED		REFERENCES	

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. According to statements of Soviets in Stalingrad, the population of the city has increased since World War II and is now 3,000,000. The majority of the inhabitants are Great Russians, but there are many other nationalities, including a large number of Georgians who were deported after the war. Deportees are unrestricted in the city but are not permitted to go outside its boundaries. There are no divisions of the city based on nationality. 25X1
2. The MVD building in Stalingrad, called by the inhabitants "the MVD Ministry", is a large, yellow, four-story building located on the bank of the Tsaritsa Ravine. There is no fence around the building, and no guards are visible from the street. The MVD barrack building, constructed between 1952 and 1954 by German PWs, is located on Komsomolskaya ulitsa, about 400 meters northeast of the railroad station (see sketch No. 1 on page 3). An iron grill fence with brick columns 2.5 meters high, spaced eight to ten meters apart, separates the barracks from the street, which runs parallel to the railroad lines. The building is of white brick, with a rectangular roof of sheet steel. The walls will be plastered subsequently and the roof painted. The rooms in the building are large and of barrack type. In the middle of the first floor is a large hall containing a movie projector. To the left of the hall, as one enters from the street, is the kitchen, with the central heating plant directly below it in the basement. On the right of the MVD barracks, as seen from the street, are the MVD officers' quarters, on which construction was begun in 1954.
3. Militia patrols in German BMW automobiles or Pobedas are often seen in Stalingrad. In the evening, there are also military patrols, each consisting of two men armed with submachine guns. In spite of this vigilance, there are a large number of thefts in the city, the majority of which are street hold-ups. Consequently, the inhabitants are afraid to go out at night, and the streets are deserted by 2200 hours.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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4. In Stalingrad Two, which is the part of the city located beyond the Tsaritsa Ravine as it is approached from the railroad station, there is an antiaircraft artillery unit of at least battalion size. There is an airforce school in Stalingrad, and tank corps officers are also seen in the city. There are no current measures to train the population for civilian defense.
5. Several streetcar and bus lines operate in Stalingrad. One streetcar line runs from Sovetskaya ulitsa to the Barrikady Plant.¹ Another line goes along the bank of the Tsaritsa Ravine past the MVD building and the prison. Streetcars can be boarded only from the rear platform. A bus labelled "Airport" goes from the Dinamo Stadium. Another bus line runs along Komsomol'skaya ulitsa to the Barrikady Plant. There are taxi stands near the railroad station and on Krasnaya ploshchad. All the taxis are gray Pobedas with a light-gray and dark-gray checkered stripes. The taxis have meters.
6. High-tension electric current is transmitted to Stalingrad from a power station on the Volga River, south of the city. The current is 220 volts A. C. Consumption of electricity is unlimited.
7. The railroad station in Stalingrad was constructed on the site of the old station, which was destroyed during World War II. In the station area, the double-track railroad branches into nine to 12 tracks. There is a daily passenger train from the direction of Kazan which leaves in the direction of Rostov at 1000 hours. There are many local trains. The trains are usually overcrowded, and tickets for reserved seats on long-distance trains are difficult to obtain. In Sverdlovsk in 1954, travellers had to wait several days for reserved seats, and no one was allowed to enter the station building without a ticket or travel orders. There is also a freight station in the city, located in Stalingrad Two near the grain elevator. The elevator is about 60 meters tall and can be seen from a distance.
8. Two 3,500-ton diesel steamboats, the BELORUSSIYA and the KARELIYA, have regular runs to Stalingrad. Sailors from the BELORUSSIYA stated that it is difficult for large steamboats to pass through the Volga-Dan Canal, since sand is filling it in. There is a floating passenger dock at Stalingrad. Entrance to the pier is unrestricted. Nearby is a ferry which transports persons and cars across the Volga River. A dock for freight steamboats is on the territory of the Sawmill imeni Kuybysheva in Stalingrad Two. It serves only that installation, and entrance to the dock is restricted, since the whole area of the plant is guarded. On one occasion, when some PWs were sent to the plant to obtain sawdust, it was observed that the guards accompanying them had to surrender their arms before entering the plant area. It was assumed that this precautionary measure was taken because convict workers are employed in the sawmill (sic). Freight vessels unload at many different places in the Stalingrad area, and temporary moorings are constructed for that purpose. Unloading is usually done manually.

Comment: Presumably, the Krasny Barrikady Armament Plant.

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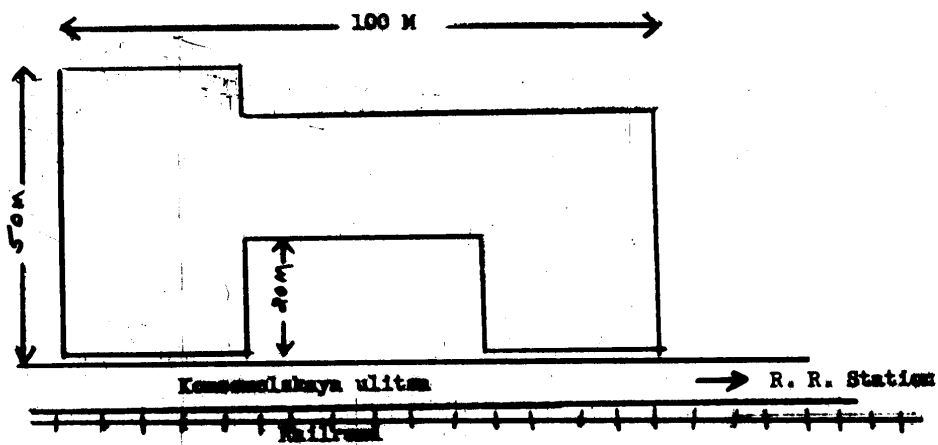
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Sketch No. 1
MVD Barracks in Stalingrad



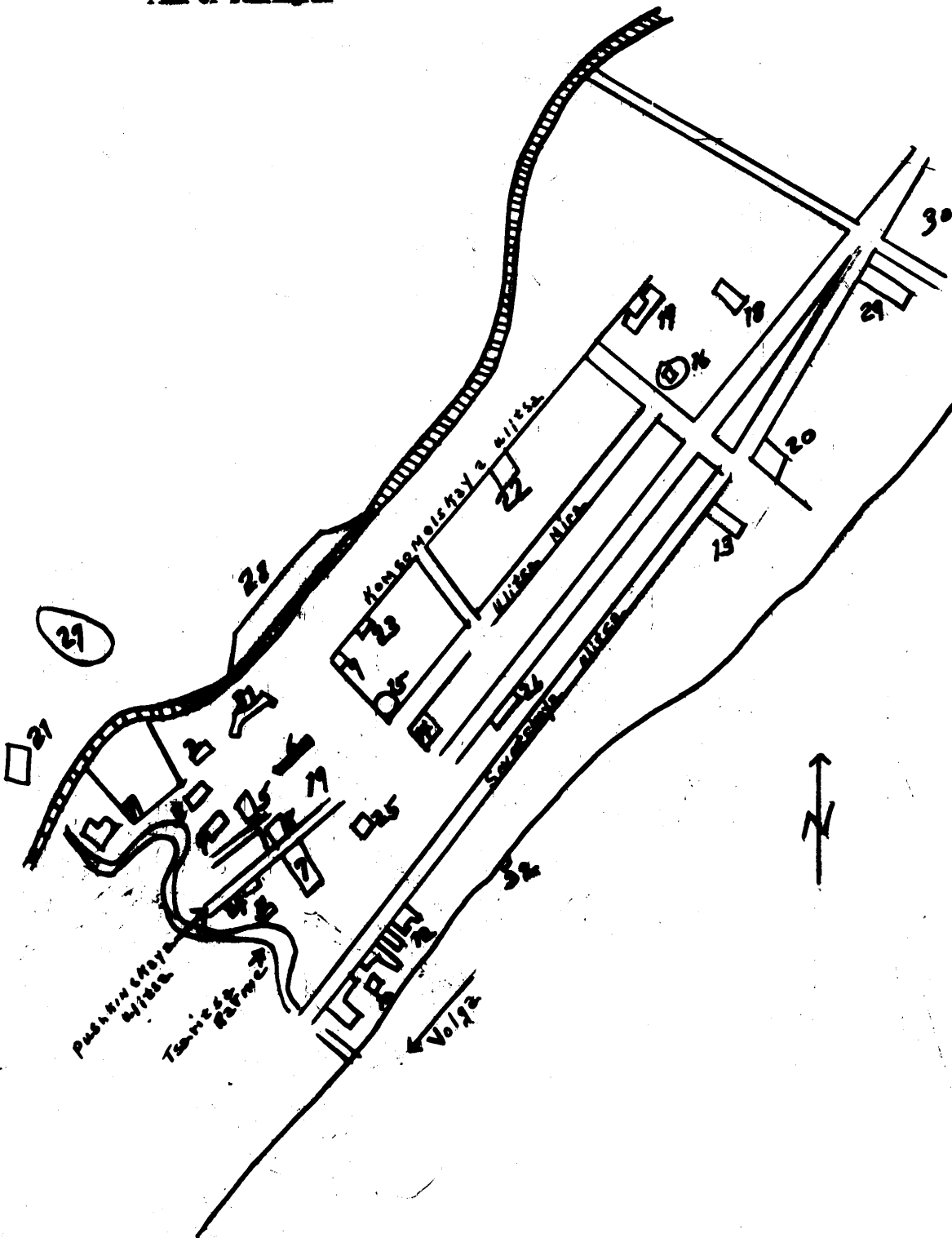
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Sketch No. 2
Plan of Stalingrad



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Legend for the Plan of Stalingrad

1. Motion picture theater Pobeda.
2. House where the Tsar used to stay.
3. Store.
4. Main post office.
5. Dramatic theater.
6. Parade reviewing stand on Krasnaya ploshchad.
7. Communist Party school.
8. Hotel.
9. Museum of the Revolution.
10. Living quarters for Party and State executive workers, Sovetskaya ulitsa No. 2.
11. Court.
12. Agricultural institute.
13. Bread factory.
14. State Bank.
15. Hotel, still under construction.
16. Planetarium.
17. MVD barracks.
18. Fire department.
19. Krasnaya ploshchad.
20. Kommandatura, Sovetskaya ulitsa No. 28.
21. Prison.
22. Editorial office of the newspaper Stalingradskaya Pravda.
23. Militia subsection.
24. Living quarters for civil airline crews.
25. Taxi stand.
26. Bazaar.
27. Dinamo Stadium.
28. Railroad station.
29. Forestry school.
30. Military aviation school.
31. Polyclinic.
32. Passenger dock.

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