INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

COUNTRY USSR

REPORT

SUBJECT Industrial and Town Information on the USSR

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THI OF CONTENT IS TENTATIVE.

a. Industrial Enterprises in Leningrad. Two pages. The report includes information on the Central Boiler and Turbine Institute /i/n I.I. Polzunov/, which designed boilers for atomic installations, such as nuclear power stations and nuclear-powered vessels. 50X1-HUM

b. Radiotechnical Factories in Minsk. Seven pages. The report contains information on the Minsk Radio Plant, Radio Plant i/n Lenin (formerly Molotov), and a radio engineering plant with a plant number 50X1-HUM 50X1-HUM

c. Rakhov Paper Combine and Town Information /N 48-03, E 24-12/, Ukrainian SSR. Seven pages and sketch plan. The report includes some general information on the town of Rakhov and a detailed description of the paper combine. 50X1-HUM

d. Hydrometeorological Instrument Plant in Riga. Seven pages and sketch plan. 50X1-HUM

e. Latvenergo Mechanical Repair Factory; Industrial and Military Information on Riga. Fifteen pages and two sketches. The report includes some details on Plant No. 85 which produces aircraft parts. The military information consists of short descriptions of a submarine school and a school for air force political officers. 50X1-HUM 50X1-HUM

f. Cellulose and Paper Combine at Segezha. Ten pages.

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

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g. Industrial and General Information on Stalinsk and Vicinity. Thirteen pages. The industrial installations reported on include the Kuznetsk Metallurgical Combine No. 1, Machine Building Plant No. 526 (reported as a secret military plant), a military plant at Prokopyevsk and one near Kiselevsk.

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h. Uralty[illegible]trubstroy [Construction Trust] and Industrial Plants in Sverdlovsk. Eight pages. The report includes some details on Plant No. 8 i/n Kalinin,

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i. Industrial Plants, Construction Trusts, and Personalities in Sverdlovsk. Eight pages and sketch plan of Sverdlovsk. The report includes information on Turbomotornyy Zavod No. 76 and Plant No. 8 i/n Kalinin.

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j. The Voroshilov Agricultural Machinery Plant in Tashkent.

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k. The Electric Locomotive Factory in Tbilisi. Three pages. During 1958, the plant underwent a complete reorganization and changeover from the repair of electric locomotives to their production.

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l. General and Industrial Information on Temir-Tau. Six pages. The report includes information on the Kazakh and Karaganda Metallurgical Plants and the synthetic rubber plant.

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ATTACHMENT-A

COUNTRY : USSR (Leningradskaya Oblast)

SUBJECT : Industrial Enterprises in Leningrad

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1. Zavod Proletariy, located in the Viborgskiy Rayon of Leningrad, manufactured insulators for high-tension cables.

2. Zavod Lenstankolit, a foundry located at 7 Mineralnaya Street, produced bases for metalwork machines which were manufactured at the Sverdlov and Krasny Proletariy Works. The foundry also had a department which produced tubing for lighting installations.

3. Sestroretski Instrumentalny Zavod Im. Voskova (Voskov tool factory) produced metalwork machines, drills, and cutters for milling machines (frezy). 50X1-HUM

4. the Central Boiler and Turbine Institute (Tsentralny Kotloturbinny Institut) /probably the Polzunov Institute; located on Sosnovka Street, had a

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department which designed boilers for atomic installations such as nuclear power stations and nuclear-powered vessels. The institute, according to hearsay, maintained close contact with the boiler factory in Podolsk (Podolskiy Kotelny Zavod), where Boris Mikhaylovich Sholkovich, had been a design engineer until 1953.

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-B

COUNTRY : USSR (Belorussian SSR)

SUBJECT : Radiotechnical Factories in Minsk

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1. Radiotechnical plants located in Minsk were Zavod Im. Lenina (formerly Radio Zovod Im. Molotova), a numbered plant on Moskovskoye Shosse and Minskiy Radio Zavod. 50X1-HUM

2. The Lenin factory, the former Elektrit Works, was transferred to Minsk from Vilnyus in 1939 with all equipment, technical-administrative staff, and workers. Until 1950 the Lenin Factory was a civilian plant subordinate to local authorities of the Belorussian SSR. When the nature of its production was changed in 1950, the factory became subordinate to the All-Union Ministry of Communication Equipment Industry (Ministerstvo Radio-tekhnicheskoy Promishlennosti SSSR.. When the Minsk Sovnarkhoz was established in 1957, the Lenin

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factory became subordinate to the Sovnarkhoz in manpower and supplies but continued to be subordinate for production to a special electronics committee in Moscow (Komitet Po Delam Elektroniki), a new body established in 1958 apparently within the framework of the Ministry of Radiotechnical Industry.

3. The Lenin Factory was located on Prospekt Stalina in the quarter popularly referred to as "Komarovka" and employed almost 2500 people in 1959. In 1950 the machine shops (mekh. tsekha) worked in three shifts, the primary processing shops (zagotovitelniye tsekha) in two shifts, and the assembly shop (montazhniy tsekh) and regulating shop (regulirovochniy tsekh) in one shift.

4. The plant was expanded after 1950. Construction of a three-story, 10 x 70-meter administration building was completed in 1956. The former administration building, a two-story structure, in 1959 housed a restaurant on the first floor and offices on the second. No new buildings for production department had been added since 1950.

5. The Lenin factory occupied an area of 300 x 400 meters, bound by Prospekt Stalina (buildings of the production departments), by Bondarevskaya Street (new administration building and an adjacent two meter-high board fence), and by small streets and board fences on the other two sides. The entrance gate for both vehicles and pedestrians was on Bondarevskaya Street. Another gate on Prospekt Stalina was usually closed.

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6. The [redacted] Lenin factory had the following buildings:

   a. The building of the former furniture factory, 30 to 40 meters long and 15 to 20 meters wide, served as the plant's carpentry shop (derevoobdelochniy tsekh).

   b. The main building, 15 x 20 x 100 meters was constructed in 1940 and held most of the production departments. The machine shop and punch presses shop (shtampovochniy tsekh) were on the ground floor, and the primary processing, assembly, regulating, and loudspeaker production shops were on the other floors.

   c. The administration building, built in 1940, burned down during World War II and was later reconstructed. Some of the administration offices were located in this building before the new one was completed in 1956.

   d. A single-story, 20 x 25-meter building housed the toolmakers shop (instrumentalniy tsekh) and the galvanization shop (tsekh galvanizatsii).

   e. The single-story steam plant (kotelnaya), approximately 15 x 15 meters, had the only smokestack on the site, a red brick structure about 30 meters high.

   f. A wooden hut, near the railroad spur entering the plant, served as a raw materials warehouse.

7. The Lenin Factory received electric current from the general network by an underground cable.

8. Production items consisted of the following:

   a. Until 1950, only three models of radio sets were manufactured: Minsk R-7 (R - radyola, 7 - number of tubes) Minsk S-4, and Belorus 13.

   b. From 1950 to 1957 the plant produced only Belorus radio sets. From 1957 to 1959, it also produced 11-tube radio sets of the Druzhba type. In 1959 it produced only the Druzhba, which is a design of the V.E.F. plant in Riga.

9. [redacted] the Lenin factory manufactured appliances for military purposes, [redacted] 50X1-HUM

10. The numbered radio technical plant was located about two kilometers from the city limit, on the northwest side of Moskovskoye Shosse (the highway to Moscow), which was a continuation of Prospekt Stalina. The plant was built after World War II and began operation in 1952. It occupied about one square kilometer and was surrounded by a brick wall, [redacted] the plant's output, which [redacted] for military purposes, because none of its products had been seen on the civilian market. 50X1-HUM

11. Construction of the third radiotechnical plant, the Minsk Radio Factory, was begun in 1949; it began production in 1951. Located at 5 Krasnaya Street (which branches off Prospekt Stalina, crossing Dolgobrodskaya Street) between Zakharova and Kuybysheva Streets, it occupied an area of approximately 200 x 300 meters, surrounded by a board fence about two meters high. The plant could not be expanded because the site was enclosed by residential houses. The main entrance for pedestrians and vehicles was on Krasnaya Street.

12. The Minsk Radio Factory mass-produced radio and television sets for the civilian market. Until 1957 it produced monthly 4000 to 5000 10-tube Belorus and about 7000 7-tube Minsk-58 sets; it did not begin production of Belorus television sets until 1957. After 1957 the monthly output included 2000 Belorus combined television-radio sets in addition to the Belorus and Minsk-58 radio sets. The sales price of a Belorus radio set was 1350 old rubles, and the production cost was 1100 rubles. The sales price of a Minsk-58 set was 1300 rubles, and the production cost was approximately 950 rubles. The multipurpose Belorus set sold for 2400 rubles, which was more or less equivalent to the production cost.

13. The Minsk Radio Factory employed nearly 2500 workers, about 50 of whom were engineers. The machine shops worked in three shifts, the primary processing shop in two shifts, and the assembly and regulating shops in one shift. About 80 percent of the workers were women; no men were employed in the assembly and primary processing shops.

14. The Minsk Radio Factory included the following buildings:

a. The toolmakers shop, in one two-story and two single-story structures of a former tool factory.

b. The main three-story building, about 15 x 70 meters, which housed all production departments, such as punch presses shop, machine shop, assembly shop, and galvanization shop, as well as all administrative offices and a warehouse for finished products.

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c. A new three-story building, about 15 x 60 meters, which housed a carpentry shop and a small department for production of plastic parts.

d. A small building with a metal chimney, which served as a steam plant.

e. A wooden hut, which was a raw materials warehouse.

f. A wooden garage.

15. The Minsk Radio Factory received electric current from the central network by an underground cable, and the transformer station was near the plant's main building. The plant was subordinate in all respects to the Minsk Sovnarkhoz, offices of which were located in Government House (Dom Pravitelstva) on Prospekt Stalina.

16. [redacted] the following personalities at Minsk Radio Factory: 50X1-HUM

a. Mikhail Yakovlevich Kutser had been chief technologist since establishment of the plant. He previously had been chief engineer at the plastic products factory in Minsk.

[redacted] 50X1-HUM

b. Benyamin Natanovich Pumpyanski had been chief engineer and designer since the plant was established. Until 1950 he had been chief engineer of the Zavod Lenina plant. A

[redacted] 50X1-HUM

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[redacted] 50X1-HUM

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c. Veselov (fnu) had been director of thetechnical inspection department (O.T.K.) since approximately 1955. He was formerly employed at aircraft repair shops of the Minsk civilian airport. A radio engineer by profession,

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d. Abram Yudelevich Vlodarsky was production manager.

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e. David Lvovich Yudelevich had been director of the plant since its establishment. He previously had been director of the Zavod Lenina plant. An engineer-economist and/a very good administrator

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-C

COUNTRY : USSR (Ukrainian SSR)

SUBJECT : Rakhov - 1. The Paper Combine
2. Town Information

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1. Rakhov /N 48-03, E 24-12/, a district center, had a population in 1958 of about 6000, of whom 80 percent were Hungarians and the remainder Ukrainians, Russians, and other nationalities. After 1948 the town and vicinity were no longer considered a frontier zone (pogran zona), and traffic to and from Rakhov became unrestricted. During the Hungarian Revolution in 1956, there was a strong unrest among the Hungarian inhabitants of Rakhov, several of whom displayed national flags. The Soviets checked the situation by means of arrests and deportations; a plan

was said to exist to transfer all local Hungarians to places in the interior of the USSR.

2. Kossuth Street, the main thoroughfare of the town, was stone-paved and was the center of the entire built-up area. Most of the houses were single-story wooden structures. Almost all government offices, public institutions, and places of entertainment were on this street, including the Raykompartii, the Raypolkom, the movie theater, and the cafe. The district militia office was near the railroad station. There was no hotel in Rakhov. Ukrainian was the language of instruction in the local ten-grade school.

3. There was no bus transportation in Rakhov. Every hour an inter-urban bus left the station on Kossuth Street for Uzhgorod /N 48-37, E 22-18/, and every hour a bus arrived from Uzhgorod. The Rakhov-Lvov passenger train left the station daily at 2300 hours and the Rakhov-Kolomyya /N 48-32, E 25-02/ train at 1520. A railroad bridge, 150 meters long, over the Tisa River, was situated north of town. It was reconstructed of reinforced concrete after World War II. A Frontier Guard detail was posted permanently at the bridge. There were no other military units in Rakhov.

4. A large part of the Rakhov population earned a living at the paper

combine, the town's chief industrial enterprise, which began production in 1956. The lumber and wood processing industry provided another source of income. The town had a sawmill which employed about 30 workers, a wood-cutters artel (artel lesorubov) which employed several hundred workers, and a few other small artels.

5. The paper and cardboard combine (Rakhovski Kartono-Bumazhny Kombinat) was subordinate to the Directorate of Paper and Cellulose Industry in Kiev. Rakhov was selected as the site of the combine because it was surrounded by dense forest and was close to the Tisa River, on which the timber could be floated. In 1958 the plant employed about 1800 workers, of whom approximately 60 percent were women. The combine manufactured building cardboard (stroitelny carton) used for insulation against sound, heat, and cold. The average daily production was 12 tons of sheets, 25 mm thick and one by two meters in area. The plant also produced approximately 18 tons of wrapping paper (obvyortechnaya bumaga) a day. From waste material it manufactured boxes for shoes and butter, pocket diaries, writing pads, and files. A cellulose department was under construction in 1958 in a building 150 meters long. On completion of the department in 1960 the plant staff was to be increased by 200 workers, bringing the total to 2000. Two 25 cubic-meter-boilers and two millboard

machines (pap-machiny), with an estimated daily output of six tons, were to be installed to process the cellulose.

6. Principal departments of the plant were the following:

a. The machine shop, which occupied a single-story brick building (40 x 150 meters) with a tile roof. Two machines produced nine tons of paper a day, and two other machines produced six tons of cardboard a day.

b. The pump shop (nasosnaya), which was in the same building as the machine shop. It had two pumps, each with a capacity of eight cubic meters per hour per machine (or eight centrifugal pumps - tsentrobezhniye). It also had eight water pumps, two of which each had a capacity of 10 cubic meters per hour per machine.

c. The pulping shop (defibryorny tsekh), which was in a 25 x 50-meter brick structure with a tile roof. The shop had five breakers, each with a daily output of 120 cubic meters of pulp; two separate tanks for mixing paper and cardboard, each with a capacity of 20 cubic meters; and two reserve tanks with 20 and 40 cubic meter-capacities, respectively.

d. The dehydrating shop (proparochny tsekh), which was in a 25 by 40-meter building. It had three boilers, each eight meters high and six meters in diameter, with a capacity of

12 cubic meters, operating under a pressure of four atmospheres.

e. The bark peeling department (tsekh koro obdirki), which had one peeling drum (baraban), 16 meters long and 9 meters in diameter.

f. Vehicle repairshops, which had 12 metal working machines.

All of the plant's machinery was of Soviet manufacture.

7. The power station of the plant had two 60-kilowatt generators, fueled by coal brought from the Seletsk mines near Lvov. The station supplied stream and power from the plant and also produced current for domestic consumption in town (Rakhov had no electricity before the combine was put into operation). The station was in a building 25 x 30 meters, and 12 meters high, with two smoke-stacks 40 meters high.

8. The plant occupied an area of approximately one by 1.5 kilometers, was surrounded by a wooden fence 2.5 meters high, and was served by a railroad spur from the Rakhov station. In the combine grounds were a network of narrow-gauge tracks, two locomotives, and 10 trucks.

9. Ivan Filipovich Zakharov, a Russian, [redacted] had been director of the combine since its establishment. He was a Party member. 50X1-HUM

10. Borozdin (fnu), a Russian, 45 to 50 years old, had been chief

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engineer of the combine since 1958. He worked previously at the Lalov paper mill (Lalovskaya Bumazhnaya Fabrika) in the vicinity of Kharkov.

11. Attached are a sketch and legend of Rakhov.

[redacted] Comment. 50X1-HUM

The Rakhov paper combine was described in [redacted] 50X1-HUM as a cover for an ammunition factory.

Legend to Sketch of Two Plan of Rakhov

1. Wooden bridge over the Tisa River, 12 to 15 meters long and wide enough for two trucks.
2. Rakhov railroad station, a single-story brick building, with four sets of tracks.
3. Paper and cardboard combine.
   a. Machine and pump shops
   b. Pulping shop.
   c. Dehydrating department.
   d. Power station.
   e. Railroad engine and carriage repairshop of the narrow-gauge network in the plant.
   f. Single-story building housing plant offices.
   g. Area for storing timber.
   h. Cellulose department.
   i. Main gate of the plant.
4. Road to the Rakhovskiy Lespromkhoz.

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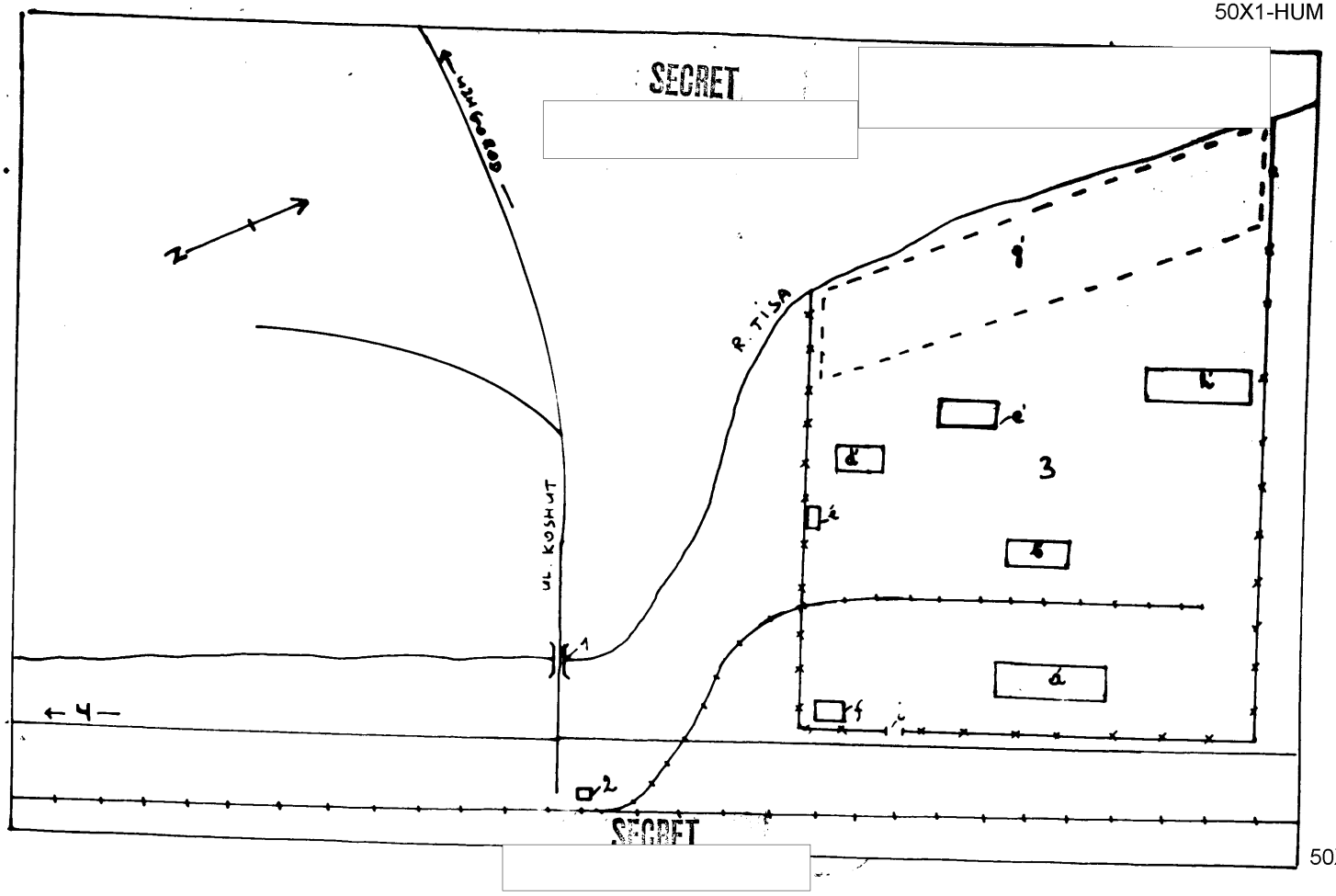

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COUNTRY : USSR (Latvian SSR)

SUBJECT : The Hydrometeorological Instrument Plant in Riga

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1. The Hydrometeorological Instrument (Gidrometpribor) Plant was located at 87 Lachplesha Street in the Kirovskiy rayon of Riga, about 200 meters from the Riga central passenger railroad station. A small plant, it employed between 500 and 550 workers, about 25 percent of whom were women, in two shifts. During summer months (April-November), work at the plant began at 0700 hours, while during winter months it began at 0800 hours.

2. When the plant first began the manufacture of meteorological instruments in 1945, it consisted only of an old three-story building and a small, single-story building, the latter of which had previously been used as a garage. The plant was enlarged in 1951 and, by the end of that year, constituted seven buildings: the

old three-story building, a new two-story building built on the same area as the other, and about five small, single-story buildings, all of brick construction with tin roofs. The entire plant occupied an area of about 100 square meters, which was surrounded by a board fence about two to two and one-half meters high. The fence had one entrance, on the side facing Lachplesha Street. No railroad spurs entered the plant area, which was guarded by civilians who were armed only at night.

3. The entire ground floor of the old, three-story building was occupied by the galvanization shop. On the first floor of the building were the machine shop and the management and administrative offices, while on the entire second floor was the assembly shop. The new two-story building was occupied by the control department (byuro proverka), which tested the various instruments (under various climatic conditions, temperatures, etc.) manufactured by the plant. This department occupied the entire first floor of the new building. In early 1953, the ground floor of this building was still empty, but it eventually was to house the punch press shop. The five remaining buildings consisted of the punch press shop, which occupied the former garage, the paint shop, the machine repair shop, the finished products store, and the gatekeeper's lodge. A small closed-in transformer station was situated near the finished products store.

4. The plant was equipped as follows:

   a. The punch press shop, which employed about 40 workers in two shifts, was equipped with six 15-50-ton mechanical presses, of which two are German-made and four Soviet-made machines, one Soviet-made 150-ton hydraulic press for plastic materials, one "guillotine"cutting machine, and one electric welding set.

   b. The machine shop was equipped with about 15 Kerger-type German lathes for work pieces ranging in length from three millimeters to a maximum of 200 mm., two small German planing machines, one of which was vertical and the other horizontal, two German thread-cutting lathes for small screws (vintoviye avtomaty), two German gear milling cutters (zuborezniye mashini), and three or four small Soviet-made drills.

   c. The galvanization shop was equipped with three polishing machines and about three or four small baths.

5. The main products of the plant were the following three instruments of Soviet design, which were manufactured primarily for meteorological stations:

   a. Instruments for measuring temperatures at various altitudes (Radyozonty or Vysotopisy), which were produced at the

rate of about 1,000 per month. Until early 1953, the plant manufactured instruments of this type which were capable of measuring temperatures at a maximum altitude of 15,000 meters.

b. Moisture measuring instruments (pribor ulazhnosti - PV), which were produced at the rate of about 200 per month.

c. Thermometers (pribor temperatury - PT), which were produced at the rate of about 200 per month.

6. The plant also produced such side products as taximeters, at the rate of about 200 per month, and lamps for domestic use.

7. The Hydrometeorological Instrument Plant was directly subordinate to Main Directorate for Hydrometeorological Services (Glavnoye Upravleniye Gidro-Met. Sluzhby) of the Council of Ministers in Moscow. The central stores of this directorate, which were also located in Moscow, supplied the plant with all its raw materials, including ferrous and nonferrous sheet metal, nonferrous metal rods ranging from 0.5 to 4 mm in diameter, and plastics powder /sic/. The finished products of the plant were also sent to Moscow, some for the domestic market and others for export to China, Poland, and Rumania, among other countries.

8. [redacted] there were three other plants called Gidrometpribor located in the USSR, in Moscow, Leningrad, and Tashkent respectively, which produced products similar to

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those produced at the Riga plant. The Moscow and the Leningrad plants manufactured the same instruments as those manufactured in Riga, while the Tashkent plant manufactured instruments for measuring depths, as well as a primitive mechanical device for determining wind direction. The Riga factory, however, was thought to be the largest of the four plants.

9. [redacted] the following officials at the Hydrometeorological 50X1-HUM
Instrument Plant in Riga:

a. Vorobev (fnu), director of the plant from 1945 (when the plant was established) until 1949, at which time he was transferred to the Main Directorate for Hydrometeorological Services in Moscow. [redacted] a veteran Party member. 50X1-HUM

b. Fedor Romanovich Mayev, director of the plant from 1949 until 1951 and former chief engineer at the plant (from 1945 until 1949). In 1951, he [redacted] 50X1-HUM was transferred to the Producers Cooperative Directorate in Riga, where he was employed as chief engineer until 1957. [redacted] 50X1-HUM

c. Igor Mikhaylovich Volokhovskiy, director of the plant since [redacted] 50X1-HUM

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1951, chief engineer at the plant from 1949 to 1951 and, previously, director of the technical and planning departments of the plant. A Party member,

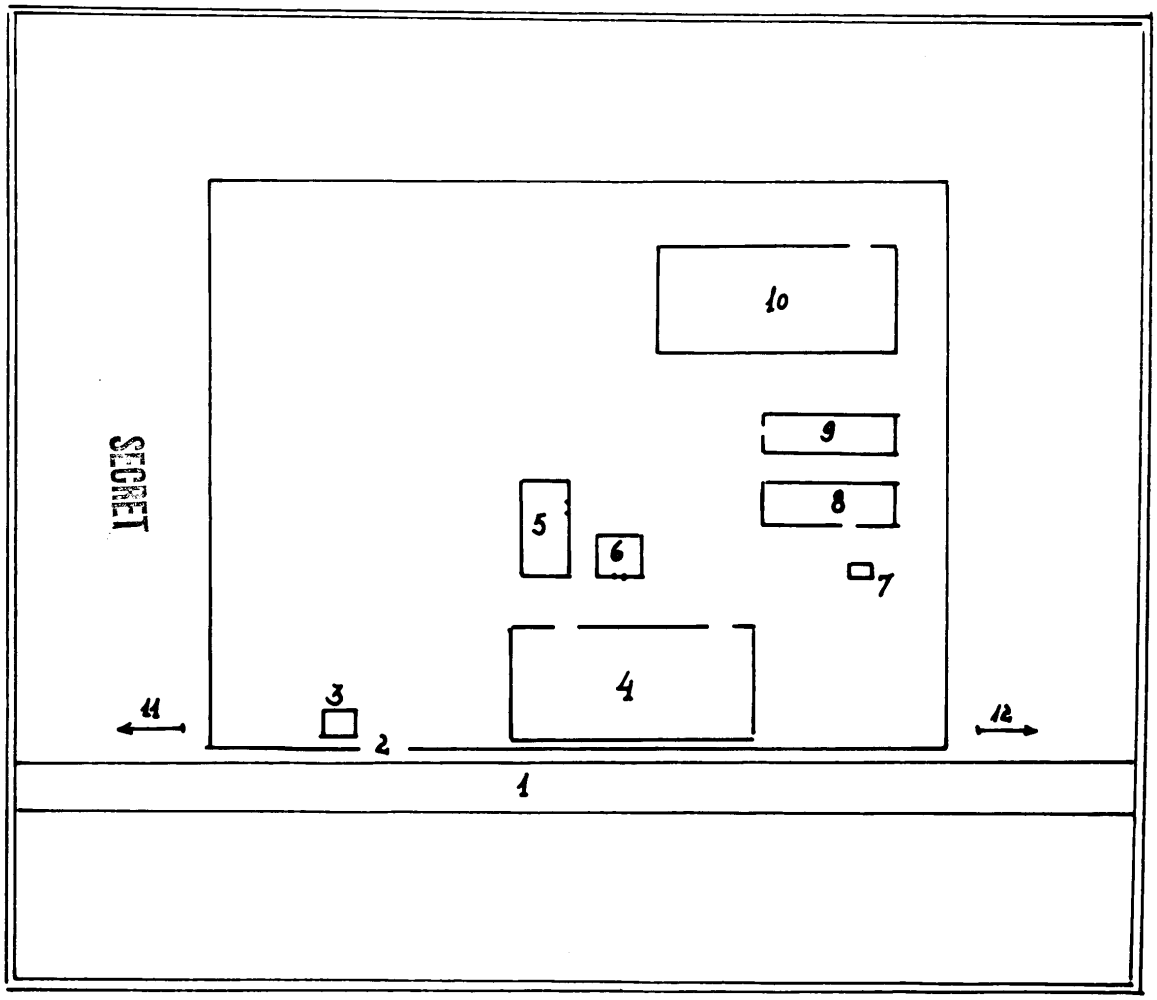
50X1-HUM

10. Attached is a sketch-layout of the Hydrometeorological Instrument Plant in Riga, with legend.

1

Legend

1. Lachplesha Street.
2. Entrance to the plant.
3. Gatekeeper's lodge.
4. Old three-story building.
5. Repair shop.
6. Paint Shop.
7. Transformer station.
8. Stores.
9. Punch press shop.
10. New two-story building.
11. To ulitsa Stolbovaya (about 50 meters from the plant).
12. To the railroad line, which crossed Lachplesha at a point about 100 meters from the plant.



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COUNTRY : USSR (Latvian SSR)

SUBJECT : 1. The Latvenergo Mechanical Repair Factory in Riga
2. Industrial and Military Information in Riga 50X1-HUM

[redacted]

The Latvenergo Mechanical Repair Factory

1. The Latvenergo Mechanical Repair Factory (Rem. Mekh. Zavod Latvenergo) was located at 1-3 Saarema Street, Riga. It was subordinate to the Latvenergo Area Power Directorate, whose offices were on Aldari Street in Riga and which was responsible to the Northwest Main Directorate for Power (Glav. Sev. Zap. Energo) in Moscow. The factory employed 1400 to 1500 workers in two shifts, and 60 to 70 percent of the workers were Latvians. Approximately 12 percent of the factory employees held administrative positions or worked in clerical and auxiliary departments.

2. The principal administrative positions and departments were as follows:

a. The director, to which were subordinate the design

department, the accounting department, the personnel department, and the capital repairs section.

b. The deputy director for administrative affairs, to whom the supplies department and the administrative-economic department were subordinate.

c. The chief engineer, to whom were subordinate the assistant chief engineer for power station repairs, the chief mechanic's section, the special products section, the section for products in series production, the technological section, and the technicological control section.

d. The trade unions chairman.

e. The secretary of the Party cell (Both the trade unions chairman and the Party cell secretary drew wages from the factory, although they were engaged in full time work with trade union and Party matters.).

3. The production departments of the the Latvenergo Factory were as follows:

a. The repairs and machine shop (Rem. Mekh. Tsekh) had about 15 machine tools of various sorts and maintained the factory equipment. One part of the shop, called the "tool-makers' group" (Instrumentelnaya Gruppa) produced molds and dies.

b. The machine shop (Makh. Tsekh) had about 80 machine tools of various types for making components for the factory products. It employed about 150 workers.

c. The fitting shop (Sleasrno-Sboroghny Tsekh) assembled the factory products. It included a forge and a paint section.

d. The inductors and transformers shop (Tsekh Betonnikh Reaktorov I Setevikh Transormatorov).

e. The oxygen shop (Kislorodny Tsekh) produced oxygen for both factory use and for sale to other factories.

f. The consumer goods shop (Tsekh Shirpotreba) made lamp-shades and table lamps. It had a galvanization section.

g. The shop for making inspection stands (Ispytatelniye Stendy) for controlling current consumption began production in 1956 and made three or four stands a year. By 1958, inspection stands had been supplied to the Moscow and Leningrad power systems and to the central laboratory of the Ministry for Power Station Construction.

4. The repairs group (Rem. Gruppa), one of the most important divisions of the Latvenergo Factory, was originally a separate entity called Latvenergo Remont. Annexed in 1956 by the Latvenergo Mechanical Repair Factory, it included the following shops:

a. The boiler shop (Kotelny Tsekh) for the installation and maintenance of steam boilers and their accessories. Among its 240 employees were the permanent maintenance crews at the Riga State Power Station, the Riga Thermal Power Station, the Libava (Liepaya) State Area Power Station, and the Dvinsk (Daugavpils) State Power Station. The shop was also responsible for the maintenance of the boilers at the power stations of the paper kombinat in Sloka, the paper mills at Yauntsiyems and Ligatne, the Bolshevichka textile kombinat in Riga, and the hydro-electric power station at Kegums.

b. The Turbo-generator shop (Turbo-Generatorny Tsekh) for the installation and maintenance of turbo-generators at the same power stations listed above and at power stations outside the Latvian SSR. It employed about 60 workers and, unlike the boiler shop, did not maintain permanent crews at the power stations.

5. The Latvenergo Factory produced the following items:

a. Repeater switch apparatus (Apparaty Povtornogo Vklyucheniya) for use in sub-stations - 12 units of various sizes per month.

b. Three KW reductors (Universalniye Reduktora) - 100 per month.

c. Inductors (Betonniye Reaktora) for use in sub-stations -

40 to 50 of various sizes per month.

d. Magnetic switches (Elektro-Magnitniye Klyuchi) for use in sub-stations - 250 to 300 per month. Two types were made: a complicated switch operated by remote control and a simpler type with on-the-spot controls.

e. Simple time relays (Rele Vremeni) for use in substations - 40 to 50 per month.

f. Coupling boxes (Soedinitslniye Mufty) for connecting underground cables. Each box weighed 50 to 60 kilograms and was produced to the order of the Stalingrad and Kuybyshev power stations. The Taganrog Boiler Factory (Taganrozhski Kotelny Zavod) supplied the castings for the coupling boxes.

g. Exhaust fans (dymososy)

h. Ventilators (Ventilyatory) were made only to order and were not in series production.

i. Laboratory instruments, such as tweezers, tongs, and funnels.

j. Lamp-shades and table lamps in large quantities for the consumer market.

6. In the fall of 1958, the Latvenergo Factory had completed the prototype of a simple manipulator (Prosteyshiy Manipulyator) for executing simple actions in laboratories where danger of contamin-

ation by radioactivity existed. the manipulator consisted of two levers (Rychag) about 80 centimeters long, pivoted on a common axis, with clamps (Zakhvaty) at one end of both levers. By the end of 1958, the factory had already produced a number of manipulators for test purposes. In the fall of 1956, the factory had begun to make a pair of mechanical arms (Mekhanicheskiye Ruki), which were to be able to duplicate accurately the movements of human fingers and to carry out more complicated actions than a simple manipulator. The arms were to be attached to the arms of the user and had been designed for use in atomic reactors and laboratories. The arms were to be about 1.5 meters long and to be fitted with fingers at the extremities.

7. In 1958, electrical furnaces to cast lead plates were installed at the Latvenergo Factory. The plates were to be of various sizes and thicknesses

8. The plans for the expansion and development of the Latvenergo Factory called for the abolition of the consumer goods shop in 1958 to make room for the production of manipulators, mechanical arms, and other instruments for atomic plants and laboratories. Additional space for the production of these items was to be

gained by the dismantling of a small packing plant adjacent to the factory and the use of its buildings and compound, as well as the annexation of other adjacent areas. In 1958, an experimental shop (Eksperimentalny Tsekh) was being established to test the items which the factory produced.

9. Among the factories supplying components to the Latvenergo Factory were the following:

   a. The Taganrog and Poldolsk boiler factories supplied commutators (Kollektori)

   b. The Osipenko factory in Stalino supplied pump components.

   c. The Stalin electro-mechanical factory in Leningrad supplied "Kapy" /sic/ for generators.

   d. The First Moscow and the Kuybyshev bearings factories provided bearings of various types.

10. The management of the Latvenergo Factory had been in disagreement with the Latvenergo Area Power Directorate about the field of activity in which the factory should concentrate. The directorate held that the factory should stress repair work in the power stations, while the factory management preferred to concentrate on production and abandon its repair activities. The dispute had not been settled by late 1958. The factory had also experienced difficulties in obtaining a steady supply of cast

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components and had often suffered from shortages due to erratic shipments; however, its suggestion that a foundry be established at the factory was rejected.

11. The products which the factory manufactured were of good quality, and complaints from customers were very rare.

12. the following officials at the Latvenergo Factory: 50X1-HUM

a. Meir Doych was director of the factory from 1946 to 1958, 50X1-HUM

b. Aleksandr Mikhailovich Fedosov became chief engineer in 1958, prior to which time he had been head of the turbo-generator shop. He had also served formerly as director of the Liepaya State Area Power Station. He was a Party members. 50X1-HUM

c. Libman (fnu) became director of the technical repair group in 1956, prior to which he had headed the repair service of the Latvenergo Area Power Directorate. 50X1-HUM

d. Yuri Pesakhovich became assistant chief engineer in 1956,

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prior to which he had been chief engineer of the Riga Storage Battery Factory. He was [redacted] a Party member. 50X1-HUM

13. Attached is a sketch, with legend, of the Latvenergo Mechanical Repair Factory in Riga.

Industrial and Military Information on Riga

14. Factory No. 85, located at 8 Henri Barbusse Street, was subordinate to the Civil Aeronautic Administration. Among the items produced at the factory were dusters (Opyliteli) for mounting on aircraft, preheaters (Podogrevateli) for warming piston-type aircraft engines, fuel tank (Benzobaki) for aircraft, stands for testing the fuel and oil pumps (Stendy Dla Ispytaniya Benzo-Pomp I Maslenikh-Pomp) of aircraft engines, and a device for cleaning aircraft engines with the use of pits from various fruits, particularly plums. In 1956, the factory employed about 800 workers. It had no secret shops.

15. In 1958, the Riga Railroad Car Construction (Vairogs) Factory (Rizhskiy Vagono Stroitelny Zavod) was producing three or four tramcars and three electric train sections per month. Each train section consisted of three cars, one of which contained the engines.

16. The production of the R.E.Z. Factory included engine and heat regulators for trams (in conjunction with the Vairogs Factory)

and Riga-55 washing machines for the consumer market. It had about 2000 workers.

17. The V.E.F.Factory produced telephone switchboards of various sizes and domestic radios, and maintained a design office which dealt with radar. It had approximately 5000 workers. Informant had heard that the factory's secret shops, which were reported to be engaged in military production, were located on the site of the former meat products combine which had been annexed by the factory. Military vehicles had been observed at that site, where it was rumored that they were being fitted with radio and radar equipment.

18. The Gidrometpribor Factory produced taximeters and various meteorological instruments. It had about 900 workers.

19. The Riga Factory of the Ministry of the Lumber Industry (Rizhskiy Zavod Min. Lesnoy Promishlenosti) made electric saws, for which it received motors from another factory [redacted] It had about 700 workers. 50X1-HUM

20. The Varonis Rubber Factory made various types of transmission belts (ploskiye Remni), rubber hose for use as oxygen hoses (Shlangi Kislorodniye), acetylene hoses (Shlangi Atsetelenovye), water hoses (Shlangi Vodyaniye), and air hoses for compressors.

21. Factory No. 29 made repairs on various types of tractors.

It had 400 to 500 workers.

22. The Popov Radio Factory produced domestic radios. It had no secret production shops, and there was no difficulty in being accepted for work at the plant. It had about 800 workers employed in two shifts.

23. The Turbine Factory (Turbo-Mekhanicheski Zavod) produced small hydro-turbines of about 150 to 200 kw. for use in small rural centers. It had about 800 workers.

24. The Krasnyy Metalist Factory produced aluminum and enamel kitchen utensils and such agricultural machinery as horse-drawn dusters, seed drills, and potato diggers (Kartofelo-Kopateli). It had about 600 to 700 workers, and its foundry had two cupola furnaces (Vagranki).

25. The Etalon Factory produced analytical balances and simpler types of seismological instruments. It has about 200 workers.

26. [redacted] a school for submarine officers (Uchilishche Podvodnikov) was located in Riga in the former central post office. This was a four or five story building which had been destroyed during the war and had been rebuilt in the early 1950's. The junction of Riga's interurban telephone cables was located in the basement of the building.

27. A school for air force political officers (Voen. Polit. Uchilishche Vozdushnogo Flota) was also located in northeastern Riga, near the highway to Sigulda.

28. Attached is a town plan of Riga on which are shown the locations of the industrial and military facilities.

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Legend to Sketch of the Latvenergo Mechanical Repair Factory

1. Building (three to four stories high and 80 to 100 meters long) containing the consumer goods shop, the instruments shop, the plating shop, the inductors shop, and the workshop for repairing the armatures of steam boilers.
2. Fitting shop
3. Boiler shop (supplies the factory with steam)

3a. Brick smokestack about 40 meters high

4. Two-story building containing workshops. Inspection stands for power systems were produced on the first floor, and prototypes of the manipulators and mechanical arms were made on the second floor.
5. Administrative offices and club
6. Wooden storage building of the Latvenergo Area Power Directorate
7. Mechanized carpentry shop
8. Cafeteria
9. Garages for the factory 15 trucks
10. Machine shop, which had an overhead mobile crame with a lift capacity of five tons.
11. Oxygen shop
12. Factory storage building (two stories high and about 50 to 60 meters long).

13. Shed for storing iron

14. Compound of a factory for readymade clothing which was dismantled in 1958 to permit expansion of the Latvenergo Factory

15. Building which housed the dismantled clothing factory

16. Storage area for leather products of the Kozh. Zagot Siryo, which was also to be attached to the Latvenergo Factory

17. Entrance to the factory compound

18. Board fences along three sides of the factory compound. The fourth side has no fence.

Legend to Town Plan of Riga

1. Latvenergo Mechanical Repair Factory
2. Riga thermal power station (Rizhskaya Teplouaya Elektro Stantsiya)
3. Riga state power station (Rizhskaya Gosudarstvennaya Elektro Stantsiya)
4. Factory No. 85
5. Possible school for submarine officers
6. Riga Railroad Car Construction (Vairogs) Factory
7. R.E.Z. Factory
8. V.E.F. Factory
9. Former meat products combine annexed by the V.E.F. Factory
10. Gidrometpribor Factory
11. Riga Factory of the Ministry of the Lumber Industry
12. Varonis Rubber Factory
13. Popov Radio Factory
14. Turbine Factory
15. Krasniy Metalist Factory
16. School for airforce political officers
17. Factory No. 29.

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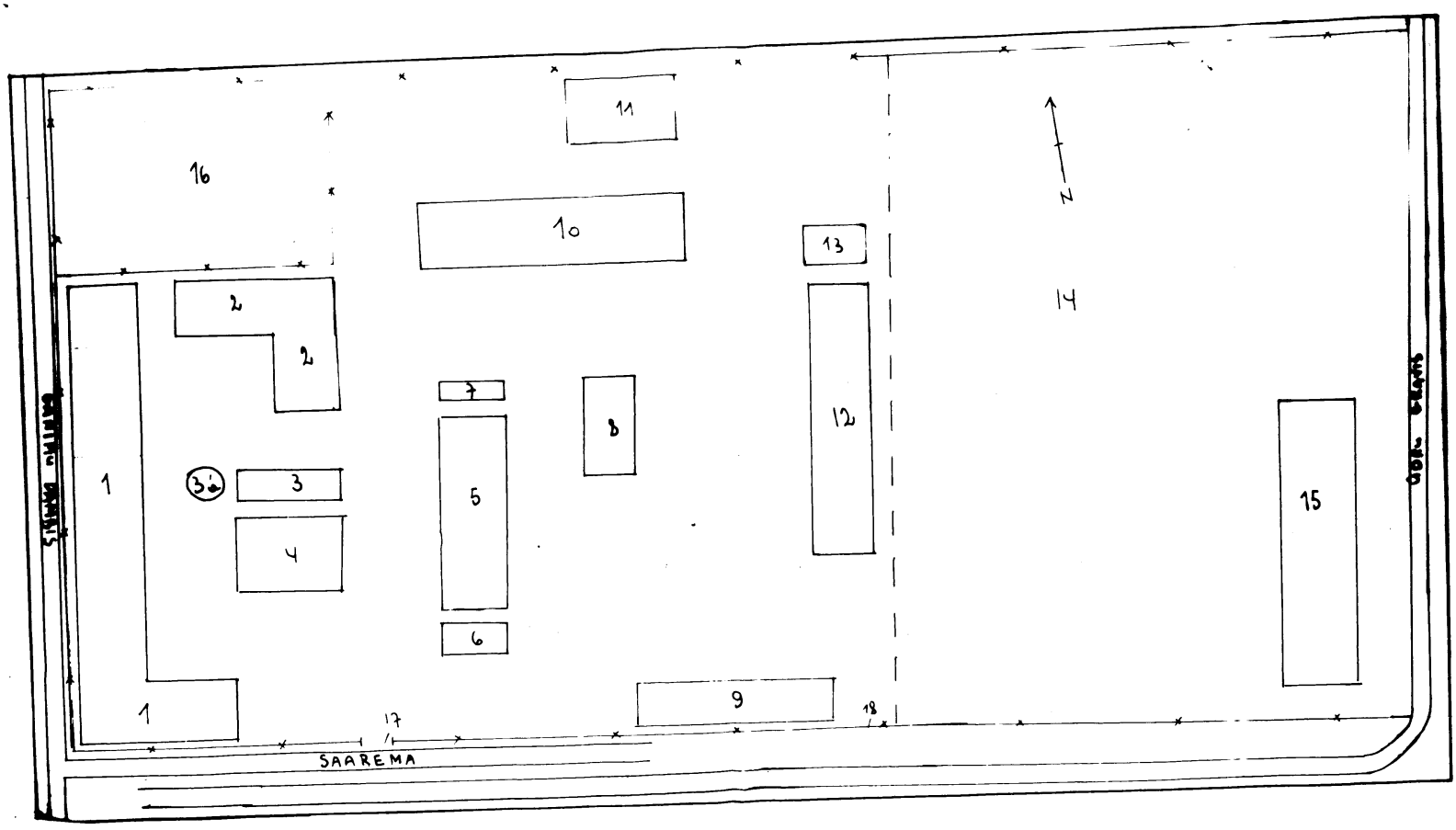

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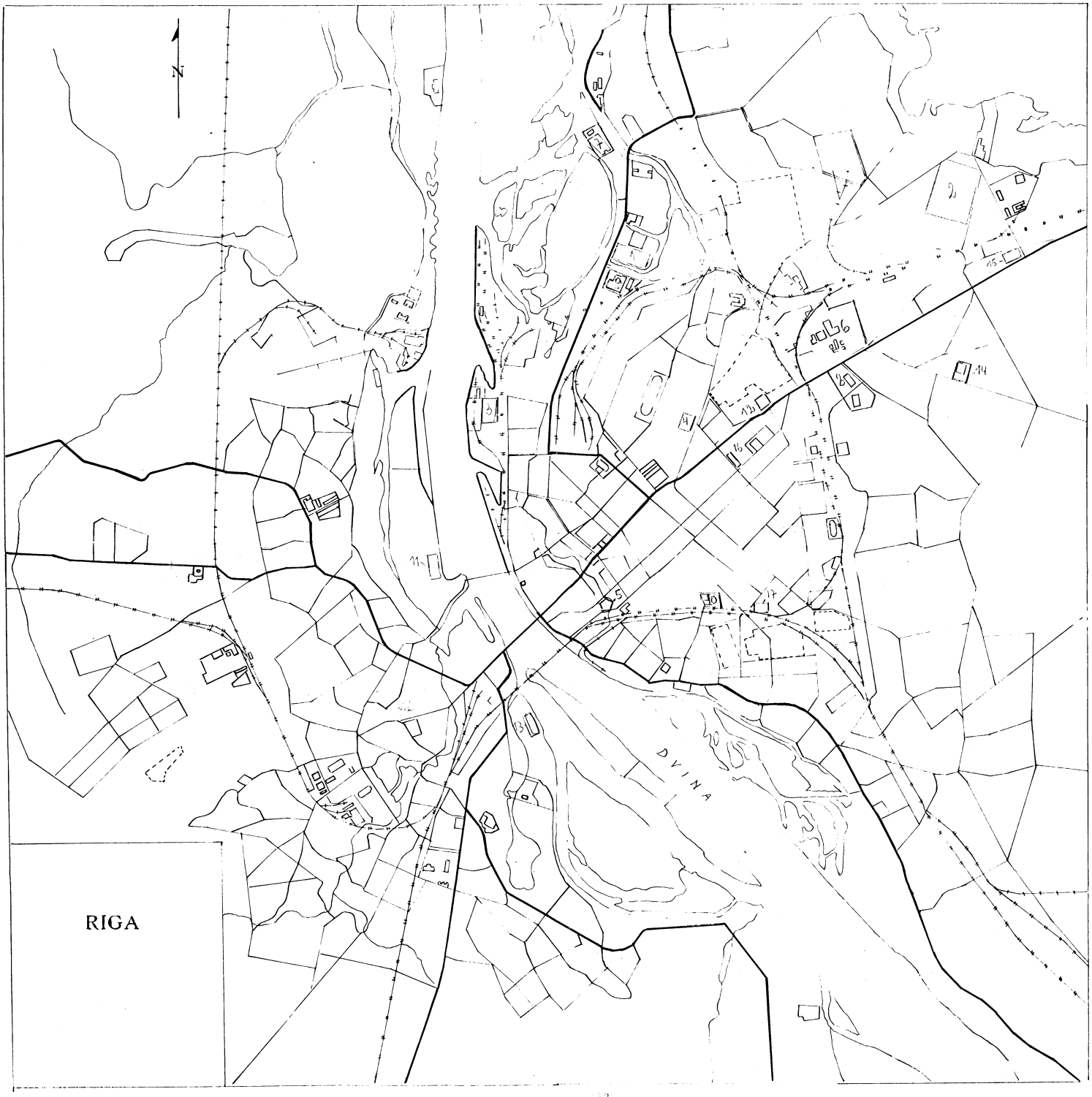

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-F

COUNTRY : USSR (Karelo-Finskaya SSR)

SUBJECT : The Cellulose and Paper Combine at Segezha 50X1-HUM

REFERENCE :

1. Segezha /N 63-44, E 34-19/, a district center, was administratively subordinate to Petrozavodsk. It has a population of 30,000, of whom about 90 percent were Russians and the remainder Ukrainian exiles who arrived during and after World War II. Segezha was on the shores of one of the lakes which formed part of the canal (Belomorkanal) connecting the Baltic and White Seas. In 1957 the canal was virtually unused and was of no particular economic importance [sic].

2. The only industrial enterprise in Segezha was the Cellulose and Paper Combine (Segezhskiy Ordena Lenina Tselulozno-Bumazhniy Kombinat), which was established between 1935 and 1939, at the time the Belomorkanal was constructed. The combine was enlarged by about 40 percent between 1950 and 1955. Its timber

depot (lesnaya birshz)received its entire annual supply of timber via the canal and lakes, from about May to November only, at a rate of about 5000 cubic meters per day. The cellulose factory (tselulozniy zavod) was located about one kilometer from the lake. Conveyor belts transferred the timber from the depot, on the lake shore, to a department where it was pulped and strained (derevesniy tsekh) and from there to the cooking department (varochniy tsekh), which produced cellulose. After undergoing further processing, the material was transferred to the paper mill.

3. Including the timber depot, the combine occupied a total area of about 12 sq. kilometers, surrounded by a board fence. The following buildings were concentrated in one part of this area:

a. A reinforced concrete building, 20 by 50 meters and about eight or nine stories high, housed the cellulose factory. The building contained pumps, strainers, tanks, pipes, and nine cooking boilers for cellulose, each of which was about 15 meters high and six to eight meters in diameter, operating at a pressure of about 12 atmospheres. Bunkers for storing chipped wood prior to cooking were situated ~~about~~ above the boilers. The cellulose was transferred from this building via overhead steel pipes to two paper mills.

b. One of the paper mills, an old plant near the cellulose factory, was housed in a reinforced concrete building, 25 by 50 meters and three or four stories high. This building contained five paper-making machines, of which Nos. 2, 3, and 4 were obsolescent and had a rather small output; No. 5 was a Hungarian machine which was installed after World War II, and machine No. 1 was a new, up-to-date one which produced about 35 percent of the mill's total output. The paper made by the new machine was between four and five meters wide and was produced at a maximum rate of 300 meters per minute. The paper made by the other machines was between three and four meters wide and was produced at a rate of between 150 and 250 meters per minute. The factory had a considerable amount of auxiliary machinery and equipment, including pumps, pipelines, about 18 to 20 cellulose crushers, and a special semi-cellulose crusher (pol-tseluloza) which was designed and built at the factory.

c. The second paper mill, constructed between 1950 and 1953, was designed by the Cellulose and Paper Industry Design Institute at 52 Prospekt Ogorodnikova, Leningrad. This mill was located within the combine area, about 150 meters from the concentration of buildings. It was housed in a stone building, approximately 25 by 100 meters and about three

stories high, and was equipped with two [redacted] paper machines which produced five meter-wide paper at a maximum rate of 200 meters per minute. An automatic paper sack sewing department was in experimental production at this plant in 1957. 50X1-HUM

d. An old department for sewing paper sacks was situated next to the older paper mill. The department was housed in a stone building, approximately 50 by 100 meters and about two or three stories high, and was equipped with about 70 electric sewing machines.

e. The combine also had a plant for distilling alcohol from wood waste, which was housed in a four-story stone building, approximately 25 by 60 meters.

f. A stone building, approximately 25 by 40 meters and about two stories high, housed a machinery repair shop which also produced spare parts.

g. A two-story stone building, approximately 20 by 35 meters, housed the foundry of the repair shop. The foundry was equipped with a steel casting furnace which was installed in 1957.

h. A building approximately 20 by 25 meters and two or three stories high housed an electrical repairs shop.

i. A single-story concrete building, approximately 20 by 80 meters, served as the main spare components store.

j. A stone store building for chemical materials was situated by the cellulose factory.

k. A stone building for storage of finished paper sacks was also near the factory.

4. The combine had a thermal power station which supplied current, steam, and water to the entire town. The main building of the power station, which was a eight-story stone structure approximately 40 square meters in area, housed the offices, boilers, and turbines, and another building was used for the processing and serving of coal. The station had two pumping plants. Plant No. 1, located on the lake shore, pumped water to the power station and to an underground concrete reservoir. It was a "first grade" station (pervogo podema) and had three pumps, of which two were operated and one held in reserve. Pumping Plant No. 2, located by the power station, supplied water to all of the combine departments. It was a "second grade" station (vtorogo podema), also with three pumps, of which two were permanently operated and one held in reserve. In addition, station No. 2 had two sets of fire pumps.

5. When the power station was established between 1935 and 1939, it was equipped with three wood-fired boilers (made at the Nevskiy Zavod Lenina in Leningrad), each of which had an hourly output of 75 tons of steam at 32 atmospheres, 425 degrees centigrade. The turbine house was fitted with two turbines (made at the Zavod Im. Kirova in Leningrad, which was producing marine turbines in 1957), each with an output of 12,000 kilowatts. During World War II, one of the boilers and a turbine were taken to the Urals. After the war the two remaining boilers were renovated and adapted for coal firing; in 1949 a new wood-fired boiler, developed by the Soviet engineer, Pomerantsev (fnu), was installed. In 1950 or 1951 a fourth (coal-fired) boiler with an hourly output of 75 tons of steam was installed, and in 1955 a fifth similar one was added. A 20,000-kilowatt [redacted] turbine 50X1-HUM was installed between 1950 and 1952, to replace the turbine taken to the Urals during the war; in 1957 the power station had a total capacity of 32,000 kilowatts and was producing about 400 tons of steam per hour. The average output of the generating units was about 20,000 to 22,000 kilowatts of electricity and 240 tons of of steam per hour.

6. The equipment of the coal processing and serving installation at the power station was new and had been imported from Finland. It included a five-ton overhead crane and a number of bucket

loaders. This equipment and the [redacted] turbine were part of
a complete power station which the USSR received [redacted]
under the war reparations agreement. The remaining equipment of this power station was divided between a cardboard factory at Zhidachov /N 49-23, E 24-08/ and a paper and cellulose combine at Mariysk /probably the Marisyskaya ASSR intended/, near Kazan.

7. The Segezha combine produced kraft paper only for paper bags (draft mishki), for cement, chemical, and other plants. The rate of production was about three million per month. The combine also produced wood alcohol and other chemical products, including turpentine and soap (possibly detergents), and at one time it produced different types of drugs.

8. A wooden hut factory, which was merged with the combine in 1957, was situated outside the combine area, about 500 meters from the perimeter fence. The three-story administration building of the combine was also outside the perimeter fence.

9. The combine was located on the southern outskirts of Segezha about three kilometers from the town railroad station, to which it was connected by a spur. In addition to employees at the wooden hut factory, the combine employed 3000 workers in three shifts (0800 to 1600, 1600 to 2400, and 2400 to 0800 hours). It was in operation continuously throughout the year, and only occasionally

[redacted]

was production held up for a few days, for repairs to the main pipelines. The sack sewing department employed about 500 to 600 workers, of whom about 90 percent were women. The power station employed about 300 workers, the timber department about 500, and the alcohol distillery about 100.

10. A plan for expanding the combine to twice its size during the period 1958 to 1962 was in the final stages of preparation in 1957. The plan provided for the following:

a. Development of the timber depot by installation of up-to-date heavy machinery and by adaptation of the lake shore as a store for timber throughout the year.

b. Installation of additional cooking boilers for cellulose production, including one boiler for permanent (?) cooking.

c. Replacement of the four obsolescent paper machines with modern up-to-date machinery.

d. Installation of automatic sack sewing machines.

e. Development of the power station by the addition of at least two new boilers and turbines, of which one was to have an output of between 6000 and 12,000 kilowatts.

f. Construction of a new power station with two steam turbines (sodo-plavilniye pechi) and two 6000-kilowatt generators.

11. There were a few small producers' cooperatives and workshops in Segezha. An 8000-kilowatt hydropower station was located about 25 kilometers north of town on the Onda River. This power station supplied current to a bauxite and aluminum smelting plant (Nadvoidskiy Aluminyoviy Zavod) situated near the east side of the railroad line from Segezha to Murmansk. Construction of this plant was designed in two stages. [redacted] the first stage had been completed, and production was started in 1955 or 1956, requiring about 30,000 to 40,000 kilowatts of electricity. [redacted] it was not known if the second stage of the plant would ever be constructed, because the fact that the bauxite had to be brought from the vicinity of Leningrad made the economic worth of the enterprise doubtful. The inmates of a prison camp in the vicinity of the Onda River were employed in the construction of the power station and aluminum plant.

12. The town limits of Segezha began at the cellulose and paper combine. The major part of town extended northward, between its main street and the railroad line to Murmansk. Most of the buildings were single and two-story timber structures, with a few three and four-story stone buildings located in the town center. The town was developing very slowly southward (toward the railroad station), where only small private residences were under construction.

[redacted]

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Large stone buildings were being erected in the north part of town. Central water and heating and networks extended through Segezha. There was a telegraph office and telephone exchange, and a single bus route connected the railroad station with the town center. The main streets were surfaced with asphalt; the street connecting the railroad station with the town center was surfaced with small stones up to the combine, and in town it was paved.

13. There were no military units or objectives in Segezha. A small civilian airfield, for air service to and from Petrozavodsk, was located five kilometers northwest of town.

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ATTACHM - 6

COUNTRY : USSR (Kemerovo Oblast)

SUBJECT : Industrial and General Information on Stalinsk and Vicinity

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[redacted]

Industry

1. In 1959, the city of Stalinsk /N 53-45, E 87-06/ had a population of about 350,000 and was highly developed industrially. The largest plant in the city was Kuznetsk Metallurgical Combine No. 1 (Kuznetskiy Metalurgicheskiy Kombinat Nr. 1), formerly called the Stalin Combine, which employed about 100,000 workers in three shifts. The combine was located in the center of town, in an area known as Verkhnaya Koloniya, where it occupied a large site of a number of kilometers. The combine was surrounded partly by a barbed-wire fence and partly by a brick wall and was guarded by armed civilians

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(voyenizirovanaya okhrana).

The management of the combine (upravleniye kombinata) was located in a four-story building at Ploshchad Pobedy (formerly Plosh. Stalina), the main square in town. This building was the largest in area in Stalinsk, although taller buildings of five and six-stories had recently been constructed. Directorate No. 10 (Desyatoye Stroitelnoye Upravleniye), one of 12 large construction directorates of the Stalinsk Construction Trust (Trest Stalinsk Prom. Stroy), was permanently engaged in the expansion of the combine. The Stalinsk Trust was subordinate to the Kemerovo Sovnarkhoz and constructed industrial plants, particularly metallurgical, in Stalinsk and vicinity. 50X1-HUM

2. A long tunnel, about 600 or 700 meters, led into Kuznetsk Metallurgical Combine No. 1 from a point about 50 meters from the combine's management building. The tunnel ran beneath the railroad line that connected the combine with the town railroad station (Stantsiya Novokuznetsk) and consisted of a dual traffic lane with pavements on either side. The tunnel served as the main entrance to the combine, both for vehicles and for workers. Railroad boxcars escorted by armed MVD troops were often seen entering the combine, but no extraordinary railroad freight cars or vehicles had been seen.

a military representation (voyenpredstvo) was stationed at the combine 50X1-HUM 50X1-HUM

3. Among the installations of Kuznetsk Metallurgical Combine No. 1 was a large thermal power station (TETS), which supplied electricity and

hot water both to the combine and to the entire town. The station had seven or eight 30-to 40-meter-high red brick stacks, similar to the many other stacks dispersed throughout the compound. The combine was said to required about ten times more electricity than that consumed by the entire town. In 1959, the combine had nine blast furnaces (domenniye pech'i), two of which had been installed since 1957. The many shops of the combine included a refractory brick shop (tsekh ogneopornogo kirpicha), a water glass shop (tsekh zhidkogo stelka), and several rolling shops (prokatniye tsekha). During World War II, the combine had comprised two military plants, Nos. 250 and 252 but, in 1946/1947, Plant No. 250 [redacted] 50X1-HUM was converted into a consumer goods factory for the manufacture of domestic utensils, beds, etc. In 1959, Plant No. 252 was still a military factory and was situated in the northern part of the combine's compound, [redacted] 50X1-HUM

4. Kuznetsk Metallurgical Combine No. 1 reportedly produced railroad rails, construction iron (various extrusions), and steel bridge structures. [redacted] 50X1-HUM the combine contained secret underground departments, established in 1956/1957, which produced unspecified military goods. These departments employed particularly reliable workers who held special entry permits and who worked on a different shift system from the rest of the combine, so that they would not come into contact with the other workers.

[redacted] one of the secret underground departments, [redacted] 50X1-HUM shop produced components [redacted] which were assembled elsewhere, either at the combine or outside.

[redacted] 50X1-HUM

5. The second largest plant in Stalinsk was the Molotov Metallurgical Plant, which employed thousands of workers 50X1-HUM in three shifts. It was located about three or four kilometers northeast of Kuznetsk Metallurgical Combine No. 1, where it occupied an area of one square kilometer and was connected by railroad spur to a railroad freight station (stantsiya Sortirovochnaya). In 1959, the Molotov Combine produced bridge structures only, from metal supplied, on order, by the Kuznetsk Combine. (In 1957, the plant management wanted to remove the board over the entry gate which bore Molotov's name, but the workers had objected to the removal and the board had remained.)

6. In 1957, construction was begun of a new metallurgical plant (Tretaya Baza Komunizna) in the vicinity of Stalinsk, about 11 kilometers from the city on both sides of the Stalinsk/Abatan railroad line. This plant was scheduled for completion within 10 years and, reportedly, would have an output about two or three times greater than the Kuznetsk Combine. In early 1959, the plant was still in the first stages of construction. An extensive site was still being levelled and, in various places, the skeletons of the first buildings could be seen. Construction work on the metallurgical plant was being carried out by three concerns: The Stalinsk Construction Trust, the Kuznetsk Heavy Construction /Trust/ (Kuznetsk Tyazh. Stroy), and the Stalinsk Construction Directorate of Abakan (Stalinskoye Upravleniye Stroit. Abakana), which constructed the Stalinsk/Abakan railroad line.

7. A secret military plant, officially called Machine Construction Plant (Mashino Stroitelnyy Zavod) but popularly known as Plant No. 526, was located on the right bank of the Abushka River in the Rabochiy Poselok Mashinostroitelnogo Zavoda quarter, about 500 or 600 meters from the central town market (tsentralnyy kolkhoznyy rynok) in the direction of Kuybyshev. The plant occupied an area of about 1.2 kilometers by 550 meters and was surrounded by a board fence about three meters high, topped with barbed-wire. Watchtowers were dispersed around the fence but, in recent years, they had not been manned. The site, which was guarded by armed civilians not unlike those at other industrial enterprises, was covered with tall trees and vegetation, and all access roads were surfaced with asphalt. The entire site was spotlessly clean. Pedestrians, vehicles, and anything else entering the plant were much more carefully inspected than at any other plant in Stalinsk.

8. [redacted] Plant No. 526 was directly subordinate to Moscow and was not connected with the Kemerovo Sovnarkhoz. The plant was frequently visited by senior army officers [redacted], but no naval or air force officer had even been seen there. For camouflage purposes, Plant No. 526 produced small Pyoner construction cranes with lifting capacities of 700 kilograms and building plaster pumps (roztvoro nasosy). Its main products, however, were military [redacted] Within the plant area, wooden crates of various sizes had been seen being loaded by crane onto railroad freight cars - the plant had its own railroad spur, rolling stock, and switching engines. The average size of the wooden crates was about

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1.5 x 1.5 x 1.2 meters, but some were so large that a two-axle railroad flatcar could carry only one of them. All of the crates were the color of natural wood and were bound by a number of steel bands. Each crate was marked with an inscription consisting of letters, numbers, and the name of a town. Among the town names noticed on the boxes were Novosibirsk, Omsk, Magnitorsk, Moscow, Prokopyevsk, and Kharkov.

9. Plant No. 526 had been enlarged and two new foundries constructed in 1949/1950. Each of these foundries was about 80 x 20 x 7 meters tall. In addition, the plant had about nine other buildings housing a forge (kuznechniy tsekh), a steel foundry (stalo-liteyniy tsekh), an assembly shop (sborochniy tsekh), a large lathe shop (tokarniy tsekh), and a sheet steel rolling mill, among other things. The plant's rolling stock consisted mainly of sealed boxcars, which were escorted to the town freight station (Stantsiya Sortirovochnaya) by members of the plant guard.

10. A nonferrous metals smelting plant, called Ferosplavliy Zavod, was located in the Starokuznetsk quarter of Stalinsk, on the far side of the Tom River. The plant employed thousands [redacted] of workers. 50X1-HUM

11. The Kuznetsk Cement Plant (Kuznetskiy Tsementniy Zavod) was located about 800 meters south of the Molotov Metallurgical Combine and employed thousands [redacted] of workers. The plant produced Portland cement (shlako-Portland tsement). 50X1-HUM

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12. A huge open storage site for scrap iron and other metals was situated between the Kuznetsk Cement Plant and the Kuznetsk Metallurgical Combine.

13. An aluminum plant (aluminyevyy zavod) was located next to the nonferrous metals smelting plant.

14. The Starokuznetsk quarter of Stalinsk contained seven or eight coal mines, which produced coal for coking purposes. Many coal mines were also located in the Kuybyshev rayon of the town, to the south of the Kuznetsk Metallurgical Combine. Among these mines was the Ordzhonikidze mine, which was closest to the Kuznetsk combine and supplied it with its entire output.

15. There were five prefabricated building factories (zhelezo-Betonniye zavody) in Stalinsk, each of which employed between 200 and 300 workers. Two of the factories were located in the vicinity of the Molotov Metallurgical Combine; one of these two, situated about 800 meters north of the plant, had produced slag bricks and had been called Shlako-Blochniy Zavod until 1955/1956. Another prefabricated building factory was located in the vicinity of Plant No. 526, while two other such factories were located in the Starokuznetsk quarter, not far from the aluminum plant and the nonferrous metals smelting plant.

16. Industrial plants in the vicinity of Stalinsk, in addition to the new metallurgical plant about 11 kilometers away, included the following:

a. Military Plant No. 605, which was located in Prokopyevsk /N 53-53, E 86-457, at the northern end of the city on a hill

called Tyrgan. This plant was thought to be more secret than Plant No. 526 in Stalinsk. It was surrounded by a fence three meters high, around which were watchtowers manned by MVD troops. [redacted] Plant No. 605 employed military personnel only. A railroad spur connected the plant with the Prokopyevsk station (Stantsiya Ushata). 50X1-HUM

b. A large coal mining equipment repair shop, called Rem-Baza, which was also located on Tyrgan hill in Prokopyevsk, about one and one-half kilometers north of Plant No. 605. In the vicinity of the repair shop there was a plant called Ugo-Mash-Zavod, which apparently produced mining equipment.

c. A secret numbered plant [redacted] which was located in the vicinity of Kiselevsk /N 54-00, E 86-39/. The plant occupied a secluded spot about two kilometers north of Stantsia Cherkasov-Kamen, a railroad station between Prokopyevsk and Kiselevsk. It was said to be a military plant employing soldiers and military personnel only. 50X1-HUM

Transportation Facilities

17. Two parallel railroad tracks led from the Stalinsk railroad station (Stantsiya Novokuznetsk) to Starokuznetsk. The tracks continued across the railroad bridge over the Tom River, at which point spurs branched from the tracks to the nonferrous metals smelting plant, to the aluminum plant, to Abagur, to the coal mines at Baydayevka, Zeranovka, and Abashevo, and to the new town of Tomusa. The spur which led from Baydayevka to Zeranovka and Tomusa was completed in 1958. Also in 1958, a new double track (two lines) was completed between Stalinsk and Abakan, where rich iron mines had been discovered [redacted] 50X1-HUM

18. In 1957, construction work was begun on a large airfield about six kilometers from the center of Stalinsk, in the vicinity of the Abagur quarter (poselok Abagur) of the town . 50X1-HUM In early 1959, the airfield was only partly completed, but contained a concrete-surfaced runway in use at the only airfield in Stalinsk and 50X1-HUM environs.

19. Bridges over the Tom River included the following:

a. A new railroad bridge, opened in 1958, which connected Stalinsk proper with the Starokuznetsk quarter of the city. The bridge was about one kilometer long, had a clearance of six to eight meters, rested on three rows of 20 reinforced concrete supports, and had a superstructure of 16 or 17 steel arches. Two railroad tracks crossed the bridge; only one had been in use before 1959. the other 50X1-HUM line had not been used because of some structural fault in the bridge.

b. An old railroad bridge which connected the town with the Starokuznetsk quarter. It was situated some hundreds of meters north of the new railroad bridge, was about 100 meters longer and about two or three meters wider than the new bridge. Since the new bridge had been opened, the old bridge had been used for vehicular, streetcar, and pedestrian traffic. The bridge also had a steel superstructure, while its hardway was surfaced with boards.

c. A reinforced concrete bridge with a steel superstructure, constructed during 1956/1957, which was situated about 16 kilometers north of the old railroad bridge and connected Stalinsk with Baydayevka, Zerankova, and Abashevo. The bridge was some hundreds of meters long.

d. A raft service, which operated about three or four kilometers north of the new railroad bridge.

e. A pontoon bridge, which connected Stalinsk with Poselok Abagur during the summer months. It was situated south of the new railroad bridge.

20. The main streets in Stalinsk proper included Prospekt Metalurgov, Ordzhenikidze, Kuybyshevskoye shosse, Kirova, Entusyastov, ulitsa 25 Let. Oktyabra, Suvorova, ulitsa Kurako, Shkolnaya, and Voroshilova, all of which were surfaced with asphalt. In the workers quarter surrounding Plant No. 526 (Robochiy Poselok 526 Zavoda), on the other hand, most of the streets were not asphalt-surfaced. In the large Poselok Sokalukha, which was situated to the south of the town railroad station, none of the streets were surfaced with asphalt. In the Starokuznetsk quarter, the main street, Lenina, was surfaced with asphalt, but most of the other streets were unsurfaced.

21. Kirova Street, in Stalinsk proper, connected the town with the Starokuznetsk quarter. It was widened during 1957/1958 and surfaced with asphalt up to the bridge over the Tom. Shkolnaya Street was being surfaced with asphalt in 1959, in an eastward direction. Before 1959, only about 150 meters had been completed, while the

continuation up to the junction with Kirova was still unsurfaced. Kuybyshevskoye shosse was surfaced with asphalt up to the main road to Prokopyevsk. The entire main road, which extended from Stalinsk to Kemerovo, was surfaced with asphalt during 1952-1956.

22. During 1952-1957, an asphalt-surfaced road was constructed between Stalinsk and the new industrial town of Tomusa, a distance of about 100 kilometers. The road ran through Starokuznetsk, Baydayevka, Abashevo, and Bezrukovo.

23. The entire length of the road between Stalinsk and Osinniki was also surfaced with asphalt. The surfacing work had been completed in 1957.

24. Public transportation in the city of Stalinsk consisted of taxis and six streetcar routes. There were no buses in the town, only interurban buses connecting Stalinsk with Baydayevka, Zeranovka, Abashevo, Prokopyevsk, Osinniki, and Tomusa. The six streetcar lines were the following:

a. Route No. 1, which connected the town center (Pl. Pobedy) with the Molotov Metallurgical Combine via Prospekt Metalurgov and Ordzhenikidze Street.

b. Route No. 2, which connected Pl. Pobedy with the Starokuznetsk quarter via Shkolnaya and Blotnaya (an unsurfaced street that ran parallel to Kirova).

c. Route No. 3, which extended from the water pumping installation (vodokachka) by the town railroad station to the mining technicians school (gorniy tekhnikum) in the Kuybyshevskiy rayon via Prospekt Metalurgov and Kubyshevskoye shosse.

d. Route No. 4, which connected the water pumping station with Pl. Pobedy via Prospekt Metalurgov and part of Ordzhenikidze Street.

e. Routes Nos. 5 and 6, which connected Pl. Pobedy with Poselok Sokolokha.

Public Utilities and Institutions

25. Central water, sewerage, and heating systems extended throughout Stalinsk and were being enlarged simultaneously with the expansion of the town and the construction of new buildings. In 1956, in view of the continuous expansion of the town, work was begun on the replacement of pipes for water, sewerage, and heating with ones of larger diameters. During 1956/1957, the main pipelines on Kirova, Prospekt Metalurgov, and Entusyastov were changed and, in 1959, work began on the main pipelines on Suvorova Street. The new cast iron sewerage pipes were about one meter in diameter, the new metal water pipes about 80 centimeters in diameter, and the new cast iron central heating pipes about 40 centimeters in diameter.

26. A metallurgical research institute (metalurgicheskiy institut) was located about 200 meters from the left bank of the Abushka, opposite Plant No. 526.

27. The town MVD and KGB directorates occupied a four-story building at No. 1 Entusyastov Street.

28. The central post and telegraph office, the telephone exchange, and the town radio junction (radyo-uzel) occupied a three-story building at 3 (?) Prospekt Metalurgov (formerly Prospekt Molotova), at the corner of Suvorova Street and opposite the Komunar movie theater.

29. The town council (gorispolkom) occupied a four-story building at the corner of Prospekt Metalurgov and Ordzhenikidze Street. This building also housed the town Party and Komsomol committees, but the entrance to the town council was on Prospekt Metalurgov, while the entrances to the two other institutions was on Ordzhenikidze Street.

30. The Gosbank occupied part of the ground floor of a five-story building on Pl. Mayakovskogo. This building contained 40 apartments.

SECRET

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ATTACHMENT - H

COUNTRY : USSR (Sverdlovsk Oblast)

SUBJECT : Ural. Tyash Trub. Stroy and other Industrial Plants in Sverdlovsk

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The Ural. Tyash. Trub. Stroy

1. One of the largest construction enterprises in Sverdlovsk was the Ural. Tyash. Trub. Stroy. It was formed in 1952 and 1953 by the merger of the Ural. Tyash. Stroy of Sverdlovsk, which buildt heavy industry plants, and the Ural. Trub. Stroy. of Pervouralsk /N 56-54, E 59-58/, which constructed pipe factories. The Ural. Tyash. Trub. Stroy built heavy industry plants, chiefly in the Sverdlovsk area. It was directly subordinate to the All-Union Ministry for Construction of Heavy Industry Enterprises (Ministerstvo Stroitelstva Predpryatiy Tyazheloy Industrii SSSR), at least until 1957, when the Sovnarkhoz system was introduced. Its management and administrative offices were located at 58 Ul. Sako I Vantsetti, corner of (No. 18) Ul. Maylsheva. At this intersection was an L-shaped, five-story residential

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SECRET

GROUP 1
Excluded from automatic downgrading and declassification

building, which was completed at the beginning of 1959 and which was occupied by employees of the enterprise. The plant offices were located in an old, two-story wooden structure in the courtyard of the residential building, next to an old, five-story house, which was also occupied by employees of the plant. All of the buildings at the corner had the same postal address.

2. The management of the enterprise consisted of approximately 50 persons, headed by the director-general, Mikunis (fnu), a chief engineer, and three deputy directors: Andryan Il'ich Sheyn was deputy in charge of personnel, and Yakov Matreyevich Charnis was deputy in charge of workers' supplies. The management was organized into the following departments:

a. Production and technical matters (proizvodstvo-tekhnicheskiy ~~otdel~~ otdel).

b. Designers' office (konstruktorskoye byuro).

c. Technical supplies (kontora tekhnicheskogo snabzheniya).

d. Timber supplies (otdel leso zagotovki).

e. Economic planning (plonovo-ekonomicheskiy otdel).

f. Finance (finansoviy otdel).

g. Accounting (bukhgalteriya).

i. Workers' supplies (o.r.s.)

j. Cadres (otdel Kadrov).

k. Legal affairs (yuridicheskiy otdel).

l. Work safety (otdel tekhniki i bezopasnosti).

m. Technical library (tekhnicheskaya biblioteka).

n. Laboratory (testing of building materials).

o. Special department (spets. otdel).

3. Although the enterprise acted as main contractor and was fully responsible for a construction job in all stages, it executed projects through hundreds of workers who were directly subordinate to building companies (stroy. upravleniya) at the construction sites. For the execution of auxiliary work (technical design, clearing of the building site, approaches and interior roads, installation of equipment and machinery), the enterprise used different specialized companies operating in Sverdlovsk, all of which were also subordinate to the All-Union Ministry for Construction in 1957. Some of the specialized companies were Ural. Gipro. Proyekt - technical design of heavy industry plants; Ural. Sib. Ekskavatsiya - building site preparation; Ural. Spets. Stroy - insulation and road building; and Ural. San. - Tekh. Montazh. - sanitary installations.

4. Among the plants built by the enterprise between 1947 and 1957 were the following:

a. Pervouralskiy Novotrubnyy Zavod, a pipe factory, which was the largest and most important plant built by the enterprise during that period. (A similar works in Pervouralsk was known as the "old pipe factory" - Pervouralskiy Staro-Trubnyy Zavod). The Novotrubnyy Zavod was located at the eastern edge of town, on the left side of the highway to Sverdlovsk. It was in operation in 1956, although construction work was still in progress because changes had been made in the initial building plan. The works was to have produced different types of metal pipe.

b. A sheet rolling mill, in the vicinity of the Polevskoy /N 56-26, E 60-11/ railway station. Operative by 1957, it was considered one of the largest Soviet producers of galvanized sheeting for the canning industry.

c. Ural. Khim, Mash. Zavod, in ~~Nizhniy,~~ Nizhniy-Isetsk a suburb in Oktyabrskiy Rayon of Sverdlovsk. It started production of chemical industry machinery before 1957.

d. Revdinskiy Metizniy Zavod, a nail and wire-drawing works, in Revda /N 56-48, E 59-57/.

e. New plants [redacted] in Mikhaylovskiy and Klyuchi. 50X1-HUM

f. In 1956 the enterprise began the enlargement of the tin foil factory in Kirovgrad /N 57-26, E 60-04/.

5. The enterprise operated several building materials plants including a building block factory in Pyshma /N 56-55, E 60-37/ and a building block and concrete products factory in Pervouralsk.

Other Industrial Plants in Sverdlovsk

6. Ural'skiy Zavod Tyazhelogo Mashinostroyeniya (UZTM), the largest industrial plant in Sverdlovsk, was said to employ 70,000 workers (120,000 during World War II). [redacted] the works manufactured heavy machinery, including large "walking" dragglines (shagayushchiye ekskavatory), oil drilling rigs, and rolling mill equipment. 50X1-HUM

7. Zavod No. 9 had always been known in Sverdlovsk as a military plant which manufactured artillery pieces. Although it was an independent plant, it was located in the northern part of the UZTM compound. Since the establishment of the Sovnarkhoz system in 1957, a possible merger of the two enterprises had been frequently talked about in the city.

8. Kalinin Works No. 8 produced artillery pieces. The plant was located on the right side of Shose UZTM (road leading to UZTM), coming from the town center, and was bordered by a fence (possibly a board fence), parallel to and 10 to 15 meters from the highway. Tram stops of lines Nos. 2 and 5 were by the works' main entrance on Shose UZTM. The plant was entered by a spur line which did not come from the direction of UZTM. By way of Shose UZTM, the distance between the main gates of Works No. 8 and UZTM was two to 2.5 kilometers, although it was no more than 800 meters in a straight line. From the Shose, an open transformer station (approximately 15 to 20 by 50 meters) could be seen in the plant compound. It was close to the road and north of the works' main entrance. Also visible were four or five tall, single-story buildings with glass roofs. the plant was producing field guns and antiaircraft guns before and during 1957 and 1958; a team of artillery officers was permanently attached to the works.

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9. Ural. Elektro-Aparat, in Rayon El. Mash of Sverdlovsk, manufactured mainly transformers and, as a side line, washing machines.

10. Turbomotorniy Zavod adjoined the Elektro-Aparat and was said to make turbines for hydropower stations.

11. Karbidniy Zavod was located near Shose UZTM, 800 to 1000 meters south of Zavod No. 8, on the same side of the road. An oxygen factory (kislorodniy zavod) was some 400 to 500 meters behind the carbide factory; both were comparatively small enterprises.

12. A crane factory was located between Zavod No. 8 and the carbide factory, on the opposite side and near the edge of Shose ~~ZUTM.~~ UZTM.

13. Ekskavatorniy Zavod (excavator factory) was located 800 to 1000 meters north of Ural. Elektro-Aparat.

14. Verkhneisetskiy Metalurgicheskiy Zavod (VIZ), a large metalworks, was located in the western part of Sverdlovsk.

15. A cable factory (verkhneisetskiy kabelniy zavod) was about one kilometers south of the VIZ.

16. Radio Zavod (a radiotechnical factory) was located between Ul. Lunacharskogo and Ul. Mamina Sibiryaka, opposite a hotel.

17. Zavod Plastmas (a plastics products factory) was in the vicinity of the cable works, on the left side of, and ~~about~~ about 800 meters from, Shose UZTM, coming from the town center.

18. Opticheskiy Zavod (an optical products factory) was in the vicinity of Mayakovskiy Park, in Rayon Leninskoy Fabriki of Sverdlovsk.

19. Zavod No. 50, a heavy machinery plant, was situated on Ul. Lermontova next to a noodle factory (makaronnaya fabrika). A branch of

plant No. 50 was located in the city block formed by 8-go Marta, Naberezhnaya-Molodezhi, Lenina, and Malyshava Streets.

20. An ammunition factory, popularly known as Staraya Makaronka, was located in VTUZ (Rayon Vyzhshikh Uchebniy Zavedeniy) city district, possibly near the Polytechnical Institute.

21. Zavod Stal Konstruktsiya (a steel construction works) was in the Nizhniy-Isetsk quarter, Oktyabrskiy Rayon, of Sverdlovsk. The plant may have been near the Ural. Khim. Mash. Zavod.

22. Zavod Rezino Tekhnicheskikh Izdeliy (Zavod RTI - a rubber goods factory) was located in the compound of the meat products combine (myasokombinat), which consisted of a slaughter house, cold stores, and a production shop. Another rubber goods factory (rezinoviy Zavod) was located at an unspecified point on the road to Nizhniy-Isetsk.

23. Vagono-Remontniy Zavod (a railway car repairshop) was near the Sverdlovsk Pasazhirskaya (railway passenger) station.

24. Penitsilinoviy Zavod (a penicillin factory) was in Bankovskiy Pereulok, a lane between Ul. Lenina and Ul. Malysheva.

25. Instrumentalniy Zavod (a tool factory) was on Frunze Street, not far from the municipal tram depot.

26. Melnitsa No. 1 (a flour mill) was on Ul. Cheluskintsev, opposite the railway passenger station. Melnitsa No. 2 was on the same street, on the bank of the Iset' stream and opposite offices of the Sverdlovsk Railways (Upravleniye Sverdlovskoy Zhel. Dorogi).

27. The city's main power station, a peat-fueled thermal plant, was located on the outskirts of Sverdlovsk, one or two kilometers behind

the VIZ plant. The plant was connected to the power station by a special tram line.

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ATTACHMENT - I

COUNTRY : USSR (Sverdlovak Oblast)

SUBJECT : [redacted]
Industrial Plants, Construction Trusts, and Personalities in Sverdlovsk

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The Turbine and Diesel Motor Plant

1. The Turbine and Diesel Motor Plant (Turbomotornyy Zavod) in Sverdlovsk was established in 1947 by the merger of Motor Plant No. 76 (Motorniy Zavod 76) and the Kirov Turbine Plant (Turbinniy Zavod Im. Kirova). The former Motor Plant, which was separated from the Kirov Plant by a brick wall, had been subordinate to the Ministry of Transport Construction, while the Kirov plant had been subordinate to the Chief Directorate for the Boiler and Turbine Industry (Glav Kotlo-Rurbo Prom) at the Ministry of Heavy Machine Construction (Ministerstvo Tyazhelogo Mashinostroyeniya). Both plants were subordinate to the Ministry of Transport Construction after the merger until 1957, when the Sovnarkhozy were established.

50X1-HUM

2. The Turbine and Diesel Motor Plant occupied a total area of about four square kilometers on Predzavodskaya Street, near the Ural Electric Apparatus Plant No. 659. All shipments to and from the turbine plant were transported via Stantsiya Aparatnaya, a special railroad freight station which had spurs leading to Plant No. 659, to Plant No. 8 (Zavod No. 8 Im. Kalinina), to Excavator Plant No. 14 (Ekskavatornyy Zavod No. 14), and to the turbine plant.

3. In 1952, the turbine plant manufactured the following two types of diesel engines:

a. D-2 "civilian" engines, which were delivered to the Ural Mash Plant (Ural-Mash Zavod) for installation in drilling rigs.

b. D-2A "military" engines, which were delivered to the Kirov Plant in Chelyabinsk, where they were installed in tanks. The production of these engines and their spare parts was supervised by a military representation (voyenpredstvo) consisting of about 15 tank officers, including two colonels (one named Dubov, fnu). The other officers were of lower rank.

4. In 1952, the plant produced about 500 engines of both types per month. These engines had previously been manufactured by Motor Plant No. 76, which was established during World War II by the merger of Plant No. 76 in Leningrad and Plant No. 75 in Kharkov.

5. The turbine plant also produced two types of steam turbines: the AT-25 for thermal power stations and the TN-30 for warships. About two or three turbines of type AT-25 and two of marine type TN-30 were

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produced per month. The TN-30 was delivered to Leningrad and Vladivostok [redacted] two of 50X1-HUM them were installed in one ship. The production of the TN-30 was supervised by a special military representation which, apart from civilian technicians, comprised about 10 naval officers headed by Eng. Capt. 1st Class Filipov (fnu) and his deputy, Eng. Capt. 2nd Class Korostelov (fnu).

6. In 1952, the plant employed 10,000 workers in three shifts. The shops (tsekha) which were engaged specifically in the production of diesel engines were designated M-1, M-2, M-3, M-4, and M-5, while those engaged in the production of turbines were designated T-1, T-2, T-3, T-4, and T-5. The plant also contained a number of joint shops, including a thermal treatment shop (termicheskiy tsekh), a forge (kuznechniy tsekh), two foundries (liteyniye tsekh) - one for steel and cast iron and the other for nonferrous metals, a welding shop (kotelno-svarochniy tsekh), and an electrical shop (elektromantazhniy tsekh), and a packing shop (opakovochniy tsekh). Shops M-1, M-2, M-3, M-4, and M-5 were machine shops which produced engine components. The engine assembly shop was housed in the same building as Shop M-1, but a special building was being constructed for the former. Shops T-1, T-2, T-3, and T-4 produced turbine components, while Shop T-5 was the turbine assembly shop. Apart from a number of small auxiliary buildings housing the canteen, stores, fire station, etc., the plant comprised 10 two-story stone buildings. The tallest building at the plant was Shop T-1, which was about four stories high.

7. The turbine plant maintained a thermal power station (TETS) on the site of the former Plant No. 76. The power station had a single brick stack

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about 25 to 30 meters high and consumed about 80 tons of coal daily(output unknown). There were two other red brick chimneys at the plant, one at the forge and the other at the iron and steel foundry.

8. With regard to the production of diesel engines, the plant maintained close contact with Plant No. 77 at Barnaul, which also manufactured diesel engines, as well as with the Kirov Plant at Chelyabinsk and with the UralMash Plant in Sverdlovsk. Large and medium size cast components and various other parts were delivered by these plants. With regard to the production of turbines, the plant was mainly connected with the UralMash Plant, which supplied it with important components.

Other Industrial Plants in Sverdlovsk

9. Plant No. 9, though an independent concern, was situated within the UralMash Plant. It produced artillery guns; 50X1-HUM

10. Kalinin Plant No. 8 also produced artillery guns (no details). 50X1-HUM

~~Informant knew no details on the plant~~

11. Plant No. 50 was located near the central railroad station in the vicinity of Yakova Sverdlova Street The plant 50X1-HUM was subordinate to the Chief Directorate of the Tank Industry (Glav Tank) at the Ministry of Transport Construction. While the major part of the plant, including its management, was located in the vicinity of Yakova Sverdlova, a number of shops were situated in the vicinity of 8-go Marta Street. Among other things, the plant manufactured tank radiators.

Construction Trusts

12. Construction Trusts Nos. 89 and 33 and the Ural Tyazh. Trub. Stroy were the largest construction enterprises in Sverdlovsk. Trust No. 89 was subordinate to the Ministry of Construction and was engaged in the construction of industrial and public buildings and blocks of apartments in connection with the following enterprises: The UralMash Plant, the Turbine and Diesel Motor Plant, the Ural Electric Apparatus Plant, the Glav Ekskavator Plant, Plant No. 50, and the Technical Rubber Products Plant (Zavod Rezino-Tekhnicheskikh Izdeliy - RTI). Trust No. 89 employed a total of 5,000 workers and was divided into the following five construction directorates (stroy upravleniya - SU):

a. SU-1, which was engaged in the construction of apartment houses and public buildings only for the Ural Electric Apparatus Plant, the Turbine and Diesel Motor Plant, and Glav Ekskavator, all of which were located in the El. Mash quarter of Sverdlovsk.

b. SU-2, located at the Ural Electric Apparatus Plant, which was engaged in the construction of industrial buildings only at the above three enterprises.

c. SU-3 and SU-4, which were both located at the UralMash Plant. SU-3 was engaged in the construction of industrial buildings only on behalf of the UralMash Plant, while SU-4 constructed blocks of apartments only.

d. SU-5, which was located at the RTI Plant and was engaged in the construction of both industrial buildings and blocks of apartments at this plant.

13. The head offices of Construction Trust No. 89 occupied a two-story frame building near the Kalinin Plant No. 8. The central construction materials stores, a cement plant, and a concrete block plant (shlakobetonnyy zavod) of this trust were located in the vicinity of the building, by the side of a railroad spur which led to the Stantsiya Aparatnaya freight station.

14. Construction Trust No. 33, which was subordinate to the Ministry of Construction, was also engaged in the construction of industrial buildings and blocks of apartments. However, whereas Trust No. 89 was employed in Sverdlovsk only, Trust No. 33 was also employed outside the town.

15. Ural. Tyazh. Trub. Stroy was the largest construction trust in Sverdlovsk and was subordinate to the Ministry of Heavy Machine Construction. The trust was employed mainly in Sverdlovsk Oblast, where it had constructed most of the large industrial plants, but it did very little work in the town itself. The head offices of this trust were situated on Sako I Vantsetti Street in Sverdlovsk.

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16. [redacted] the following people in Sverdlovsk:

a. Maj. Gen. Fratkin (fnu), director of Kalinin Plant No. 8 in Sverdlovsk until 1952, [redacted]

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b. Lt. Gen. Gonor (fnu), director of Plant no. 9 in Sverdlovsk until 1949, at which time he reportedly was transferred to Leningrad. [redacted]

50X1-HUM

50X1-HUM

c. Ivan Sergeyevich Isayev, director of the Turbine and Diesel Motor Plant in Sverdlovsk until 1954, at which time he was appointed director of the Kirov Plant at Chelyabinsk. A machine engineer by profession, 50X1-HUM

He was a member of the Supreme Soviet of the USSR and appeared to have much influence with the authorities.

d. Nikolay Georgevich Babakov, chief engineer at the Turbine and Diesel Motor Plant and a machine engineer by profession. 50X1-HUM

e. Dmitriy Aleksandrovich Buzin, chief designer at the Turbine and Diesel Motor Plant, 50X1-HUM

f. Danilchenko (fnu), designing engineer at the Turbine and Diesel Motor Plant, where he headed the shop which producted TN-30 marine turbines. A Ukrainian 50X1-HUM

g. Atamanov (fnu), former director of Plant No. 50 in Sverdlovsk, 50X1-HUM

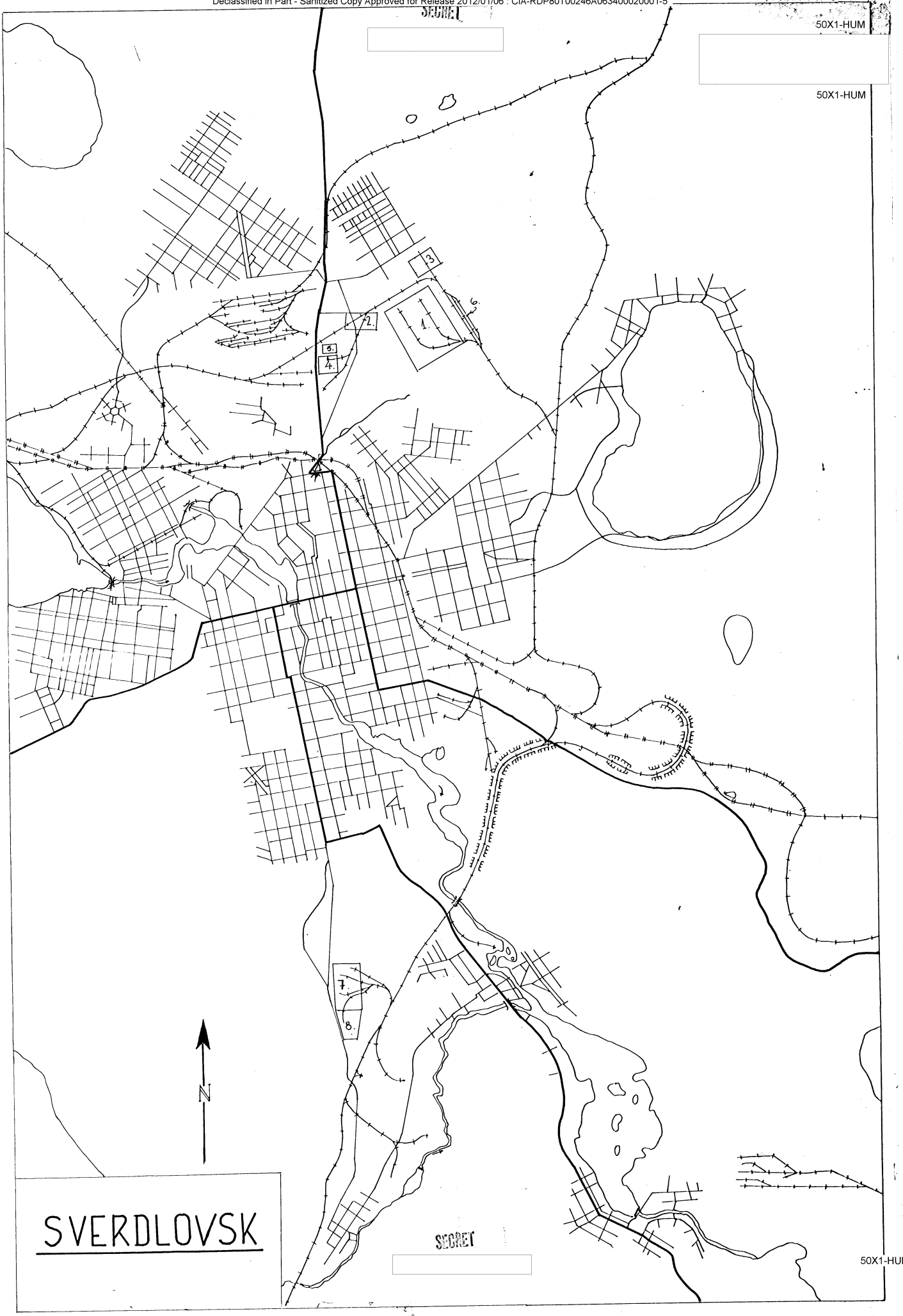
h. Anatoliy Mikhaylovich Lerman, a construction engineer, 50X1-HUM

50X1-HUM

17. Attached is a sketeh of Sverdlovsk, with legend.

Legend

1. Plant No. 659, the Ural Electric Apparatus Plant.
2. The Turbine and Diesel Motor Plant.
3. Plant No. 14, (Glav Ekskavator).
4. Plant No. 8, the Kalinin Plant.
5. Head offices of Construction Trust No. 89.
6. Stantsiya Aparatnaya freight railroad station.
7. The Technical Rubber Products Plant (RTI).
8. Meat Combine (Myasokombinat).



SVERDLOVSK

[redacted]

[redacted]

50X1-HUM

- 5

COUNTRY : USSR (Uzbek SSR)

SUBJECT : The Voroshilov Agricultural Machinery Plant in Tashkent

[redacted]

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1. The Voroshilov Agricultural Machinery Plant in Tashkent (Tash. Sel. Mash Im. Voroshilova), located on Selmashskaya in the Kuybyshev district of the city, was one of the largest industrial enterprises in Tashkent. The plant had existed since the early 1920's and, during World War II, was called Zavod No. 2. It extended 300 to 400 meters along Shelmashskaya and was 1.5 to 2 kilometers in depth. From the Shelmashskaya side, a small part of the plant only was fenced-in since, along most of this side, a natural protection was formed by the outer walls of its buildings. On the other sides, the plant was

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50X1-HUM

surrounded by a brick wall about 2.5 meters high. The plant could be reached by Streetcar No. 4, whose terminus was located in the vicinity.

2. The plant was guarded by armed civilians. A permit was necessary to enter the site but, once inside, there were no restrictions because there was no military or classified activity at the plant, and it had no secret department. The plant had three entrances:

   a. The main entrance for pedestrians, with three gates, was on the Selmashskaya side near the northwestern corner of the plant. The main entrance for vehicles was located next to this entrance.

   b. The second entrance was on the southwestern side of the plant, on Vorovskogo. This was a large gate for vehicles and pedestrians.

   c. The third entrance, also on the Vorovskogo side, was for a railroad spur, which led into the plant and then branched out into two or three lines.

3. The plant employed about 4,500 workers, about half of whom were women. During World War II, when the plant produced mines and carried out tank repairs for the military, about 10,000 workers were employed there. Most of the plant's shops, including the garage, worked in two shifts, although some, such as the foundry and the assembly shops, worked in three shifts. The first shift was from 0800 to 1700 hours with an hour's break for lunch

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4. From the end of World War II up to about 1949/1950, textile machines were the main product of the plant. Since that time, however, the plant had been producing chiefly mechanical cotton pickers (khlopkouborochniye mashini). Although there were periods after 1949/1950 when the plant also manufactured, as a by-product, grain cleaners (zerno-ochistitelniye mashini), in recent years it had produced only the cotton pickers. Certain unspecified plants supplied the TashSelMash with new tractors equipped with three pneumatic rubber tires, on which the plant installed the pickers (shpindels) and the bins (bunkers) into which the cotton was absorbed; these weighed between one and one-half tons.

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5. The machines produced at the plant were destined for sovkhozes and kolkhozes. These customers, especially the kolkhozes, complained that the quality of the machines was deficient. They claimed that the mechanism broke down frequently, that the machines damaged the cotton plants, and that leaves and twigs were sucked in together with the bolls.

6. Some of the largest and most important shops of the plant were the following:

   a. The foundry (liteyniy tsekh), Shop No. 1, which was the largest shop of the plant, employing almost 1,000 workers in three shifts. The shop was located in a large [redacted]

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50X1-HUM

single-story building, with a small wing occupied by the management and administration of the shop.

b. The assembly shop (sborochniy tsekh), Shop No. 4, which was situated just opposite the foundry and in a building exactly like that of the foundry. This building had been constructed at the end of World War II.

c. The toolmakers shop (instrumentalniy tsekh), Shop No. 27, which occupied a building resembling those of the assembly and foundry shops which had been constructed in 1950-1952, after the shop's former premises had burned down.

d. The carpentry shop (derevoobdelochniy tsekh), which occupied a large single-story building close to the entrance on Vorovskogo. Next to it was another small, single-story building occupied by the experimental shop (eksperimentalniy tsekh), which had been erected in 1952/1953 and served for conducting experiments on mechanical cotton pickers.

e. The battery charging shop (akumulatorniy tsekh), which was to the right of and near the main entrance.

f. The management and administration offices of the plant, which occupied a building on the Selmashskaya side of the plant. The only two-story building on the site, it took up about half the length of the plant area.

g. The garage, Shop No. 34 or 35, which was merely a shed with iron poles and a tin roof. The garage carried out current

50X1-HUM

repairs on 50 to 60 trucks belonging to the plant (2.5-ton GAZ-51, 4-ton ZIS-150, and 4-ton ZIS-585 dump truck), about 10 passenger cars, 3 or 4 mobile cranes mounted on ZIS-150 trucks with a lifting capacity of up to 3 tons, and 1 or 2 fork lifts (avtopogruzhchiki) with GAZ-51 engines. Basic repairs were carried out by a number of auto repair plants (avtoremontniye zavody) in Tashkent, one of which was Shop No. 2.

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7. Saakov (fnu), a Uzbek had been the personnel deputy of the plant since about 1957.

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8.

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ATTACHMENT - K

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COUNTRY : USSR (Georgian SSR)

SUBJECT : The Electric Locomotive Factory in Tbilisi

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1. The Electric Locomotive Factory (Elektrovozny Zavod) occupied an area of 1,000 x 500 meters on the left side of Avchalskoye Shosse, which was the extension of Sovetskaya in the Leninskiy rayon of Tbilisi, about two to two and one-half kilometers from Avchaly /N41-49, E44-48/. Guarded by civilians, the factory was surrounded by a two-meter-high brick wall and was served by a railroad spur. In 1958, it employed about 1,500 workers in one shift.

2. The first buildings of the factory were constructed in 1947 and, until late 1957, the factory was a locomotive repair plant called

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GROUP 1
Excluded from automatic downgrading and declassification

Elektrovozno Remontny Zavod. It assumed its present name in 1957 and, during 1958, underwent a complete reorganization and changeover from the repair of electric locomotives to their production. New departments were constructed, new machinery was installed, and hundreds of workers were sent to the Electric Locomotive Factory in Novocherkassk [N57-25, E40-06] (Novocherkaskiy Elektrovozny Zavod) for specialized training. According to plan, the factory was to triple its manpower and to work in two-three shifts. It was to have produced five electric locomotives of the N-8 type by 1959 and about 30 of this type by 1960. Among the plants which supplied the Tbilisi factory were Novocherkassk factory, which supplied the bodies (chekhol), and the Voroshilovgrad Locomotive Factory (Voroshilovgradskiy Parovozo-Stroitelny Zavod), which supplied the bogie wheels (telezhka). According to the long-range plan, the Tbilisi factory was to manufacture most of the locomotive components itself and, to this end, the foundry, assembly shop, toolmakers shop, and armature winding shop were in the process of expansion during 1958.

3. The factory had begun to build a prototype of the N-8 electric locomotive (elektrovoz), which was then in current production at the Novocherkassk factory, in autumn 1957. The Novocherkassk factory supplied most of the components for this prototype and sent hundreds of engineers and technicians to train local personnel. The prototype was completed in late 1958.

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4. During the reorganization in 1958 the plant continued to repair electric locomotives, but on a very limited scale. By the end of that year, the plant had discontined all repair work. The repairs formerly carried out by the factory had included medium repairs and overhauls of VL-22 type electric locomotives, It had also repaired Japanese and German (war booty) locomotives and three powered driven electric trains (elektrosektsya). In 1956/1957, an average of five locomotives were repaired per month, of which two were overhauls and three were medium repairs. Also repaired each month was an average of two Elektrosektsya. Most of the repair work was done for the Trans-Caucasian Railroad Directorate (Upravleniye Zakavkazkoy Zhel. Dorogi).

5. Gomarelli (fnu), a Georgian [redacted] was director of the Tbilisi factory until late 1957, [redacted] 50X1-HUM He was a Party member.

ATTACHMENT - A

COUNTRY : USSR (Karaganda Oblast)

SUBJECT : General and Industrial Information on Temir-Tau

General

1. In 1958 Temir-Tau /N 50-05, E 72-56/, a rayon center in the Karaganda Oblast, had a heterogeneous, polyglot population of 70,000. Consisting for the most part of former convicts or descendants of convicts, they included Russians, Kazakhs, Germans from the Volga region, Koreans, Chinese, Tatars, Kachins, and about 2,000 Bulgarian youths working in the town under a Soviet/Bulgarian exchange agreement. Industry in Temir-Tau was being developed rapidly, particularly the metallurgical industry. All the main streets in the town were surfaced with asphalt; the widest street was the main thoroughfare (name unknown), which led to the Kazakh Metallurgical Plant (Kazakhskiy Metalurgicheskiy Zavod) and terminated at a point where the railroad spur entered the plant.

A number of very large buildings were located on the main street, including those of the town council, which shared a building with the local Party institutions, a grocery shop, a large department store (Univermag), the central post and telegraph office and telephone exchange, and a club belonging to the Kazakh Metallurgical Plant. The municipal park was also located on this street.

2. There were no public transportation facilities in Temir-Tau, although regular rail and bus services connected the town with Karaganda, nor were there central water or sewerage systems. Drinking water was obtained from open wells.

3. Though no prison camps were located in Temir-Tau, one such camp had been located in its vicinity for many years

4. There were no airfields in Temir-Tau or environs. The only military force was an MVD unit (Voyska MVD), which guarded the town power station and occupied a three-story building adjacent to the station.

5. All construction work in Temir-Tau was carried out by Kazakh-Stroy, which had its head office at the outskirts of the city, near the Synthetic Rubber Factory (Zavod Sinteticheskogo Kauchuka). Little new construction work was being done in the town proper, however, apart from an occasional new apartment house. In the Sots-Gorodok quarter of Temir-Tau, on the other hand, numerous two and three-

story blocks of apartments were under construction in the vicinity of the rubber factory and the new metallurgical plant.

Industry

6. The largest industrial enterprise in Temir-Tau was the Kazakh Metallurgical Plant, a civilian plant employing about 4,000 workers in three shifts. Construction of the plant reportedly had begun during World War II, and it had been in operation for a number of years. The plant was still being developed in 1958 by the enlargement of its buildings and the installation of new equipment, though no new buildings were being constructed [redacted] The plant occupied a large area on the main street, near the town center in the vicinity of the municipal park. It was guarded by civilians and surrounded by a fence two and one-half meters high, constructed partially of brick, boards, and barbed wire. The site was served by a railroad spur, but there was no military representation of any nature at the plant.

7. The products of the Kazakh Metallurgical Plant included ungalvanized sheet metal, iron rods two to 10 centimeters in diameter, and extrusions, both square and angle. Some of the output was exported to China, Bulgaria, and Czechoslovakia (no details).

8. Among the 15 to 20 installations at the Kazakh Metallurgical Plant were the following:

a. A Martin furnace shop (Martenovskiy Tsekh), which occupied a two-story building, the largest at the plant.

b. A rolling shop (Prokatniy tsekh), which occupied a large single-story building.

c. A foundry (liteyniy tsekh).

d. A transport shop (transportniy tsekh).

e. An electrical shop (elektro-tsekh).

f. A building housing chemical and electrical laboratories and the plant canteen.

g. About 10 small buildings serving as closed transformer stations.

h. Store buildings.

i. Open storage sheds.

j. A garage and vehicle repair shop.

9. The Synthetic Rubber Plant, another large plant in Temir-Tau, was considered to be of All-Union importance. This plant was also established during World War II and had since been under continuous development. It occupied a large site, though smaller than that of the Kazakh Metallurgical Plant, at the outskirts of the Karaganda side of Temir-Tau, about one and one-half to two kilometers from the town center, between the two asphalt roads leading to Karaganda. The plant was surrounded by a stone wall. Entry regulations at this plant were stricter than at any other plant in town, as was the selection and

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and screening of new employees. The plant reportedly contained a secret department which produced an unspecified semi-finished material (polufabrikat) for the army. The plant had recently been experimenting with new methods of synthetic rubber production. It reportedly employed between 1500 and 2,000 workers in three shifts.

10. In about 1956, construction began on the new, gigantic Karaganda Metallurgical Plant (Karagandiyskiy Metalurgicheskiy Zavod) in the Sots-Gorodok quarter of Temir-Tau, near the main road to Karaganda. According to plan, construction of the plant was to be completed within 10 years, at which time, it 50X1-HUM would be the second largest plant of its kind in the USSR, after the Magnitorsk Metallurgical Plant. The local inhabitants, therefore, called the plant the Kazakhstanskaya Magnitka. According to the original plan, part of the plant was to have gone into production in 1958, but this was not realized and, in 1958, only a few auxiliary departments, such as the electrical shop, were operating. To supply electricity to the new plant, as well as to other plants in the vicinity 50X1-HUM of Karaganda, a large thermal power station had been under construction since 1956 somewhere in the neighborhood of Karaganda. this station was to have an output ten times greater than that of the power station in Temir-Tau.

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50X1-HUM

11. Other industrial plants in Temir-Tau included the following:

a. A foundry (liteyniy Zavod), located between the Kazakh Metallurgical Plant and the town power station.

b. A bakery (khleb zavod), located several hundreds of meters from the Kazakh Metallurgical Plant.

c. A dairy products plant (molochniy zavod), also located in the vicinity of the Kazakh Metallurgical Plant.

12. Apart from the secret departments at the rubber plant, there were no secret plants or atomic installations in Temir-Tau and environs. 50X1-HUM however, a nuclear test site was situated in the Kazakhstan desert. In 1956/1957, huge pillars of smoke were seen for a few seconds from Temir-Tau. They were observed in the early evening hours and appeared to originate at a great distance from the town, 50X1-HUM

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