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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Belorussian SSR, Estonian SSR, and Tadzhik SSR)	REPORT	[Redacted]
SUBJECT	1. Airfield Near Antopol 2. Miscellaneous Information on Mozyr, Antopol, Borisov, Tallinn, and Kurgan-Tyube 3. Tadzhik Design Bureau in Stalinabad	DATE DISTR.	22 January 1960
		NO. PAGES	2
		REFERENCES	RD
DATE OF INFO.	[Redacted]		50X1-HUM
PLACE & DATE ACQ	[Redacted]		50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. A reserve landing field of the Soviet Air Force is located four or five km from Antopol on the road leading to Golovchitsy (N 52-09, E 24-52). The installation, which extends over an area of roughly three by five km, is bordered by three villages: Golovchitsy, Tatarsnovichy (N 52-10, E 24-49) and Sveklichy. [Redacted] the installation is subordinate to the headquarters of an air force unit station in Kobrin (N 52-12, E 24-15). Grass has been planted over most of the installation, but the runways are kept clear of vegetation at all times. The field contains a large number of underground fuel tanks, and considerable traffic of tank trucks has been observed during the spring and summer months. Jet aircraft arrive at the field during the summer months for a short period of training. 1956 MIG-15 fighters were observed, and MIG-17's were rumored to have been operating there. In one reported maneuver, all the jet aircraft stationed at the field near Kobrin were flown to the Antopol airfield. During the summer this airfield also serves for parachute training. No underground structures are known to exist, other than the aforementioned fuel tanks. During most of the year, when no aircraft are stationed at the field, the installation is guarded by paramilitary watchmen, but before the arrival of planes all security arrangements are taken over by air force personnel. (cf Attachment 2 [Redacted])

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2. [Redacted] miscellaneous information on five towns in the USSR through in 1957. [Redacted]

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Attachment 1: A two-page report on Mozyr (N 52-03, E 29-16) and vicinity. The report contains information on construction of an excavator factory, a bridge over the Pripet River, a pontoon regiment and a military school for automobile technician officers.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X
(Note: Washington distribution indicated by "X"; Field distribution by "#")													

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A five-page report on Antopol (N 52-12, E 24-42) and vicinity which mentions construction of public buildings, transportation facilities, a reserve military airfield, and personalities residing in Antopol. (cf paragraph 1)

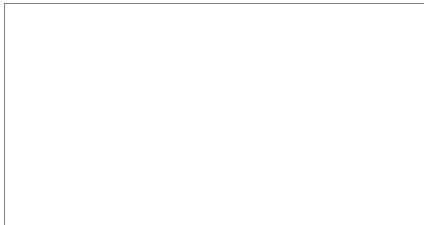


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A four-page report on Borisov (N 54-15, E 28-30) and vicinity which locates various industrial installations, a civilian airfield, and two military cantonments. Attached to the report are a sketch and legend of Borisov.

Attachment 4: A three-page report on Tallinn (N 59-25, E 24-45), which generally locates industrial installations in Tallinn, especially the Rosemarie Radio Factory and the offices of the Estonian Communist Party.

Attachment 5: A three-page report describing industry in Kurgan-Tyube (N 37-50, E 68-47) and the Tadzhik Design Bureau in Stalinabad (N 38-33, E 68-48) and the bureau's future building plans.



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COUNTRY: USSR (Estonian SSR)
SUBJECT: Miscellaneous Information on Tallin

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1. The town of Tallin, with about one million inhabitants, was divided into three rayons:

a. Kalininskiy Rayon, the former Kople quarter. Its main thoroughfare, Voltska Street, was five to six km long, one of the longest streets in the city.

b. Morskoy Rayon, which had Narva Manta Street as its main thoroughfare.

c. Tsentralniy Rayon, the center of town. It included Mount Tomppe, on which most of the central government offices of the Estonian SSR were located.

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2. The following are details on industrial establishments in Tallin:

a. The largest industrial plant in the city was the Volta Works, located on Voltska Street directly on the sea shore. This works was developed from a small prewar plant to a large industrial unit, extending over a length of about three km along the shore. It mainly manufactured large electric motors and generators. Its labor force was estimated at 5,000-6,000.

b. The Rosmarie Radio Factory, employing 3,000-4,000 workers, was also a prewar plant which grew to large dimensions in the postwar period. Coming from the town center, it was located on the left-hand side, i.e., odd-numbered side, of Narva Manta Street. The plant's output included the "Estonia" set with 13 tubes, which was regarded as the finest radio set in the entire USSR.

c. A factory for narrow-gauge locomotives was located on Mount Lasmane in the eastern (?) outskirts of the town. This factory was in existence before World War II.

d. A large refrigeration plant of four or five stories

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was located in the vicinity of the locomotive factory. It was completed in 1953 or 1954.

e. A power station, thought to be the only one in Tallin, was located on the sea shore in the Kakininskiy Rayon. The station dates from before World War II, but was considerably enlarged after the war. It had four or five tall chimneys. In one day the plant allegedly consumed 25 wagons of lignite and exhausted three tons of soot, which settled all over the city.

No information is available on other industrial establishments in Tallin.

3. The offices of the Central Committee of the Estonian Communist Party were situated on Ploshchad Pobedi, which was regarded as the center of the city. No information is available on other public institutions, the harbor, or military objectives.

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COUNTRY: USSR (Tadzhik SSR)
SUBJECT: 1. Miscellaneous Information on Kurgan-Tyube
2. The Tadzhik Design Bureau in Stalinabad

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Kurgan-Tyube

1. Kurgan-Tyube (N 37-50, E 68-46), a rayon center in the Tadzhik SSR, had a population of about 10,000. Most of the inhabitants were former prisoners who, on completion of their sentences in one of the prison camps in the vicinity, had either remained of their own free will or were forced to stay on.

2. The town, which was connected to Stalinabad (N 38-30, E 68-45) by an asphalt road, had begun to develop only after World War II. Some of the houses were made of wood, but most of them were clay huts. Construction of brick buildings did not start until 1950. There was one 100-bed hospital in the town.

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3. Kurgan-Tyube had the following industrial enterprises:
 - a. A small sawmill (Lesopilny Zavod), employing about 100 workers.
 - b. An oil factory (Zhir Zavod), which manufactured oil from sunflower seeds, peanuts, and other products. This factory, which went into production in 1953, employed about 300 workers.
 - c. A cotton processing plant (Khlopko Zavod), employing some 200 workers. The processed cotton was sent to textile mills in Stalinabad.
4. A considerable number (?) of troops were concentrated in a large camp near the town.

Tadzhik Design Bureau

5. The Tadzhik Design Bureau (Tadzhik Proekt), located in Stalinabad, examined industrial designs submitted by various building and design institutes in the Tadzhik SSR. The bureau was subordinate to the Ministry of Construction and employed about 100 workers, 70 of whom were engineers. It consisted of the following departments: industry, electricity, sanitation, drainage, road transport, planning, and calculation. The director of the bureau was a certain Marshak.

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6. In 1954 the following building plans were under examination or had already been approved:

a. A wood products factory, the location of which had not yet been decided.

b. A galvanization plant , which was to be erected in the Vakhsh valley.

c. A metallurgical works, which was to comprise a foundry and a rolling mill. Its location had not yet been fixed. It was to produce mainly construction iron, and the ore was to be brought from the Uzbek SSR.

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d. A hydropower station (GES) in the Vakhsh valley, construction of which was started in 1954. It was to supply all power requirements of Stalinabad. (Stalinabad had an unspecified number of power stations of less than 20 MGW).

e. Several small rural diesel-operated power stations.

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COUNTRY: USSR (Belorussian SSR)
SUBJECT: Miscellaneous Information on Antopol

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1. Antopol (N 52-12, E 24-42) is a rayon center located about 80 km from Brest (N 52-07, E 23-40). Although the Brest-Pinsk (N 52-09, E 26-05) railroad line passes near the town, there is no station in Antopol, merely a stop (Ostankovka) consisting of a one-room structure which serves as both a waiting room and ticket office.

2. Antopol has 6,000-7,000 inhabitants, of whom about half are local White Russians and half Great Russians from the interior of the country. The townspeople are either artisans or workers in small industrial enterprises which are organized as a combine. The latter consists of the following enterprises:

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- a. Aluminum foundry for kitchen and household utensils
- b. Flour mill
- c. Two brick kilns
- d. Sawmill
- e. Rope-making shop
- f. Cabinetmaker's shop
- g. Tailor and shoemaker shops

3. Until mid-1957 sugar was rationed in Antopol and long queues formed in front of the shops on distribution days. The townspeople also had to line up for hours every day in order to purchase bread.

4. In 1950-1951 a two-story wooden rayon hospital (Rayonnaya Bolnitsa) was erected in Antopol. The medical staff of this hospital, which has about 100 beds, consists of four doctors and 10-12 nurses. A short distance from this institution there is a contagious diseases hospital with 25-30 beds.

5. A new secondary school was built in 1955-1956 in Detkovichy (N 52-19, E 24-49), about eight km north of Antopol on the road to Kartuz Bereza (N 52-32, E 24-57). The building was reportedly designed to serve as a military hospital in case of an emergency.

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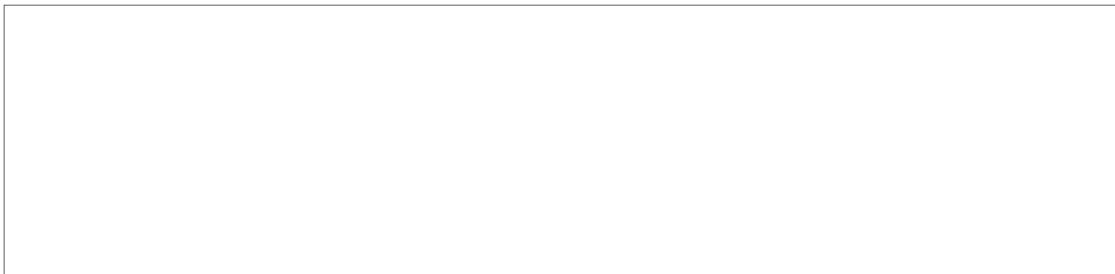
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COUNTRY: USSR (Belorussian SSR)

SUBJECT: Miscellaneous Information on Mozyr and Vicinity



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1. In 1955 work was begun on the construction of an excavator factory in Mozyr (N 52-03, E 29-15⁶), located in the vicinity of the Mozyr-Pyhov anchorage. In 1957 the plant had approximately 1,000 workers; on its completion the number of workers was expected to increase to 10,000.

2. In 1957 a permanent bridge over the Pripet River was completed in Mozyr, construction of the bridge having started in 1955. Slutskaya Street passes over the bridge, thus serving the Gomel-Mozyr-Minsk highway.

3. A pontoon regiment (Pontonny Polk) of the engineer corps

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is stationed in the barracks situated at the end of Lenina Street in Mozyr, near the Molot artisan's cooperative.

4. A military school for automobile technician officers (Voennoe Tekh Uchilishche) is located in a military camp in Kalinkevich, approximately 10 km from Mozyr. The course of studies at the school lasts for two years.

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6. About five km from Antopol is a canal connecting the Dnieper and Bug Rivers. The canal is 15-20 meters wide and provides for simultaneous passage of two boats. From April to November there is heavy traffic on the canal in the direction of Brest and then to the Ukraine. The bulk of the cargo transported by boat on this route are timber and in particular iron ore, destined for Poland and East Germany. At Brest the ore is transferred to freight trains, while the boats are reloaded with Polish coal which has reached Brest by train. The offices of the canal shipping directorate are situated in Pinsk.

7. A reserve landing field of the Soviet Air Force is located four or five km from Antopol on the road leading to Golovchitsy (N 52-09, E 24-52). The installation, which extends over an area of roughly three by five km, is bordered by three villages: Golovchitsy, Tatarovichy (N 52-10, E 24-49) and Sveklichy. [redacted] the installation is subordinate to the headquarters of an air force unit station in Kobrin (N 52-12, E 24-15). Grass has been planted over most of the installation, but the runways are kept clear of vegetation at all times. The field contains a large (?) number of underground

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fuel tanks, and considerable traffic of tank trucks has been observed during the spring and summer months. Jet aircraft arrive at the field during the summer months for a short period of training. In 1956 MIG-15 fighters were observed, and MIG-17's were rumored to have been operating there. In one reported maneuver, all the jet aircraft stationed at the field near Kobrin were flown to the Antopol airfield. During the summer this airfield also serves for parachute training. No underground structures are known to exist, other than the aforementioned fuel tanks. During most of the year, when no aircraft are stationed at the field, the installation is guarded by paramilitary watchmen, but before the arrival of planes, all security arrangements are taken over by air force personnel.

Personalities

8. The following individuals are residents of Antopol:

a. Cherniak (fm), secretary of the Oblispolkom,

[Redacted]

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b. Nikolay Gumin, chairman of the municipal council

(Gorsovet)

[Redacted]

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c. Klimets (fmu) has been First Secretary of the rayon Party committee (Raykom) since 1954.

[Redacted]

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[Redacted]

d. Major Nikandrov (fmu) ^{been} has/ commander of the district militia directorate since 1950.

[Redacted]

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[Redacted]

e. Samusevich (fmu) has been chairman of the Rayspolkom since 1956.

[Redacted]

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[Redacted]

f. Captain Tolkachev (fmu), deputy commander of the district militia directorate

[Redacted]

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[Redacted]

g. Filip Ivanovich Zhukovskiy, a surgeon, is chief doctor of the rayon hospital and head of the rayon health directorate.

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COUNTRY: USSR (Belorussian SSR)

SUBJECT: Miscellaneous Information on Borisov



1. Borisov (N 54-15, E 28-30), with a population of approximately 100,000, was a rayon center located on the Moscow-Minsk highway.

2. The following industrial establishments were located in Borisov:

a. Kirov Match Combine. This factory could be adapted to military production since its automatic machines for the manufacture of sulfur were also capable of producing explosives. The factory had its own power station which fulfilled its electrical requirements.

b. An iron foundry (Chuguno-Liteyniy Zavod), a small

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enterprise which filled orders for industrial and agricultural establishments.

c. An automobile repair plant (Avtoremontnyi Zavod), belonging to the road transport directorate (Avtotransport), which carried out engine repairs and overhauls.

d. A glass factory, which manufactured domestic glass-ware, plate glass and plastic glass (Plastiglass and Flexi-glass).

e. A noodle factory, which employed approximately 500 workers. This factory was one of the largest of its kind and it could be converted to the production of explosives.

3. Both Borisov (including its factories) and Minsk were supplied by the hydroelectric power station in Zhodino (N 54-07, E 28-20), about 12 km from Borisov. The station had four turbines.

4. Near Borisov there was a civilian airfield which maintained flights to Minsk and to isolated points in the rayon inaccessible by train. The field also served as an alternate to the Minsk airport. An air force unit was stationed in the vicinity of the Borisov airfield (no information on its activities).

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A DOSAAF flying club, which ran flying courses for young people, was also located near the field.

5. There were two military cantonments (Voenniy Gorodok) in the vicinity of Borisov. One of them was located in Pechy, about two km from the town. This cantonment contained the headquarters, a technical school and tank repairshops of the 3rd Armored Army (Tret'yaya Mekhanisirovannaya Tankovaya Armiya) of the Byelorussian Military District. The other cantonment was located near the village of Matishche, approximately seven km from Borisov, along the railroad line to Minsk. It also belonged to the 3rd Armored Army and accommodated tank units.

6. The following individuals were residents of Borisov:

a. Col. Gen. Batov (fmu) was commanding officer of the 3rd Tank Army in Borisov in 1951-1952.

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b. Lt. Gen. Bielski (fmu) was a member of the Military Council of the Byelorussian Military District Headquarters.

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c. Col. Botyan (fmu), commandant of the Borisov city militia

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d. Col. Gribov, commanding officer of the Borisov
military commissariat

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e. Col. Kuznetsov (fm) was commanding officer of the
Quartermaster Branch of the 3rd Tank Army.

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f. Major Mikolaychik (fm), operations officer of the
3rd army headquarters

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g. Ivan Fiodorovich Mozheyko, chairman of the Borisov
city executive committee (Gorispolkom)

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h. Col. Soldatenko (fm), chief transport officer of
the Byelozussian Military District

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Att. 3

Legend to Sketch-Map of Borisov

1. Borisov railroad station
2. Iron railroad bridge
3. "Komintern" wood products factory
4. Paper mill
5. Noodle factory
6. Match combine
7. Match combine power station
8. Lenin Street
9. Trud Street
10. Prospekt Revolutsiy
11. 8-VO Marta Street
12. Stadyonnaya Street
13. City militia directorate
14. City MVD directorate
15. Military cantonment
16. "PRAM" (Poleve Avtoremontne Masterskye) military workshops
17. City stadium
18. City Party committee (Gorkom)

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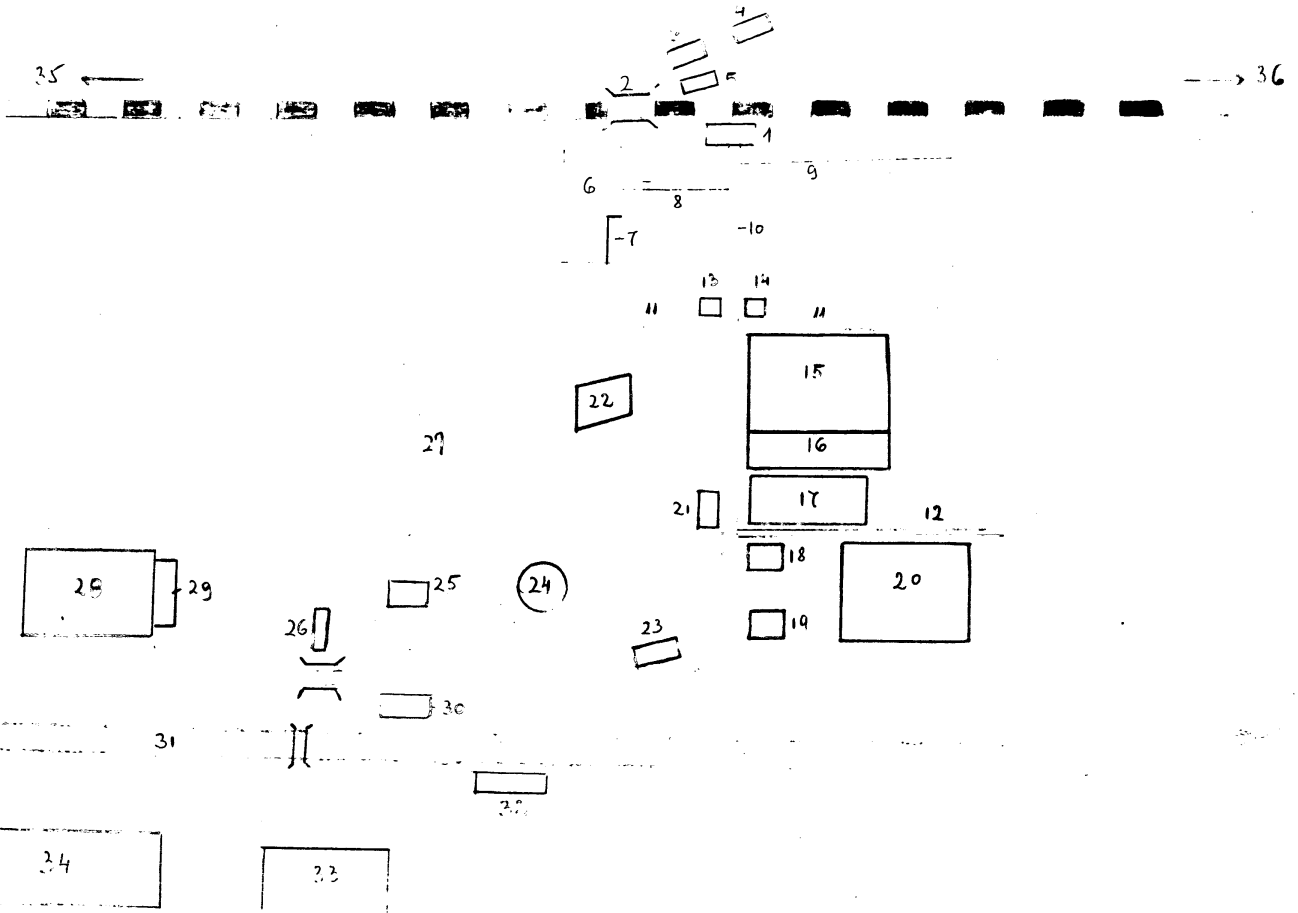
19. City executive committee (Gorispolkom)
20. Glass factory im. Dzerzhinskovo
21. Six-story residential building, containing officers' quarters
22. Piano factory
23. Municipal hospital
24. "Batereya" hill
25. Iron foundry
26. Shipyard for rafts and small boats
27. Berezina River
28. Civilian airfield
29. Air force barracks
30. Automobile repair plant (Avtoremontniy Zavod)
31. Moscow-Minsk main highway
32. Military club
33. New airfield, under construction
34. Military cantonment in Pechy
35. To Moscow
36. To Minsk

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