

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT Town Plan Data on the Ukraine:

DATE DISTR. *24* May 1962

Drogobych, Klevan, Kostopol,
Kovel, Kremenets, Sarny,
Shumskoye, Ternopol, and Vinnitsa

NO. PAGES 3

*(Industrial, Military, Transportation
info: Town plan sketch)*

REFERENCES RD

DATE OF INFO.

PLACE & DATE ACQ.

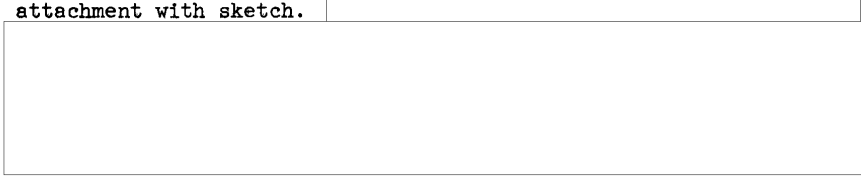
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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.



1 - Town plan information on Drogobych (N 49-21, E 23-30), 9-page attachment with sketch.

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2 - Town plan information on Klevan (N 50-45, E 25-59), 4-page attachment and area overlay (1:700,000).

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An ordnance depot of the Carpathian Military District Headquarters was on the north side of the Klevan-Aleksandriya road. The depot occupied an extensive site surrounded by three rows of barbed wire and by watchtowers which were illuminated after dark. Within the depot area were tarpaulin-covered artillery guns and tanks, half-tracks, and crates of military equipment which stood under open sheds. An adjacent military fuel base occupied an area of 500 square meters and was surrounded by a single row of barbed wire. Metal and concrete fuel containers were aboveground until 1954 when work was started on sinking them into the ground. Fuel was brought to the base by rail and reportedly piped out (no details). The timber combine (1), fuel base (2), ordnance depot (3), and a 35-40 meter long pontoon bridge (4) were located as follows:

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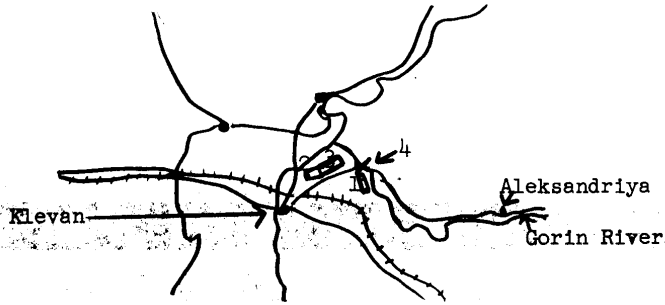
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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR	X	DIA	X	NIC	X
													NPIC	X	

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

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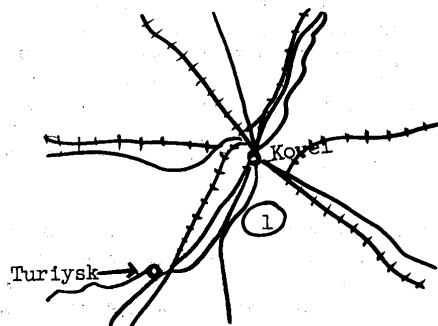


- 3 - Town plan information on Kostopol (N 50-53, E 26-27), a 4-page attachment.

[redacted] 50X1-HUM
 [redacted] An
 artillery regiment equipped with heavy self-propelled tracked guns [redacted]
 [redacted] was stationed on ulitsa Lenina. The soldiers of the
 regiment carried submachine guns in canvas covers (chekhol) which, in 1960, 50X1-HUM
 were still on the secret list. This regiment was moved to Kostopol in 1953,
 before which time it had been stationed at the Molinsk railroad station,
 on the line between Sarny and Kostopol.

- 4 - Town plan information on Kovel (N 51-13, E 24-43), a 6-page attachment with 50X1-HUM
 area overlav (1:700,000) and sketch (not to scale). [redacted]

[redacted] approximate locations on a sketch 50X1-HUM
 plan of Kovel for 27 public and industrial buildings, bridges, and a militar 50X1-HUM
 barracks and a tank regiment camp (T-54 and ZSU-57/2). [redacted] an arms and
 ammunition dump in a forest about two to three kilometers from Kovel as follows (1):



- 5 - Town plan information on Kremenets (N 50-06, E 25-43) and Shumskoye (N 50-07,
 E 26-07), a 4-page attachment.

[redacted] 50X1-HUM
 [redacted] There were no military units in Shumskoye
 or Kremenets. Mention is made of a district military commissariat in Bel.
 Dedarkaly (possibly Velikiye Dedarkaly) and an army camp at Belaya Krinitza
 which, in 1957, had an artillery unit of approximately regimental strength
 (equipped: 76-mm and 122-mm field guns). 50X1-HUM

- 6 - Town plan information on Sarny (N 51-20, E 26-36), a 4-page attachment. [redacted]

[redacted] A listing is given of the town's new
 industrial enterprises. An artillery unit of at least regimental strength and
 subordinate to Army headquarters in Rovno was located in former Polish Army
 barracks at the end of ulitsa Lenina (equipped: 152 mm and M-1955 type 203 mm
 guns). The Sarny railway station had about 30 sets of tracks and a large
 locomotive repair shop.


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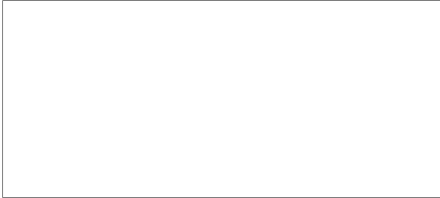


7 - Town plan information on Ternopol (N 49-33, E 25-35), a 10-page attachment with town plan sketch (1:25,000 - approximate)  50X1-HUM

 122 points on the sketch including public buildings, industrial institutions, streets, and bridges. The only military establishments described are the barracks, housing area, and fenced equipment area for an artillery brigade on Zbarazhskaya ulitsa (equipped: 152mm and 203mm guns).

8 - Town plan information on Vinnitsa (N 49-14, E 28-29), a 3-page attachment with sketch (1:25,000).  50X1-HUM

 Twenty-eight military, government, and public buildings are located on the sketch.



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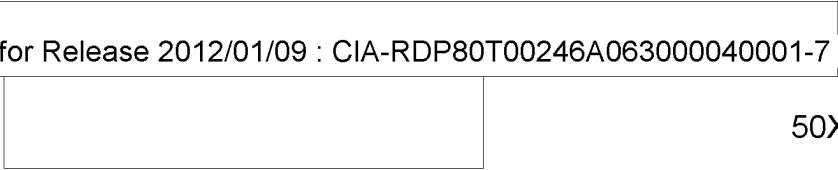


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1. Drogobych [N 49-21, E 23-30] an oblast center, was to become a rayon center (rayonniy gorod) administratively subordinate to Lvov Oblast in Mya 1959. Along with the abolition of the oblast status, the economic-financial subordination of the town was presumably to be transferred from the Stanislav to the Lvov Sovnarkhoz.

2. In late 1958 Drogobych had a population of 50,000, mostly Ukrainians, which was an increase of about 15,000 in the pre-World War II figure. The town had not developed to any great extent since the war, with the exception of the following industrial advancement:

- a. The two prewar oil refineries, "Polmin" and "Galicja," which were renamed Neftepregonniy Zavod No. 1 and No. 2, respectively, were enlarged; most of the new installations were constructed at the second plant.



- b. The former "Kumorker" sawmill was enlarged and converted into a timber processing combine called Derevoobdelochniy Kombinat.
- c. A machine works (mekhanicheskiy zavod) was established on the premises of a former refinery, which from 1939 to 1941 had been called Nefteperegonniy Zavod No. 5.
- d. A small prewar machine works was converted into an iron foundry, the Chugunno-Liteyniy Zavod.
- e. The following plants established before World War II were still in production: a table salt factory (sol-zavod) and two large brick factories, the Kerpichniy Zavod and the Keramicheskiy Zavod which produced mainly tiles.

3. The timber processing combine (DOK) had two sawmills in Drogobych and one in the vicinity of Skole [N 49-02, E 23-31]. The two sawmills in Drogobych were located near each other, Derevoobdelochniy Zavod No. 1 on Druskanetska (the road to Druskanets [N 49-17, E 23-30]) (formerly "Kumorker") near the Drogobych-Borislav [N 49-17, E 23-25] railroad line, and Derevoobdelochniy Zavod No. 2 on Fabrichna Street. Sawmill No. 1, the largest of the combine's plants, produced boards and parquet flooring; Sawmill No. 2 produced boards only.

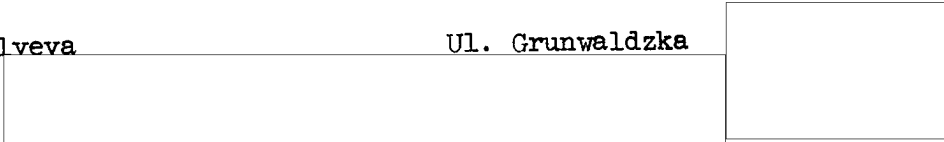
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4. The machine works was located near the railroad station in the vicinity of Refinery No. 1. From 1949 to 1955 the works produced drills for oil rigs. It was not a secret installation and was frequently mentioned in the local press.

5. Following is a list of changes in street names:

<u>NEW NAME</u>	<u>PREWAR NAME</u>
Ploshchad Lenina	Rynek (central square)
Vul. Vasilveva	Ul. Grunwaldzka

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Vul. Dzerzhinskogo (to Stryy)	Ul. Pilsudskiego
Vul. Chervonoarmiyska	Ul. Sw. Jura
Vul. Gorkogo (to Sambor)	Ul. Sobieskiego
Vul. Gogola (to Sambor)	Ul. Sienkiewicza
Vul. Zhovtneva	Ul. Solna
Vul. Ryadanska	Ul. Kolejowa Dolna
Vul. Shalom Aleykhem	Ul. Kowalska
Vul. Sokolova	Ul. Slony Stawek
Vul. Gertsena	Ul. Szpitalna
Vul. Pushkinska	Ul. Sw. Kry ^z ya
Vul. Pervogo <i>Travnya</i>	Ul. Czackiego
Vul. Bogdana Khmel'nitskogo	Ul. Skotnicka
Vul. Komsomolska (to Boryslav and Truskavets)	Ul. Jagielonska

All the streets in Drogobych, the roads leading from Drogobych to Borislav, Truskavets, Sambor [N 49-31, E 23-12], and Stryy [N 49-15, E 23-51], and the main road from Stryy to Lvov had been surfaced with asphalt since the end of World War II.

6. The only barracks in town was located on Vasilyeva Street opposite the former (until late 1958) oblast hospital. The prewar barracks was occupied in 1958 by a small infantry unit. In general, few soldiers in uniform were to be seen in town, and very few participated in national holiday ceremonies. There was also a military komendatura in Drogobych.

7. A civilian ~~airfield~~ airfield was located in the vicinity of Refinery No.

1. No air force personnel had been seen in the town except for a few airmen on leave.

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8. [REDACTED]

9. The following public institutions were located in Drogobych:
- a. In 1958 the oblast Party and Komsomol committees occupied the pre-World War II town hall (ratusz), a three-story building on Ploshchad Lenina. [REDACTED] the building was subsequently taken over by the town executive and Party committees.
 - b. The town and oblast militia directorates occupied a three-story building at 9 or 11 Dzerzhinskogo Street, which also housed a department store (univermag).
 - c. The oblast KGB committee occupied a three-story building at 3 Stryyska Street (continuation of Dzerzhinskogo Street), which housed the district court prior to World War II.
 - d. The oblast MVD directorate occupied a three-story building at 2 Gorkogo Street, at the corner of Stryyska Street. The MVD and KGB club was situated between the buildings of these institutions in ~~the~~ former monastery.
 - e. A large prison, which was a closed institution for juvenile delinquents, was situated outside town on a hill, by the road to Truskavets. The prison was reached from the town center via Vasilyeva Street. Just past the hospital on the left side of Vasilyeva Street, the railroad line to Borislav crossed Truskavetska Street; a sawmill was located on the far side of the tracks. The prison was about 700 or 800 meters from Keramicheskii Zavod (tile factory), which was about one kilometer from the sawmill.

- f. A forest opposite the prison had been converted into a park (leso-park); an artificial lake was opposite Keramicheskiy Zavod; and the town abbatoir, which included a meat processing combine (myaso-kombinat), was situated opposite Sawmill No. 1.
- g. The central post and telegraph office and telephone exchange occupied a two-story building at 5 Komsomolska Street (the pre-World War II post office building).
- h. The Chervone Prikarpatye Hotel, with 104 beds, was in a four-story building at 1 Komsomolska Street, at the corner of Mitskevicha Street.
- i. The oblast executive committee (Oblispolkom) occupied ^atwo-story building at 42 Gogola Street.

10. A teachers' seminary (ped institut) was located on Gorkogo Street (possibly at No. 32) opposite the municipal park. There were about 11 general secondary schools in town and the following four vocational training schools: an oil industry technicians' training school (in two buildings) at 16 and 41 Mitskevicha Street, a commercial school on Snezhna Street, and ^belectricity technicians' school in the vicinity of the railroad station, and a music academy on Krasinskogo Street.

11. The town public transportation facilities consisted of buses and a small number of taxis. One bus route connected Refinery No. 2 with Refinery No. 1 and the railroad station, via Borislavska Street, Pl. Lenina, Dzerzhinskogo Street, and Stryyska Street. The other route connected the west and east sides of town via Pl. Lenina.

12. Central water and sewage networks, which had been installed during the period of Polish rule, extended throughout Drogobych. Drinking water

was obtained by means of an underground pipeline, 18 to 20 kilometers long, which led from Urozhd village [N 49-22, E 23-15], where the municipal water pumping station was situated on the banks of a river (unspecified). In Drogobych there were no water towers or any other water installations, except for a single pumping station (for increasing the pressure of water from Urozhd village) located at the corner of Gogola and Gorkogo Streets. However, as the supply of water was insufficient to meet all the local requirements, it was planned to lay an additional pipeline from Urozhd village.

13. Little new construction work had been carried out in Drogobych. Prior to 1950 the accent had been on reconstruction, although, with the exception of one suburb, the town had not suffered any special damage during the war. Some new construction work was done in 1950, including the erection of several four-story apartment houses near the two oil refineries. A few houses were constructed on Gertsena Street.

14. Attached is a town plan, with legend, of Drogobych.

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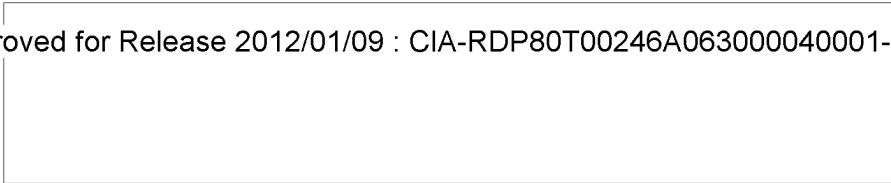
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Legend to Town Plan of Drogobych

1. Pl. Lenina
2. Ul. Vasilyeva
3. Truskavetska
4. Dzerzhinskogo
5. Stryyska
6. Borislavska
7. Mitskevichka
8. ~~Smaborska~~
9. Zhovtneva
10. Zhupna
11. Pushkinska
12. Sokolova
13. Gorishna Brama
14. Chervonoarmiyska
15. Shashkevicha
16. Poleva
17. Fabrichna
18. Karla Marksa
19. Gorkogo
20. Gogola
21. ~~Not identified~~ Ul. Kowalska
22. Tismenitsa River
23. Seret (dry river bed)

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24. To Borislav
25. To Truskavets
26. To Stebnik \sqrt{N} 49-18, E 23-347 (where a chemical fertilizers plant was located)
27. To Stryy
28. To Sambor
29. Prewar town hall (ratusz)
30. Table salt factory (sol-zavod)
31. Iron foundry (Chugunno-Liteyniy Zavod)
32. Refinery No. 2
33. Former oblast hospital
34. Barracks
35. Sawmill No. 1
36. Sawmill No. 2
37. Abbatoir and meat processing plant (myaso-kombinat)
38. Keramicheskii Zavod
39. Prison used as juvenile delinquents institution
40. Artificial lake
41. Leso-park
42. Oil industry technicians' school
43. Central post and telegraph office and telephone exchange
44. Oblast MVD (until December 1958)
45. Oblast KGB (until December 1958)
46. Department store and town and oblast militia directorate (until Dec. 1958)
47. Brick factory (Kerpichnyi Zavod)



48. Electricity technicians' training school

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49. Town railroad station

50 Refinery No. 1

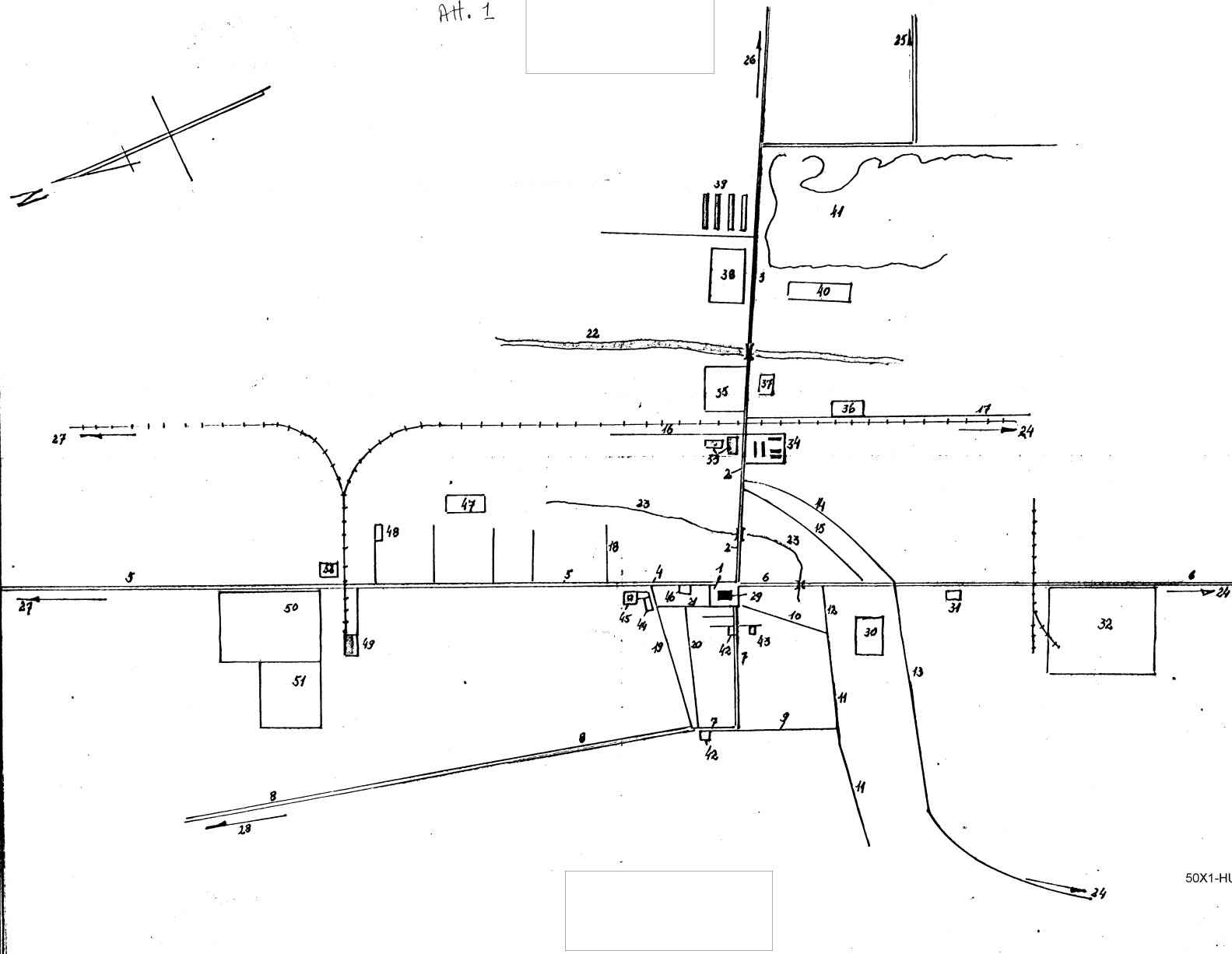
51. Machine works (mekhanicheskiy zavod)

52. Zagot-Zerno grain silos

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DROGOBYCH
Att. 1



1. **Klevan /N 50-45, E 25-59/, a district center of Rovenskaya Oblast,**

had a population of 10,000 in 1955. No military units were stationed in the town, and the only industrial plant was a timber combine which employed about 400 workers and produced mainly planks. The only school in town was a ten-grade one. All the buildings in Klevan were constructed of timber and were concentrated along two main streets, one of which was surfaced with asphalt and the other with stones.

The town militia force had about 20 officers and enlisted men; the KGB office employed two officers and a civilian female secretary.

2. A timber processing combine (Derevo obdelochny Kombinat), which was established prior to World War II and was subsequently expanded, was located at Orzhev village /N 50-45, E 26-07/. The combine occupied an area of about 800 by 1000 meters and extended along the

bank of the Gorin River, surrounded on its other three sides by a board fence.

3. The combine employed 600 workers from Orzhev and Klevan in three shifts. It was served by a spur line from the Klevan railroad station. The combine had a parquet-flooring department (partketny tsekh); a barrel-stave shop (klopochny tsekh); a furniture shop (mebelny tsekh), which produced utility furniture and spring mattresses; a plywood shop (fornirny tsekh), which produced plywood up to one centimeter thick; ^{and} a sawmill (tartachny tsekh), with two frames and two large circular saws. The combine also had a power station, which, although operated by a low-output steam boiler, provided sufficient current for all the needs of the combine and for lighting purposes of surrounding buildings. Timber was obtained from the Transcarpathian forests and shipped to the combine by rail and river. Hardwood was brought from other parts of the USSR. About 180 cubic meters of timber were cut per day at the sawmill.
4. An ordnance depot, directly subordinate to Carpathian Military District Headquarters (Okruzhnaya Baza Vooruzheniya), was situated in the vicinity of the combine, on the north side of the road from Klevan to Aleksandriya /N 50-44, E 26-21/. The depot occupied an extensive site surrounded by three rows of barbed wire and by watch towers which were illuminated after dark. It was established in 1947 and employed both civilian and military personnel. After 1952 the

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depot employed military personnel only. A unit of about company strength carried out guard and material conservation duties. Within the depot area were numerous artillery guns of different calibers, which were covered with tarpaulins. Tanks, half-tracks, and numerous crates of military equipment stood under open sheds (zanavesy).

[redacted] all the military equipment was new and had been delivered to the depot directly from the factories. 50X1-HUM

5. A military fuel base (voen. nefte baza), which was adjacent to the ordnance depot, occupied an area of 500 square meters surrounded by a single row of barbed wire. The metal and concrete fuel containers at the base were above ground until 1954, when work was started on sinking them into the ground. Fuel was brought to the base by rail. Informant had heard that the fuel was taken from the base by a pipeline, but he knew no details.
6. A metal pontoon bridge, 35 to 40 meters long, spanned the Gorin River between Klevan and Aleksandriya. The bridge was maintained and guarded by personnel of the military unit stationed at the ordnance depot. The bridge was dismantled in the spring, when the river overflowed, and at times when timber was floated down the river.
7. Informant knew of the following personalities at the Orzhev timber combine and in Klevan:

a. Lt. Adamchuk (fnu),

[redacted] had been

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director of the criminal investigation section (mach. ugovnogo
roziska) at the Klevan district militia since 1952. 50X1-HUM

b. Yosef Berman, [redacted] had been director
of the design department at the timber combine in Orzhev since
1950. [redacted] 50X1-HUM

c. Ivan Vasilyevich Budnik, [redacted] had been
director of the timber combine since 1950. [redacted]

d. Karpenko (fnu), [redacted] had been chief
accountant at the combine since 1952. 50X1-HUM

e. Captain Khvorostov (fnu), [redacted] had
been head of the Klevan district militia since 1946.

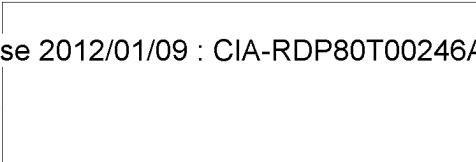
f. Milevsky (fnu), [redacted] was chief engineer
at the timber combine. 50X1-HUM

8. The attached sketch-map (1:700,000) of Klevan district has the following
legend: 1 - timber combine at Orzhev village; 2 - military fuel base;
3 - military district ordnance depot; and 4 - pontoon bridge spanning
the Gorin River.

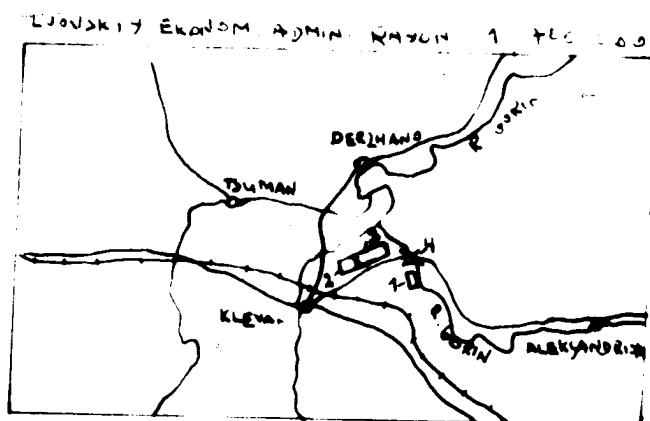
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KLEVAN

Att 21



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1. The city of Kostopol [N50-53, E26-27], a rayon center since 1959, had a population of about 15,000, 80 percent of whom were Ukrainian.

The town was not damaged during World War II, chiefly because it had been occupied by a Soviet partisan unit (Otryad medvedeva) before the Germany Army was driven from the area. Most of the buildings in the town were single-story structures, and the tallest had only two stories. There was no central water supply or sewage system. The streets were paved with cobble stones, although the main streets (Lenina and Kopernika) were being surfaced with asphalt in 1960.

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In 1960, two bus lines were put into operation; one ran from Rabochi Posolek Adamovka to Selo Kostopol and the other from the railroad station to the end of Rovenskaya Street, by way of Kopernika.

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2. An artillery regiment equipped with heavy self-propelled tracked guns was stationed on Lenina Street

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The soldiers of the regiment carried submachine guns in canvas covers (chekhol) which, in 1960, were still on the secret list. This regiment had moved to Kostopol in 1953, before which time it had been stationed at the Molinsk railroad station, on the line between Sarny and Kostopol. An MVD regiment, later disbanded, had occupied the site on Lenina Street until 1953.

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3. Industrial enterprises in Kostopol included a cart factory (obozny zavod) on Uzkaya Street, which employed about 300 people, a furniture manufacturing cooperative (krasny mebelshchik), which employed about 400 people and produced domestic furniture, a house-building combine (domostroitelny kombinat), a plywood factory (fanerny zavod), and a glass factory (stekolny zavod). The house-building combine occupied a site on Kalinina Street which had been the location of a government sawmill before World War II. In 1960, the combine employed about 1,500 people and manufactured frame prefabricated houses (finskiye domiki) for one and two families. In 1960, there were three West German engineers at the combine who were establishing a department which was to make some material from sawdust

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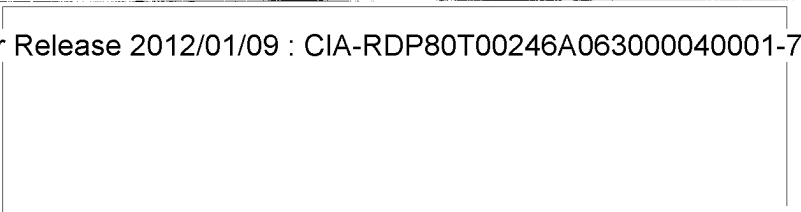
The plywood factory, located on I-vogo Maya, employed several hundred workers and, in 1955, became part of and

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subordinate to the house-building combine. The glass factory, on Stekolnaya, employed about 200 workers in the manufacture of jars, glass chimneys for kerosene lamps, and bottles.

4. The rayon MVD department in Kostopol was located on Lenina Street, in a building formerly occupied by the Polish police. Militia personnel in the town numbered about 15 men, and there were about twice that amount in the entire rayon. The rayon KGB office was located on Kopernika and employed six officers, including the commander, and two civilians. The rayon Party committee was located in a building on Oktyabrskaya which once housed the Polish district Starosta, while the rayon executive committee was located on Lenina Street.
5. The railroad station in Kostopol had three pairs of tracks. No unusual installations had been observed there.
6. The 250-bed rayon hospital was located on Novaya Street and had wards for contagious diseases, surgery, internal diseases, children's diseases, and maternity cases. The hospital was not large enough for the town's requirements, and an additional institution was to be built.
7. There were three seven-grade schools in the town, three-10-grade schools (two teaching in Ukrainian and one in Russian), and a medical technicum for training medical assistants (feldsher), on Lenina Street.
8. Kostopol had two movie theaters, one in the palace of culture of the house-building combine, and the other on Oktyabrskaya Street, called



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the Molot. The town hotel, which had no name, was located in a two-story building on I-vogo Maya and had about 20 rooms.

9. The following officials in Kostopol were reported:

a. Major Kudravtsev (fnu), commander of the rayon MVD office until 50X1-HUM

1960, 


b. Lt. Col. Bessalov (fnu), commander of the rayon KGB office since 50X1-HUM

1956, 

c. Bezugly (fnu), first secretary of the rayon Party committee since

1950, 


50X1-HUM

d. Gudkov (fnu), chairman of the rayon executive committee since

1958, 


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e. Burov (fnu), director of the house-building combine for many



years 

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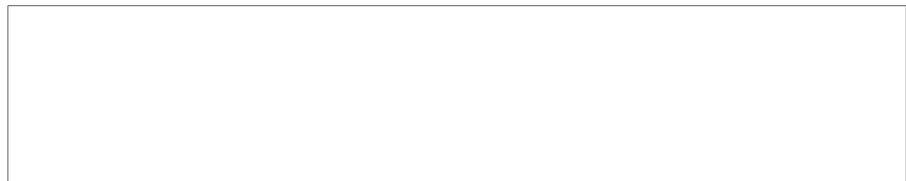
f. Col. Fyodorov (fnu), commanding officer of the artillery regiment

stationed in Kostopol until his retirement in 1960. 

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1. In 1957, the population of Kovel was about 33,000 of whom approximately 80 percent were Ukrainians. About 70 percent of the city was destroyed during World War II, but by 1959 some 60 percent had been reconstructed. The buildings constructed before 1952 were mostly of one story, while those built subsequently were of two or three stories. Public construction was concentrated primarily along Ul. Lenina, along Ul. Kalinina, and in the Kovel II quarter. The new downtown buildings were connected to the central sewage and water supply systems. The streets were paved with rough cobblestones

50X1-HUM

50X1-HUM

similar to those used during the Polish administration. A large part of the city's population was employed in construction of various railroad installations. 50X1-HUM

2. The public transportation system consisted of buses which ran from Ul. Bogdana Khmel'nitskogo via Ul. Lenina to barracks at the end of Ul. Vladimirskaia, from the foodstuffs combine on Ul. Lenina via Ul. Brestskaya to barracks on Ul. Bogdana Khmel'nitskogo via Ul. Lenina to the end of Ul. Lesa Ukrainka.
3. The city had a few industrial plants, most of which were light industries. A flax (cleaning) plant (Len Zavod) was located on the continuation of Ul. Verbka, about three kilometers outside the city.
4. Approximately 50 locomotives, both old and new models, were kept in reserve for emergencies on railroad sidings some five kilometers northwest of the city.
5. The city had five 10-grade schools; in three of them the language of instruction was Russian and in the other two, Ukrainian.
6. The city militia numbered 20 officers and men. The staff of District KGB Office was made up of 12 men, commanded by a major, all of whom wore civilian clothes.
7. A large arms and ammunition dump, formerly used by the Germans, was located in a forest about two or three kilometers south of Kovel. In 1958 a labor battalion built additional stores on the site. 50X1-HUM
8. Several Ukrainian families who lived in Argentina returned to the USSR and settled in Kovel. Every member of them regretted having returned

and several tried to call at the Argentine Embassy in Moscow.

50X1-HUM

However, they were stopped at the Embassy entrance by Soviet Security personnel in civilian clothes who threatened them with imprisonment if they made any further attempt to contact the Embassy.

9. [redacted] the following personalities in Kovel:

50X1-HUM

a. Chaly, (fnu) [redacted] was a judge in the city court (gor. sudya).

b. Dr. Entin, (fnu) [redacted] had been director of the district hospital since its opening.

50X1-HUM

c. Rudenka, (fnu) had been an official in local government since 1956. [redacted]

50X1-HUM

d. Rudenko, (fnu), [redacted] was city prosecutor (gor. prokuror).

50X1-HUM

e. Tsebritenko, (fnu) had been first secretary of the District Party Committee since 1951. [redacted]

f. Senior Lieutenant Tsiganenko, (fnu) was deputy head of the District KGB Office (Pom. Ray. Upolnomocheny KGB). [redacted]

50X1-HUM

g. Colonel Usatov (fnu), [redacted] had been head of the District MVD Directorate since 1955.

h. Verbitskiy, (fnu) had been chairman of the District Executive Committee (Pred. Raisspdkoma) since 1954. [redacted]

50X1-HUM

i. Major Vodolazkiy, (fnu) [redacted] had been head of the city recruiting office [sic] since 1947.

10. Attached are a sketch and legend of Kovel and a sketch showing the site (1) of the arms and ammunition dump near Kovel.

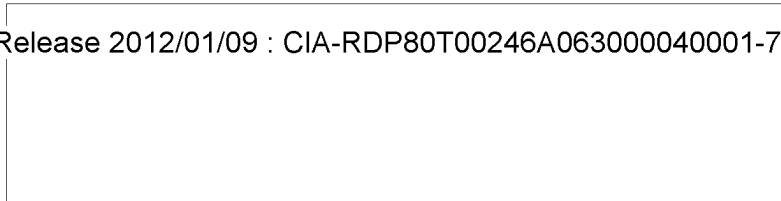
50X1-HUM

Legend

(Note: All locations on the sketchplan are approximate.)

1. Former Polish barracks at the end of Ul. Verbka, housing an artillery unit.
2. Barracks at the end of Ul. Vladimirskaia housing a motorized rifle regiment (motostrelkovy polk) equipped with BTR-152 APC's.
3. Camp of a tank regiment (tankovy polk) at 40 or 42 Ul. Gorkogo; the regiment was equipped with T-54 tanks and included a battalion of ZSU-57/2 anti-aircraft tanks; commanding officer of the regiment until 1958 was Colonel Somin, [redacted]
[redacted] 50X1-HUM
4. Poultry-meat combine (ptitso kombinat) on Ul. Lenina which began operation in 1958 and employed about 50 workers; produced sausages and other meat products; most of its production was marketed in the larger cities.
5. Foodstuffs combine (pishechekombinat) on Ul. Lenina; employed some 80 workers and included a bakery, a soft drinks factory, and a sweets factory.
6. District dairy (maslo zavod) at 8 Ul. Brestkaya, employing approximately 40 workers.

50X1-HUM



7. Brick factory on Ul. Verbka, employing about 300 workers.
8. City industrial combine (Gor. Prom. Kombinat) at 52 Ul. Lenina: employed some 300 workers and included shops for shoemaking, tailoring, carpentry, metalwork, and locksmithing,
9. Clothing factory (Gos. Shveynaya Fabrika) in a former church on Ul. Lenina; employed approximately 500 workers in three shifts.
10. Locomotive repair shop (parovozno remontnoye depo), employing about 300 workers.
11. Rollingstock repair shop (vagono remontnoye depo), employing some 200 workers.
12. Medical technical school (med. tekhnikum) at 103 Ul. Lenina which trains registered nurses; it is the city's only vocational secondary school.
13. District Executive and Party Committees in a three-story building at 80 Ul. Kalinina.
14. City Executive Committee at 70 Ul. Lenina.
15. City Party Committee at 82 Ul. Kalinina; a two-story building.
16. City Komsomol Committee (Gorkom Komsomlola) at 34 Ul. Shchorsa.
17. City MVD Directorate (Gor. Upravelniye MVD) at 105 Ul. Lenina.
18. District KGB Office on Ul. Kalinina near the City Party Committee.
19. District Court in a one-story building at 104 Ul. Lenina.
20. City court at 35 Ul. Shchorsa.

50X1-HUM

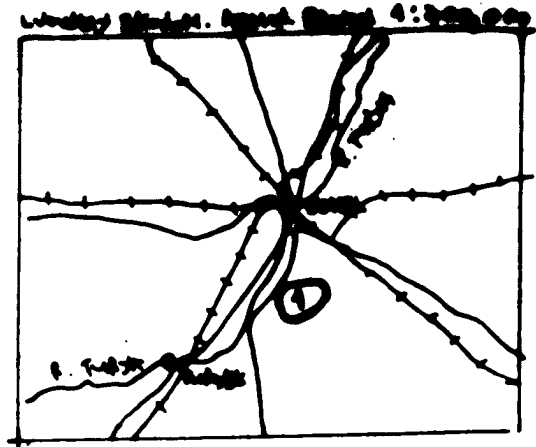
50X1-HUM



21. City and district prosecutor's offices in a one-story building at 37 Ul. Gorkogo. 50X1-HUM
22. City Komendantura at 2 Ul. Kalinina.
23. City recruiting office at 2 Ul. Shchorsa.
24. District hospital on Ul. Lenina; it has 600 beds in three three-story buildings; opened in 1958.
25. Temporary wooden bridge, about 50 meters long, over the Turya River; preparatory work for construction of a permanent concrete bridge began in 1959.
26. Concrete bridge, about 50 meters long, over the Turya River; completed in 1958.
27. Two railway bridges over the Turya River: each approximately 80 meters long and guarded by armed Railway Troops.

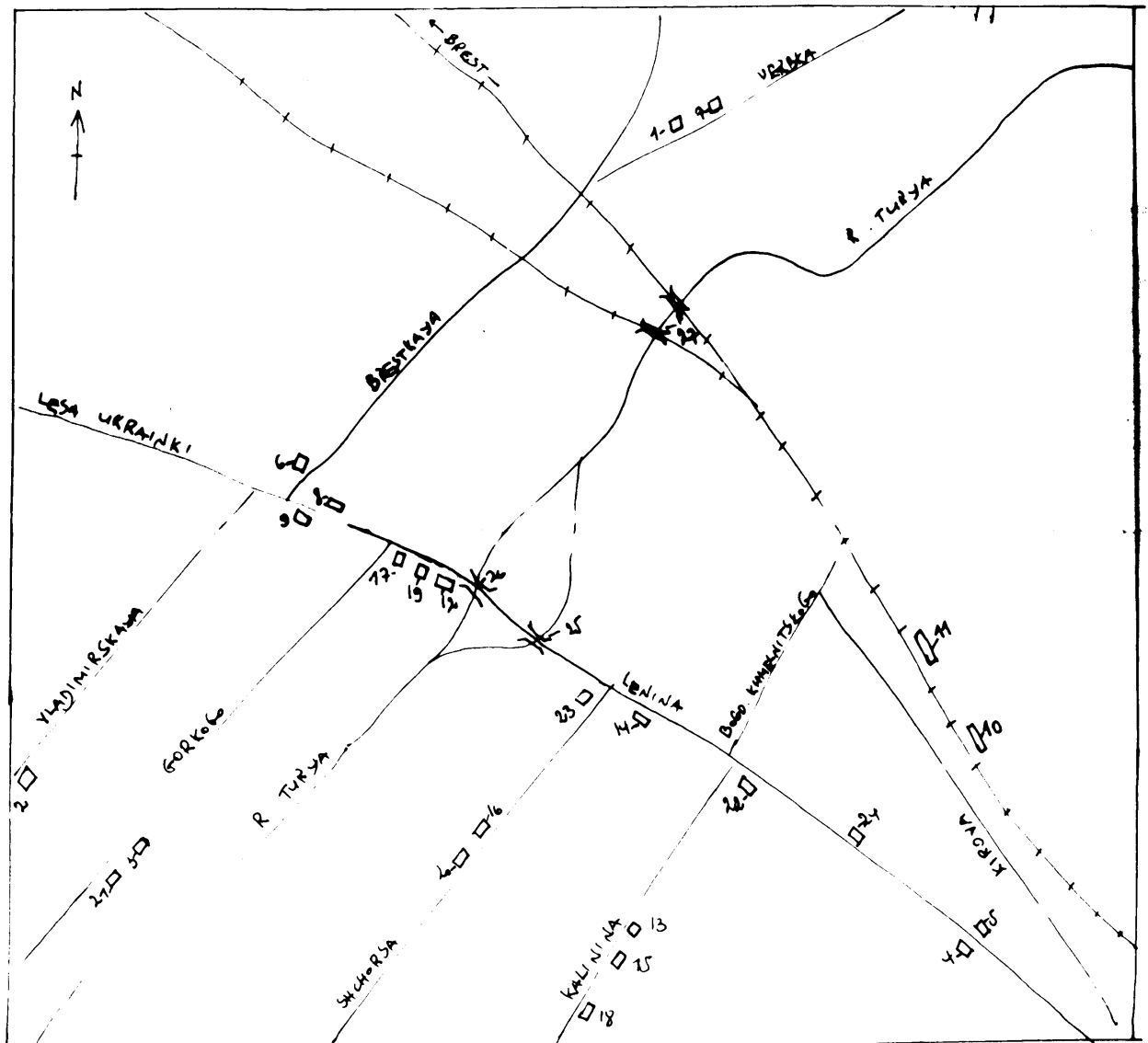
50X1-HUM

Kovel- sketch 1



50X1-HUM

Kovel sketch 2



Shumskoye

1. Shumskoye [N 50-07, E 26-07], a district center, had a population of 6000, of whom about 70 percent were Ukrainians. The town center was destroyed during World War II, and reconstruction work was started only in 1949. About 80 percent of the buildings were single-story timber structures; the remainder, except for one three-story building, were brick structures about two stories high. Lenina Street, the main street in Shumskoye, was surfaced with asphalt, and the other streets were either surfaced with rough stones or were completely unsurfaced. There were no local transportation, central sewage, or water systems in town. No military units were stationed in Shumskoye.

50X1-HUM

50X1-HUM

2. The following industrial enterprises were located in the town:
 - a. A large machine-tractor station, which served about 34 kolkhozes and was equipped with combine harvesters and about 70 tractors.
 - b. The district industrial combine, which included a sawmill and one shop each of shoemakers, metalworkers, watchmakers, tailors, leatherworkers, and coopers. The combine employed a total of about 200 workers.
 - c. The 17 Veresnya cooperative, which consisted of a sawmill and a brick and tile factory; it employed a total of 200 workers.
 - d. The Kharch Combine, which had a flour mill, soda factory, and acid distillery; it employed about 50 workers.
 - e. A dairy, with about 40 workers, which marketed produce in Ternopol. [N 49-33, F 25-35].
 - f. A vegetable (cabbage, cucumbers, etc.) pickling cooperative, which employed about 50 workers in season.
 - g. A transport organization (avto kolona), equipped with about 40 trucks, which was established in 1957 to serve the town and district.
 - h. A generator at the flour mill provided electric current for lighting purposes, at night only.
3. The district hospital (ray bolnitsa), with about 100 beds, was located on Parkhomenko Street. There were two schools in the township, one seven-class and the other ten-class.
4. Shumskoye had all of the usual public institutions, with the exception of the district military commissariat (rayvoenkomat), which was located

in Bel. Dederkaly township [probably Velikiye Dederkaly, N 50-01, E 26-07, or Dederkaly Male, N 50-03, E 26-06]. The district militia was comprised of about 30 officers and enlisted men, and the KGB office employed a staff of six.

Kremenets

5. Kremenets [N 50-06, E 25-43], a district center, had a population of 20,000 in 1957. About 30 percent of the buildings in the town were timber structures, and the remainder were two and three-story brick structures. A central sewage system was in operation, but a central water supply system had not yet been installed. The main streets were surfaced with asphalt, and a large public park had been planted in the center of town.
6. No military units were stationed in Kremenets. An army camp, which had been occupied by "12 Pulk Ulanow Podolskich" during the Polish regime, was situated at Belo-Krinitisa [Belaya Krinitisa, N 50-09, E 25-45]. An artillery unit of approximate regimental strength was stationed at the camp in 1957 and was equipped with 76-mm and 122-mm field guns.
7. The following industrial plants and services were located in Kremenets: a tobacco factory (tabachnaya fabrika); a cotton wool factory (vatnaya fabrika); a freight trailer factory (obozno-bondarnaya fabrika), which also produced trailers for the army; ^{kitchen} a furniture factory (mebelnaya fabrika); a chicken combine (ptitsokombinat), which prepared large quantities of fowl for marketing in the cities; a brewery (piv zavod); a soft drinks and preserves combine (Kharsh Kombinat), which included factories for soft drinks, jams, and acids; a gypsum factory

(gipsovaya fabrika); a district transport organization (mezhrayonnaya avto kolona), which served a number of districts and was equipped with several hundred trucks, taxis, and buses; and an old power station (TEFS), which was fired by peat and low-grade coal (buriy ugol).

8. Hospitals located in Kremenets were the town hospital (gor. bolnitsa), the district hospital (ray bolnitsa), and the tuberculosis clinic (tuberkolozny dispanser).
9. Educational institutions in the town consisted of four 10-class schools, a seven-class school, an agricultural technical school (agro tekhnikum), a forestry technical school (leso tekhnikum), a feldshers' technical school (feldsherskoye tekhnikum), a teachers' seminary (ped. tekhnikum), a teachers' college (uchitelskiy institut), and an agricultural cadres' training school (shkola selkhoz kadrov).

50X1-HUM

1st exhibit 6

1. Sarny [N 51-20, E 26-36], a district town in Rovenskaya Oblast, had about 15,000 inhabitants in 1958. The town was partly destroyed in World War II but, by 1958, had been almost completely reconstructed. Most of its buildings had been single-story structures, and only in the 1950's was construction begun of two and three-story brick buildings. The streets were macadamized, with the exception of the asphalt-surfaced road to Rovno [N 50-37, E 26-15], which began at the outskirts of Sarny. There were no central sewerage or water supply systems in town.

2. An artillery unit, of at least regimental strength and subordinate directly to Army headquarters in Rovno, was stationed in former Polish Army barracks at the end of Lenina Street. In 1958 the unit was equipped with 152-mm and M-1955-type 203-mm guns.

3. The town's few industrial enterprises were the following:

50X1-HUM

a. The town industry combine (gorpromkombinat), which

incorporated production shops and services; it employed about 300 people in 1958.

- b. The Pobeda invalids artel, which had a tailoring and carpentry shop and employed about 60 workers.
 - c. A dairy products enterprise (maslo zavod), which employed about 50 workers and marketed produce in the large cities.
 - d. A meat products combine, which employed 300 persons: it manufactured sausage and processed fresh meat for marketing in the cities.
 - e. The Leskhimkhoz, which employed about 500 people in the summer season to collect tree resin (zhivitsa), and whose yearly output was approximately 1000 tons.
 - f. The Lespromkhoz (Office of Forestry), which employed about 800 men in felling trees; some 80,000 cubic meters of timber were supplied annually in 1957 and 1958.
4. Sarny had two power stations, one belonging to the railways and the other a municipal station which operated on peat.
5. The railway station in Sarny had about 30 sets of tracks. A metal overpass had been built after World War II. There were large locomotive repairshops at the station, which employed approximately 400 workers in 1958 and which did general repairs only. A timetable (approximate times) of local trains was as follows: Sarny-Rovno, departure at 0500 hours and arrival at 2000; Dubrovitsa-Sarny, departure at 0600 and 0800 and arrival at 1700 and 1800 [sic]. Through-trains which made stops at Sarny were: Leningrad-Lvov train at 0400 hours, Lvov-

Train at 0500, Kovel-Kiev at 1900;
Leningrad at 0100; Kiev-Kovel ~~at 1900~~ and Rovno-Luninets [N 52-15,
E 26-48] train at 1900, Luninets-Rovno at 0700.

6. Sarny had a large transportation office (*Sarnenskaya avot kolona*) which employed about 500 people. Its garages were on the outskirts of town, at the beginning of the road to Rovno. It owned about 200 trucks, 10 buses, and about 12 taxis. Lespromkhoz was the main client of the firm. Most of the trucks carried timber from the forest to the railway station. The transportation office maintained an interurban line to Rovno, on which four buses ran daily at 0600, 1000, 1300, and 1800 hours. Buses to Sarny left Rovno ^{about} at the same times. The office also maintained a city line from the MTS (on the road to Rovno) to the end of Lenina Street.

7. Sarny had two ten-grade and two seven-grade schools. A hospital for contagious diseases, with about 30 beds, was located on Stalina Street; the town hospital (*gor. bolnitsa*), with about 120 beds, was on Lenina Street. The railways maintained a 100-bed hospital (*zhel. dor. bolnitsa*).

8. A 10-room hotel was located in the vicinity of the railway station. There were two cinemas in Sarny.

9. Construction of a road bridge over the Sluch River was completed in 1957. A wooden bridge, 200 meters long, with a load capacity of 10 tons, it was situated on the way to Rokitno [N 50-55, E 26-29], about two kilometers from Sarny. A ferry bridge (*parom*) was at this point prior to 1957. One kilometer from the new structure were ruins of an old concrete bridge which was destroyed during World War II.

10. Most of the town's inhabitants earned their living from the railways and the timber industry. The district was considered very poor

and backward because it had no roads and little arable land. There was a vast difference in the standard of living of the town population and that of the neighboring rural area. Villages were cut off from town centers because there were no roads; electricity had not yet been brought to the villages; the soil was either sandy or swampy and could not provide its owners with a living. A large part of the rural population moved to the cities. Lack of any cultural activity on the farms led to drink and rowdiness. People on the farms made no attempts to hide their longing ^{for} ~~for~~ living conditions as they existed under the Polish regime.

50X1-HUM

11. [redacted] the following personalities in Sarny: 50X1-HUM

a. Katarzhuk, fnu, had been first secretary of the district Party Committee in Sarny since 1954 [redacted]

[redacted]

b. Grigori Ilich Khrizanovich had been chairman of the Sarny Raispolkom since 1950. [redacted]

50X1-HUM

[redacted]

c. Colonel Ivan Ivanovich Markin had been chief of staff of the artillery unit stationed in Sarny since 1955. [redacted]

50X1-HUM

[redacted]

d. Nikolay Yefremovich Suknovalenko had been director of the Lespromkhoz in Sarny since 1956. [redacted]

50X1-HUM

[redacted]

e. Dimitri Ivanovich Tronyevich had been serving as a district judge in Sarny since 1954. [redacted]

50X1-HUM

[redacted]

1. In 1958 Ternopol had 31,000 inhabitants, 80 percent of whom were Ukrainians. Approximately 80 percent of the buildings in town were destroyed during World War II. Up to 1949 the authorities concentrated on clearing rubble and then began to reconstruct the town. By 1958 the entire center of Ternopol had been rebuilt, and reconstruction work was begun in the southwestern section (Lvovskaya-Ostrovskogo Streets) and on the northwestern outskirts of town. All the buildings were made of brick, the highest having five stories

50X1-HUM

- 2 -

and most of the houses, three stories. Only the new houses in the center of town were connected to the central water supply, and most of them were also connected to a central sewerage system. Water in other parts of town was drawn from pipe taps in the streets. Most of the streets were asphalt-surfaced.

50X1-HUM

2. Five bus lines operated in Ternopol: from the bus station to Zagrebelye Street, from the bus station to Petrikov Street, from the bus station to Novy Svet Street, from the bus station to the poultry-fattening combine, and from Zagrebelye Street to Berezovitsa Street.

3. Two factories for knitted goods (trikotazhnaya fabrika) and for synthetic leather goods (zavod iskusvenoy kozhi) were being built in 1958 in Ternopol.

4. The language of instruction was Ukrainian in two of the five 10-grade schools in town and in the other schools it was Russian.

5. [redacted] the following personalities in Ternopol:

50X1-HUM

a. (fnu) Debelyi had been Second Secretary of the Obkom for a long time. [redacted]

b. (fnu) Grityak, [redacted] was Secretary of the Regional Komsomol Committee.

50X1-HUM

c. Colonel (fnu) Kalamatskiy had been head of the regional KGB office since 1953. [redacted]

50X1-HUM

[Redacted]

50X1-HUM

- d. (fnu) Korolenko had been First Secretary of the Gorkom since 1950 and had previously been Second Secretary of the Obkom in Drogobich. [Redacted] 50X1-HUM
- e. (fnu) Kudinova had been Second Secretary of the Gorkom for a long time. [Redacted] 50X1-HUM
- f. (fnu) Lukashov, [Redacted] was commander of a Railroad Guards battalion (batalion zhel. dor. okhrany). 50X1-HUM
- g. (fnu) Petrik was Third Secretary of the Obkom. [Redacted]
- h. Grigory Ivanovich Shevchuk [Redacted] was First Secretary of the Obkom.
- i. Colonel (fnu) Shulgin had been head of the regional MVD directorate for a long time. [Redacted] 50X1-HUM
- j. (fnu) Sidorenko, [Redacted] was chairman of the Gorispolkom.
- k. (fnu) Tkachuk had been chairman of the Oblispolkom since 1953. [Redacted] 50X1-HUM
- l. Colonel (fnu) Vakulenko had been commander of the Obl. Voenkomat since the end of World War II. [Redacted] 50X1-HUM

[Redacted]

50X1-HUM

6. Attached is a town map (approximately 1:25,000), with legend, of Ternopol.

Legend

1. Artificial lake constructed in 1951 for boating and other forms of recreation. Its banks are paved with stones.
2. Central bus station.
3. Agricultural exhibition grounds.
4. Railroad station building, completed in 1954, and a copy of the Kiev station on a smaller scale. The Ternopol station has 10 sets of tracks.
5. Railroad freight warehouses (Tovarno Ekspeditsyonnaya Kontora).
6. Locomotive garage and repairshop (Parovoznoye Depo).
7. Prewar wooden railroad overpass for motor vehicles and pedestrians. It is 15 to 18 meters long and 6 to 7 meters wide.
8. Prewar railway overpass of reinforced concrete covered with wooden boards. It is about 30 meters long and 10 meters wide and has four reinforced concrete supports.
9. Concrete railroad bridge over the Seret River with two arches 10 to 20 meters long and two sets of tracks. Was reconstructed after World War II.
10. Pre-war concrete railroad bridge with one arch, 10 to 12 meters long. Has two tracks.
11. Old wooden bridge across the Seret river, 20 to 25 meters long and 7 to 8 meters wide.
12. Formerly a road bridge over the railroad line. Was destroyed during World War II and not reconstructed.
- 13a. Barracks of an artillery brigade (art. brigada) on Zbarazhskaya Street. Its wartime commander was Plk. Brezgol. In 1958 its commanding officer held the rank of Major General. It was equipped with 152 mm., 203 mm., and other heavy guns. The brigade has been stationed here since the end of World War II.

- 13b. Finnish wooden huts housing families of officers in the artillery brigade.
- 13c. Fenced-in area for parking brigade guns and prime movers.
14. Gor. Voenkomat, a two-story building on Lelevela Street.
15. Obl. Voenkomat, a two-story building on Lelevela Street.
16. Prewar brick factory (kirpichny zavod).
17. Meat combine, including a slaughterhouse, cold store and meat products' department on Maynkovskogo Street.
18. Factory for electric domestic appliances (elektrotekhnicheskiy zavod) in a four-story building, first operated in 1958.
19. Clothing factory (shveynaya fabrika) employing about 400 workers on Khrushcheva Street.
20. Furniture and carriage factory (mebelnaya fabrika), employing about 150 workers on Podolskaya Street.
21. Automobile repair shop (auto. rem. zavod). Was put into operation in 1954. It overhauls cars and produces some spare parts.
22. Dairy on Zbarazhskaya Street (Maslozavod) producing large quantities of milk products which are mainly sent to other towns.
23. Plant producing ferro-concrete structure parts (zavod zhelbetonnikh konstruktsii). Was put into operation in 1955.
24. Repair shops for cinematographic equipment (kono remontniye masterskiye), employing approximately 100 workers; situated on Mayakovskogo Street.
25. Agricultural machinery repair shop (rem. zavod selkhoz mashin) on Nemtsevicha Street. Was put into operation in 1958. Employs several hundred workers and carried out repairs of combines, tractors, and other agricultural machines.
26. Mechanized bakery (khlebokombinat) on Yasnaya Street. Was put into operation in 1954 and employs approximately 159 workers.
27. Old sugar factory which was expanded after World War II. Works all year round.
28. Combine for poultry fattening (Ptitso Kombinat).

29. Garage and workshops for buses and taxis, on Mayakovskogo Street.
30. Old power station on Khodkevicha Street which was expanded after World War II. Operated by fuel oil. Has one brick chimney.
31. Commercial college (torgovoye tekhnikum), on Ruskaya Street.
32. Medical school (Med. Institute), opened in 1957, the regional hospital serves for its clinical studies. Situated in the Svobody Square.
33. Ukraina Hotel, a three-story building on Stalina Street.
34. Pobeda cinema, on Stalina Street.
35. Ivana Franko cinema on Ivana Franko street.
36. Shevchenko Dramatic Theater in Teatralnaya Place.
37. Four-story building housing the Obkom, the Gorkom, and the Obkom Komsomola.
38. Oblispolkom, a four-story building on Kievskaya Street.
39. Gorispolkom, a three-story building on Zhovtneva Street.
40. Regional and town MVD directorates in a five-story building, formerly a prison, on Stalina Street.
41. Regional and town KGB offices, a four-story building on Kopernika Street.
42. Regional prosecution office (obl. Prokuratura), a three-story building on Zhovtneva Street.
43. State bank (Gosbank), on Kievskaya Street.
44. Regional Dosaaf office, a two story building on Kopernika Street.
45. Regional and town fire brigades on Nemtsevicha Street.
46. Headquarters of a Railroad Guards battalion (Batalyon zhel. dor. okhrany), a single-story building on Dzerzhinskogo Street.
47. Regional grain offices and warehouses (Obl. Zagot Zerno), on Zamonastiriyskaya Street.

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48. Regional fuel depot (Obl. Neft Baza). 50X1-HUM
49. Central post office on Krasnoarmeyskaya Street.
50. Automatic telephone exchange on Stalina Street.
51. Regional broadcasting center (Obl. Radio Uzel) on Lenina Street.
52. Kolkhoz market (kolkhozny Rynok), on Ruskaya Street.
53. Museum of regional studies (krayovedcheskoy muzey), on Muzeynaya Street.
54. Ternopol branch of the Lvov Railroads (Ternopolskoye Otdeleniye Lvovskoy Zhel. Dokogi), on Lenina Street.
55. Gas pumping station (gazo silovaya podstantsya). The town gets its gas supply from Dashava by a branch pipe off the main Dashava-Kiev line.
56. Regional hospital (Obl. Bolnitsa), opened in 1957, occupies three four-story buildings.
57. Town hospital (Gor. Bolnitsa), formerly a regional hospital, in a four-story building on Shpitalnaya Street.
58. Hospital for contagious diseases (infektsyonnaya Bolnitsa) on Shevchenko Street.
59. Dispensary for venereal diseases (venericheskiy Dispanser), on Shevchenko Street.
60. Dispensary for tuberculosis (tuberkolozny dispanser) on Ostrovskogo Street.
61. City stadium (gor. stadion).
62. Formerly a cemetery, closed by Soviet authorities after World War II.
63. Pravoslav, (Russian Orthodox) cemetery.
64. Pravoslav Church, where services are still held.
65. Old Park.
66. Old cemetery which was destroyed during the Nazi occupation. After World War II, a five-story residential building, the largest in town, was erected on this site.

50X1-HUM

67. Formerly a Roman Catholic Church. Was destroyed during World War II, and a three-story building, housing the large Univermag (department store), was erected on the site. 50X1-HUM
68. Beer brewery on Naberezhnaya Street.
69. Regional printing house on Gromova Street.
70. Offices of the regional daily Svobodnaya Zhizn.
71. Regional library (Obl. Biblioteka) on Ostrovskogo Street.
72. Town public bath.
73. Trade Union Regional Council, ⁱⁿ a three-story building on Stalina Street.
74. Ruskaya Street.
75. Lenina.
76. Stalina.
77. Kopernika.
78. Ivana Franko.
79. Krasnoarmeyskaya.
80. Kachala.
81. Komsomolskaya.
82. Kievskaya
83. Zhovtneva.
84. Kostyushko.
85. Senkevicha.
86. Naberezhnaya.
87. 17 Veresnia.
88. Dzerzhinskogo. 50X1-HUM
89. Mikoyana.
90. Khrushcheva.

91. Nemtsevicha.
92. I-Vogo Maya.
93. Muzeynaya.
94. Zatserkevnaya.
95. Yasnaya.
96. Podolskaya Vizhsha.
97. Podolskaya Nizhsha.
98. Chatskogo.
99. Oboloniya.
100. Uzkaya.
101. Medovaya.
102. Mayakovskogo.
103. Ostrovskogo
104. Kulinetskaya.
105. Shevchenko.
106. Shpitalnaya.
107. Lelevela.
108. Zeleznichnaya.
109. Monastirskaya.
110. Zamonsastirskaya.
111. Gromova.
112. Tatarskaya.
113. Shopena.

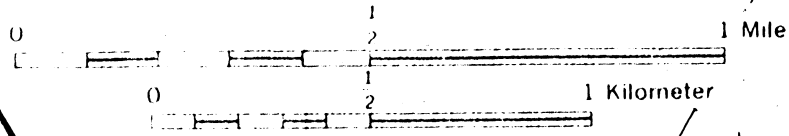
50X1-HUM

114. Lisenko.
115. Osipenko.
116. Parkovaya.
117. Vertepnaya.
118. Zbarazhskaya.
119. Khodkevicha.
120. Lvovskaya.
121. Ploshchad Svobody.
122. Ploshchad Teatralnaya.

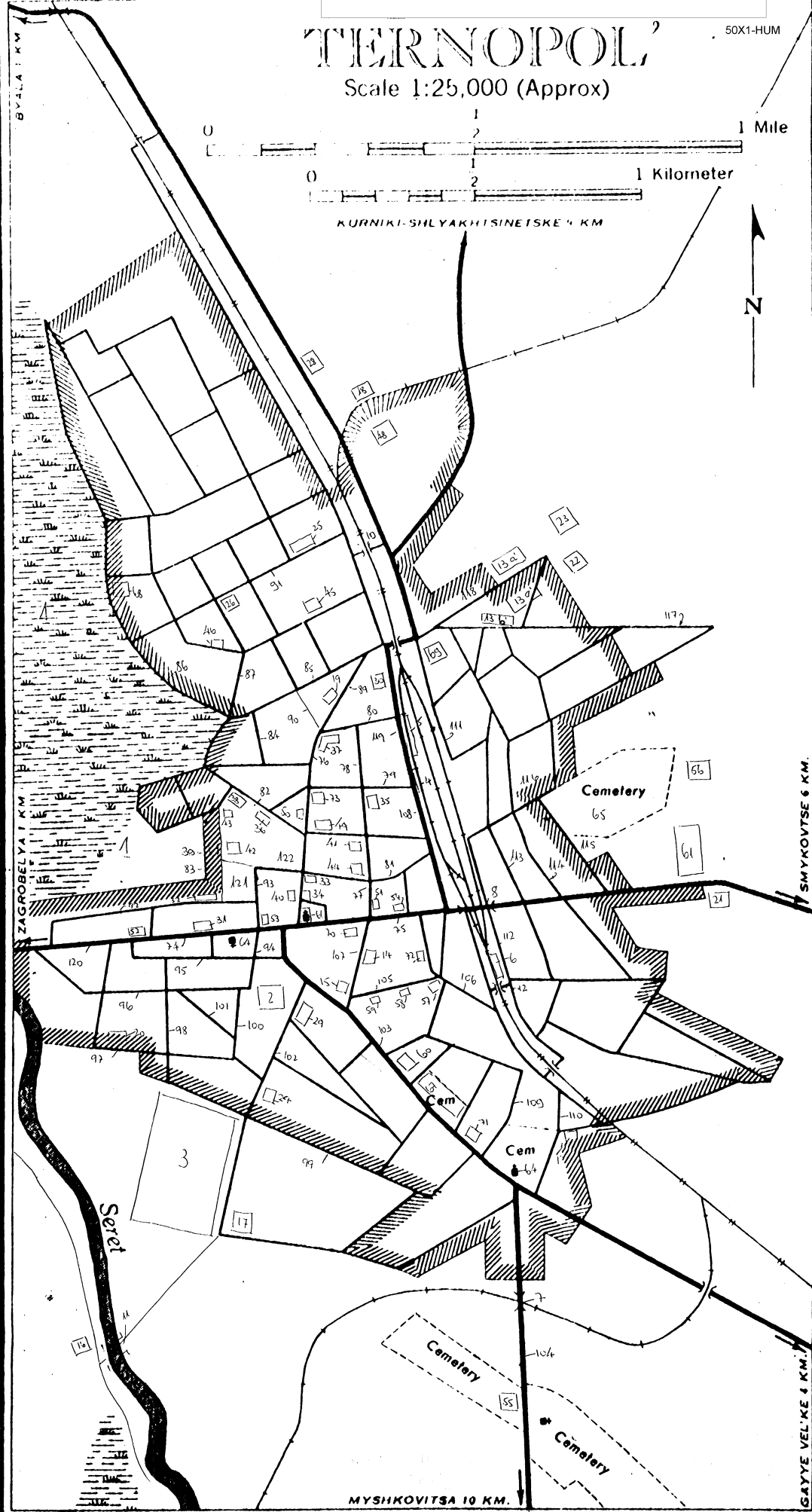
TERNOPOL'

50X1-HUM

Scale 1:25,000 (Approx)



KURNIKI-SHLYAKHTSINETSKE 4 KM



50X1-HUM

1. The population of Vinnitsa numbered almost 100,000. Most of the more important streets were asphalted, except for Ul. Lenina, the main street, which was surfaced with smooth, square cobblestones. The buildings were built of brick, the highest having four stories. The larger downtown buildings and the new buildings had central plumbing and water supply systems. The city's gas was supplied from the Dashava-Kiev pipeline. 50X1-HUM
2. The school of medicine (med. institute) in Vinnitsa was organized by the Pirogova Regional Hospital. 50X1-HUM
3. The mechanical repair plant (rem. mekh. zavod), and old

- 2 -

plant, employed several hundred workers

50X1-HUM

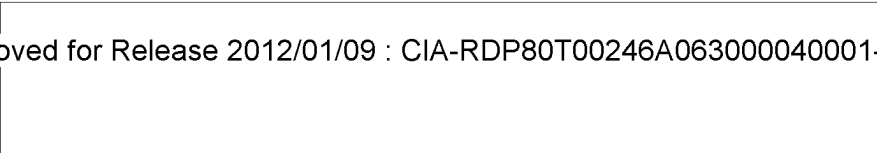
4. The city had three tram lines from the railroad station:
via Lenina and Pirogova Streets to the mental hospital, to
the mechanical repair plant, and to the meat combine(myasokombinat).
5. The wooden bridge over the Bug River on Ul. Krasnoarmeyskaya
was called Stargorodski Most (Old City Bridge) and had
been in existence since before World War II. It was
approximately 200 meters long and wide enough to accommodate
two cars. In February and March of each year the bridge was
dismantled to prevent its being damaged during the ice thaw.
6. Attached is a sketch (1: 25,000) and legend of Vinnitsa.

Legend


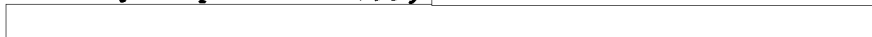
1. Military school for POL officers (Voennoye Uchilishche Gsm) ✓
2. Supershosphate plant.
3. Meat Combine.
4. Starogorodski Most (bridge).
5. Oblast Party committee.
6. Old, coal-burning electric power station.
7. New concrete bridge on Ul Lenina: replaced two wooden
bridges in 1956; about 250meters long, 7meters above water,
and wide enough for two sets of tram tracks, two motor
vehicles, and two sidewalks.
8. Prison.
9. City POL stores containing five or six metal tanks, each ✓
approximately 6meters high and 3meters in diameter.
10. Military airfield. ✓
11. Site of a bridge destroyed during World War II. A ferry
operates nearby.

50X1-HUM

50X1-HUM



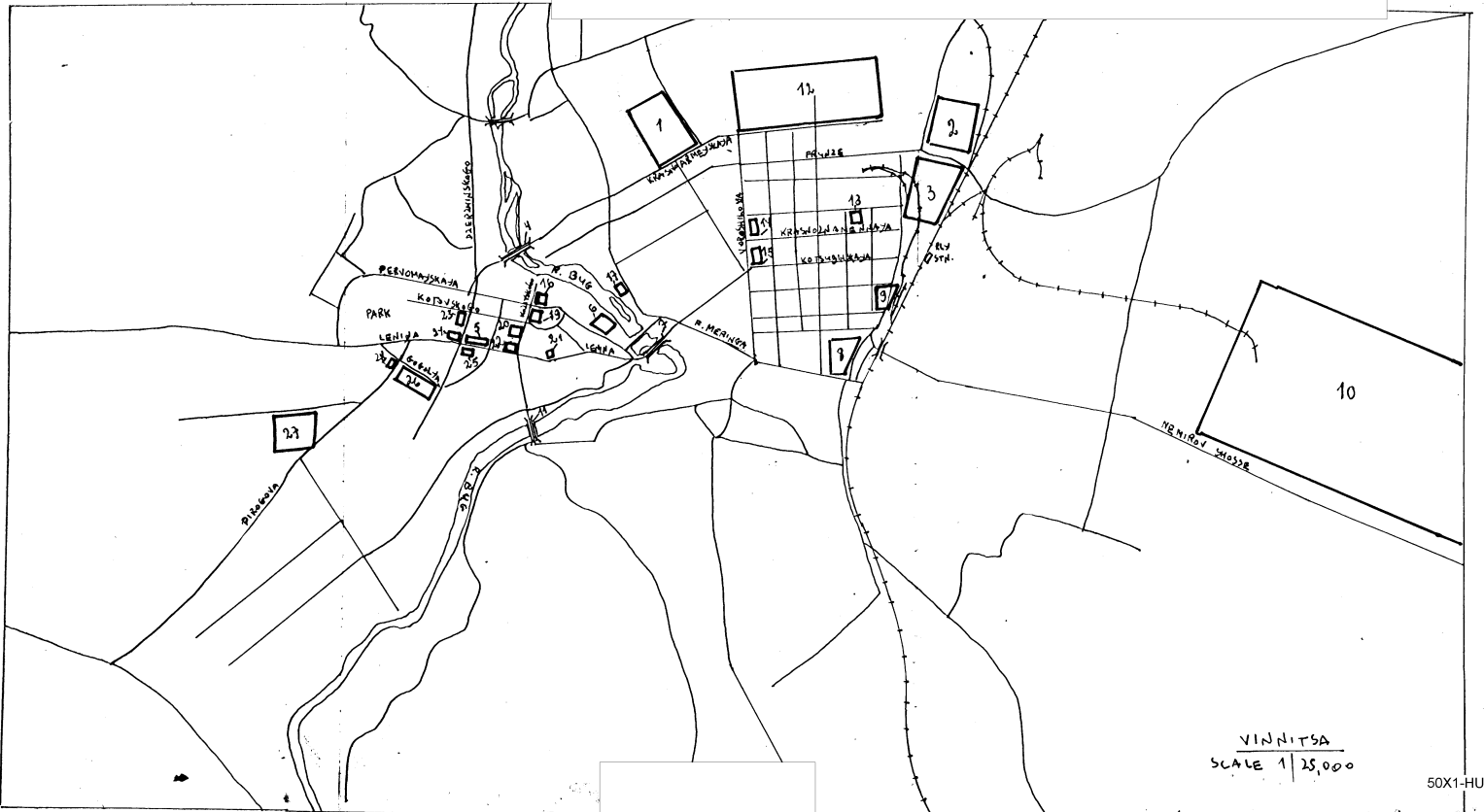
50X1-HUM

12. Barracks of the air force unit which used the airfield marked No. 10. ✓ SAF Hqts?
13. Town bakery.
14. Military hospital in 1953; 

15. Garrison officers' club.
16. Town telephone exchange (Gor Ats).
17. Water pumping station (Vodokachka); in existence since before World War II.
18. Omitted.
19. Rayon militia station (Rayonniye Otdeleniye Militsii).
20. Main post office.
21. Gosbank.
22. City Executive Committee.
23. Oblast MVD headquarters.
24. Oblast Executive Committee.
25. Krasnaya Vinnitsa Hotel.
26. Teachers institute (Ped Institut).
27. Pirogova Regional Hospital.
28. City fire-fighting unit (Gor. Pozharnaya Komanda).

50X1-HUM



50X1-HUM



VINNITSA
SCALE 1 | 25,000