

INFORMATION REPORT INFORMATION REPORT

13
6/26
CENTRAL INTELLIGENCE AGENCY
EXPERT
C O N F I D E N T I A L

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COUNTRY USSR (Moscow Oblast) REPORT

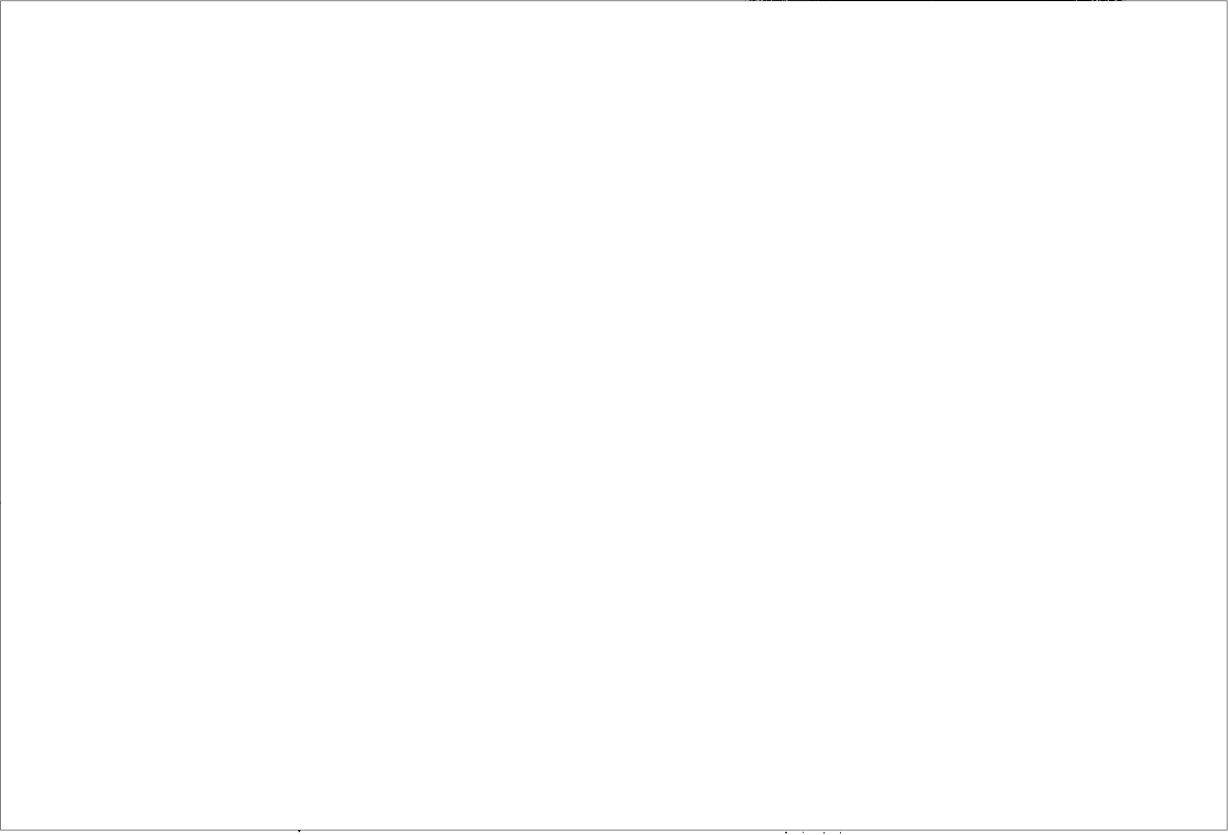
SUBJECT Military and Industrial Installations in and Near Moscow (suspect activities including motor testing, presence of military personnel;) DATE DISTR. 22 June 1962

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REFERENCES

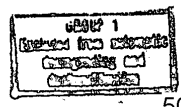
DATE OF INFO. PLACE & DATE ACQ. 50X1-HUM

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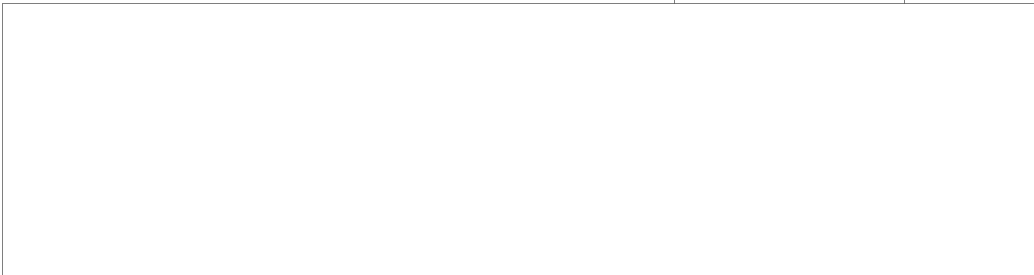
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reports pertaining to military and industrial installations in and near Moscow

Attachment 1 is a four-page report on the location, products, and technical and administrative personnel of the Pneumatic Instrument /Pneumatic Machine/ Plant No. 492 in Moscow.

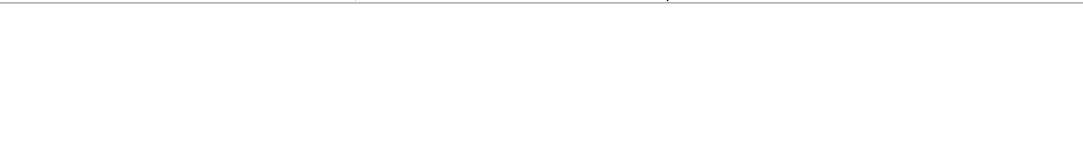
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Attachment 2 is a four-page report on the Serp i Molot Steel Plant in Moscow. The report is a partial English translation. In list of the types of metals a special metal which arrived at the plant for processing in early 1956. The metal was rumored to be very hard. It was received in the shape of a cylinder about 80cm. long by 30 cm. in diameter and weighed about 60 kg.

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Attachment 4 is a report on the Lyubertsy Agricultural Machine Building Plant. general information on the plant and production of grenades for mortars in Foundry Shop No. 14 and Machine Shop No. 16. Three sketches of instruments made and used in finishing the projectiles are also included. This report contains no information on the plant's relationship with the missile industry.

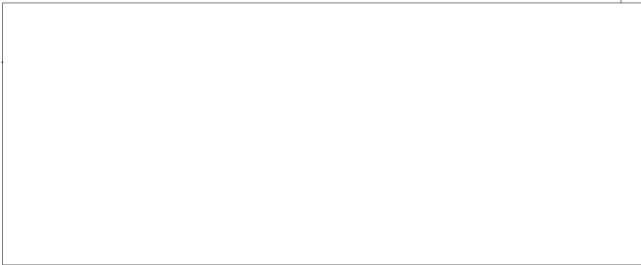
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Attachment 5, two reports contains information on the aircraft, chemical, and machine building industries in Moscow as well as military plants and restricted areas in and near Moscow.

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attachment 1

Attachment

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COUNTRY USSR (Moskovskaya oblast)

REPORT

SUBJECT Pneumatic Instrument Plant
No. 492 in Moscow

DATE DISTR.

NO. PAGES

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DATE OF
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PLACE &
DATE ACQ

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

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PNEUMATIC INSTRUMENT PLANT NO. 492 IN MOSCOW

General

- 1. Pneumatic Instrument Plant No. 492 was subordinate to the Ministry of Aviation Industry until 1957 when it became subordinate to the National Economic Council of Moscow.

[redacted]

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The plant was on Trekhgornyy pereulok in the Krasnopresnenskiy rayon. [redacted]

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Products

- 2. The plant manufactured the following finished products: pneumatic hammers, straight and angular pneumatic drills, pneumatic shears, pneumatic screwdrivers, and angular screwdrivers for nuts and screws.

[redacted]

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- 3. Steel, aluminum, rubber, cardboard, bronze, etc. were used at the plant.

[redacted]

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Plant Personalities

- 4. [redacted] personalities at Plant No. 492: 50X1-HUM

- a. Aleksandr Romanovich Terekhin, an engineer who was director of the plant from November 1956 until May 1960.

[redacted]

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- b. Aleksandr Ilich Yelizarov, chief engineer at least from November 1956 to May 1960.

[redacted]

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- c. Yevstafiy Ivanovich Volkhonskiy, chief technologist at least from 1958 to May 1960. He was also chief of the technical section of the plant. In May 1960 he was studying at a polytechnical institute, probably in the faculty of machinery, in Moscow.

[redacted]

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- d. Smirnov (fnu), chief mechanic at least from November 1956 to May 1960.

[redacted]

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- e. Valentin Ivanovich Melnikov, a machinery engineer who was chief of the revolving instruments shop at least from November 1956 to May 1960.

[redacted]

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[redacted]

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f. Vasilii Lobachev, chief of the tooling shop at least from 1958 to May 1960. 50X1-HUM

[Redacted]

g. Vladimir Grigoryevich Agronik, an engineer in the technical section at least from November 1956 to May 1960. 50X1-HUM

[Redacted]

h. Aleksandr Aleksandrovich Maksimovich, an engineer in the technical section at least from November 1956 to May 1960. 50X1-HUM

[Redacted]

i. Savenkov (fnu), chief of the personnel section at least from November 1956 to May 1960. 50X1-HUM

[Redacted]

j. Vasilii Andreyevich Fadeyev, president of the trade union at the plant, who was a laborer in the technical section at least from 1959 to May 1960. 50X1-HUM

[Redacted]

k. Vasilii Pavlovich Belykh, CP organizer at the plant in May 1960, who was a laborer in one of the plant shops. 50X1-HUM

[Redacted]

Association of Plant No. 492 with Other Installations 50X1-HUM

5. Plant No. 492 received designs of instruments from the scientific institute of the aviation industry, NIAT, in Moscow. [Redacted] it was engaged in improving the technical methods of the aviation industry. 50X1-HUM

[Redacted] 50X1-HUM

Organizational Chart

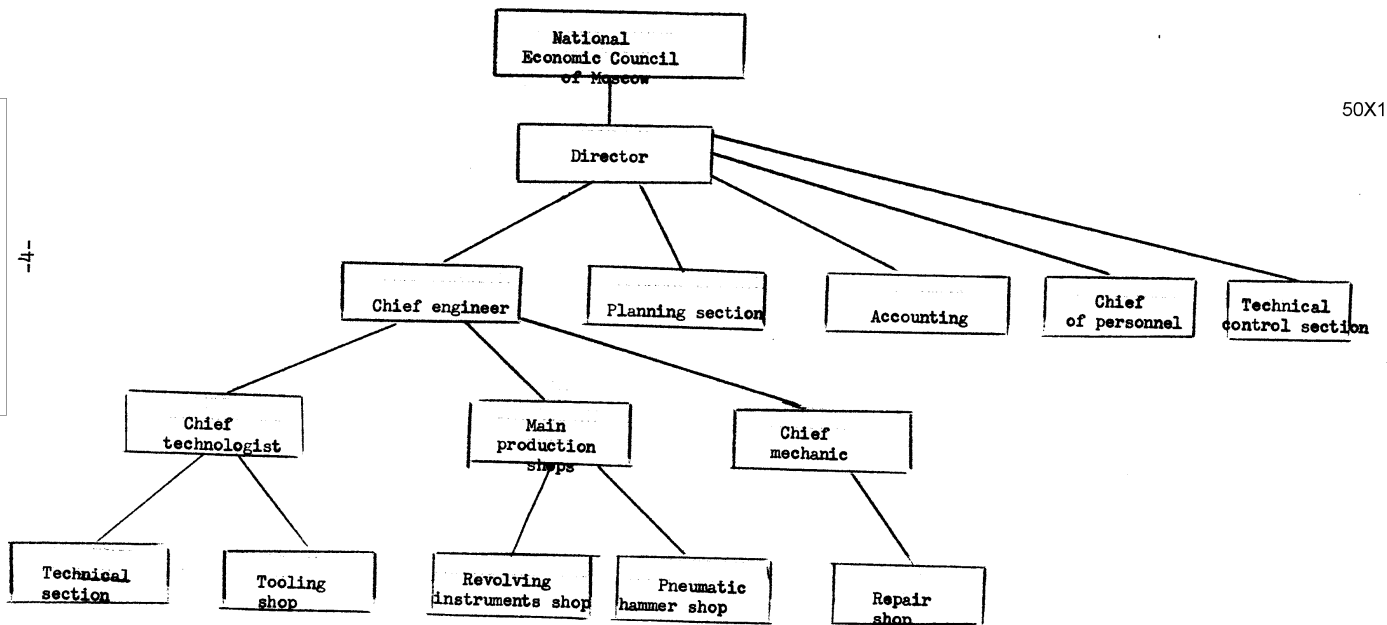
6. See the organizational chart of Plant No. 492 on page 4.

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

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Organizational Structure of Plant 492



50X1-HUM

Attachment

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

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

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rolling 350 mm. sheets

1. In 1956 a new machine for rolling sheets of 350 mm. was brought to the Serp i Molot Plant. [redacted] this was a 50X1-HUM German machine. Dynamite was used in the installation of this machine since there was rock in ~~XXXXXX~~ some areas, ~~of the plant~~, and the installation of the machine took about one month. During this installation period, the 50X1-HUM blasts were heard daily. These blasts were not very loud, [redacted]

[redacted] it possible that they were not heard outside 50X1-HUM the plant. Dynamite was ~~XXXXXX~~ used several times to break up the blocks of slag so that they could be more easily ~~XXXXXX~~ removed from the plant. [redacted] 50X1-HUM

3. [redacted] personnel in Soviet and foreign uniforms at the plant, but [redacted] they were not on official business or an inspection tour, but were just tourists. 50X1-HUM There were also training programs for technical students at the plant [redacted]

5. [redacted] metals [redacted] at the plant:

<u>Mark</u>	<u>Name of the Metal</u>	<u>Remarks</u>
Kh V G	<u>Khronmachisiy (sic)</u>	
Kh	<u>Khron (chrome?)</u>	
A R K	<u>Anka (sic)</u>	The plant began to work with this metal in 1955. It was very soft, and it took a long time to temper it so that work could be done on it. [redacted]
40 Kh	40 % <u>khron</u>	[redacted] 50X1-HUM
A T M 12	<u>Atomat</u>	
A T M 40	<u>Atomat</u>	
A T M 45	<u>Atomat</u>	
A T M -40	<u>Kh Atomat 40% khron</u>	
Kh V	<u>Khron-vansir (sic)</u>	
Ya 1 T	} CONFIDENTIAL	It was rumored that these metals were received from the ELEETROSTAL Plant in the city of that name 50X1-HUM They arrived at the Serp i Molot Plant in cylindrical blocks one meter long and 30 cm. in diameter, and left the plant in sheets about two meters square and no more than two millimeters thick. It was rumored that they were used for ship and aircraft fuselages [redacted]
Ya 1		
Ya O		
Ya		
Ya R F 2		
Ya R F 1		
Ya R F 0		

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ark

Name of Metal

Remarks

Y 10
Y 15
Y 20
Y 25
Y 30
Y 35

[Redacted]

industrial
These metals were used for tools used in the work of the ~~industry~~ (the metal-working industry?)

6. In addition to the metals listed above, other metals left the plant which were designated only by a number, from 0 to 65, but always a multiple of 5. 50X1-HUM

7. New construction was always underway [Redacted] and in 1953 the installation of two new furnaces was begun outside the plant grounds. This area was northwest of the plant and was called the "new part." [Redacted] 50X1-HUM

8. In the beginning of 1956 the plant received eight blocks of a special metal which, it was rumored, was very hard. The blocks were cylindrical, were about 80 cm. long and about 30 cm. in diameter. It was intended to roll these blocks on the machine [Redacted] but nothing came of this since the metal cooled immediately and broke the rollers of the machine. The plant director and various plant chiefs were present at this test. It was rumored that in order for this metal to be rolled on this machine, the rollers of the machine would have to be exchanged for others made of a harder metal. Another test was made two months after the first one, and the results were the same. The same rollers were used in the second test as in the first. [Redacted] 50X1-HUM

Each block of this metal weighed about 60 kilos. [Redacted] 50X1-HUM

9. There were no ~~any~~ restricted ~~XXXXXXXXXX~~ shops in the plant. The offices were the only areas that were prestricted. [Redacted] they ~~XXXXXX~~ bore the sign "secret." [Redacted] 50X1-HUM

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[Redacted]

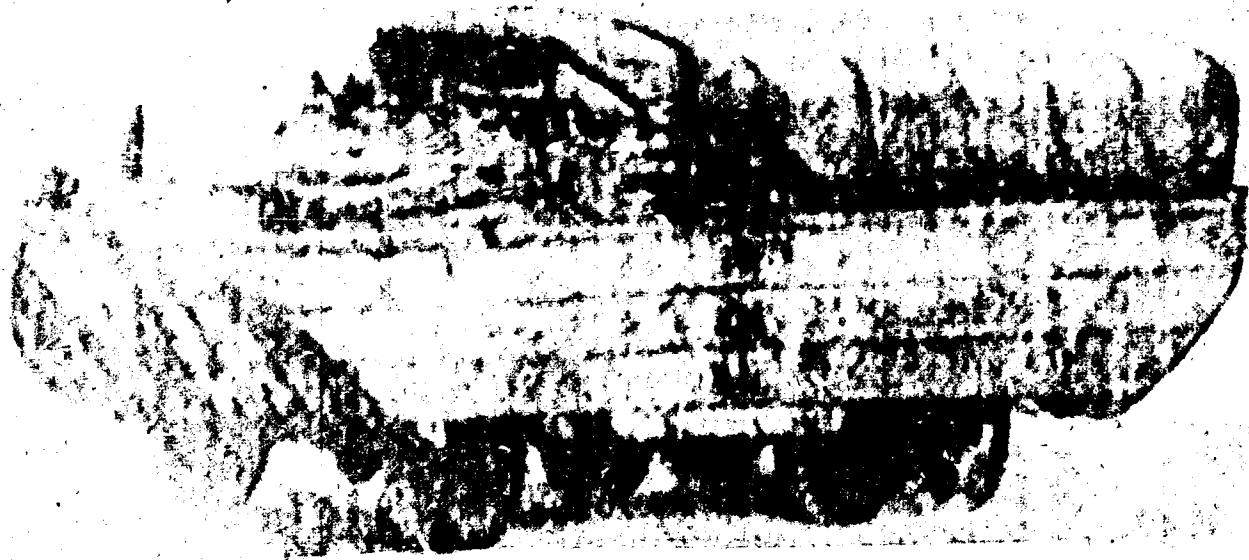
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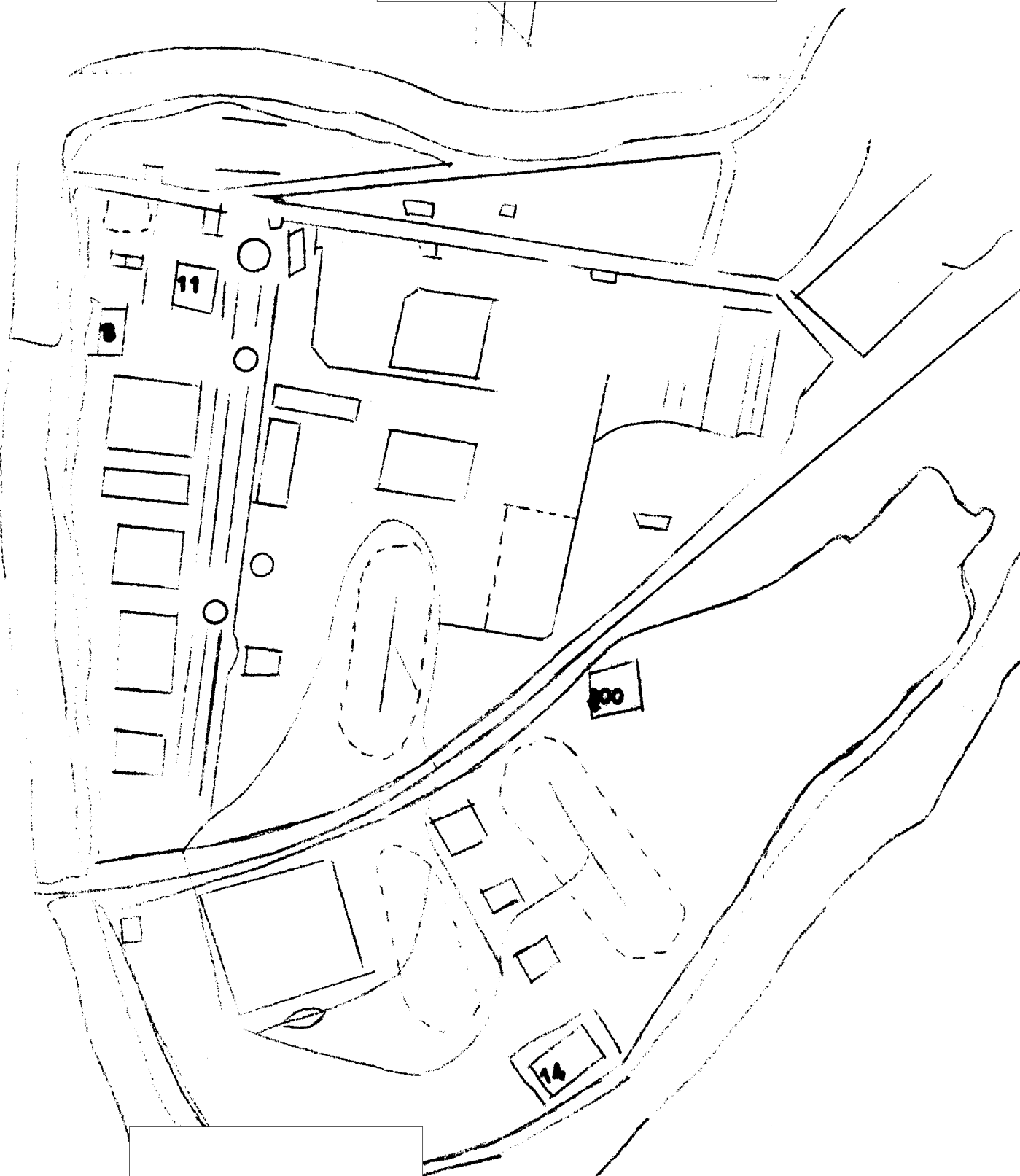


6X6 WHEELED AMPHIBIAN

(Page 21 of Soviet & Satellite Weapons)

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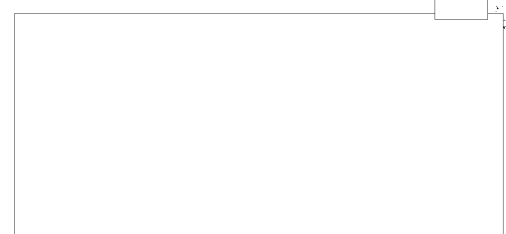
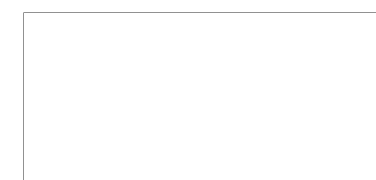
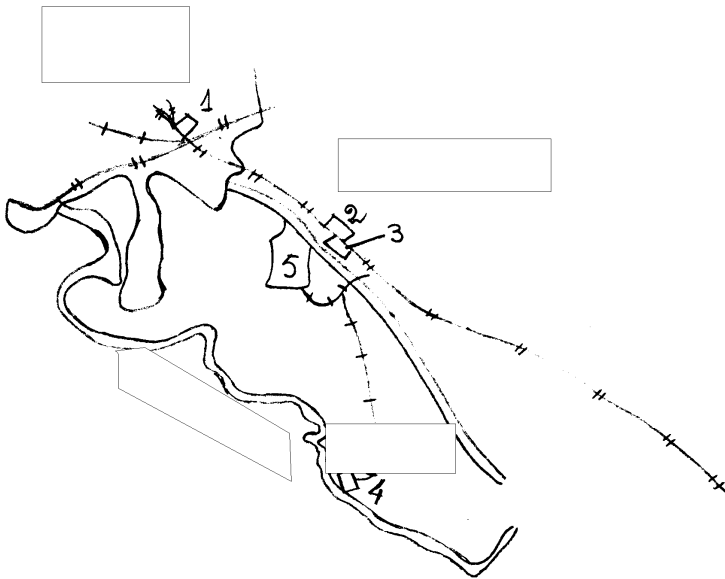
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1. Compressor plant at Novaya station
2. Aircraft plant under construction in 1956
3. Agricultural machinery building plant
4. Military optics instruments plant
5. Military airfield.

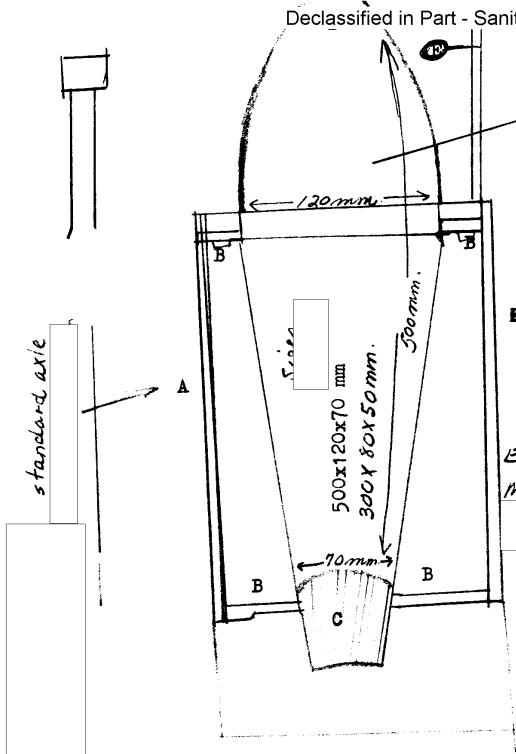


Fig. -n°1

Eccentric measuring instrument

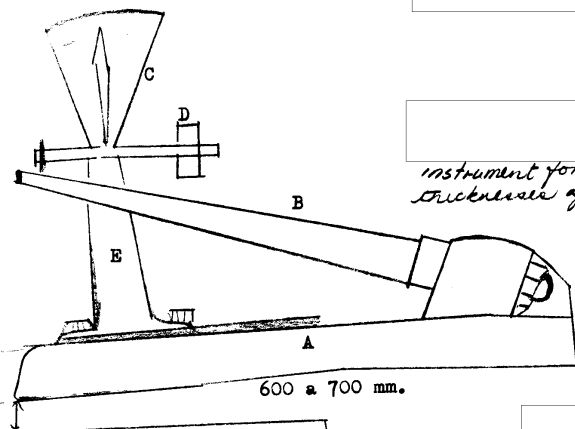


Fig. -n°2

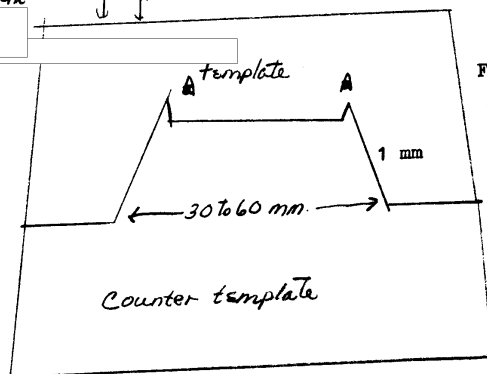


Fig. -n°3

Tapered steel plate 2mm thick

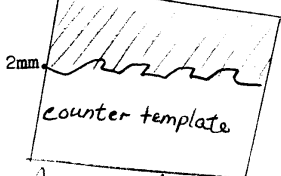


Fig. -n°4

Actual size

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50X1-HUM
50X1-HUM

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прибор для проверки
на биени
Instrument for checking calibration(?)

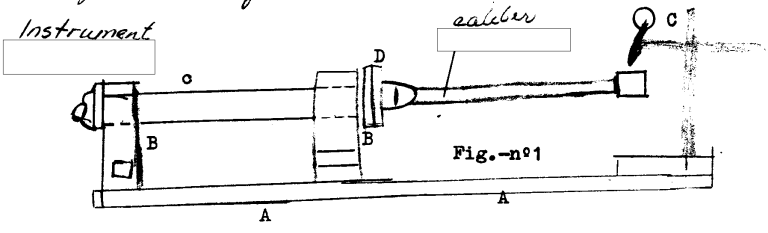


Fig. -n°1

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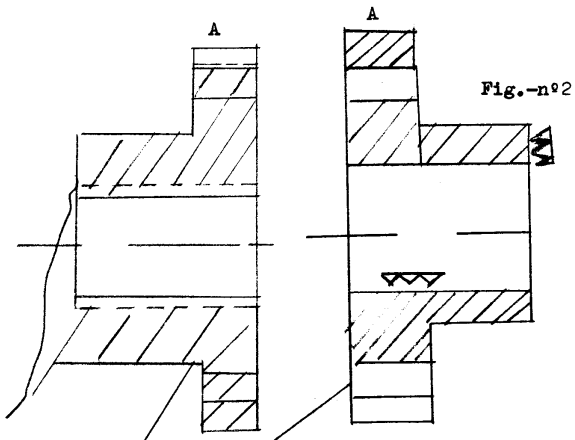
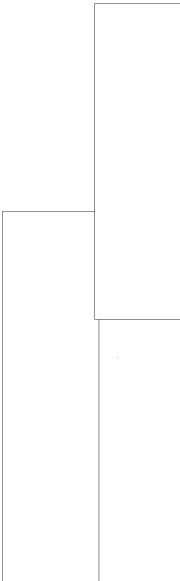
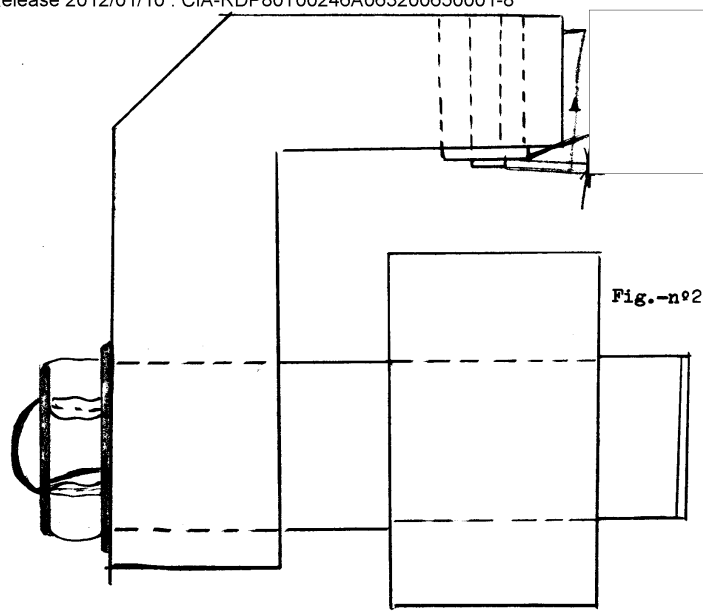
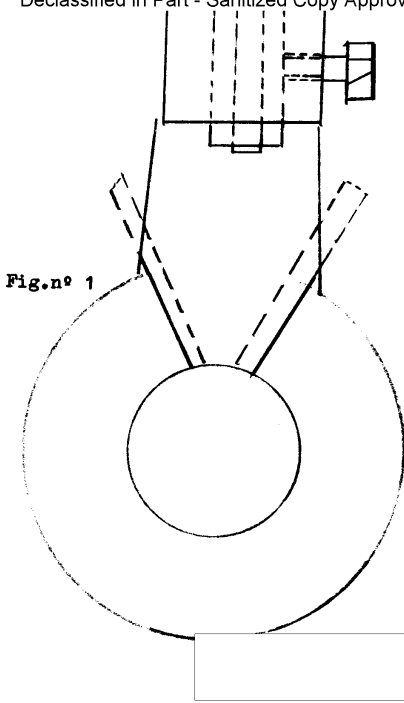


Fig. -n°2

Actual Size



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*acceptable
Tolerance*

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Instrument for measuring the height of the fire

ATTACHMENT

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(attachment 4)

-1-

COUNTRY : USSR (Moscow oblast)

SUBJECT : LYUBERTSY AGRICULTURAL MACHINERY BUILDING PLANT

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Plant Identification and Location

1. The Lyubertsy agricultural machinery building plant, not known by any other name, with an unknown numerical designation during WW II was subordinate to the Ministry of Agricultural, although two shops were controlled by personnel of the Ministry of Military Industry.
2. The plant was in Lyubertsy rayon, Moscow oblast to the left of the Ryazan highway and to the right of the Ryazan railroad line. It was approximately nine kilometers from the ~~XXXXXXXXXXXX~~ railroad junction in the vicinity of the Chukhlinka railroad station, Berovo quarter. See attachment No. I.

Plant Description

3. It occupied a fairly extensive fenced in area to the southwest between the Ryazan railroad and highway. It was converted during World War II.

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machinery had been replaced by modern Soviet-make machines. After World War II, the production of agricultural machinery was resumed, although two secret shops remained engaged in military production undoubtedly for the purpose of rapidly converting back to military production in the case of an emergency. [redacted] it would not take more than a month or two to convert the plant.

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4. The plant contained the following installations :
- three foundries; No 14 was secret and made grenades for mortars
 - one forge shop
 - one instrument shop
 - one plant machinery repair shop
 - one ~~XXXXXXXXXX~~ model/die shop
 - one compressor shop
 - one electric/power transformer shop
 - one carpentry shop
 - two project/design shops; one engaged in production, the other in tooling
 - two laboratories; one controlling instruments and measurements, the other for materials
 - three mechanical/machine shops; No. 16 was secret and engaged in miliproduction
 - one automatic bolts and nuts shop
 - one assembly shop
 - a fire-fighting station
 - a building with directorate, personnel, CP, and labor union offices
 - a first-aid station.

Description of Shops

5. Almost all the brick and iron structures with metal sheet roofs and clerestories were old. The one-story rectangular-shaped shops were divided into sections by stone walls. Some shops had a mezzanine for offices and small tool storage areas. The foundries had basements for storing coal, sand, and dies. The instrument shop [redacted]

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[redacted] had conduits/pipes with meters for the conduction of water, electricity/power, heat, and pneumatic compression Machinery was in

50X1-HUM

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good condition and well maintained.

Automatic Shop

6. Only the bolts and nuts shop was automatic and equipped with mechanically and electrically, but not electronically operated/controlled instruments.

Raw Materials

7. The plant received coal, iron billets, scrap, logs and planks, sand, cotton, glass, petroleum, fats, paint, and sheets of stainless steel. All these materials were visible on cars or piled alongside the shops. Source admitted that other raw materials must have been received because tin was consumed in quantity but nickel and copper in lesser amounts. The majority of raw materials arrived by rail and only a small quantity by highway.

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Water Supply and Electricity

8. Water was supplied via underground mains and probably from Moscow. Power arrived via aerial cables to the plant transformer station ~~XXX~~ which distributed it to the shops. ~~the major~~ the majority of the machines, such as, ~~XXX~~ lighting used 220 volts/voltage and only the large ~~XXXXXX~~ machines operated with triphase 360 volts.

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Regular Plant Products

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9. The plant manufactured hauling/dragging agricultural machines, such as, harvesters, sowers, shellers, multiple furrow plows, double furrow plows, burring machines, and ~~XXX~~ clod breakers. All these machines had to be pulled by tractors and ~~had no special~~ had no special characteristics or modern technical application/use. Each machine bore the name of the plant, the series number, type, and date of manufacture, thus spare parts could be requested by MTS and/or collective farms. The production norm/output of the shops was unknown.

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Destination of Products

10. Agricultural machinery left the assembly shop for all parts of the USSR,

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however, primarily for agricultural use in Kazakhstan

[Redacted]

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Production in Secret Shops

11. Foundry shop No. 14 and machine shop No. 16 were engaged in making grenades for mortars. Both were secret shops and directed by a colonel and a lieutenant colonel. In shop No. 14 the grenade called nine was founded. In shop No. 16 the mortar projectile/shell was finished. Measurements/instruments made in the instrument shop (see attachments Nos. II, III, and IV) were used in finishing. These grenades were made with great care and precision; [Redacted]

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The grenades were made in two sizes (see measurements on attachment No. II, No. 1) which were the two types of models/dies delivered for the construction of measuring instruments. [Redacted]

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on several occa-

sions the grenades were sent to the test field, location unknown.

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the production

[Redacted] was small because the shops were small and the work very painstaking.

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Packing

12. Wood was used for packing. Closed, well constructed boxes were used for machines with more consistency/firmness and less apt to deteriorate.

13. [Redacted]

[Redacted] small ~~XXXXXXXXXX~~ firm wood boxes left the carpentry shop ~~XXX~~ for the machine shop which [Redacted] were for packing the projectiles manufactured there.

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14. All the boxes, excepting the small ones, bore the name of the plant, description of contents, gross weight, destination, ~~XXXXXX~~ shipment number, and guarantee seals for the organization, MTS or consignee. This was done to avoid loss or theft during shipment. [Redacted]

[Redacted] unloading the machines on railroad cars much care was

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taken in placing them upright.

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Transportation

[Redacted]

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15. The plant was served by a spur line and highway. Approximately 90

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percent of the materials and products left and entered by rail and ten percent by highway. The spur line of the main Moscow-Ryazan line entered the rear of the installation and branched out into several lines going to the foundry shops, materials warehouses in the open air, and the assembly shop. There were several cranes with a bridge between for removing machines from the assembly shop and load them on railroad cars. The frequency of entry and exit of railroad cars/trains was unknown.

16. ~~THE~~ The approximately ten-meter wide branch highway of the main Moscow-Ryazan highway was in good condition, open all year, and had good drainage/ditches. The plant used eight-ton ZIS and Dodge trucks and had a motor park with about 20 or 25 trucks of various sizes.
17. The plant had no river transportation.

Storage

18. Materials were stored in the open air at various place within the installation, although primarily/mostly alongside the ~~THE~~ foundry, carpentry, and sawmill shops. there was a small structure 50X1-HUM next to the offices ~~THE~~ where valuable apparel and materials were kept. Without authorization no one was permitted to enter the storage areas within the structures/shops.

Organization and Personnel

19. There was a director, chief engineer, office personnel, ~~top~~ project shops, and in every shop a chief of control and control assistants;

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20. Approximately 8,000 persons, the majority skilled workers, were employed at the plant. There were about 140 to 160 workers in the precision instruments shop which had no fixed norm because of its precision production. The names of plant directors were unknown. 50X1-HUM

21

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[Redacted]

22. [Redacted] prisoners from Rumania and Czechoslovakia worked at the plant.

Work Conditions

23. All the shops, excepting the instrument shop, worked three eight-hour shifts and ~~XXXXXX~~ a six-hour shift on Saturdays. Officially Sunday was a day of rest but because of electricity restrictions, they did not work on Thursdays. Every worker received a 12-day annual vacation. Wages were the standard/regular ones in the USSR. [Redacted]

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In general sanitary conditions were good. The foundry shops were the unhealthiest. The norm could be easily met. There were no strikes or unjustifiable absences. No privileges were granted because of production or for political reasons. [Redacted]

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Plant Security

24. The ~~XXXXXXXXXX~~ ^{plant} had no special ~~XXXXXX~~ guard installations. Only in shops Nos. 14 and 16 was there a sentry/guard who controlled the entry of only authorized personnel. [Redacted]

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25. There were both men and women guards, number unknown, armed with pistols at the entrance gates. At night ~~two~~ ^{two} patrolled the interior of the installation. The pass was surrendered at the gate and picked up on departure. There was a fire-fighting team equipped with vehicles and other auxiliary equipment.

Civil Defense and DOSAAF

26. There were no shelters or air ~~raid~~ ^{safety} precautionary measures. All ~~XXXXXXXXXX~~ workers were Soviet citizens and DOSAAF members and obliged to attend all meetings of same. On one occasion, perhaps in 1954 or 1955, a booklet with instructions in case of an attack or atomic attack was distributed among DOSAAF members, but in general not much attention was paid to it. There were no ~~air raid~~ ^{practise} [Redacted]

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Production Deficiencies

27. The most frequent difficulty encountered was that parts left the foundry shops with pores or were defective and had to be rejected.

Future
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production plans were unknown, but it can be supposed that there would be changes or modernization of production.

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LegendAttachment No. I, No. 1

A. Precision instrument for measuring the eccentricities of the mortar grenade, mine, (see sketch for measurement).

A. Armature of the instrument where the mine was placed in the case of testing in the shop. The interior of the pattern contained the verifying/checking devices.

B. Devices where the mine was put and a rotating movement established.

C. Lower part of the mine where the founded iron vanes/fins were placed.

D. Head of the mine where the fuse was placed after loading the gear/device/missile.

50X1-HUM

E. Mine eccentric registering instrument.

Attachment No. II, No. 2

Precision instrument for measuring the thickness of the walls of the mine, used in foundry shop No. 14 and machine shop No. 16.

A. Founded iron base plate (see sketch for measurements).

B. Steel pivot introduced into the mine to check the thickness of the walls.

C. Thickness measuring instrument and checking differences in those marked/indicated.

D. Counterweight of graduation.

E. Base of the registering instrument.

Attachment No. II, No. 3

Tempered steel measuring template for measuring the opening of the head of the mine and where the fuse was placed.

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A. Fitting points in the mouth of the mine.

This template was very important and the tolerance of error allowed was hundredths of a millimeter. With this verification/check many mines were rejected. See sketch for measurements. There were two templates for the two sizes of mines.

Attachment No. II, No. 4

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Actual size of the tempered steel template which had several ~~grooves~~ grooves and which was used for checking the fitting of the stabilizing fins of the mine.

Attachment No. III, No. 1

Precision instrument for measuring the calibers of the mine and other devices manufactured in the secret shops.

- A. Base plate of the measuring instrument and correction of calibers.
- B. Framework of the rotating axle.
- C. Rotating axle where the holding disks for measuring the caliber was coupled.
- D. Holding disks.
- E. Caliber for registering ~~XXXXX~~ measurements.
- F. Registering apparatus.

Attachment No. III, No. 2

- A. Sketch of the disks (actual size) for measuring calibers called prabordlya proverki na bieni.

Attachment No. IV, No. 1

Holding device of the fin which rotated and was used to measure the height of the fin. Actual size.

Attachment No. IV, No. 2

Approximate sketch of the precision instrument for measuring the height of the fins of the mine. Actual size.

- A. Device which determined the accepted tolerance of the height of the fins. The existent distance between projection No. 1 and No. 2.

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(Attachment 5) **CONFIDENTIAL**

[Redacted]

COUNTRY: USSR

SUBJECT: Industries and Installations in the City of Moscow.

Date Report: 9 May, 1965 50X1-HUM

[Large Redacted Block]

Aviation Engine Factory in Moscow. - *(No 5 on the attached overlay)* 50X1-HUM

1. This factory [Redacted] was located in [Redacted] 50X1-HUM
the village of YAUZA, which has now become part of the city of Moscow. It is located some 300 meters to the West of the Moscow-Murmansk rail line; and to the West (?) and some 1,000 meters from the Central Anti-tuberculosis Institute of the Academy of Sciences of the USSR. This factory was installed on a cleared and flat area of the forest and there were few buildings in the vicinity. The eastern side, which was closer to the aforementioned rail line, was surrounded by a barbed wire fence. [Redacted] 50X1-HUM
2. [Redacted] this factory must have been built approximately around 1950 but few people knew of its existence. It consisted of a small building which made up the frontage, located close to the fence, and where the personnel section or something similar was housed. Farther back, another building could be seen which was of a height equivalent to six floors, although in reality there were only two floors. [Redacted] the surface of this building 50X1-HUM
was in the shape of a trapezoid, measuring approximately 60 x 20 meters. Behind this building there were at least two other buildings, although they could not be seen very well. A railway track entered the installation from a nearby railway station called YAUZA. [Redacted] 50X1-HUM

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GROUP 1
Excluded from automatic downgrading and 50X1-HUM

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50X1-HUM

3. [redacted] noise of jet motors being tested many times -- sometimes during the day but the majority of the times during the night. [redacted]

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[redacted] No watch towers were seen but guards could be seen

near the wire fence, such as those seen in the aviation factories. [redacted]

50X1-HUM

[redacted] the guards were subordinate to a special MVD Custodian Corps.

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During the nights, the guard service was reinforced ^{by guards from} the Moscow-Murmansk railroad, ~~guards~~, which was located close to the installation. [redacted]

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[redacted] jet motors were tested here between 3 and 5 in the afternoon and around this same time in the early morning. During this latter test session, all the patients interned at the Anti-tuberculosis Sanatorium were disturbed in their sleep. In August of 1956, all the patients from this sanatorium were transferrred to other sanatoriums. It was said that certain reformations were going to be made in the installations of this sanatorium center, but it was also commented that they were thinking of prohibiting residence in this same zone.

USSR Academy of Sciences Anti-tuberculosis Institute *(No. 6 overlay)*

4. At the beginning of 1956, it was said that the location of this Institute would be changed. [redacted] the main object of this move (even though they said that extensive repairs had to be made) was perhaps because of its proximity to the factory or experimental center (No. 5 on the attached overlay), which would in effect constitute a disturbance to the sanatorium center. 50X1-HUM
5. Certain famous Soviet medical personalities participated in the scientific work carried on at this Institute. One of these personalities was BOGUSH, ILEV KONSTANTINOVICH, [redacted] He was the chief surgeon at the Institute and also of the Railway Hospital of Moscow where mostly military personnel were attended; he was also the chief surgeon at the Kremlin Hospital. This man had worked a great deal with the KOGAN brothers, doctors who had been arrested and tried during the "Trial of Doctors" on the death of Stalin. BOGUSH was a military man, [redacted] 50X1-HUM
- [redacted] the KOGAN brothers were also 50X1-HUM

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50X1-HUM

military men [redacted] One of their sisters 50X1-HUM
 was the Director of the "Sokolniki" Medical Institute of Moscow. [redacted] 50X1-HUM

[redacted]
 [redacted] The Director (a woman) of this Anti-tuberculosis Institute, was
 a Doctor, but she was not scientifically outstanding; she was designated to
 this position by the Soviet Supreme. She was known by the patronymic of
~~LEBEDIEVA~~. *Lebedeva*.

6. International scientific congresses were held at this Institute and frequently
 foreign scientific medical commissions visited the place. [redacted] 50X1-HUM
 research [redacted] was made on rats. The Institute had 50X1-HUM
 about 500 beds for tuberculosis patients and many laboratories. It also had
 several auditoriums for the scientific meetings.

Factory related to electric power

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7. [redacted] this factory was related to something in connection with
 electric power [redacted] it was relatively
 unimportant, at least in 1956, since it did not have a railway entrance and the
 street - *Fabrichnaya ulitsa* - which it faced, was very poorly paved. [redacted] 50X1-HUM
 [redacted] any automotive vehicle traffic that this installation 50X1-HUM
 may have had, would be slight. [redacted] 50X1-HUM

(No. 7 on the attached overlay)

ELEKTROZAVODSKAYA Factory - Lamps, in general, and electrical apparatus.

50X1-HUM

8. ~~Within the field of electricity,~~ *electrical* [redacted] this factory produced ^{*ordinary*}
electrical lamps, ~~engines~~, and electric apparatus such as engines, etc. [redacted] 50X1-HUM
 [redacted] they had some secret shops. Important personalities such as MALENKOV 50X1-HUM
 and BULGANIN had held positions in the management of this factory. [redacted] 50X1-HUM
 [redacted] this was important and [redacted] the factory's production 50X1-HUM
 did not consist solely of ordinary lighting lamps. Approximately between 1952
 and 1955, this factory was greatly enlarged. In the section where light bulbs
 were produced, [redacted] 50X1-HUM

[redacted] some 5,000 workers were employed in this installation,
 among which were some of the finest electrical specialists and the best engineers
 who had finished their studies in the Energetics Institute of Moscow. This
 factory competed with Factory 45 (both located in the STALINSKIY rayon) for the

50X1-HUM

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election of the rayon deputy to the Supreme Soviet, the candidates for which always came from the most important factories.

Energy Research Institute (No. 9 on overlay)

9. [redacted] The research 50X1-HUM
institute was located in a newly constructed building which was inaugurated
between 1954 and 1955. [redacted] 50X1-HUM

Aviation Factory 45, Moscow (No. 10 on overlay)

10 [redacted] numerical designations of the engines that were
produced in this factory [redacted] secret because very few 50X1-HUM
people knew. However [redacted] in 1955 it was said that they built
a type of ^{engine} motor [redacted] called
(Prob. V.K., Victor Klimov) "B.K." [redacted]
[redacted] the type
of engines were changed or modernized two or three times a year. [redacted]

11. [redacted] there could not be a definite motor or engine called KLIMOV,
since this was the name of the Construction Engineer at Factory 45, who designed
the majority of the engines which were produced at this factory and therefore 50X1-HUM
all the different motor types would have carried this name. [redacted]

[redacted] During military parades airplanes 50X1-HUM
designed by KLIMOV were talked about [redacted]

12. [redacted] factory 45 sent engines to all the aviation factories in
Moscow; specifically [redacted] they sent engines to the KHIMKI factory, the
KUNTSEVO factory and the TUSHINO factory. [redacted] 50X1-HUM

[redacted] the YAUZA factory [redacted]
[redacted] this latter factory did not produce engines but [redacted] the 50X1-HUM
did test them and therefore [redacted] it was possible that they mounted 50X1-HUM
the engines on some kind of a device [redacted]

[redacted] Factory 45 also sent engines to Factory 30 where airplanes were
assembled. This factory also had a relationship with No. 24 of KUYBESHEV, but 50X1-HUM

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50X1-HUM

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50X1-HUM

[redacted] they only received parts [redacted]

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Factory 45 also had some kind of relationship with a new

(built around 1955 or at the beginning of 1956) factory which existed in ODINHOVO^{TS}

(Moscow Oblast) with which [redacted] they interchanged specialized workers.

50X1-HUM

This interchange of workers was also maintained with the other factories mentioned.

[redacted] they probably did send to this factory rocket engines and t^h

50X1-HUM

bodies and ribs of rockets which were produced in shop No. 28 of factory 45.

[redacted] the rockets were assembled in this new factory; [redacted]

50X1-HUM

[redacted] rockets could have been

50X1-HUM

mounted in the YAUZA factory or in both factories since rockets were not mounted

in any of the aforementioned factories [redacted]

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13. Shop No. 28 produced some tubes or cylinders [redacted] these were the

body of the rockets), made with a type of plating of a special steel alloy. The

plating measured some 10 to 12 millimeters in thickness, and was very shiny (a

little bit less shiny than ordinary stainless steel); it was stainless and very

elastic (if it slipped off the plating rollers before being welded after being

shaped to a tube, it returned to its original position, that is, completely flat;

its outstanding quality was its hardness! Some of the workers had attempted to make

things for themselves out of the scraps of this plating and when they tried to

drill a hole, they broke the drill bits without penetrating the plating; it was also

said that it had a great resistance to friction. [redacted]

this plating came

50X1-HUM

from the Serp i Molot Factory in Moscow which was famous for being the best or one

of the best factories in the USSR insofar as the quality of special steels produced

50X1-HUM

^{was} ~~was~~ concerned. It could also have come from MAGNITOGORSK [redacted]

[redacted] The tubes made with this

50X1-HUM

plating were of three different types with reference to size; [redacted]

50X1-HUM

the plating was all of the same thickness [redacted]

[redacted] One kind of tubes measured 12 to 14 meters long

and 1 meter in diameter or perhaps a bit smaller [redacted].

Another

50X1-HUM

type measured approximately 1.50 meters in length [redacted]

the diameter

was the same as the others. [redacted]

[redacted] the most important work done on these

tubes was with the electrical welding which was stitched and automatic. The time

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dedicated to the welding operation on each tube was chrometized and there was no tolerance. The edge of the plating lapped over the other side by some two centimeters and the welding was done on the outside as well as the inside of the tube. After welding, it was passed on rollers to a shop which was more secret than No. 28, where the rough seams of the welding were smoothed out and where it was submitted to a hermetic test [redacted] In this same shop [redacted] 50X1-HUM

some cones of the same type of plating as used on the tubes were made. These cones had a base of the same diameter of the tubes (approximately), the height of which was more or less 1.50 meters. [redacted] the point of the cones [redacted] 50X1-HUM

was not sharp but they had a kind of hole from which it could be said that they should be called the trunks of cones rather than cones. These cones or trunks of cones were not fastened to the tubes in shop No. 28; [redacted] 50X1-HUM

14.

[redacted] shop No. 28 worked three shifts daily and employed a total of approximately 400 workers; of these some 150 were welders; the work was semi-automatic; a crane put the sheets of plating on the welding machines. Once the tubes were welded, another crane took them off the reels and put them on some small pullies where they were taken to an even more secret department, inside the same shop. The cones also came to this same department. 50X1-HUM

15. In 1956, the shift consisted of 8 hours per day and 48 hours per week. [redacted]

[redacted] reduced this by one hour per day, that is, they worked 7 hours per day and 42 hours per week. In winter and summer the work shift relief came at the same time: the first shift went in at 7 in the morning and came out at 4 in the afternoon with one hour to eat; the second shift went in at a quarter to 4 and finished at midnight; the third went in at midnight and ended at 7 in the morning of the following day. Technicians and specialists who worked in the technical offices of the management, as well as all the administrative employees had other hours which consisted of a special shift starting at 9 in the morning and ending at 6 in the afternoon (8 hours of work and one to eat). Also the shop chiefs, technologists, masters and shop managers, had a special shift starting at 8 in the morning and ending at 5 in the afternoon. Between each shift, while the relief shift came in, there was an interval of some 20 minutes, during which time some of the machines were stopped but not all of them. 50X1-HUM

Sortirovochnaya Railway Station**CONFIDENTIAL**

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50X1-HUM

(No. 11 on the ...)

16. The SORTIROVOCHNAYA railway station, particularly the merchandise station, was considered [redacted] to be the most important, insofar as traffic of merchandise was concerned, in Moscow. It had its own installations for the repair of rail cars. All varied kinds of cars could be seen there at any hours, ordinary merchandise cars as well as special war material transport cars and others. It occupied a large amount of space and was guarded, like the rest, by the railway station guards.

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Aviation Experimental Factory (No. 12 on overlay)

50X1-HUM

17. This factory was located on Aviamotornaya ulitsa [redacted] some 300 meters from the telecommunication center and some 400 meters from the Energetics Institute, in the city of Moscow. [redacted] the rear part of the factory bordered with the Energetics Institut's football field. [redacted] On the entrance door there was a sign which said "Experimental" and mentioned no other name. In general [redacted] that it was surrounded by living quarters and by the installation's own buildings which formed a wall to the outside. From the outside, one ~~could~~ appreciate ^{was aware of} ~~without being able to state precisely,~~ the existence of some 5 industrial buildings, each measuring about 50 x 20 meters.

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18. Many nights [redacted] between three and five in the morning, some loud noises which came from the testing of powerful jet motors. The noise was continuous and lasted about 45 minutes (in factory 45, these noises did not last longer than 15 minutes) [redacted] these noises were muffled and [redacted] took place in some subterranean installations or in some place where ^{acoustic} ~~the acoustics~~ were isolated. [redacted]

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19. [redacted] this factory or experimental center employed some 500 to 1,000 persons. The greater part of these, by their appearance [redacted] were technicians, engineers or employees. [redacted] it was an experimental center rather than a production factory. However, [redacted] the engines that were tested there had also been built in this center. It was commented that there were some very fine engineers and technicians on the personnel staff [redacted]

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20. [redacted] all or almost all the factories in Moscow in this same line were connected with this center.

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Very few people knew of the existence of this industrial research or experimental center. [redacted] the engines that were tested here were a great deal

more powerful than the ones [redacted] tested many times in factory 45.

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21. The building where this installation was lodged was not very new; however, it did not function before 1952 or 1953. [redacted]

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Residence or Aviation School (No. 13 on overlay)

22. This was installed in a newly constructed building; [redacted] it was inaugurated approximately the middle of 1956. Aviation officers (not cadets) were seen entering and leaving the building; [redacted]

50X1-HUM

[redacted] it was probable that this center had some sort of relationship with the military factory next door which is shown as No. 14 on the attached overlay.

50X1-HUM

Newly Constructed military factory in Moscow (No. 14 on overlay)
Meyerovskiy

23. This factory was located on the prolongation of ~~MEEROVSEKIY PROEED~~ *Meyerovskiy*, within the Stalinskiy rayon of Moscow. It occupied an area of approximately 250 x 250 meters and it was surrounded by a wooden fence. By 1956 they had not as yet built sentinel towers. It was guarded by soldiers or guards in non-military uniforms but [redacted] these belonged to the MVD. From the outside on 4 or 5 cement buildings, one story in height, quite spacious and with hefty iron frames. In 1956 only one was finished and the rest were still under construction. The one building that was finished appeared to be the only one that was in production.

50X1-HUM

It was said that this factory was dedicated to tank production. [redacted]

[redacted] it did not meet the requirements for this type of production because it appeared to not have a foundry and besides this, the building did not seem ample enough as required for this type of production. [redacted] the production must be of

50X1-HUM

some other type [redacted] probably

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this factory's production had some relationship with Aviation Factory 45 from which it was located not more than 400 meters. It was also very close to the KOMPRES factory and ~~from~~ ^{to} the SORTIROVOCHNAYA merchandise railway station. Close to this factory there was a kind of aviation academy or school installed. (or some other kind of center) the building for which was likewise finished in 1956. [redacted]

50X1-HUM

it very probably that this aviation center had some relationship with this factory.

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Factory imeni KOMPRES in the City of Moscow. *(No. 17 on overlay)*

24. The principal entrance to this factory was on the *Entuziastov shosse* ~~"Entuziastov"~~ avenue which

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separated it from the ISMAILOVO park located to the North of this installation.

On the west it was very closely located to the Moscow "circumvalization" ~~(2)~~ railway

station. It was surrounded by a rubblework fence about 2'5 to 3 meters high, above

50X1-HUM

which sentinel watchtowers could be seen. [redacted] the side facing

the aforementioned ^{Entuziastov shosse} [redacted] was over a kilometer long [redacted] the

50X1-HUM

other sides were more or less the same size. [redacted].

25. This factory was already in existence during the past war [redacted]

[redacted] Later, it was considerably enlarged to such a point that it

50X1-HUM

looked like an entirely new building. [redacted]

[redacted] many high brick chimneys [redacted]

50X1-HUM

[redacted] they were more than 50 meters high). [redacted] various tanks,

like the trunk of a cone in shape and which [redacted] rested on the ground [redacted]

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[redacted] the diameter of the lower base

was some 12 to 14 meters; the upper part was about 8 meters; the approximate height

would be about 18 or 20 meters; they were painted brown which gave the impression from

a distance that they were made of wood. [redacted]

[redacted] Also a great amount of piping could be seen and one or two railway tracks

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entered this installation. [redacted]

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[redacted] From the outside it looked like a petroleum

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refinery or some other kind of installation related to fuel. On the other hand, in

view of the fact that this industry was called KOMPRES, it possibly would indicate

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that it was some kind of compressor factory. [redacted]

[redacted] the personnel who guarded the installa-

tion were military, like at any other ^{military} ~~beta~~ factory, and [redacted] the land it occupied

50X1-HUM

was considerably enlarged during the last few years. [redacted]

Chemical Factory in Moscow (No. 18 in overlay)

26. On the rail line that goes from Moscow to KAZAN, on the outskirts of the city of

Moscow, there is a small railway station called FABRICHNAYA. To the south of this

station and some 100 or 150 meters from same, there is a chemical products factory.

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[redacted] this factory was ^{created} ~~born~~ during the last war and [redacted] during later

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years, possibly between 1950 and 1954, it was considerably enlarged. This is what

could be seen in passing on the rail line going to KAZAN. From the rail line several

large buildings of new construction could be seen. The factory was surrounded by a

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wooden fence

The land on which it was located was below the level of the railway lines and therefore it was easy to see the buildings without interference of the fence.

Within the area of the installation, one could see various railway lines on which were parked several tank cars and ordinary merchandise cars. It had many tall brick chimneys. From its general appearance, one could see that it was an important installation in comparison with other chemical factories

it occupied a space of some 500 x

500 meters.

Legends on the Overlay of the City of Moscow

(No. 1 on overlay?)

- 27. Military Experimental Zone. an experimental installation which was related to the armed forces existed in this zone.

this area guarded by soldiers.

School of Aerophotography *(No. 3 on overlay)*

- 28. Until 1946 this had been a faculty of the Institute of topography. After that year it was separated from the Institute and only those students who had had experience as pilots, mechanics, photographers, etc. went over to this school. This school specialized in aerophotography.

Aviation Personnel Residence *(No. 4 on overlay)*

- 29. A residence or a school for aviation personnel. if this were a school, it would be for promotion qualifications or specialty fields since only officers were seen and not cadets. this center was still functioning in 1956.

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LEGEND FOR ATTACHED OVERLAY OF THE CITY OF MOSCOW

1. Area occupied by a military installation.
2. Institute of Economy and Finance
3. School of Aerophotography
4. Residence or rather military aviation school.
5. Aviation engine factory.
6. USSR Academy of Sciences Anti-tuberculosis Institute.
7. Factory, which appears to be related to electric power.
8. ELEKTROZAVODSKAYA Factory - Lamps and Electric apparatus
9. Energy Research Institute
10. Aviation factory No. 45.
11. SORTIROVCHNAYA railway station.
12. Aviation Experimental Factory.
13. Aviation School or Residence
14. Military factory - newly constructed
15. Zone probably occupied by preceding factory.
16. Telecommunication Institute
17. KOMPRES Factory
18. Chemical Factory.

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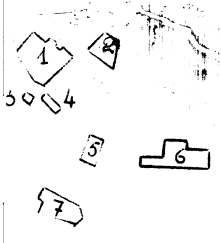
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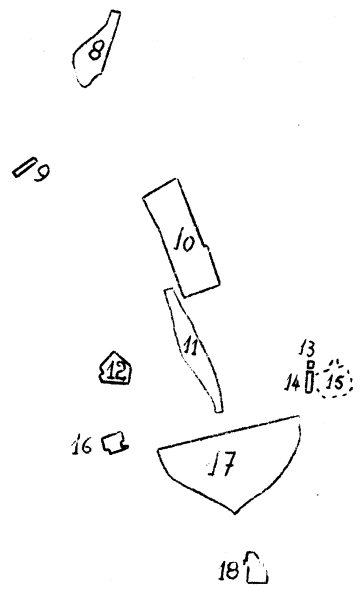
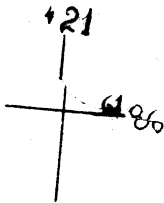
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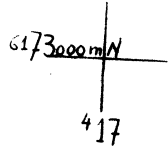
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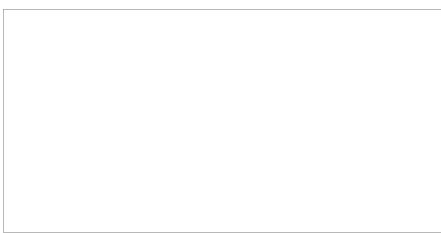
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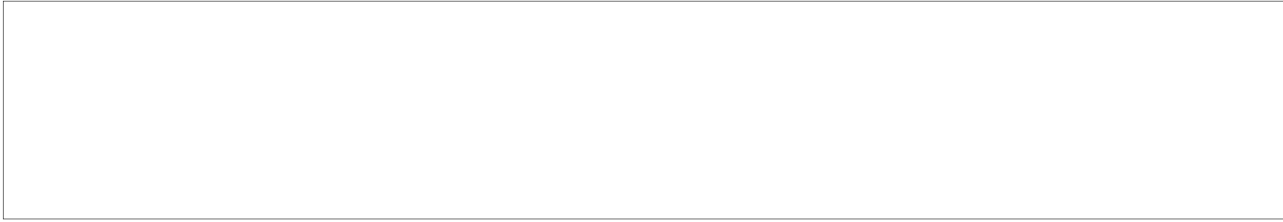
(Attachment 5)

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USSR (Moscow Oblast)

Aircraft Plant and Military Areas in the Moscow Oblast

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Aircraft Plant in Odintsovo

1. There was an aircraft plant to the "right" of the Moscow-Minsk railroad line, between the city of Odintsovo (N 55-41, E 37-17) and the railroad station for this city.

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In 1956, although part of the plant was still under construction, part of it was already producing.

its characteristics were those of an aircraft plant.

there was an

important

new aircraft plant in Odintsovo, part of which was already in production. Thus

this plant had relations with Plant No. 45, perhaps

50X1-HUM

regard to assembling rockets.

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it was not large and that it did not contain

its own airfield.

it near Pionerskaya (N 55-40, E 37-13)

there was a military area which contained an airfield, and the

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plant could use this airfield if necessary.

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Restricted Military Zone Near Shohelkovo

2. There was a restricted zone in a very dense forest about six kilometers east of Shohelkovo (N 55-55, E 38-00), about 1500 meters northeast of the railroad line which crossed the city, coming from Moscow. the area was restricted in about 1953

50X1-HUM

the area was used by flame-throwing units,

tank units, etc.

However

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it was general knowledge that the zone was a military area.

An unpaved, hard surfaced road entered the area, and

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connected with the Moscow-Shohelkovo highway on the other side of the aforementioned railroad track.

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Military Area Near Nakhabino

5. There was a military restricted area in a forest of average density

west-southwest of Nakhabino (N 55-51, E 37-12).

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always

military patrols who forbade passage into the area.

some

buildings could be seen through the woods at the beginning of the area at the point nearest to Nakhabino. These buildings were Finnish-type wooden houses.

it did not have an airfield.

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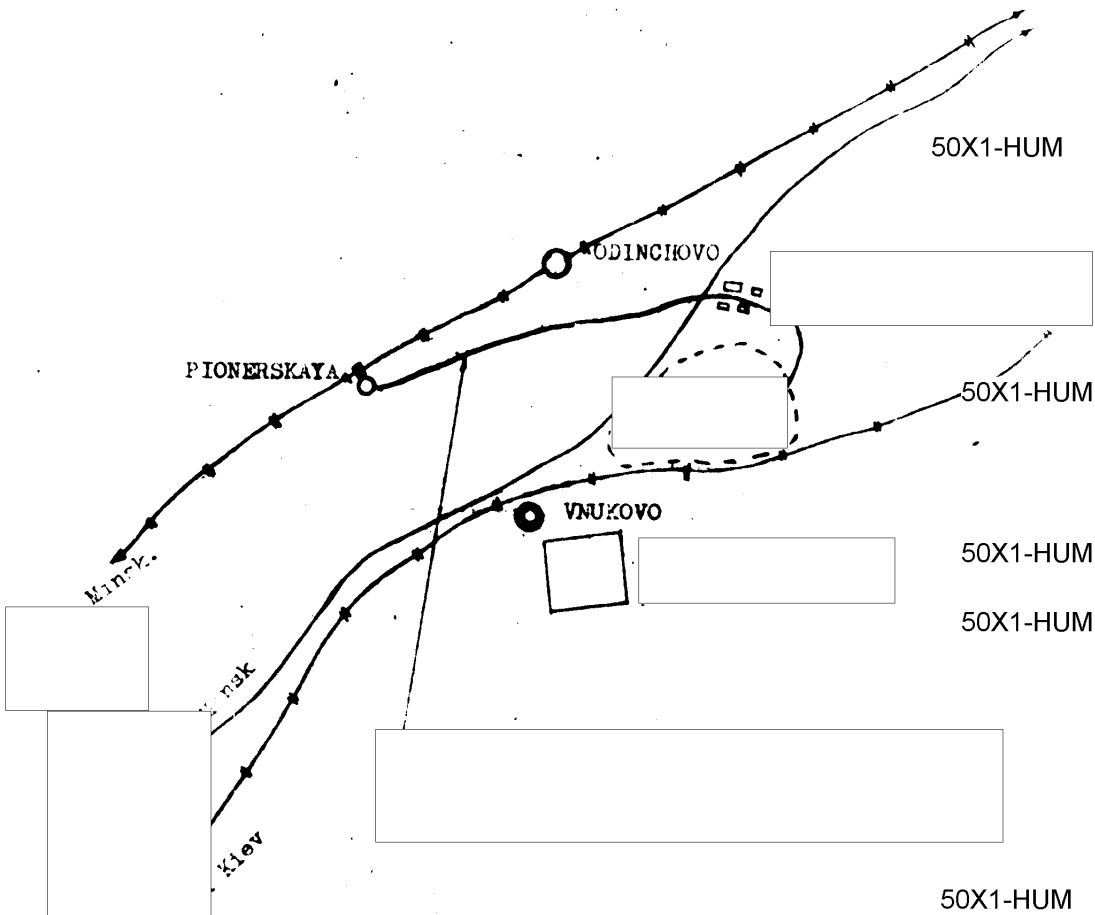
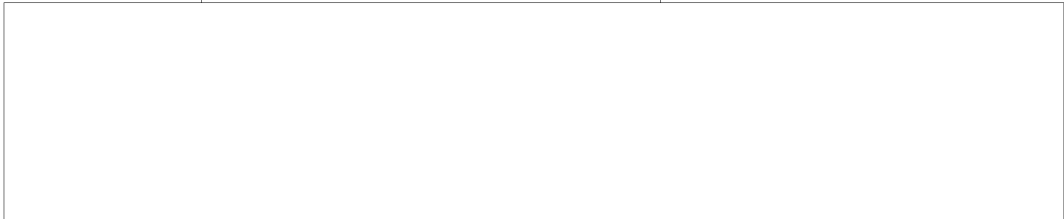


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50X1-HUM

PIONERSKAYA

BODINCHIKOVO

VNUKOVO

Minsk

Minsk

Kiev

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

CONFIDENTIAL

GROUP 1
Excluded from automatic
downgrading and
declassification

