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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT Town Plan of Lvov (including  
POL depot and military  
airfield in Lvov)

DATE DISTR. 14 July 1961

NO. PAGES 1

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REFERENCES RD

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DATE OF INFO.

PLACE & DATE ACQ.

FIELD REPORT NO.

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENT 50X1-HUM

A 64-point overlay with legend of the town Lvov.  $\sqrt{N}$  49-50, E 24-00/d

the street names in Lvov were written in both Russian and Ukrainian and provides the following information on the present and former street names in the city:

<u>Present Name</u>	<u>Former Name</u>
Bogdana Khmel'nitskogo	Solkiewska
Botvina	Sloneczna
Kalinina	Zamarstinowska
Khimicheskaya	Kresowa
Kuznetsova	Kleparonska
Pobeda $\sqrt{\text{Square}}$	Smolki $\sqrt{\text{Square}}$
Zavodskaya $\sqrt{\text{Zavodskaya?}}$	Panienska

Distribution of Attachment:

ORR: Loan

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TATE X ARMY X NAVY X AIR X NSA X OCR X NIC X

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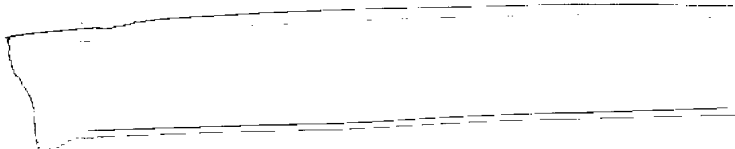
Note: Washington distribution indicated by "X"; Field distribution by "#".

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[M 49-50, E 24-00]

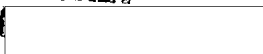
[sic, LENINSKIY]

- Up to 1958, Lvov was administratively divided into four rayony: Shevchenkovskiy, Zheldorozhny, Stalinskiy, and Krasnoarmeyskiy. In 1958, town planners decided to test the efficacy of a two-rayony administrative division and, for this purpose, the Zheldorozhny and Shevchenkovskiy districts were merged. If this system worked out well, the other two rayony would then be united. Street names were written both in Russian and Ukrainian, for example, 17 Sentyabra Sovetskaya was also 17 Veresnia Radyanska. The first trolleybuses appeared in Lvov in 1956, since which time there had been a steady changeover from streetcars to trolley buses and, in 1958, about 60 percent of urban transportation was via trolleybus. Until recently, Lvov suffered a shortage of electricity, especially in winter, and current

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would be cut off in entire sections of the city for a few hours each day. The water supply was steady and was no longer being pumped from the Peltava River, which was said to now serve as a sewerage outlet. Most of the factories in town used gas as fuel, including the power station.

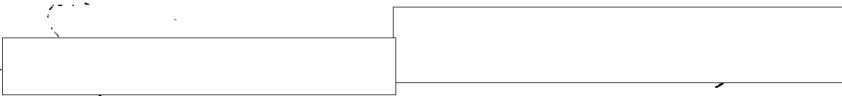
1. Meat Products Combine (Myasokombinat), which employed about 1,000 workers. A large part of the produce was canned meat for emergency use.
2. Plywood Factory in Shevchenko rayon (formerly Janovska), which first operated after the war.
3. Flour Mill (Krup Zavod) in Shevchenko rayon, which produced primarily various types of groats. It was a prewar installation and employed about 60 workers.
4. Military barracks on Kuznetsova (formerly Kleparonska), former Polish barracks now occupied by an artillery unit the size of a regiment.
5. Building housing a political school for NCO's of the MVD (studies lasted one year), located on Kalinina (formerly Zamarstinowska). The prison which had formerly occupied the premises was closed in 1956.
6. Paint Factory (Lako-Krasochnyy Zavod) on Khimicheskaya (formerly Kresowa), an old plant which had been expanded in recent years. The factory employed about 150 workers in three shifts and produced enamel paints and lacquers of good quality.
7. Department of a bicycle factory (Lvovskiy Velosipedny Zavod), located on Zavodskaya (formerly Panienska). The entire plant had been located here until 1954, at which time most of the departments were transferred to Zelona Street, in the Persenkovka quarter. In 1958, all eight departments of the plant employed about 300 workers. Until 1954, it produced mostly ladies' bicycles, but since its expansion it had been making all kinds of bicycles as well as scooters.
8. (Omitted on overlay and legend).
9. Railroad freight station (Lvov Podzamche), with seven or eight pairs of tracks and a number of warehouses. This station received the cargoes destined for the industrial plants in the neighborhood.
10. Oblast POL Depot (Obl. Neft-Baza) on Bogdana Khmel'nitskogo (formerly Solkiewska), which had tanks both above and below ground. The depot had been expanded in 1950-1953, and many tanks were added.

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11. Petroleum Refinery (Nefte Peregonny Zavod), located at the end of Bogdana Khmel'nitskogo. The plant, which had been expanded after World War II, refined aviation gasoline and produced lubricants. It was connected by pipeline to the Oblast POL Depot (No. 17).
12. Cotton Mill (Lno Kombinat) on Bogdan<sup>a</sup> Khmel'nitskogo. The mill, which began operating in 1955, produced cotton fabrics and other types of cloth.
13. Cold Storage Plant (Khlado Kombinat), which comprised six buildings and, until 1952, had been in the process of expansion.
14. Clothing and Food Depot of the Trans-Carpathian Military District Headquarters. The warehouses were 30 to 40 meters long, made of wood coated with plaster. The base was surrounded by a barbed-wire fence and was under military guard.
15. Fork Lift Plant (Zavod Avtopogruzchik) in the Zheleznodorzhnaya-Shevchenko rayon. The plant, which began operating in 1954, was considered the largest plant in Lvov, producing fork lifts and all their components except the motor and tires.
16. Locomotive and Railroad Car Repair Plant (Parovozovagonny Rem. Zavod), which carried out general repairs but did not build rolling stock. It had been enlarged since the time of Polish rule.
17. Clothing depot of the Military District, with about 30 storage huts in an area surrounded by barbed-wire and guarded by soldiers. Until 1954, the site had been a military transit camp (voenny peresylnyy punkt).
18. Civil Auto Repair Shop (Autoremzavod) in Shevchanko. The shop employed about 100 workers.
19. Military District Depot in Shevchanko, where spare parts for all kinds of vehicles were stored. Many trucks could be seen in the area, which was surrounded by a board fence and was guarded by soldiers. In the southern part of the area there was a military transport office (voennaya transportnaya kontora) of the Trans-Carpathian Military District Headquarters.
20. Glass Factory (Mekh. Stekolny Zavod) in Shevchanko, which began operating after World War II and produced primarily plate glass.
21. Brewery (Pivovarny Zavod), on Kuznetsova.

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22. Gas Works (Gaz Zavod) on Botvina (formerly Sloneczna). The plant had been expanded after World War II. It contained six tanks, each the height of a three-story building and some 50 meters in diameter. The gas was supplied from the Dashava deposits by means of a pipe which branched off the Dashava-Kiev main line.
23. City KGB office, in a three-story building on Pobeda (formerly Smolki) square.
24. Oblast Consumers Cooperative (Oblast Potreb. Soyuz). Until 1950, the site had been occupied by the Air Force Headquarters of the Trans-Carpathian Military District.
25. Central post office (Glav. Pochta) on Slovatskogo.
26. Trans-Carpathian Military District Headquarters (Shtab Prikarpat'skogo Voennogo Okruga), in a three-story building on Vatutina.
27. Oblispolkom, on Sovetskaya.
28. Television Center (Televizyonny Tsent), in the Visokiy Zamek Park. The center, which had a 200-meter-high mast, was put into operation in late 1957.
29. Agricultural Machinery Factory (Lvovselmash), on Gorodetskaya.
30. Distillery (Spirt Zavod), an old plant on Gorodetskaya which produced vodka and alcohol.
31. Electric Bulb Factory (Lvovskiy Elektro-Lampovy Zavod), on Pedkovicha, which produced television tubes.
32. Citadel (Krepost), a military zone with warehouses for food, clothing, and combat equipment. The communication center (uzel svyazi) of the Trans-Carpathian Military District Headquarters was also in this zone.
33. Medical Institute, including two hospitals.
34. Tank Repair Shop (Tanko Remontny Zavod), on Lenina, which employed both soldiers and civilians.
35. Military Repair Shop for Radio Communication Equipment (Radio Rem. Masterskiye).
36. Infantry Officers School, on Gvardeyskaya.

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37. Teachers College (Ped. Institut), on Institutskaya (1958).
38. Water Works (Vodokanal Trest), on Zelenaya.
39. Party Committee of the Stalinskiy Rayon, on Darvina.
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41. Barracks of an air force regiment, a two-story building on Lysenko Street. The regiment was equipped with MIG-17 interceptors in 1958. The air field used by the regiment was located in Lvov-Sknilov. This airfield was also used by civil aircraft and, as late as 1958, no jets had landed in the civilian part of the field. The military section, where the MIG-17 interceptors were stationed, had concrete runway. Close to the airfield was Aircraft Factory No. 87, which produced spare parts for aircraft and employed civilians only  
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42. Militia Officers School, on Chapayeva.
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45. Headquarters of an unspecified border guard unit (shtab Pogran. voysk), on Gorkogo.
46. Automatic City Telephone Exchange (Gor. ATS), on Shovtneva.
47. Rear Headquarters of the Trans-Carpathian Military District (Shtab Tila Prikarpatskogo Voennogo Okruga), a three-story building at 17 Veresnya. Up to 1954, the office of an oil and gas prospecting enterprise (Nefte Gaz Razvedka) was located in the neighborhood.
48. City Militia Directorate Directorate (Gor. Upravleniye Militsii), on Slovatskogo.
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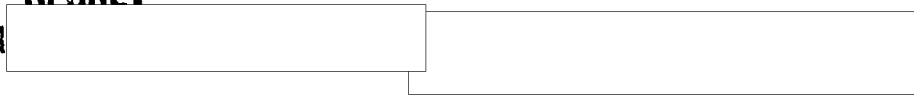
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55. Oblast KGB office, a five or six-story building on Dzerzhinskogo.
56. Granaries and grain elevators of Zagotzerno, in Shevchenko rayon.
57. Hospital for the rehabilitation of war invalids (Gospital Vostanovitelnoy Khrurg), which opened in 1956 and accommodated invalids in need of long-term convalescent. Until 1956, the buildings accommodated a transit jail (peresylnaya tyurma), particularly for political prisoners.
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63. Small Water Meter Factory (Zavod Vodomer), on Tkatskaya.
64. Lvov Railroad Directorate (Upravleniye Lvovskoy Zheldorogy), a four-story building.

Not annotated on overlay was Shoe Factory No. 3 (Obuvnaja Fabrika Nr. 3), which was located at the end of Martina Street and employed between 900 and 1,000 workers.

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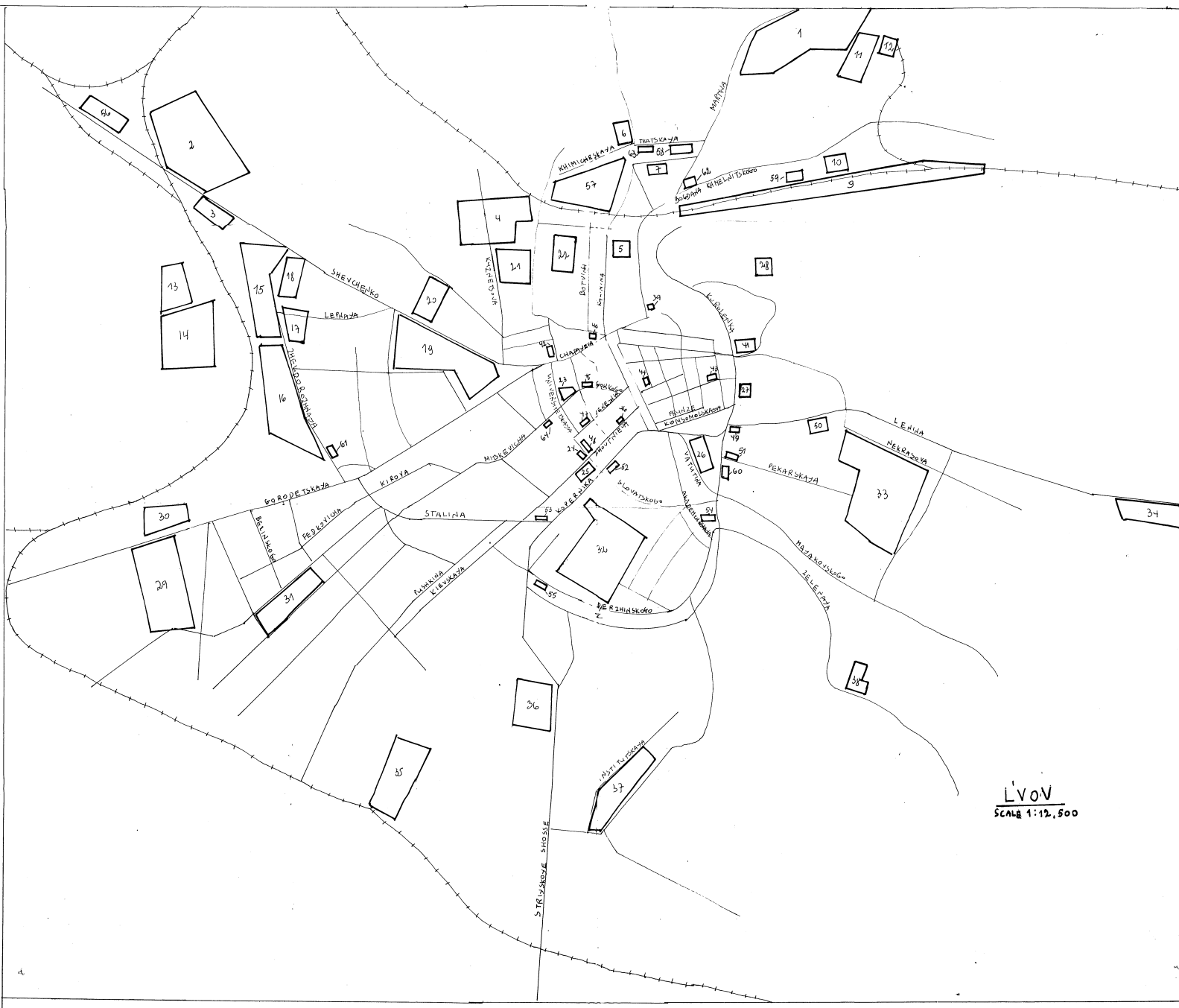
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