

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Moscow Oblast)	REPORT	
SUBJECT	1. Information on Donskoy, Podolsk, and Klin 2. Telecommunications in Moscow	DATE DISTR.	31 October 1958
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Four reports on Donskoy, Podolsk, and Klin and on telecommunications in Moscow

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Attachment 1 is a report on the village of Donskoy and includes information on location, population, occupations, transportation and highway facilities, public security, military units and organizations, social conditions, personalities, and a sketch of the village with ten locations.

Attachment 2 is a report on the city of Podolsk and contains information on location, general description, rivers and bridges, transportation facilities, industry, medical facilities, security, and a reduced overlay of the city with 42 locations.

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Attachment 3 is a report on telecommunications in Moscow and includes information on employees and equipment in the main telegraph office, the telephone system, and radio stations which augment the telegraph system.

Attachment 4 is a report on the city of Klin and includes information on location, population, occupations, military airfield, factories, buildings, electric power, television programs, transportation facilities, food prices, principal agricultural products, daily newspaper Sickle and Hammer, practice of religion, and a sketch of the city with sixteen locations.



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VILLAGE OF DONSKOY

1. Donskoy (N 53-58, E 38-19) is a small village in the Stalinogorskiy rayon, Moskovskaya oblast. It is situated on a large plain about 240 kilometers south of Moscow and about three or four kilometers from the village of Stalinogorsk (N 54-05, E 38-14); plans were in the making to annex Donskoy to Stalinogorsk. In 1956 Donskoy had a population of about 2,000, including people from all the Soviet republics. The main occupation was coal mining and most of the townspeople worked in the coal mines which occupied an area extending from Donskoy to Uzlovaya (N 53-58, E 38-10). Plans were in progress to open and explore new mines located north of Stalinogorsk, between the latter city and Tula (N 54-12, E 37-36). No prison labor was employed. There were no industrial or commercial centers, no military depots, and no factories or workshops in the village. In the area were numerous kolkhozy producing mainly grain and vegetables.

2. [redacted] the numbering began at the point nearest to the center of the village, with even numbers on the right and odd numbers on the left. The streets were seven to eight meters wide, some were asphalted and some had sidewalks. The buildings were mostly one or two-story brick structures, with a few of frame construction. There were no universities, technical institutes or churches. The town had one 30-bed hospital, a cinema, a fire station, and a police station. (All the foregoing are indicated in the legend for [redacted] sketch of the village of Donskoy on page 6.) The village had no streetcars, trolley buses or autobuses. There were no gas pipelines. Electricity was available [redacted]

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[redacted] the inhabitants obtained water from public fountains. There were no radio or television stations in Donskoy in 1956, but a television antenna was being erected near Stalinogorsk which would service Donskoy.

Transportation facilities

3. There were no harbor facilities, airfields or airports in Donskoy. The nearest civilian airport was in Stalinogorsk, but it was of minor importance both from the standpoint of traffic and equipment. A Soviet-broad-gauge railroad line served as the only communications link between the coal mines in Donskoy and Stalinogorsk, and two passenger trains which traveled this route daily were generally used by mine workers. From other mines (not otherwise described or located) single track sidings led to Uzlovaya. The Donskoy railroad station was small, without any warehouses or workshops. Buses were the main mode of transportation between Donskoy, Kimovsk (N 53-51, E 38-42), and Moscow; the bus service was interrupted during the winter due to snow. A newly-completed five kilometer long stretch of road led from Donskoy to the Stalinogorsk-Skopin (Skopin N 53-50, E 39-32) highway; the latter, categorized as a republic road, was a nine meter wide, asphalt-surfaced highway with one-meter wide shoulders.

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Newly-constructed highway facilities

- 4. Under process of construction was a 28-kilometer long stretch of road which would connect with some as yet unopened coal mines in the area; the new road joined the highway leading southward from Tula at the point where the 20-kilometer marker was placed. A railroad line paralleling the new highway was also under construction and, reportedly, would serve as the connecting link between Tula and the afore-mentioned new mines.  in December 1956 only two kilometers of the railroad had been laid.





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Public security

- 5. A militia unit, which occupied quarters in an old one-story frame building (No. 1 on sketch), consisted of about eight to ten men whose duty was to supervise traffic and maintain law and order in the village. Some of the militia wore civilian clothes. The fire station (No. 6 on sketch) was equipped with tank trucks and fire hoses. There were no first-aid stations, air raid shelters, Red Cross or Red Crescent organizations. Sometime in 1956, pamphlets containing instructions for protection against atomic attack were distributed among the employees at all work centers.



Military units and organizations

- 6.  there were no military units or military headquarters in Donskoy  However, the Dosarm and DOSAAF organizations were established in Donskoy and held meetings in the building which housed the cinema and club (No. 2 on sketch);  Dosarm and DOSAAF members received instruction in target shooting and parachute jumping from army and airforce officers.  on fixed dates soldiers were transported to the airfield in Stalinogorsk where they explained and made parachute jumps over a large level area southwest of Donskoy.


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Social conditions

- 7.  no epidemics or endemic diseases. There were no locally published newspapers. Since there were no churches, there were no religious observances, although occasionally some of the populace attended church services in an unnamed neighboring village.  there were no subversive or partisan activities. The inhabitants generally adopted an indifferent attitude toward the regime, the Party, and the public security services. Evidences of discontent were manifest, but people dared not complain except to trusted friends; after Stalin's death, however, there was a gradually diminishing fear of reprisals for criticism of government officials.

Soviet personalities

- 8.  following prominent Soviets in Donskoy:

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Yakima (fnu) First secretary of the CP in Donskoy.

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[Redacted]

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Danilov, Illarion (sic) Gerasimovich: [Redacted]

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[Redacted] the chief engineer for Highway Construction Delegation
No. 3, which was in charge of building roads in the Donskoy
area.

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[Redacted]

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Vais (fnu): A [Redacted] German who worked as an engineer in
Donskoy.

[Redacted]

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[Redacted]

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Legend for  sketch of the village of Donskoy

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1. Police station
2. Cinema and club
3. Gorsovet (town hall)
4. Building housing the Gorispolkom (town executive committee) and the Raysovet.
5. Telephone exchange, telegraph office, and post office.
6. Fire station
7. Hospital
8. Park
9. Railroad station
10. Office of Highway Construction Delegation No. 3.

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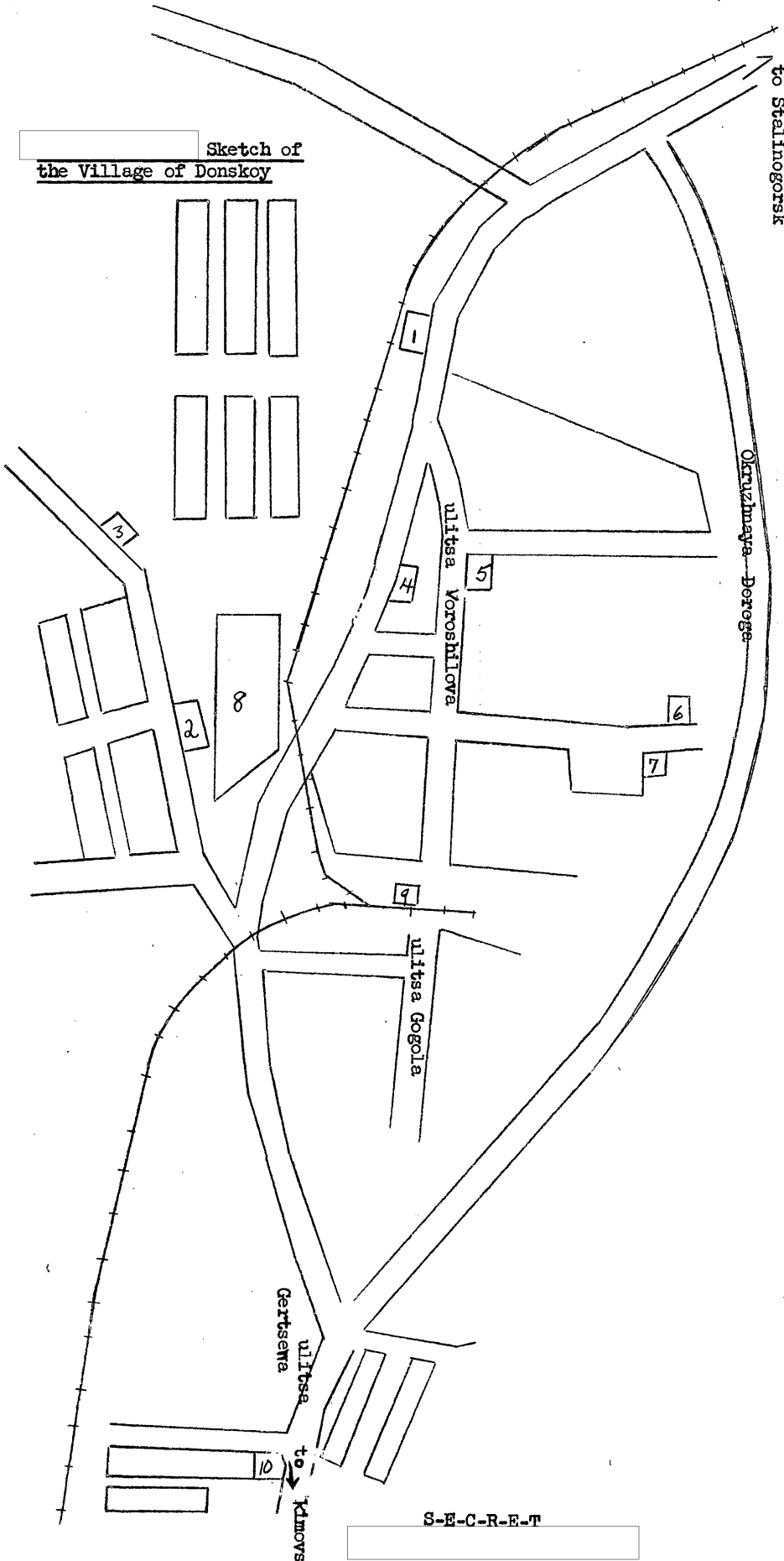
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Sketch of the Village of Donskoy

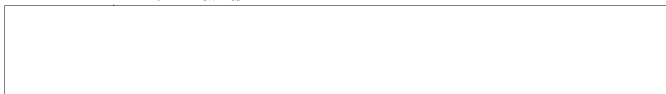


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Attachment 2

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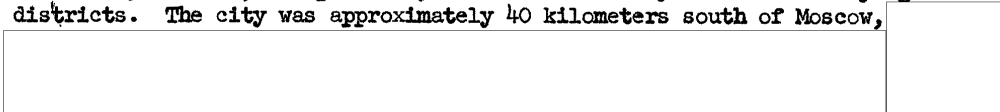


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CITY OF PODOLSK

Location

- 1. Podolsk, (N 55-26, E 37-34), situated on the Pakhra River, Podolskiy rayon, Moskovskaya oblast, was primarily an industrial city with some outlying farm districts. The city was approximately 40 kilometers south of Moscow,



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General Description

- 2. Living conditions were good. Food, clothing and other necessities as well as luxury items were in sufficient supply. The religion was Orthodox but the one church in Podolsk was used mostly only for funeral services. One institute and one technical school were located on Rabochaya ulitsa, one of the principal streets in the city. There were no hydroelectric stations in or near Podolsk. The city had one electric power station (see reduced overlay on page 6) which obtained its electric power from Kashira, 75 kilometers south of Podolsk.



River and Bridges

- 3. The river bed of the Pakhra at Podolsk was rocky. A dam was constructed just east of the railroad bridge, which held back sufficient water for boating and water skiing and also served as a pedestrian crossing. On the west side of the railroad river-bridge, the water was low enough for wading. The river was spanned by two guarded bridges, one an eight-meter-wide highway bridge, the other a double-decker railroad bridge with double tracks on each level.

Transportation

- 4. Transportation facilities were described as follows: Two double track railroad lines led from Moscow to Podolsk and beyond. The railroad station was in the middle of the city, and the railroad yard was located on the west side of the station. The principal streets were Rabochaya ulitsa and Prospekt Kaganovich. A main highway from Moscow divided south of Podolsk; one branch led to Serpukhov, and the other to Maloyaroslavets. Several airfields were located near Podolsk, but the one north of the river along the railroad lines was primarily used by civilians who were interested in flying and who belonged to the DOSAAF.

Industry

- 5. The principal industrial area was located south of the river and west of the railroad station. Most factories and living quarters were of cement construction with wooden floors and roofs. There were two cable manufacturing plants in Podolsk.  one approximately in the geographical area (N 55-25, E 37-35) . It was a very large plant which was constructed in 1956.

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Medical Information

6. The following were the Podolsk hospitals: Polyclinic for the general public; a children's hospital; a hospital for the military (Gospital) and one tuberculosis sanatorium in the city park. The Polyclinic was estimated to be about 50 meters from the highway. [redacted] the hospital was clean and sanitary, and the service was excellent [redacted]

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[redacted] All the factories had their own clinics and some employed more than one doctor, depending on the size of the factory. The largest plant in Podolsk was the Kalinin Plant, which according to rumor manufactured arms and optical equipment, had a large clinic where several doctors were employed. In the cement factory [redacted] was a clinic which employed one doctor and a nurse. A small sanatorium or rest home for convalescents was also owned by the factory. The flu was one of the most frequent diseases, and it occurred with the first of the cold season. Shots for typhoid and typhus were given to factory personnel every year. During 1948 to 1956 there were no epidemics in Podolsk.

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Security

7. The chemical plant in Podolsk was the only installation where a strict security was maintained, and only Russians whose backgrounds were unquestionable were employed, and then only after a thorough background investigation. [redacted]

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The workers' activities were restricted to the place in which they worked. [redacted]

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Legend to reduced Overlay of the City of Podolsk

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0167 - 9969 - 4 - 25 M
0167 - 9969 - 1 - 25 M

1. Military Airfield
2. Unknown point.
3. Brick factory
4. Brick factory
5. Civil Airfield
6. Ceramic plant
7. Cement plant (old)
8. Cement plant (new)
9. Quarry
10. Railroad bridge guard post (15-20 soldiers)
11. Dam and foot bridge
12. Planted area small trees
13. Foot and cart bridge
14. Bank of river used as beach
15. Small village
16. Small village
17. Pakhra River
18. City Park area
- 18a. Tuberculosis sanatorium
19. Gasoline and oil storage and dump
20. Railroad station
21. Quarry
22. Electric power plant
23. Lumber yard
24. City baking plant
25. Wheat and rice warehouse
26. Railroad yard
27. Technical school (Industrial)

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28. Kalinin Factory clinic
29. Kalinin Factory (formerly Singer Zavod)
30. Unloading yards.
31. Abattoir
32. Chemical Plant
33. Steam Plant (also produced ashes for cement plant)
34. New large cable plant
35. Old cable plant
36. Textile Factory
37. Battery Plant
38. Military Hospital
39. Children's Hospital
40. Church
41. Polyclinic hospital
42. Military Airfield

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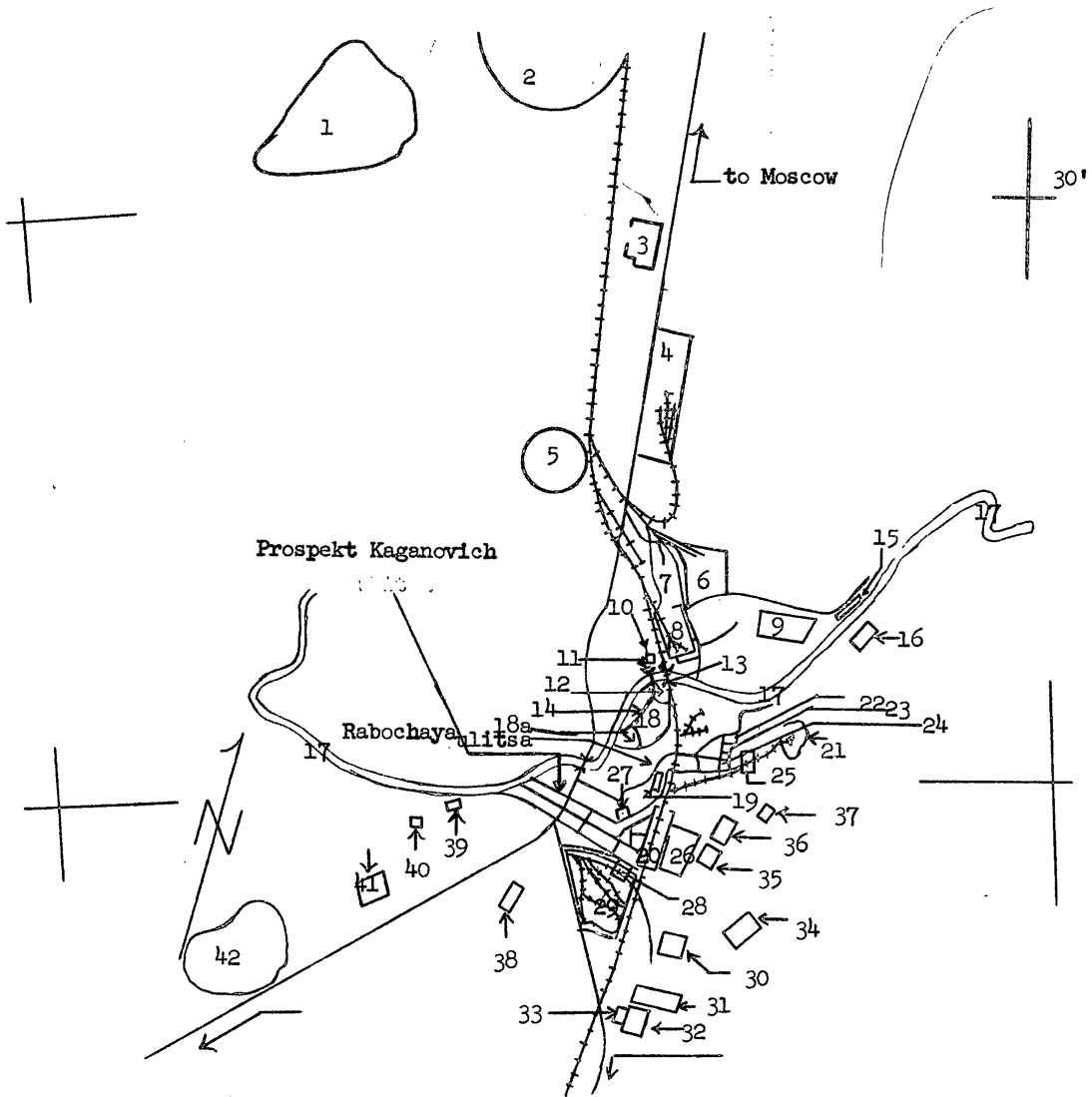
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Overlay to City of Podolsk

0167-9969-4-25 M, Podolsk (7950)
0167-9969-1-25 M, Podolsk (7950)

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TELECOMMUNICATIONS IN MOSCOW

1. All telecommunications services, other than military, were subordinate to the Ministry of Communications which was located in a six-story building in the area of Gorkovskaya ulitsa, Vashinskaya ulitsa, and ulitsa Ogaryova. The main telegraph office, a telephone exchange, and a branch post office were located in the same building.

The Telegraph Office

2. The main telegraph office, which employed an estimated 8000 people, occupied part of the fourth and the entire fifth floors of the above-mentioned building; also on the premises were two repair shops and a shop which manufactured spare parts for telegraphic equipment. The equipment consisted of an unknown number of teletype machines and some hand-operated and automatic Morse and Baudot apparatus. The teletypes included machines of Siemens and Lorenz manufacture, some of American-make (the T-15 and the T-19 automatic), and a Soviet-make called the S.T. 35. (Hand-operated Morse keys were used in telegraph centers with little traffic and Baudot equipment for inter-USSR long distance communications.) The new equipment was efficient and the old was kept in good repair by skilled personnel who worked in the repair shops. Stores of spare parts were kept in the repair shops but certain items were always on hand in the communications centers so that new parts could be substituted for defective items. [redacted] amplifiers (relay devices) were used on some communications channels but could not elaborate further. Electric generators, for charging batteries and for use in event of emergency, had been installed in the basement of the building where the telegraph office was located. 25X1

International Communications

3. Entrance to the section which handled international communications traffic was restricted to employees of said section [redacted] non-employees needed a special permit from the Ministry of Interior or some other ministry in order to enter this section. [redacted] some of the traffic was monitored. Double transmission channels were provided for cabled communications and, in case both failed, the message was re-routed even though additional electric power was needed. 25X1
4. Telecommunication is used extensively in the USSR in lieu of postal service and the traffic therefore is heavy, especially in Moscow; despite this, the communications networks functioned efficiently and well. It was a rule that all messages had to be at their destinations within two hours. The last Five Year Plan called for modernization and automation of all first category telegraph centers and modernization of 25 percent of the remaining networks.

Radio Broadcasting Stations

5. In some parts of the Soviet Union, because of heavy communications traffic or line maintenance difficulties, radio broadcasting stations augmented the telegraph system. [redacted] one called Silikatnaya, located on Khoroshaskoye shosse. 25X1

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The City of Klin **SECRET**

Att. volume at 4

1. Klin is located about 80 kilometers N.W. of Moscow, Moscow Oblast, rayon Klin, geographical coordinates 56 ²¹~~21~~ N , 36 45 E . 25X1

2. [redacted] estimated [redacted] population of Klin [redacted] 50,000, mostly Russians . 25X1
The chief occupations were agriculture and industry.

3. [redacted] jet aircraft take off and land on a military air field about 40 kilometers from Klin in the direction of Kalinin. It is located to the right side of the Leningrad railroad. 25X1

4. [redacted] a so called military highway [redacted] passed the Klin railroad station. [redacted] it went to Moscow 25X1

but not passing through the city. Normal civilian traffic used this highway in both directions as far as the Klin railroad station but [redacted] it was used exclusively by the military beyond that point. It was begun in 1955 by personnel of the corps of engineers who were brought in trucks from an unidentified point. These construction crews wore military uniforms whose service and rank insignia were of a black color. [redacted] 25X1

[redacted] the construction was completed quickly because he did not see these crews around very long. This was a reinforced concrete highway half a meter thick and about 6 meters wide. 25X1

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5. [redacted] an important plant located to the Southwest of the city of Klin. [redacted] this plant was close to the railroad line which connects Klin with Vysokovskiy, and in the vicinity of the railroad station, three kilometers from the edge of the woods. This plant made castings and lathe parts. A number of its employees lived in Klin.

25X1

6. A plant making glass apparatus was located on the Republika ulitsa.

7. Most of the buildings in Klin were made of concrete and brick and were between 5 and 7 stories high, built after World War II. There were a number of one-story wooden buildings also. Important buildings are identified in sketch attached to this report.

8. Electric power used in Klin was 220 volts AC.

9. Television programs for Klin were telecasts from Moscow between 1900 and 2400. The reception was good.

10. The average street in Klin is black-topped and about 4 meters wide with a side-walk one meter wide on each side. The widest street is the Lenina ulitsa, also black-topped and about 8 meters wide. This street was formerly the Leningrad highway. The new Moscow-Leningrad highway (black-topped) passed through the city of Klin. This highway, considered the most important one passing through this city, ^{was} is 15 meters wide with sidewalks 2 meters wide on each side. It crosses an important steel bridge prior to entering the town.

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[Redacted]

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11. A double track electric railroad connected Klin with Moscow. The railroad station [Redacted] was located about 3 kilometers from the city. This electric train crossed the river Sestra over a steel bridge to the south of the city.

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12. [Redacted] food and consumer goods were abundant and of good quality. Prices remained constant during the latter part of his stay in this city. The prices of some of the items on the market were as follows:

- 12.1. Potatoes, .25 rubles per kilogram
- 12.2. Vodka 40.40 rubles per liter
- 12.3. Veal, 16 rubles per kilogram
- 12.4. Butter, 30 rubles per kilogram.

13. The principal agricultural products of this region were potatoes, cabbage and wheat.

14. There was a daily newspaper called Sickle and Hammer in Klin which covered the news of that particular locality.

[Redacted]

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15. A considerable number of elderly people practice their religion. The young people appear to be indifferent.

16. The bus service between Klin and Moscow began at 0900 and ran every hour until 1930.

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[Redacted]

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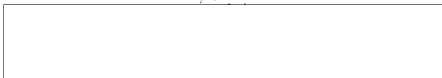


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Legend to attached sketch



1. Cultural center with its legitimate theater and movie theater
2. Grocery and dry-goods store.
3. Railroad station
4. Glass plant.
5. Military Post 25X1
6. Chaikovski museum
7. Football field
8. Recreation park
9. Wooden bridge
10. Wooden bridge
11. Reinforced concrete bridge
12. Steel bridge
13. Steel bridge
14. Church
15. Military highway
16. ~~Overhead railroad bridge~~ Bridge over railroad.

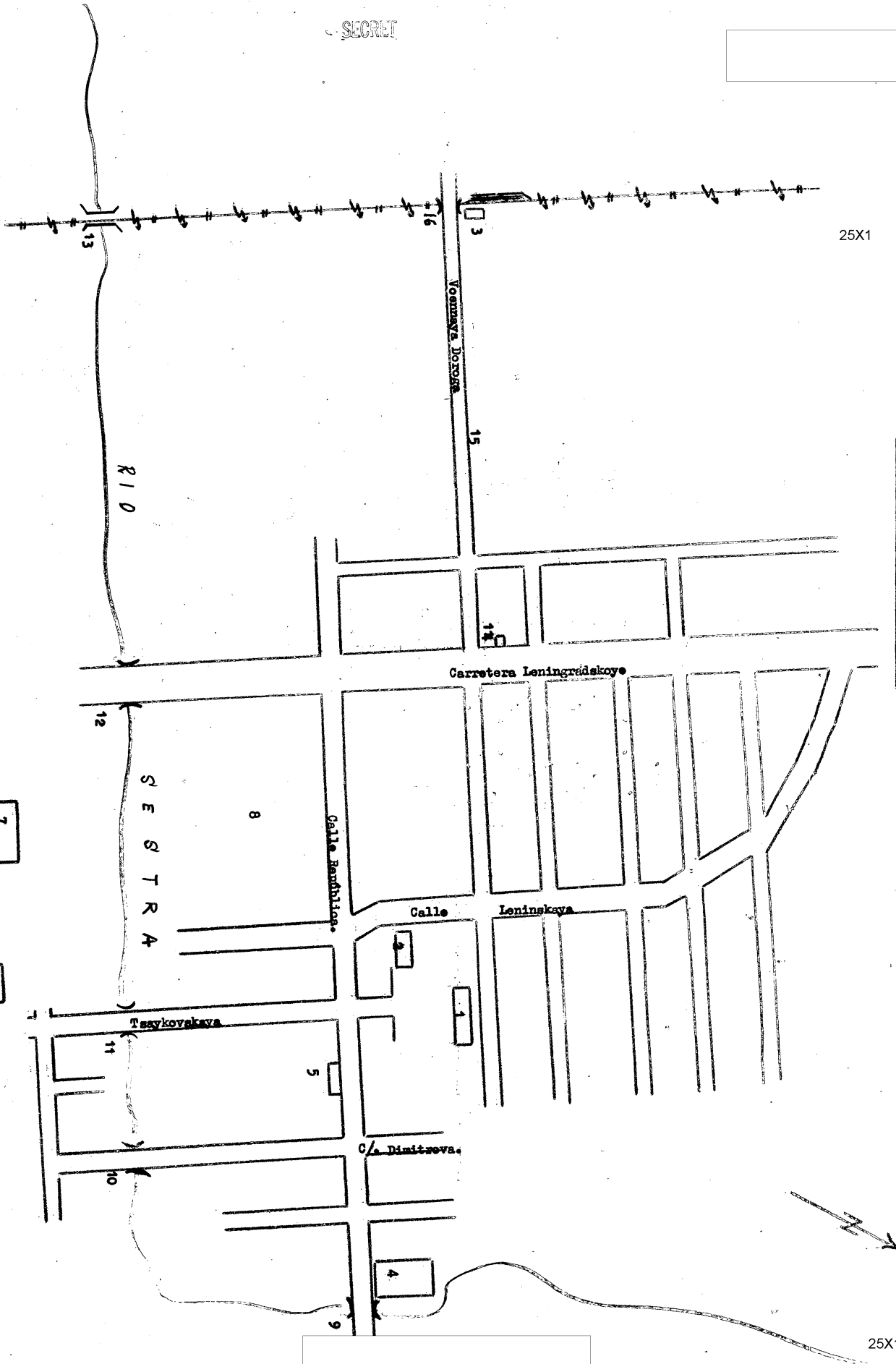


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CHOCUIS DE LA CIUDAD DE K I I E



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Subject: the Klin Laboratory Apparatus manufacturing, Alt. 4

A. Klin is located in the Moskovskaya Oblast, coordinates 56 21 N,
and 36 45 E.

B. The plant was known as the laboratory Apparatus Plant

[redacted] This plant manufactured 25X1
glass laboratory apparatus of various kinds such as graduated
beakers, coiled glass-tube condensers, evaporators, glass flasks
for serums, containers for hypodermic needles, hypodermic syringes,
syringes for artificial insemination, and pill bottles. They
also manufactured sediment bulbs for gasoline engines, automobile
headlight ^{lenses} glass and toys. This plant was under the jurisdiction
of the ministry of Machine and Instruments Building.

(numbers of paragraphs refer to installations on attached sketch)

1.a. The glass working building was a rectangular brick and concrete
structure approximately 200 x 70 meters without basements and
built on two levels. About three quarters of the building was
four-story and the remainder was a one story, single-bay
structure about 10 meters high.

8 417

[Redacted]

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The four-story building was illuminated by windows and had a gable steel roof covered with a composition tile which was reinforced with steel rods. The one-story portion of the building was made of sheet metal and illuminated by windows set in brick casings. The gable roof of this one story building was covered with tarred paper.

[Redacted]

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- b. The glass foundry and its related equipment was located on the ground floor of this building. Besides the foundry, there were glass-working shops which made a number of articles such as graduated beakers, chemical containers, glass stills for laboratories, automobile headlight lenses and sediment bowls for internal combustion engines. The administrative section of the plant together with the director's office were also located on this floor. The equipment in the foundry consisted of three glass smelting furnaces and some glass working equipment.

- c. The glass blowing shops were located on the second floor of this building. Here they made glass coils for condensers, glass containers, for hypodermic needles, flasks for serums, syringes and toys.

- d. The shop on the third floor put a kind of a frosting on glass equipment which made them translucent and also modified and adjusted complicated apparatus. The work in this shop was done mostly by hand and the only equipment in this shop were 10 or 12 mold holders.

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S. G. E.
[Redacted]

3.

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- [REDACTED]
- e. The shop on the fourth floor made small glass containers and tubes such as those used for pills, blood samples and other similar uses. The equipment in this shops consisted of some German glass working machines and three ordinary lathes which made spare parts for the plant. 25X1
2. One-story brick and concrete building without a basement, with a flat-tiled roof, measuring about 30 x 20 x 5 meters and utilized for storage, packing and shipping. [REDACTED] [REDACTED] this building was fire-proof. 25X1
3. One-story brick and concrete building about 70 x 60 x 5 meters without a celler and with a gable roof covered with tar-coated reinforced tiles, [REDACTED] believed to be fire-proof. 25X1
It was used as the central heating plant and also for generating a combustible gas which was used to fire the glass furnaces. The equipment consisted of two new Soviet boilers with capacities of six metric tons per hour. This activity worked three shifts with two men on each shift plus the boiler room chief.
4. Glass foundry smoke stack made of brick with an elevation of about 40 meters.
5. Shack where workers identifications were checked.
6. The raw materials used by this plant were silicon sand, caustic soda, coal, and lumber for the packing crates.
7. The power used by this plant came from Moscow through a line entering the plant from the West. [REDACTED] the power supply was adequate and there were no power failures during the time that he was employed in the plant. 25X1

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[Redacted]

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8. The plant did not have its own fleet of trucks but would requisition them from a motor-pool nearby which was called Avtokolonnia . Most of these trucks were of 5 ton capacity. All raw materials and finished products were transported by truck.

9. a. The plant worked 3 eight hour shifts with a total of 46 hours per week. New workers at the plant were allowed 12 days of vacation per year plus national holidays. Workers with three or more years of service were allowed 14 days plus national holidays and workers with hazardous jobs were allowed 24 days of vacation each year plus national holidays.

b. [Redacted] the following information on wages for stockers at the plant:

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The chief in charge of the activity received 2000 rubles per month
1st category stokers received between 1300 and 1400 rubles per month.
2nd category workers received between 900 and 1000 rubles per month.

10. [Redacted] six people made up the security guard of the plant with two guards on each shift. These guards were women or employees with some physical defect. They were armed with pistols. Each worker should his identification badge upon entering and upon leaving the plant. There were no restricted areas and workers were allowed to go anywhere in the plant.

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11.

[Redacted]

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[Redacted] following key personnel:
Plant Director
Chief engineer
Purchasing agent
Chief of administration

[Redacted]

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Production control chi

Shop foreman

Communist Party secretary

Labor Union secretary

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Legend to attached sketch



1. Glass working plant
2. Storage and packing department
3. Boiler plant
4. Glass furnace smoke stack
5. Entrance to plant ground and shack in which identifications were checked.
6. Power line.



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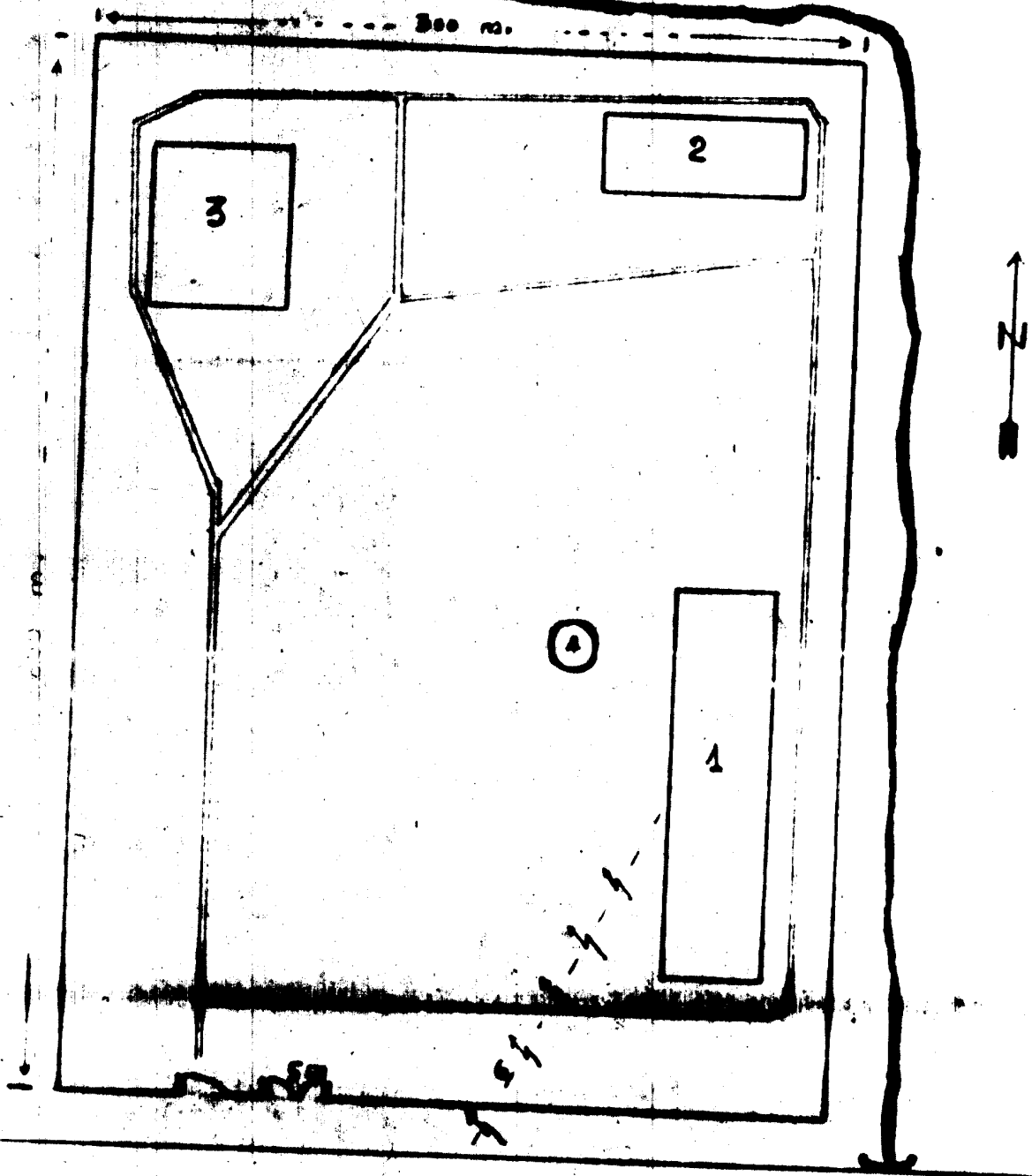
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ZAVOD LABORPRIVOR

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1

[redacted] a military airfield located about 40 kilometers from Klin, in the direction of Kalinin. Both the Leningrad railroad and ^{the} Leningrad highway passed the field. The field was located to the right of the railroad. From the train, jet aircraft could be seen taking-off and landing.

2

3 There were no machine-tool plants in the city or in the outskirts.

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Laboratory Apparatus Plant

4a. The plant produced the following glass products for laboratories:

(all the products bore the plant's trade-mark, K.Z.I.P.)

glass retorts

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graduated beakers

coiled glass tubes

evaporators

ampoules

b. It also produced the following miscellaneous products:

automobile head-light lenses

glass sediment bowls(for internal combustion engines)

syringes for artificial insemination of animals

containers for hypodermic needles

pill flasks

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toys

5

(b) Plant did not employ German technicians.

6. Trucks were used to transport the finished products. Plant had no rail connections.

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the trucks took the products to a railroad center for shipment by rail.

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7. there were no machine-tool plants in the city or in its outskirts.

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