INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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

25X1

COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT 1. City of Dnepropetrovsk
2. Plants in Dnepropetrovsk
3. Dnepropetrovsk Steel Products Plant

DATE DISTR. 19 February 1959

NO. PAGES 1

REFERENCES

DATE OF INFO. 25X1

PLACE & DATE ACQ. 25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachment 1 English translation of general information on the city of Dnepropetrovsk.

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Attachment 2 includes superficial descriptive information on several plants in Dnepropetrovsk. 25X1

Attachment 3 the Dnepropetrovsk Steel Products Plant.

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STATE	x	ARMY	#	x	NAVY	x	AIR	15	FBI		AEC						

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

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Attachment 3

COUNTRY: USSR (Dnepropetrovskaya oblast)

SUBJECT: Plant for manufacture of screw and bolt products, nails, and wire, in Dnepropetrovsk

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Location and Identification of Plant.

1. The plant, which manufactured screws, nuts, bolts, nails, and wire, was located in Nizhnedneprovsk Rayon, near the Dneper River and about three kilometers from the city of Dnepropetrovsk.

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2. The plant was under the supervision of the Ministery of Ferrous Metallurgy.

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Description of Plant Buildings.

3. The plant did not have any subterranean installations nor were there any new constructions.

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for construction.
know of any plans. The plant area was rectangular and
the buildings
were distributed as

follows: 25X1

(1) Administration building. This was a one-story building of brick and plaster construction with a white tile, gabled roof. It was for the offices of administration, economic planning, the Party, labor unions, technical section, personnel, and accounting section.

(2) Garage and warehouse. This was a one-story, brick building divided by a partition. Materials for plant maintenance were stored in the warehouse.

(3) Wire section. This was a rectangular, two-story building, with a roof of corrugated glass. The ground floor was for the wire section; the upper story was used for the club. 25X1

and
for the workers' dressing room. 25X1

Voluntary Society of Sportsmen),

(4) Tool shop and utilities section. This was a one-story, brick structure adjoining building No. 3. It contained the mechanical section for lathes and milling machines. Separated from this section by a partition were the tool shop and the utilities and electrical sections.

(5) Nail and screw sections. On the ground floor of this two-story building was the nail section and, 25X1
separated by a partition,

The upper story was used for 25X1
administration offices.

(6) Grease and oil stores. These were two large, metal structures supported by two-meter-high, reinforced concrete pillars. They 25X1
were used for storing greases and oils for machinery

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maintenance. Source did not know their capacity.

(7) Packing section. This was a one-story, wood building used for making wooden crates and other packing equipment.

(8 & 9) Open-air storage sites. These sites were from 20 to 40 meters from the plant and buildings which were used for storing wood, wire, and steel. Because of the short storage period, there was any deterioration of the raw materials. During the winter, the storage period was reduced to the minimum.

(10) Fence enclosing plant area.

(11) Dnepropetrov-Kharkov line.

(12) Railroad car dumper

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Plant Machinery.

4. In respect to the plant machinery which was in the section for screws, bolts, and nuts, which was as follows:

There were 150 automatic machines for cold stamping. However, there were only three or four fully automatic, three-phase machines which were able to carry out all the operations necessary to complete the product. In regard to the other machines, it was necessary to transfer the product by wheelbarrel from one machine to another for each phase. All the machines could be assembled to complete the series and possibly all the machines are now fully automatic. These machines were Soviet-made and exact copies which was called "Automation Stamping". There were also ten other machines of the same type, for making screw-nuts, but they could not be fully assembled like the others. There were some electric hammers and two lathes of approximately meters for repairing machinery.

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[redacted] 25X1

~~of approximately~~
~~electric hammers and two lathes for repairing machinery~~
~~The dimensions of the bed frame of the lathes was not~~
~~known by source~~

Plant Production system.

5. The rolls of steel wire ~~which came from the foundry~~ were given a sulphuric acid bath to take off the surface layer, known as okalina, which was produced by smelting, thus making the steel more flexible and elastic. The wire was then gauged from 0.1 to 24 mm in diameter; the length ~~of different thicknesses~~ depended on the orders. The nails varied in size; the largest were 30 cm long and were used for construction. The screws and bolts were usually from 4 mm to 24 or 28 mm thick and from 10 to 250mm long. The screw-nuts were of many sizes [redacted] 25X1 The items manufactured in the plant were all made of steel. [redacted] 25X1 the plant products were used to repair military equipment.

Raw materials

6. ~~The only raw materials used for plant manufacture~~ The rolls of steel and steel wire were sent to the installation from the foundries and weighed from 200 to 300 kilograms each. Source could not specify the quantity of the deliveries to the plant. In the section for screws, bolts, and nuts, where he worked, about 30 tons were used daily; about 20 tons were actually processed.

Water supply.

7. [redacted] the existence of water tanks or pumps. [redacted] the water was piped from the Dneper River and that the supply was sufficient. ~~The subterranean tubes~~ [redacted] 25X1 the diameter of the subterranean tubes or the kind of protection. [redacted] 25X1

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Power Supply

8. Electric power was received from the main line by means of a small transformer, which is shown on the sketch on page . 25X1 All the power machinery was automatic with independent motors. 25X1 there were about 200 motors the supply was adequate as power shortages were not usual. In general, the voltage for the entire plant was 220. No other power installations had been constructed, or planned, 25X1 whether or not there were any special installations for handling power failures. 25X1

Packing

9. The nails, screws, bolts, and nuts were shipped in wooden crates and the wire in rolls. The items did not have any trademark or series; only on the packing cases was it required to mark the type, sizes and destination of the products. No precautions were taken during the packing process, because of the unimportance of the product.

Transportation

10. In general, the wire and steel arrived at the plant by rail. The railroad lines entering the plant and the the branch lines are shown on the sketch on page . There was no platform for loading and unloading. The The plant lines were connected to the Dnepropetrov-Kharkov line. The tracks had the standard gauge for Soviet railroads. The transport cars were of various types. The plant owned some cars of about 10 MT and one shunting locomotive. The cars which came from the railway network were usually of about 70 MT and were open, as the wooden sides were relatively high. The 25X1 transport equipment was in good condition.

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the frequency of the arrivals, as trains were entering and leaving the plant daily. 25X1 The greatest railway activity was at the beginning and middle of the month because of the deliveries of steel.

11. The plant truck service was used only within the city of Dnepropetrovsk. The trucks were for small plant services and for transporting personnel and, on occasions when the delivery of material was urgent, they were used for hauling steel. The plant owned about seven Soviet trucks, with the trademark ZIL, of three to five MT.

Storage

12. There were no warehouses for the manufactured products. If the products could not be transported immediately, 25X1 the material remained by the machines until it could be removed. In respect to the storage of oils and greases, there was any control of the supplies other than a person in charge of despatching vouchers to the different sections.

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Plant Production Data

13. the average or maximum production of the plant, but only that of his section which had an average production of from 16 to 17 MT daily and a maximum production of 20 MT. In 1956 the planned production was about 15 MT

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Working Conditions

14. There were three work shifts of eight hours each. 25X1 there were about 300 laborers and 25X1 technicians for all three shifts. They worked a total of 46 hours each week: eight hours every day except Saturday when they worked six hours. Vacations were given any time during the year and were from 18 to 24 25X1

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working days, depending on the kind of work. The sanatary conditions were, in general, good.

Plant Security

15. There were only two guards at the main entrance and one at the railway entrance. The 24-hour work schedule made it unnecessary for there to be more guards within the plant. The guard changed at different hours than the work shifts. there were 25X1 no more than three guards on duty at one time and a total of about ten. The two guards at the main entrance inspected all personnel; employees could not enter the plant by any other door and only at the hours of the work shifts. There was free circulation 25X1 within the plant. The guards were not a part of any police corps, nor were they armed. There was no corps of firemen and any precautions 25X1 against aerial attacks.

Plant Organization and Personnel

16. an outline of personnel organization, 25X1 and an outline of the organization

17. The total number of workers in the plant was about 25X1 2,000 and of these, about 85% were specialized. All of them had received degrees and sufficiently capable to handle their particular 25X1 jobs. There were no prisioners working in the plant 25X1

Deficiencies, Improvements, and Increase of Production

25X1

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18. There was a continual effort made to increase production by making the machines fully automatic and by improvement of personnel. 25X1

it would ever be necessary to falsify the production data to hide deficiencies. 25X1

the plans for future production. 25X1

the plant could be converted in case of war or how long it would take to adapt it to military production.

Note: Attached is a circular of the obligations of the office of Work Organization 25X1

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Circular of Obligations of the Work Organization Office

1. Study of production methods

a) Existing methods of production.

b) Technology applicable at time of study.

c) Diagram of production methods.

d) Plan for possible changes in method.

2. Job analysis ~~of employment~~

a) Study of existing employment organization

b) Plans for possible changes in employment

3. Simplification of ~~employment~~ jobs

a) Simplification of movements

b) " of operations

c) " of tools and equipment

4. Study of productivity

a) Greater specialization of operations

b) Study of factors influential in productivity

c) Organization of technical studies for operators

5. Production norms

a) Establishment of production time

b) Daily control over fulfillment of norms

c) Timing

d) Timing record

e) Study of service norms

f) Synchronising of fabrication

6. Machines

a) Machine technology

b) Study of possible K.U.M. (Coefficient of machine utilization)

c) Establishment of the percentage of necessary machine idleness.

d) Calculation of theoretic machinery productive power

e) Calculation of normal machinery productive power

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[redacted]

f) Calculation of the number of necessary operators 25X1

7. Reports for central office

a) Monthly report on the number of operators

b) " " " number of hours worked

c) " " " productivity of operators

d) " " " fulfillment of norms

e) " " " KUM obtained

This data was sent monthly from each section to the plant office of Work Organization where it was organized and sent to the central office which was dependent on the Ministery of Ferrous Metallurgy.

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[redacted]

Attachment 3

[redacted]

Organization of

25X1

Diagram of the Section for Screw and Bolt Products

1. [redacted] 25X1

Legend

1. Chief engineer of section
2. Control Office
3. Work Organization Office
4. Assistant of section chief
5. Technology engineer
6. Mechanical engineer
7. Master (manager) of first shift
8. Master of second shift
9. Master of third shift
10. First shift shop, composed of 100 men
11. Second shift shop " " "
12. Third shift shop " " "

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[redacted]

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[redacted]

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Diagram of Organization of the

Legend of the Metalic Products Planting

1. Engineer director
2. Planning office
3. Accounting office
4. Work organization office
5. Sales office
6. Supplies office
7. Director's assistant
8. Personnel office
9. Technical office (section)
10. OTK K. (Technical Control)
11. Chief Production engineer
12. Head power director (Energético principal)
13. Machinery office
14. Nail section
15. Section of screw and bolt products
16. Wire section
17. Mechanical section
18. Tool and utilities section
19. Transportation section
20. Electrical section
21. Party committee
22. Labor unions committee

Note: In each section there was a section of the Komsomol which depended directly on the Party Committee

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[redacted]

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Name and Location of Several Plants in Dnepropetrovsk

[redacted]

On the right bank of the Dnepr River were located the following Plants:

(1) Petroska. Metallurgical plant with great production. Several blast furnaces, forges and laminating shops were located here.

(2) Lenina Plant. This plant produced iron and steel pipe and other products.

(3) D.Z.M.O. This plant produced lathes.

(4) Kocksahim. This chemical gas and other derivitives plant was located near the Petroska plant.

(5) Locomotive Plant. This plant produced locomotives.

(6) Aviation plant. This plant which produced airplane engines was located on Checherinskaya ulitsa.

(7) Automobile Plant. Since 1951 this plant has been producing war materials and medium-size tractors for agricultural use.

(8) Voroshilova. [redacted]

[redacted]

On the left bank of the Dnepr River were the following plants:

(9) Carl Libniekht (sic) This was a metallurgical plant with blast furnaces.

(10) B.R.Z. This plant manufactured and repaired railroad rolling stock.

(11) Komintern. Approximate location of this steel plant.

(12) Artioma. [redacted] this plant manufactured special machines.

(13) Karl Marx. This plant produced metal products such as railroad track, beams, etc.

(14) Nail and Screw Plant. This plant was located near the Karl Libniekht (sic) plant.

(15) A.T.K. No. 2. This was a vehicle repair plant.

(16) A.T.K. No. 1. This was a vehicle repair plant with offices and a garage.

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CITY OF DNEPROPETROVSK

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1. The city of Dnepropetrovsk (N 48-28, E 35-50), divided by the Dnepr River, was situated on a steppe with scarce vegetation; the surrounding country was completely flat except for slight gradations in the terrain sloping near the banks of said river. A small tributary (name unspecified), ran through the west side of the town and carried off city and factory sewerage; this had a narrow channel and a low river bed. (See attached reduced overlay of the city of Dnepropetrovsk)

2. The seasons were divided as follows:

   a. Winter. Winter began on or about 15 November and lasted to the end of February; the average temperature during this season was about 30 degrees below zero centigrade. The Dnepr was frozen over from December 1953 to February 1954 when the temperature dropped to as low as 60 degrees below zero centigrade.

   b. Spring. Spring began in early March and lasted until June. The average temperature during this period was about 18 degrees centigrade.

   c. Summer. The summer season lasted from the beginning of June until mid-September, with an average temperature of about 35 degrees and a maximum of 40 degrees centigrade.

   d. Autumn. The autumn months were from mid-September to mid-November. The average temperature during these months was about 18 degrees centigrade.

[redacted]

3. The population numbered approximately 1,000,000 and was predominantly indiginous; but there was also a large Jewish population. The people in the city spoke Russian rather than Ukrainian, although the opposite was true in the surrounding towns and villages. The population greatly increased after World War II because of a rise in industry, ~~and source estimated that the principal occupation of the population was factory work~~. [redacted] 25X1

German prisoners worked in the city [redacted]

[redacted]

[redacted] CONFIDENTIAL

NOFORN CONTINUED CONTROL

4. Several industrial plants located in Dnepropetrovsk were described as follows: 25X1

a. Metal Construction Plant. This plant produced small dump-cars, regulating switches, transmissions, and other machinery; it employed from 7000 to 8000 workers. 323 (-) TYPE 25X1

b. Kalinin Coke Plant.

c. "Krasniy Profintern" Plant and Foundry. This plant manufactured screws and was located on the same street as the abovementioned plants. 25X1

d. Petrovskiy Metallurgical Plant. This plant produced railroad track, wire, various types of sheet-metal, and pig iron. It was situated on the same street as the abovementioned plants. From 10,000 to 12,000 workers were employed here. 25X1

e. Kirov Rolling Stock Plant. This plant manufactured locomotives, and freight and passenger cars.

f. Jet Aircraft Plant. This was an automobile plant until 1950 when it was placed under the Ministry of Defense; 323 (-) 25X1 TYPE

Director of the plant was a major-general (name unknown).

5. the following public services: 25X1

a. Power. The city was supplied with 220-volt AC electricity.

b. Communications. The city had telephone, telegraph, and postal services shown on the reduced overlay on page .

6. Foreign radio broadcasts were jammed. In 1955, a television station was under construction 25X1

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[redacted] Attachment

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7. [redacted] the following streets and urban transit lines.

25X1

a. Prospekt Karl Marx. This was the main street of the city; it was straight and wide, and two to three kilometers long. Its total width was about 40 meters. There were ~~two~~ sidewalks, ~~2.5 meters wide~~, two 10-meter-wide asphalt roadways separated by a green island, ~~and one 7.5-meter-wide space which contained~~ and two street-car tracks.

b. Pushkin Avenue. This was a thoroughfare about two kilometers long and about 30 meters wide. A center island divided the two seven-meter-wide roadways, the two street-car tracks and the 2.5-meter-wide sidewalks.

c. Stalin Avenue. This was under construction; it appeared to be about 70 meters wide and about six kilometers long. Apparently, this street was to go from the railroad station to the Jet Aircraft Plant.

25X1

d. The Moscow-Simferopol highway passed through the city, [redacted] did not know the entrance and exit points.

8. The even street numbers were on the right and the odd numbers on the left. [redacted]

25X1

9. The city had bus, train, and air service. Ships navigated the Dnepr when it thawed. [redacted] two vehicular bridges over the Dnepr.

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a. One was a two-level concrete-based bridge which was not yet completed in 1955. The first level (completed), guarded by the MVD, was a railroad bridge. ~~The trains were switched to this bridge from another bridge nearby.~~ The second level which was unfinished, was to be used for pedestrians and vehicles.

b. The other, a wooden bridge was constructed in 1944 by the Red Army, reinforced in 1954, and was used by pedestrians and vehicles.

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[redacted]

[redacted] Attachment

10. The only railroad line [redacted] was the Moscow double-track line which went over the new bridge. [redacted] 25X1

[redacted]

11. [redacted] four railroad bridges. One already described above, another of steel construction and a third which was formerly used by the railroad line before it was switched to the new bridge. The track was left on the old bridge ~~and~~ which was guarded by the MVD. To the East of the city was a fourth railroad bridge ~~(destination unknown)~~. 25X1

12. [redacted]

~~projector.~~ 25X1

13. Various Security organizations ~~such as the Oblastnoy Upravleniye Militsii, Gorodskoy Upravleniya Militsii and Gor~~ had their offices in a big, modern, six-story building whose principal entrance faced ~~on a plaza (name unknown)~~. [redacted]

[redacted]

14. Military organizations were stationed in the area [redacted] The DOSAAF recruited workers on a voluntary basis in all the plants and members were instructed in military techniques by regular Army officers. 25X1

[redacted]

15. The principal agricultural products of the area were wheat, potatoes and barley. During his stay in the city, [redacted] 25X1

[redacted] there was a paucity of consumer goods such as oil, sugar, and butter and these were the articles most often sought on the black market. [redacted] 25X1

[redacted] the prices of various foods as follows: 25X1

[redacted]

	Official Price	Black Market Price
Black bread (abundant)	- 0.90	
White bread (abundant)	- 2.90	
Potatoes (abundant)	- 0.60	
Fresh green cabbage	- 0.40	
Pork	- 15 to 18	
Beef	- 11 to 12	
Veal	- 13 to 14	
Sausages (various types)	- 12 to 30	
Oil (per liter)	- 16 to 17	22 to 23
Sugar	- 9	14 to 15
Butter	- 26	30 to 35
Margerine	- 16	
Milk	- 2.20	

16. [redacted] the following sociological factors: 25X1

a. Public Attitude. The public attitude in general was good in respect to the regime, the Party and the Security Services. At times there ~~would be~~ were discussions about housing distribution since the population felt that houses were sometimes given to individuals who were less deserving than others. [redacted] 25X1

[redacted] the people called Khrushchev the "corn salesman" because of the politics he used in increasing the grain production. There was apparently no friction among the university groups. No doubt because of propaganda, the population felt hostile [redacted] 25X1

[redacted]

b. Religion. Only the old people practiced religion (Orthodox). The young people were completely indifferent.

c. Newspaper. The daily newspaper Dnepropetrovskaya-Pravda was a local publication with local, national, and international news.

[redacted] 25X1

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17. [redacted] the following Soviet personalities: 25X1

a. Kirilienko (fnu). [redacted]

b. Galkin (fnu). [redacted]

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[redacted]

Attachment to

Reduced

Legend for the DNEPROPETROVSK Overlay

1. "DPRE" ~~Train~~ repair plant.
2. "DSMO" Metallurgical machine plant.
3. Shacks (not f...)
4. Living quarters.
5. Stairs.
6. Pedestrian and vehicular bridge.
7. "KALININA" ~~factory~~ plant workers club ~~(Club Kalinin)~~
8. ~~Plaza of the~~ Club Kalinin. Square
9. Kalinina Coke ~~Factory~~ plant. zavod
10. ~~ZAVOD IMENI~~ (Lenina ~~...~~) Lenin Plant
11. ~~ZAVOD PIETROVSKAYA~~ (Pietrovskaya ~~factory~~) Petrovsk Plant
12. Bridge.
13. Park.
14. PIETROVSKAYA ~~factory~~ zavod plant workers' club house.
15. ~~ZAVOD KRASNI PROFINTERN~~ (Krashny Profintern ~~...~~) zavod
16. ~~...~~ (Jet airplane ~~factory~~ plant)
17. Dining room.
18. Park
19. ~~PRIVOKZALNAYA~~ PRIVOKSALNAYA ~~...~~ PLOSHCHAD
20. Railroad repair shop.
21. Railroad station.
22. Railroad station offices.
23. "ASIORKA" food market.
24. "SKALOVA" market.
25. PARTY COMMITTEE OF THE OBLAST and city.
26. Opera and Ballet Theater.
27. Union Center.
28. "UNIVERMAG" department store.
29. City Soviet Deputy Council.
30. Court House.

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Legend for the DNEPROPETROVSK Overlay (Continued)

31. GORNI TEKNIKUM Mine Techniques.
32. Construction Institute.
33. Mineral Institute.
34. Movie Theater (Name unknown)
35. ~~No museum.~~ Park and monument to the dead.
36. Hospital.
37. Theater.
38. New two level bridge for trains and vehicles.
39. Railroad bridge which is to be torn down.
40. Wooden provisional bridge.
41. Railroad bridge.
42. ~~Factory~~ Plant (type unknown)
43. Train ~~Factory~~ Plant ("KIROV").
44. ~~Factory (type unknown)~~ Plant
45. ~~ZAVOD KARL LIBKNEKTA~~ (Karl Libknecht ~~factory~~ plant)
46. ~~Zabod Karl Marx~~ (KARL MARX ~~factory~~ plant)
47. ~~ZABOD IM KOMINTERN~~ (KOMINTERN ~~factory~~ plant)

[redacted]: Street car tracks. -x-x-x-x-x

[redacted] Trolley bus route. - - - - -

Railroad tracks +++++++++++

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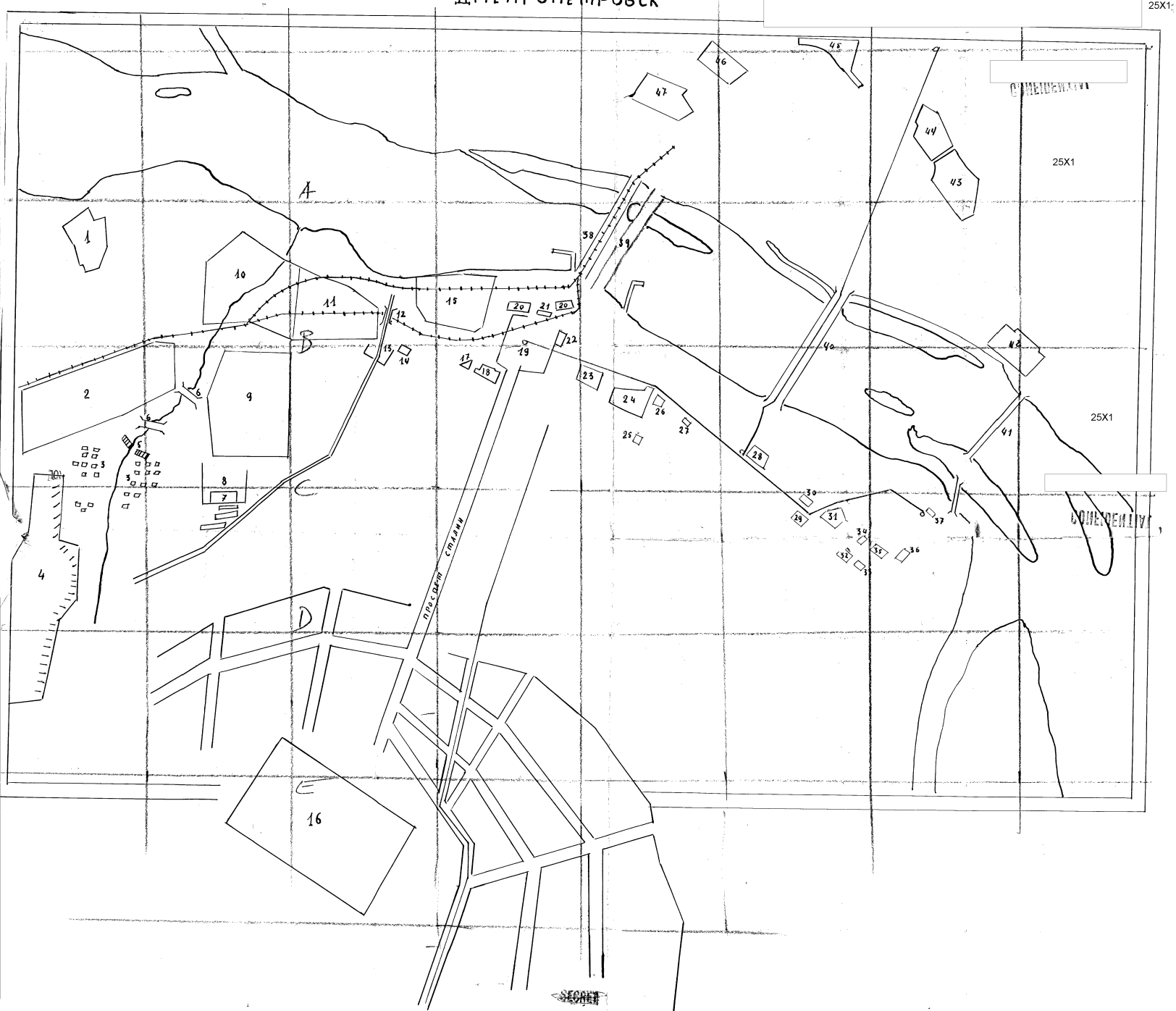
ДНЕПРОПЕТРОВСК



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DNEPROPETROVSK

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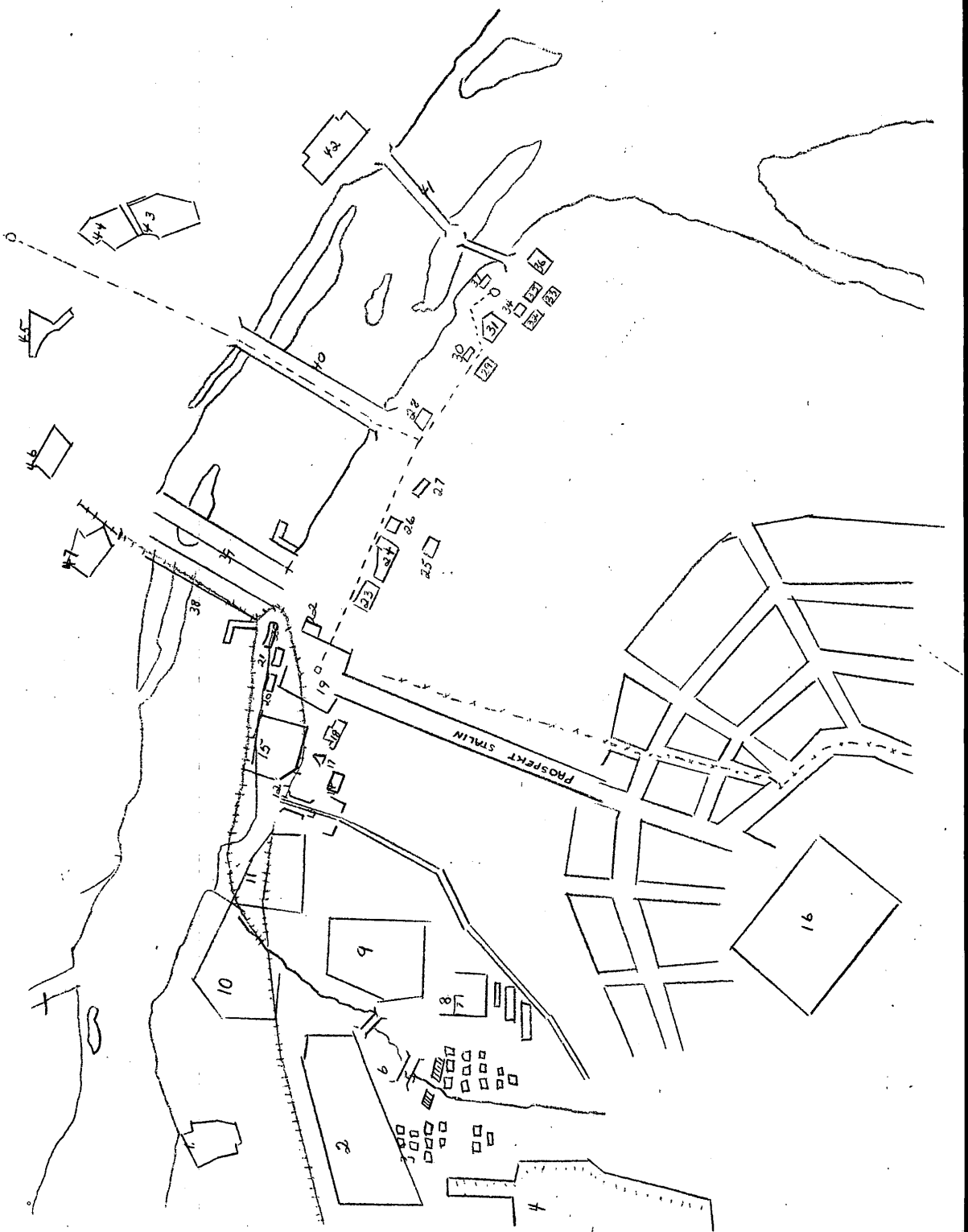
Original scale 1:2000 meters



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COUNTRY: USSR (Dniepropetrovsk Oblast)

SUBJECT: City of Dniepropetrovsk

DATE OF REPORT: 10 March 1958 25X1

25X1

A. City and areas:

1. General Description:

Dniepropetrovsk (48º N. 35º E.). Clean looking city, divided into two sections by the Dnieper River; with straight streets. The part of the city located on the northern side of the river stands on a mountain originating by the river edge; the left side is on a plain, slightly hilly, covering quite a large area.

Seasons are described as follows:

Spring: It normally begins the middle of March until the end of June. Marked by thaws and frequent rains and fog.

Summer: Usually begins the end of June until the middle of September. Average temperature 25º, maximum 35º, minimum 18º, with its usual summer storms, although not too frequent.

Fall: From the middle of September until November, with nice cool weather, ocassional rain, and the first snowfalls towards the end of the season.

Winter: From the middle of November until the beginning of March. AVerage temperature 15º below zero, maximum 35º below zero, minimum 2º below zero. Marked by heavy frosts and snowfalls. The Dnieper River was usually frozen by November.

25X1

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2. Demography: [redacted] its population, [redacted] to be over 500,000. (SHABAD -Pop. 2,200,000). A large percentage of its total population are natives, [redacted] there are other people from all the Republics of the Union. 25X1

3. Resources:

a. Industrial sections and civil and military installations: 25X1

[redacted] There were barges and small boats near the new railroad and highway bridge located in the center of the city. [redacted] there were port facilities at this point, [redacted] there was a civilian airfield located in the outskirts south of the city [redacted] North of (2) Nishnedneprovsk rayon was a small commercial airport where families went on holidays and took airplanes rides for 10 rubles. The pilots were beginners. [redacted] this was the DOSAV flying school airfield (Pre-military Instruction). 25X1

[redacted] servicemen around the city, also combat cars and artillery passing by the SHOSEINAYA (3) road. 25X1

There was a bathing area extending on both sides of the river where the wooden bridge was located; this was crowded during the summer. 25X1

There was an athletic field in the [redacted] city [redacted]

TYPE 123

b. Industrial Factories:

The "KARLA LIBKNEXHT" factory was dedicated to the construction of railroad car wheels and different size pipes used for [redacted] conduction of water, oil, gas, etc. This factory was located on the

over

Attachment to

to the right of SHOSEINAYA road behind the main railroad line.

[redacted]

The "STRELNAYA" factory (5) located on the Nizhnepetrovski (2) rayon, near the Karla Libknekht, dedicated to the construction of railway tracks and switches.

The "LAKOKRASKA" (6) a small paint factory located on the Shoseinaya road, to the left and across from the "KARLA LIBKNEKHT" factory. An old building, partly in ruins, with a metal chimney 40 to 50 m. high.

"SVETOFOR" (7), a small factory located on the Nizhnepetroiki rayon, about 500 m. from "LAKOKRASKA" factory. This factory manufactured railway semaphores.

"VAGONNIY REMONTHBIY" (8) an old factory located near the "ESVIETOFOR", dedicated to the repairing of railway passenger cars.

[redacted]

25X1

The "KOMINTERN" (9) factory located on the left side of the river and the railroad, near the new bridge. It manufactured iron plates, shovels and stamped work. Number of laborers unknown.

4. New Constructions:

a. New houses were under construction at Nizhnepetrovski rayon to be used as living quarters. House developments consisting of separate houses for laborers, were also under construction. The houses were built by the laborers with the help of government loans, and later became their property. The plots were given to them, and the factories where they wo worked provided them with the materials at official prices.

b. Public buildings:

Raysoviet in Nisniprocsk, located next to the Shoseinaya street.

City military units, the OVIR Headquarters, located in a street next to the Korolenko (10).

[redacted]

25X1

Attachment

Militia Headquarters at Nisniprovsk, located near the wooden bridge at the entrance to Shoseinaya.

A luxurious looking hotel located at the corner of CARLOS MARX and KOROLIENKO=streets.

A luxury hotel located on CARLOS MARX near KARLA LIBKNEKHT street.

UNIVERMAG-A large store selling toys, fabrics, coats, books, electrical supplies, etc., located at CARLOS MARX above KOROLENKO street.

5. Public Service.

Houses were supplied with steady flow of electricity of 220 volts; also factories, with 220 and 380 volts.

Rubbish was deposited in metal containers placed throughout the streets to be used by the residents. When these containers were full, they were placed on trucks and dumped in designated areas outside the city limits.

Telephone, telegraph and postal offices were located in CARLOS MARX near SALOVAYA. There was a radio station 25X1 There was no TV station, but it was rumored that one was under construction. 25X1

Certain hours were indicated when both the foreign and domestic programs were at their best. Although there was no local broadcasting station, programs from Moscow main station were heard.The relay stations were for this purpose; there was one between Moscow and Jakov, and another between the latter city and Dniepropetrovsk.

6. Streets and Traffic System:

SHIROKAYA street is now called CARLOS MARX.

CARLOS MARX is the most important street in the city, approximately 40 m. wide; with a 15 m. promenade, and asphalt thoroughfares about 10 m. each, running on both directions, with sidewalks 2 m. wide.

SHOSEYNAYA: An asphalt road about 15 m. wide, leading to the neighboring 25X1

towns, runs on both directions from the river to the city outskirts with an asphalt main promenade. Outside the city this road gets narrower measuring only 7 m. wide. 25X1

two streetcar lines, nos. 6 and 9; one trolley-bus was put into service not long ago. 25X1

7. Communications

a. Highways: There were three bridges over the river.

A modern metal constructed two-story bridge. The double-track railroad goes under; above was a road used by pedestrians, trolleycars, and other type vehicles. This bridge was guarded, 25X1

A wooden bridge to the right of the above mentioned one was used by pedestrians, turist cars and trucks (the latter ones to a certain tonnage). This bridge was guarded by civilians wearing an arm band. Trucks carrying heavy loads were not allowed.

A concrete bridge located further east, used by a double-track railroad.

b. Airports: There was a civilian airport supposed to be in the western side of the city, but source was unable to give the exact location. 25X1

To the north there was another civilian airport, also unknown to source, located at the end of Nishnepeprotrovski rayon.

c. Ports:

To the right of the new bridge there was a small pier for passengers, where boats stopped. To the left, on a small esplanade, and almost across from this pier, there were cranes for unloading the barges. Source believed that this pier was probably used for transportation of merchandise. 25X1

25X1

Attachment

d. Passenger boats and the railroad were the means of communication with other areas or cities; autobuses were used between the nearby cities. Water transportation was not possible during the winter while the river was frozen.

8. Public Safety:

a. Offices and buildings of the organizations:

City Militia - Headquarters for the OVIR located in a street next to the Korolenko St., occupied a four-story building. The OVIR offices were on the first floor where passports were examined.

Military sections of the Nishniprovski St. This section occupied the first floor of a building located on Shoseynaya. Most of the personnel made contributions to the Red Cross.

25X1

b. Instructions on group protection:

In 1956 various meetings were held at the factory for the purpose of giving instructions on how to protect themselves in case of atomic raids, and its radio-active effects on persons and foodstuffs.

the following means of protection:

25X1

Use the underground covers.

Disinfect your clothes.

Do not return to homes until authorized.

25X1

Once outside on the afflicted area, walk against the wind.

Foodstuffs exposed to radioaction were not to be touched until thoroughly examined.

Attachment 1

9. Military Units and Organizations.

Army and Air Force personnel in small numbers were about the city, but source did not know of any military installations or where located. The DOSAV (Pre-military organization) was organized throughout all the factories and comprised Army, Navy and Air Force personnel. This organization was mostly for sport purposes, but with a view towards military training. [redacted] 25X1

10. Economy:

The city was well supplied with merchandise and consumers' goods, all of good quality. Sometimes there was a shortage of sugar which lasted but a few days. The prices of some of the important commodities were as follows:

White bread	per kg.	1.75 rubles
Sugar	" "	9 "
Sausages(according to quality)		5 to 35 "

The principal agricultural products in that area were: wheat, barley, and cereals in general; sunflowers, corn and others. 25X1

11. Sociology:

There were techinical institutions; museums; churches and libraries, [redacted] There was a hospital at NISHNIPTOVSKI rayon, [redacted] 25X1

There was a local newspaper called "DNIEPROPETROVSKI PRAVDA" with news from the USSR and from abroad.

The orthodox religion was practiced mostly by elderly people.

There was no friction among the minority groups.

General public opinion towards the Regime, the Party, and security services was good. The people in general, accepted with resignation all government dispositions. There was no signs of discontent. Criticism, although not openly, had increased since the death of Stalin.

Attachment

Legend of "CITY OF DNIEPROPETROVSK"

25X1

1. "KARLA LIBKNEJHT" factory.
2. "STRELNIYA" factory.
3. "LAKOKRASKA" factory.
4. "SVIETOFOR" factory.
5. Factory dedicated to the repairing of railway passenger cars.
6. "KOMINTERN" factory.
7. Wooden bridge.
8. New two-story bridge.
9. Railroad bridge.
10. "METISNI ZAVOD" factory (nuts, screws, and nails).
11. Raisoviet.
12. City military units and OVIR.
13. Militia Headquarters.
14. Hotel.
15. Hotel.
16. UNIVERMAG.
17. Telephone, telegraph and postal offices.
18. Railroad station.
19. Passengers' pier.
20. Merchandise pier.
21. Civilian hospital.

RED: Streetcar line.

BLUE: Trolleybuses line.

25X1