

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT City Plan of Svalyava

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

REPORT

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DATE DISTR. 21 May 1957

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REFERENCES:

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PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

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Background

1. Svalyava (N 48-33, E 22-59), known as Sol'va until after the first World War, was under Hungarian control from about 1000 until 1919. It came under Czechoslovakian rule in 1919, and again became Hungarian in 1939. Svalyava was subsequently taken over by the USSR and became a part of Zakarpatskaya Oblast.
2. Svalyava was located in a valley between hills which were close by to the north and about three to five kilometers away from the town to the east, west, and south. The land between Svalyava and the hills which had formerly belonged to peasants was then under cultivation by the kolkhoz administration. The Latoritsa River which ran east to west through the valley, was about 20 meters wide and one or two meters deep. During extremely cold weather, source stated that an ice layer 40 to 50 centimeters thick was formed over the river. There were two bathing beach areas on the river near Svalyava, one behind the lumber chemical plant (leskhimzavod) (see point 84 on the attached city plan of Svalyava), and the other next to the bridge. The area behind the leskhimzavod was the cleaner and the more frequented, the factory canalisation and sewage systems draining into the river near the bridge site.

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- 3. Military barracks (point 75) were located on a small knoll of about 20 to 25 meters height, across the Latoritsa River from Svalyava. A firing range lay beyond the barracks, and beyond the range began forest covered hills. The trees in the area of Svalyava were primarily beech and pine; wild game hunted there included rabbit, fox, and boar.
- 4. Spring and fall weather in Svalyava was damp. Winter snowfalls covered the immediate area to a depth of 35 to 40 centimeters, and in the hills, to more than one meter in depth. Temperatures ranged from a winter low of minus 30 degrees Centigrade to a summer high of 35 degrees Centigrade.

5. [redacted] population of Svalyava at 15,000. About 150 people were deported in 1945, mostly people who had been evacuated, then returned, by the Germans. The population was permanent; there were no forced laborers and there was no seasonal influx of migratory laborers. The population breakdown was about 70 percent Ukrainian and Russian, 25 percent Hungarian, and five percent German, Jewish, and Gypsy. Russian and Ukrainian were the languages in use although some Hungarian was spoken. Most of the street signs were in Russian.

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6. Svalyava suffered minor war damages during World War II. The greatest damage was the destruction of the two-story railroad station, the destruction of a large steel railroad bridge leading across the Latoritsa River toward Nizhniye Vorota, and the destruction of a railroad bridge across the Svalyavka River.

[redacted] Most of the houses in Svalyava were built of adobe and brick. There were six or seven two-story buildings in the center of town. According to source, the outstanding landmarks within Svalyava were the four or five tall factory smoke stacks. It was during the period between the World Wars when Svalyava was under Czechoslovakian control that the town received electric power, that streets and sidewalks were constructed, and that many of the buildings now occupied by elements of the government were built.

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Transportation

7. [redacted] the main streets in Svalyava were cobblestoned and that the side streets were of well-kept dirt. The main street and some of the side streets were bordered by stone sidewalks. [redacted] the main street was about eight meters wide. Roads leading to Mukachevo (E 22-42, N 48-26), Nizhniye Vorota, Nelipeno, and Keretskiy were asphalt surfaced beginning on the edge of Svalyava.¹ On the rare occasions when there were heavy snows, a vehicle-driven plow was used to clear the streets.

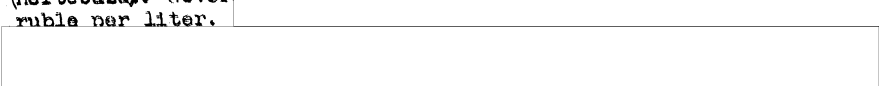
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8. [redacted] there were not more than ten privately owned vehicles in Svalyava and about 1,000 in the entire Zakarpatskaya Oblast. Forty liters of gasoline at 57 kopeks a liter could be purchased for private vehicles at the Mukachevo oil depot (neftebaza). Government-controlled black-market gasoline cost one ruble per liter.

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9. Svalyava had no local transportation system. The following inter-city bus transportation passed through Svalyava:

- a. Mukachevo to Svalyava. There were four round trips daily. Busses stood in Svalyava for about 15 minutes at a point near the monument (point 41). Bus fare from Svalyava to Mukachevo was about 4.20 or 4.60 rubles.
- b. Mukachevo to Nizhniye Vorota. There was one round trip daily. The bus stood in Svalyava next to the Catholic church (point 1).
- c. Uzhgorod (N 48-38, E 22-16) to Lvov. The bus departed from Uzhgorod at about 0800 hours and passed through Svalyava at 1000 hours; it left Lvov about 0800 hours and passed through Svalyava at 1430 hours. Bus fare from Svalyava to Lvov was about 30 rubles.

10. The following trains stopped in Svalyava:

- a. Uzhgorod to Lvov. This train made a three-minute stop in Svalyava at 2300 hours enroute to Lvov; it stopped at 0500 hours enroute to Uzhgorod. A ticket from Svalyava to Lvov cost 36 rubles, and for a reserved seat, 45 rubles.
- b. Mukachevo to Volovets (N 48-44, E 23-12). Trains stopped in Svalyava at 0700 hours and at 2000 hours enroute to Volovets; they stopped at 0330 hours and at 1600 hours on the return trips to Mukachevo. [redacted] a ticket from Svalyava to Mukachevo cost about 4.20 or 4.60 rubles but that people normally traveled from Svalyava to Mukachevo by bus.

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11. [redacted] the Chop (N 48-25, E 22-11) - Moscow passenger train did not stop locally, but passed through Svalyava enroute to Moscow at 1500 hours and enroute to Chop at 0200 or 0300 hours. Fast trains to Moscow could be boarded at Mukachevo, Volovets, and Lvov. [redacted] there were no document checks at the station in Svalyava. [redacted] trains usually maintained their schedules; that there were many passengers, particularly during the summer; and that with travel orders (komandirovka), it was much easier to obtain a ticket. A ticket from Svalyava to Moscow cost about 140 rubles; a reserved seat ticket cost 180 rubles.

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12. [redacted] about 48 freight cars passed through Svalyava daily, to and from East Germany, Hungary, and Czechoslovakia. Trains made up of 40 or more freight cars used two engines. A 3.1 percent upgrade in the roadbed began at Volovets, hence, an additional locomotive was used on trains going both ways between Volovets and Lavochna (N 48-50, E 23-25). On the long downgrade beginning at Lavochna, a dead-end spur (smertelnyy tupik) at Skotarskoye (N 48-45, E 23-15) was always left in open position so that trains from Lavochna which could not be braked would automatically be shunted off onto this spur. When it was evident that trains were braked, the switch was closed and the trains proceeded on to Volovets. [redacted] the Mukachevo - Lavochna sector of the roadbed was being electrified. [redacted] plows were brought through when snows reached a depth of about 35 centimeters, lesser snows were cleared from the tracks by hand.

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Communications

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13. [redacted] there was house-to-house postal delivery service in Svalyava, and [redacted] the postman normally made his rounds in the mornings. Since most of the houses had no mail boxes, the postman left the mail in the yards, except during wet weather, when he took it into the houses. Notices were sent from the post office (point 80) telling recipients to come there in order to pick up registered mail. It was necessary to show passports as identification in order to receive such mail.

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14. [redacted] there were a few private telephones in Svalyava. Phones were hand rung, and both telephone and telegraph switchboards were located in the post office. A public telephone where calls could be placed through the operator was located in the post office. [redacted] this was not a pay phone. There was no public phone at the railroad station (point 34). [redacted] a three-minute call from Svalyava to Mukachevo cost about one ruble.

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15. Svalyava had a radio center (uzel) equipped with a loudspeaker system. There was no television service.

Public Services

16. Svalyava obtained electrical power from Ushgorod (N 48-38, E 22-16). [redacted] Svalyava might begin receiving electrical power from a station which was under construction at Khust (N 48-10, E 23-16). The city was supplied with 220 volt AC for normal usage, and with 380 volt AC for power requirements. [redacted] prior to 1955, there were noticeable drops in the power supply, both in the early morning hours and in the evenings between 1800 and 2200 hours, and that power was cut off from alternating areas of the city in order to conserve the supply level. However, [redacted] the electrical power supply was adequate for the city's entire requirements. Rates for electric power were about 40 kopeks per kilowatt hour.

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17. There was no natural gas supply in Svalyava. All heating and cooking was done with wood fuels, of which there was an ample supply. Lumber in unlimited quantities could be purchased from the forest industry enterprise (lespromkhoz) (point 83) for 55 to 60 rubles per cubic meter, plus the costs of transportation and loading. Employees of the woodworking combine (derevo obrabatyvayushchiy kombinat - DOK) (point 82) were able to purchase wood and wood shavings at the reduced rate of ten rubles per cubic meter, a single man being allowed to purchase up to 6 1/2 cubic meters and a married man, up to 12 cubic meters.

18. There was no central water supply system in Svalyava. [redacted]

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[redacted] 75 percent of the houses had individual wells. The only fire hydrants in Svalyava were at the factories, which maintained their own fire fighting equipment. The city fire department consisted of one pump truck and was generally ineffective. [redacted] the pump truck ran

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out of fuel about 50 meters from the site of a fire. Water to fight fires was obtained by use of suction hoses which ran from the pump truck to any nearby source of water.

- 19.. There was no centralized sewage system in Svalyava. Each house had a cesspool which was usually cleaned by gypsies once or twice a year. Garbage was dumped into the river.

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- 20. [redacted] it was generally difficult to obtain medicines other than aspirin and iodine. Penicillin was of poor quality. A five cubic centimeter hypodermic injection of vitamin D cost 100 rubles during the winter, and 60 to 70 rubles at other seasons. Shots against sciatica (ishiyatism) cost 500 rubles. School children received shots against typhus, tuberculosis, and smallpox.

- 21. The only newspaper in Svalyava, Leninskiy Shlyakh, was published semi-weekly in the Ukrainian language. Subscription rates were 4.70 or five rubles a quarter.

- 22. Both Catholic and Orthodox churches held services every Sunday. Attendance was generally poor except on religious holidays. A ten-year school (point 57), which occupied the buildings of the former Masaryk school, was in use.

Security and Government

- 23. [redacted] there were no regular document controls in Svalyava, no special rules or regulations, and that the population did not appear to be security conscious. Members of the militia were frequently encountered on the streets; however, they were only likely to stop groups of strangers in the town or individuals who spoke poor Russian or none of the local dialects. Military patrols were on the lookout for military personnel who had left their barracks without permission. There were no concentration or POW camps in the area of Svalyava, and no prisons. Crimes other than speculation were at a minimum. Prostitution was not common except among the gypsies and the very poor, and the militia took stringent measures to eradicate it.

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- 24. [redacted] the following had to be registered: Automobiles, motorcycles, bicycles, horses, cattle, and dogs. All radio receivers were to be registered at the post office and hunters had to register hunting weapons with the Hunters Society.

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Produce, Industry, and Prices

- 25. Agricultural products grown in the area of Svalyava included rye, hay, and potatoes. Grapes were grown in the neighboring rayons of Mukachevskiy, Beregovskiy, and Vinogradovskiy. Fruit-bearing trees found in the area included apples, pears, apricots, and plums; the Tyachevskiy Rayon was particularly noted for its apple orchards.

- 26. There were three factories in Svalyava. The woodworking combine (derevo obrabatyvayushchiy kombinat - DOK) (point 82 of attached city plan of Svalyava, also sketch on page 8) employed about

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1,000 people; a forest industry enterprise (lespromkhoz) (point 83 of attached city plan of Svalyava, also sketch on page 10) employed about 600 people; and a lumber chemical plant (leskhimzavod) (point 84 of attached city plan of Svalyava, also sketch on page 12) employed about 550 people. The lespromkhoz and the leskhimzavod were constructed by the Sol'va firm about 1910. The Latoritsa firm built its lumber enterprise in Svalyava in 1930, from which time Svalyava dates as an industrial center.

27. Source recalled the following prices as of 1953:

pork	18 rubles per kilogram
new potatoes	150 rubles per 100 kilograms
black bread	1.45 rubles per kilogram
flour	5 or 6 rubles per kilogram
plums, in season	2 rubles per kilogram
grapes, in season	6 to 8 rubles per kilogram
lemon soda	40 kopeks per 200 grams
ice cream	1 ruble per 100 kilograms
haircut	3 rubles
leather shoes of ordinary quality	300 rubles
leather shoes of good quality	500 rubles
sandals	40 rubles
cotton work suit	90 to 100 rubles
wool suit	up to 2,000 rubles
silk shirt	110 to 115 rubles
cotton shirt	50 to 70 rubles
socks	7 or 8 rubles

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Legend to sketch of Woodworking Combine - DOK

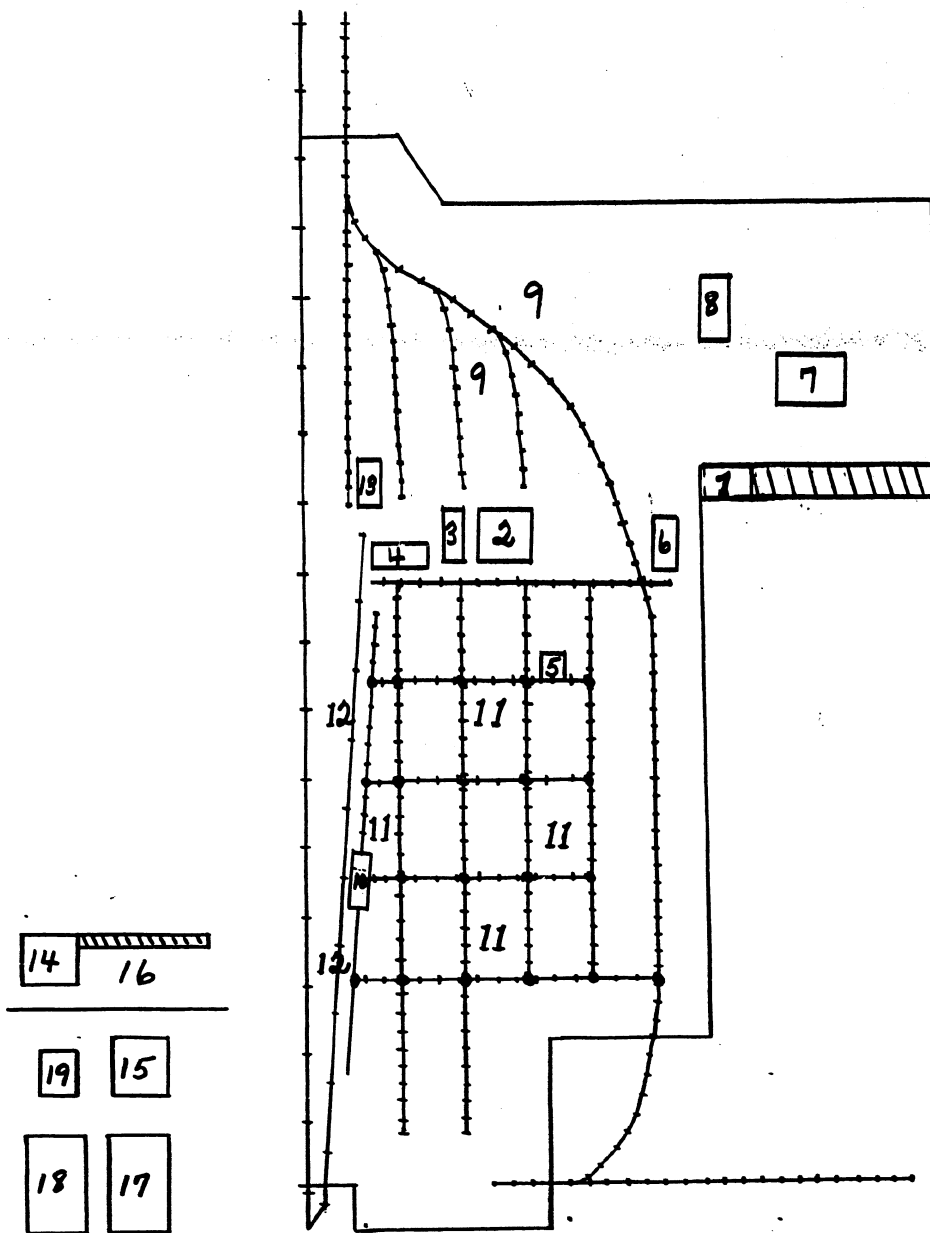
1. DOK offices
2. Lumber sawing shop
3. Machine shop and mechanical section
4. Steam and special rooms
5. Box shop
6. Mechanical materials depot and office of lumber sawing shop
7. Transportation section
8. Gasoline depot
9. Raw materials depot
10. Office of finished products depot
11. Area of finished products depot
12. Area for loading of finished products on railroad cars
13. Cabinetmakers shop
14. Machine section of parquet shop
15. Parquet shop
16. Drying rooms of parquet shop
17. Parquet shop depot
18. Shavings shop depot
19. Planning shop
- Turntable

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Woodworking Combine
(Derevo obrabatyvayushchiy kombinat - DOK)



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Legend to sketch of Lespromkhoz

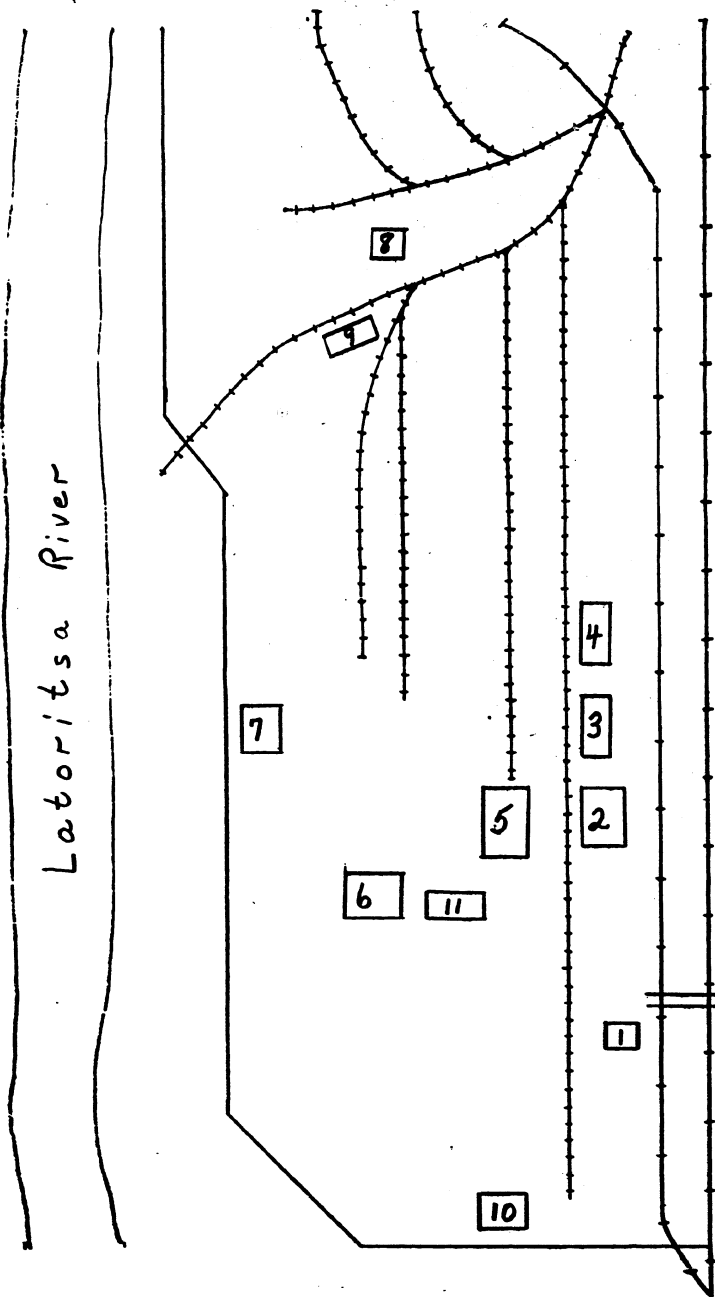
1. Guard shack at entrance to plant area
2. Central office of lespromkhoz
3. Accounting office of lespromkhoz
4. Sanitary unit
5. Mechanical shop of lespromkhoz
6. Lumber sawing shop
7. Cabinetmakers shop
8. Narrow-gauge railroad dispatch point
9. Office for narrow gauge railroad
10. Stables
11. Lespromkhoz club building

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Forest Industry Enterprise
(Lespromkhoz)



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Legend to sketch of Leskhimsavod

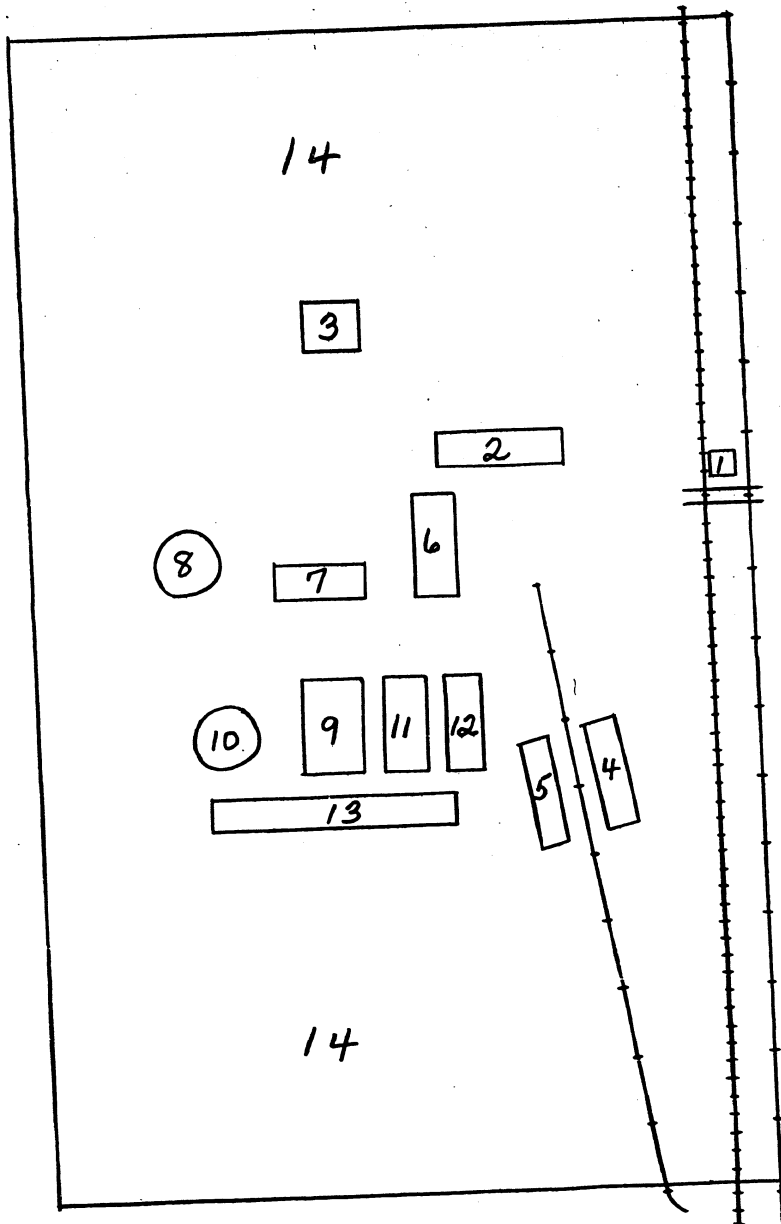
1. Guard shack at entrance to plant area
2. Leskhimsavod club building
3. Machine shop section, under construction
4. Finished production shed
5. Finished production shed
6. Laboratory
7. Mechanical shop
8. Cisterns for finished production
9. Distilling shop
10. Cisterns for finished production
11. Buildings of machine shop section
12. Mechanical materials warehouse
13. Retortion shop
14. Raw materials depots

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Lumber Chemical Plant
(Leskhinsavod)



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Legend to City Plan of Svalyava

1. Catholic church
2. Regional Consumers Union (Okrushnoy potrebitelskiy soyz)
3. Orthodox church, formerly Greek Catholic
4. Gosbank
5. Childrens' playground (detsad)
6. Pharmacy
7. Tea room of the Rayon Consumers Union (Rayonnyy potrebitelskiy soyz - raypotrebsoyuz)
8. Barber Shop Artel i/n Invalidov
9. Hotel, the ground floor of which was occupied by produce store
10. Store (prodtovar)
11. Sewing Shop Artel i/n Invalidov
12. Photography Shop Artel i/n Invalidov
13. Partially completed building
14. Offices of State Grain Storage and Distribution Enterprise (Vsesoyuznaya kontora po zagotovke i sbytu zerna - zagotzerno) [see No. 27]
15. Meat store
16. Photography Shop Artel i/n Invalidov
17. Bread store of the raypotrebsoyuz
18. Raymag
19. Shoe repair shop
20. Highway Administration Section (Otdel shosseynykh dorog - Oshossdor)
21. Raypotrebsoyuz warehouse and industrial goods (promtovar - [promyshlenny]) store
22. Tea room No. Two
23. Editorial offices, Leninskiy Shlyakh
24. Produce store of the raypotrebsoyuz
25. Rayon Food Industry Combine (Rayonnyy pishchevoy promyshlenny kombinat - Raypishchepromkombinat)

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26. Sausage Shop Artel i/n Invalidov
27. Warehouse of the zagotzerno
28. Bath house
29. Maintenance and Construction section (remontno - stroitelnyy sektor - Remstroy)
30. Snack Bar of the raypotrebsoyuz
31. Stockpiling Office (Zagotvochnaya kontora - Zagotkontora) of the raypotrebsoyuz
32. Shoe Repair Shop Artel i/n Invalidov
33. Seven-year School
34. Railroad station
35. Bakery (pekarnya)
36. Bread combine
37. Store Zarya of the raypotrebsoyuz; Palace of Culture (Dom kultury) on the second floor
38. Offices of the Artel i/n Invalidov
39. Raykom of the Communist Party
40. DOSAAF and legal office (Advokatura) on the first floor; Rayon Finance Section (Rayonnyy finansovyy otdel - Rayfinotdel) on the second floor
41. Svalyava lumber enterprise (leskhoz)
42. Park
43. Militia and Rayispolkom
44. Public Prosecutors' Office (Prokuratura)
45. People's Court
46. Otdel MGB
47. Movie theatre
48. Office of the Official Ministerial Representative for the Forest Industry Enterprise (Upolnomochnyy ministerstva zagotovok - Upolminzag - lespromkhoz)
49. Bazaar
50. Snack Bar of the raypotrebsoyuz

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51. Cabinetmakers shop of the leskhoz
52. Lumber sawing shop of the Upolminzag lespromkhoz
53. Large bazaar
54. Orthodox church
55. Lumber sawing shop of the City Industrial Combine (Gorodskoy promyshlennyy kombinat - Gorpromkombinat)
56. Mill of the raypishchepromkombinat
57. Ten-year School
58. Rayvoyenkomat
59. Stadion Krasnaya Zvezda football field
60. Hospital
61. Lespromkhoz garage
62. Depot of electrical [products] plant (elektrozavod), under construction
63. Diner of the lespromkhoz Workers Supply Section (Otdel rabochego snabzheniya - ORS)
64. Industrial Trade School (Remeslennoye uchilishche)No. Ten
65. Community dwelling of the lespromkhoz
66. Diner of the DOK
67. Offices of the DOK
68. ORS offices of the lespromkhoz; DOK club; and store No. Two
69. Detsad of the DOK
70. Offices of the leskhinzavod
71. Community dwellings of the leskhinzavod
72. ORS store No. Three
73. Vehicle park Upolminzag of the Lespromkhoz
74. Mineral water plant (Minzavod)
75. Military barracks for either infantry or mechanized troops
76. Warehouse of the zagotzerno
77. Gorpromkombinat offices; Cabinetmaking shop

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78. Kolkhoz blacksmith shop
79. Warehouse of the raypotreboys
80. Post office and Rayon Communications office (Raykontora svyazi)
81. Kolkhoz offices
82. DOK
83. Lespromkhoz
84. Leskhimzavod
85. Cemetery
86. Workers' Supply Section, Store No. One (Otdel rabochego snabzheniya - ORS)

Comment: Nelipeno appears on available maps as Nelivino, located at N 48-34, E 23-01. Keretskiy appears on available maps as Kerecki (sic), located at N 48-32, E 23-13.

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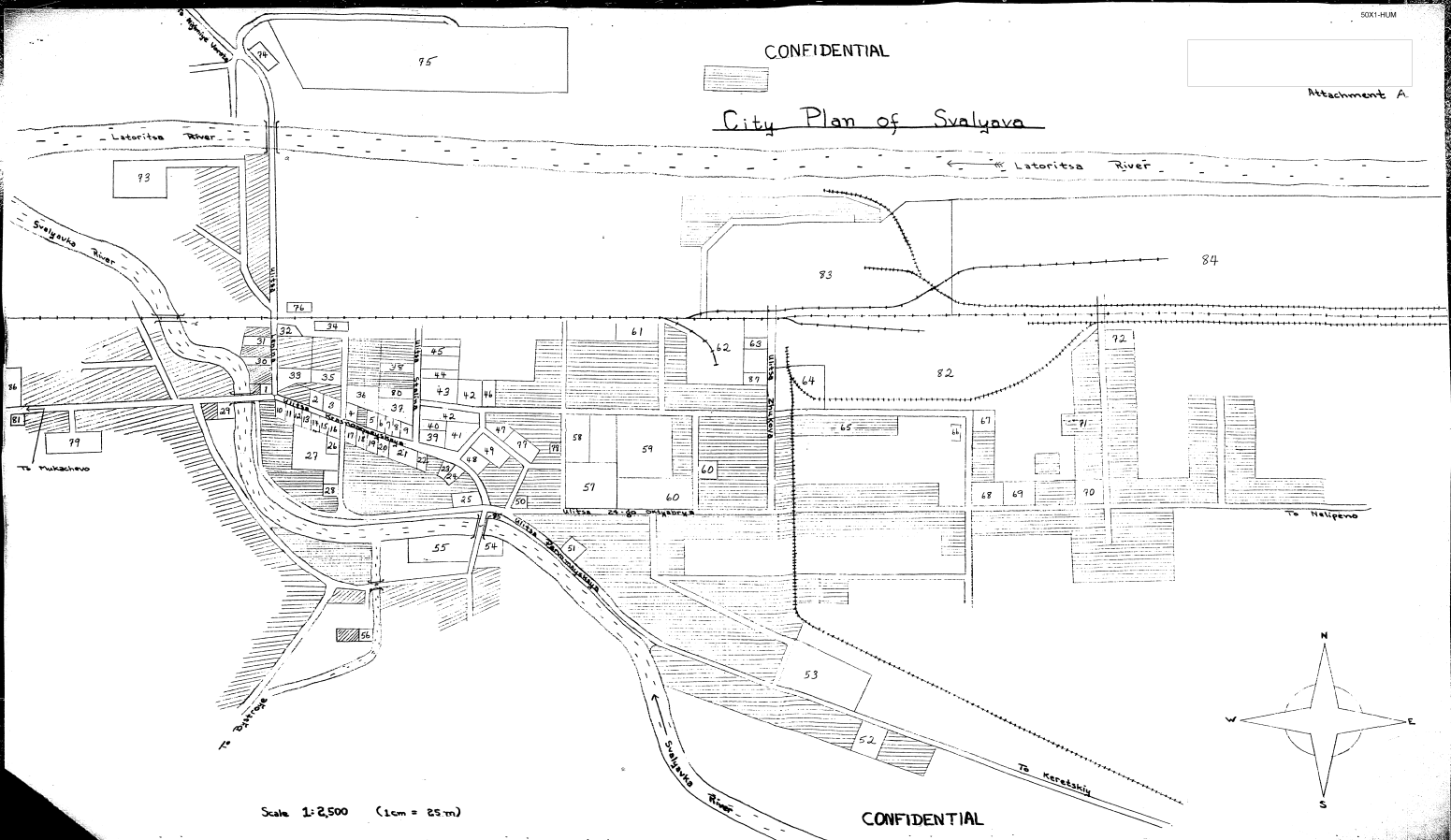
Attachment:

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Attachment A

City Plan of Svalyava



Scale 1:2,500 (1cm = 25m)

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