

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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Institutions

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1. The Council of Ministers was located on Gorkio gatve in the former Bank Polski building.
2. The Communist Party center occupied the building of the former Lux Cinema on Stalino prospekt.

Railroads

3. There was a new, three-story passenger railroad station on its prewar site. The new edifice had special waiting rooms for members of the armed forces, and women and children. The station had 27 railroad lines.
4. The freight station, which was three kilometers north of the passenger station, had 40 railroad lines.

Military Installations in and Around Vilnius

5. An MVD unit occupied former Polish barracks on Kosciuskos gatve.
6. New military barracks, called Voyenny Gorodok, were located at the end of Dzerzinski gatve (formerly Kalvariju). They included armored and artillery units, as well as large repair shops for military vehicles which employed hundreds of civilian workers.
7. A radar unit was stationed in Voyenny Gorodok, near the power station.
8. An MVD unit occupied a large building near the Green Bridge (Zeleny Most), not far from a church (possibly the Rafat Church). Another MVD unit occupied a large building at the corner of Bolshaya (formerly Wielka) and Bakshata Streets, near the Pravoslav Church.<sup>2</sup>

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9. The Ministry of Internal Affairs (MVD) of the Lithuanian SSR occupied a block of buildings at the corner of Zamkowa and Krolewska [now Pioneryu] Streets on Cathedral Square.<sup>3</sup>
10. A tank unit, formerly in Podbrod, had been in Vilnius since 1954.<sup>4</sup>
11. An artillery officers' school had occupied a former school building on Zavalnaya Street since 1948.<sup>5</sup>
12. In 1949 a military airfield was constructed three kilometers south of the old civilian airfield in Porubnok.<sup>6</sup> It was the only military airfield near Vilnius. The field had a number of concrete runways, where twin-engined bombers were observed. Barracks for pilots were near the airfield. A military airfield, six kilometers west of Smorgon [N 54-30, E 26-23], construction of which had been undertaken in 1954, was still unfinished in early 1957.<sup>7</sup> Zelenoye village was evacuated and its inhabitants transferred to neighboring villages because of the airfield construction. [redacted] the field occupied an area of 36 square kilometers 200 meters south of the road to Vilnius. In early 1957 a railroad siding was laid between the nearby station of Soly, the first station after Smorgon on the Vilnius line, and the airfield. After construction of the airfield was initiated no new inhabitants were permitted to settle in Smorgon.
13. A large airfield was located west of the Dvina River on the road to Vitevsk (sic).<sup>8</sup>

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Industry

14. The Zhalgeris Machinery Factory was about two kilometers southeast of the Novaya Vileyka (sic) railroad station, parallel to the railroad tracks.<sup>9</sup> The factory produced lathes, drilling machines, milling machines, dies, and cutting machines. It had its own foundry, and 2,000 employees working in two or three shifts. Some of its production was exported to [redacted] China, and Rumania, and other countries.
15. A paint compressor plant (zavod krasochnikh aparatov), which had 800 employees, was also located near the Novaya Vileyka railroad station.
16. There was an electrical meter plant in Vilnius. [redacted]
17. A repair shop for diesel locomotives (dieselnoye depo) was near the railroad station. Hungarian Ganz engines and Czech Skoda engines were repaired at the workshops. The only other similar Soviet enterprise was in Leningrad. However, another workshop was under construction near the Vilnius railroad station in early 1957, and was expected to begin operations soon thereafter.
18. Construction of the Vilnius Drill Plant (Vilenskiy Sverdlenny Zavod) was undertaken on Naugarduko gatve in 1955, and the plant was expected to start production in 1957.<sup>11</sup> It was subordinate to the Ministry of Machinery. (sic).
19. The Elfa Electrical Motor Factory, constructed in 1948, had been in operation since 1949. In its initial year the plant produced five to ten-kilowatt motors, but since difficulties were encountered in the process, output was limited by 1950 to motors for phonographs and painting compressors, which were produced by a plant in Novaya Vileyka [sic].<sup>12</sup> The plant had also been producing electrical phonographs since 1950, and phonographs combined with magnetophones since 1953. The factory also began to repair foreign magnetophones brought in the country by Soviet servicemen posted abroad. In early 1957

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motors for magnetophones constituted the principal item of production at the Elfa Factory, and motors for compressors, washing machines, and phonographs were also produced. The plant, which employed 1,500 workers in two shifts in early 1957, was being expanded to accelerate magnetophone production.

20. Plant No. 555 (Zavod No. 555), which was subordinate to the [former] Ministry of Aviation Industry, occupied the former site of Elektrif [sic] prewar radio factory. Its production, which was secret, included the following items: 50X1-HUM

- a. Components for radar detection instruments.
- b. Voltmeters and electronic cathode voltmeters.
- c. Meters for both direct and alternating current, as well as for high frequencies.
- d. Oscillographs of all sizes. The plant was the principal Soviet producer of this item.
- e. Electronic supersonic measuring instruments (ultra zvukovoy datchik) which are used to test the quality of metal casts.
- f. Instruments for measuring aircraft radio tubes.

21. A television instrument factory was located outside Vilnius on the road to Kaunas.

Headquarters Comments:

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2. Wielka Street is now known as Gorkio gatve, and Bakshta Street is known as Boksto gatve.
3. Zamkowa Street was known as Piles Street and is now called Gorkio gatve. Krolewska Street is now called Pioneryu gatve. Cathedral Square or Plac Katedralny is now known as Gedimino Aikshte.
4. Podbrod is probably Padrade, a village NE of Vilnius.
5. Zavalnaya Street is now known as Komjaunino gatve.
6. Porubanok is called Kirtimai. 50X1-HUM
7. Probably the Smorgon Military Airfield 2.5 miles north of Smorgon, a World War II airfield which has undergone development.
8. Vitevsk is probably Vitebsk [N 55-12, E 30-13]. This airfield is probably either Vitebsk Airfield, located just SSE of Vitebsk or Vitebsk Northeast, located about 3.4 miles NE of Vitebsk, 1 mile SE of the West Dvina River. There is no airfield in this vicinity west of the Dvina River.
9. Novaya Vileyka, known as Novo Wilejka (Polish), Naujoji Vilnia (Lithuanian), and Novo Vil'nya (Russian), is located about ten km east of Vilnius.

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11. Naugarduko gatve is now called Partizanu gatve.
12. The Elfa Factory is located at Svidrigalos Street in Vilnius.

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