

**OBLAST POLITICAL** 50X1-HUM  
**AND**  
**POPULATION SURVEY NO.67**  
**STALINGRADSKAYA OBLAST**

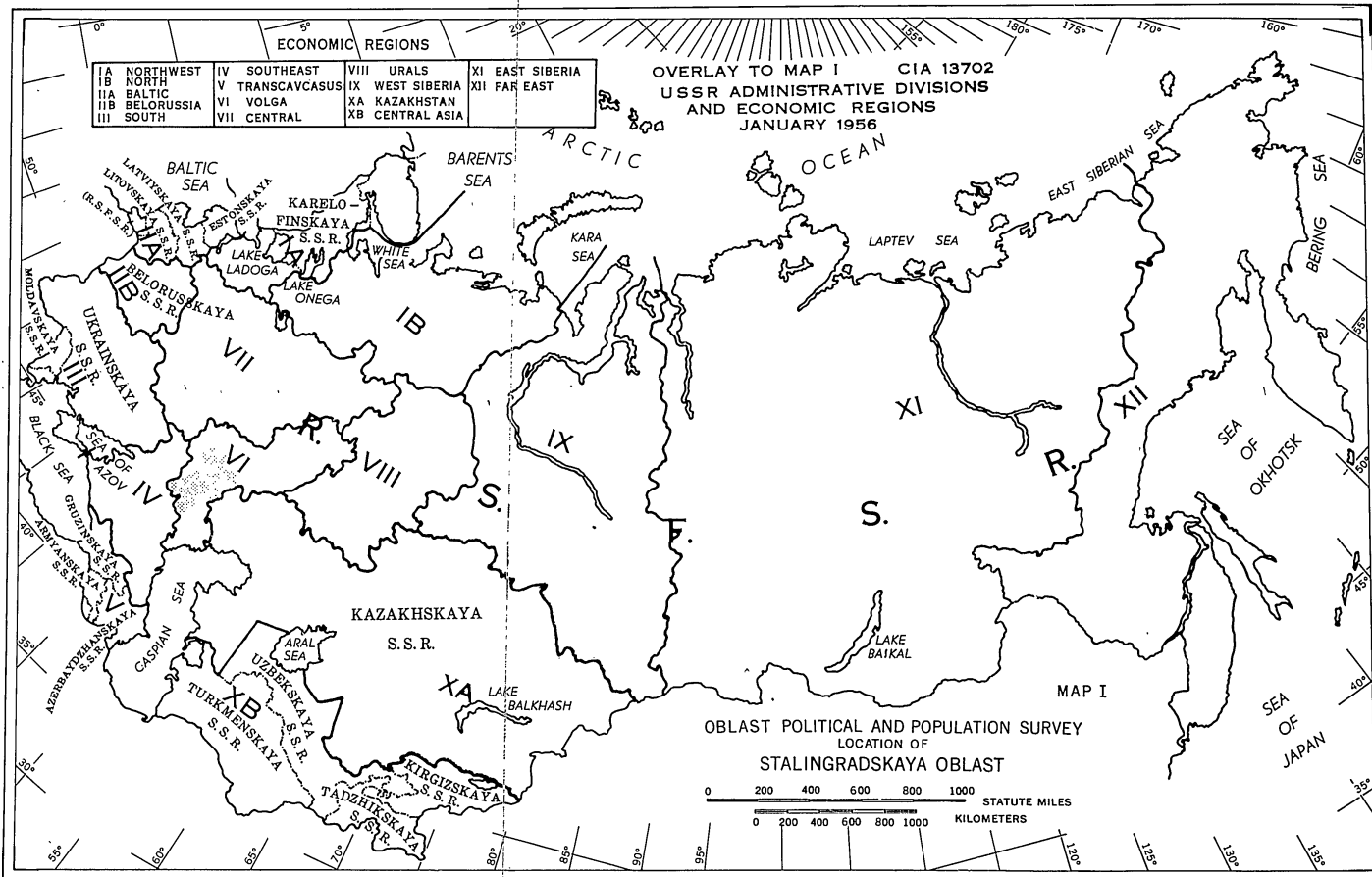
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Oblast Political and Population Survey

No. 67

Stalingradskaya Oblast

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NOTICE

1. The estimates appearing in this study result from an accelerated survey of available data. All figures accompanied by an asterisk (\*) are the best possible estimates to be derived from accessible information and are to be regarded as an indication of an order of magnitude. Information which might correct or supplement these estimates should be forwarded to AFCIN-3X3, Room 1324.
2. Population estimates as of 1 January 1958; administrative-territorial boundaries as of 1 November 1957.

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## OBLAST POLITICAL AND POPULATION SURVEY NO. 67

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## STALINGRADSKAYA OBLAST

Statistics

Area in Sq. Miles.....	35,545
Total Est. 1958 Pop.....	1,444,000
Urban Pop.....	827,000
Rural Pop.....	617,000
Cities.....	3
(Stalingrad, Kamyshin, Volzhskiy)	
Towns.....	8
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I. Government ControlsA. General

Stalingradskaya Oblast (Russian SFSR) is located in the steppe lands of the S part of the old Volga Economic Region (refer to Map I and overlay). The Volga and the Don Rivers run through its eastern and western sections. Prior to 1934 the territory which is now Stalingradskaya Oblast was part of Nizhne-Volzhskiy Kray. In 1934 Nizhne-Volzhskiy Kray was divided into Stalingradskiy Kray, including Kalmykskaya Autonomous Oblast, and Saratovskiy Kray, including the Nemtsev-Povolzhskaya (Volga-German) ASSR. Stalingradskiy Kray became an oblast in 1936 when the Kalmykskaya AO was made an ASSR and subordinated directly to the RSFSR. In 1941 the Nemtsev-Povolzhskaya ASSR was abolished and the S part (7 rayons) transferred to Stalingradskaya Oblast. In 1943 the oblast absorbed sections of the Kalmykskaya ASSR but, at the same time, in its SE extention, gave up Astrakhanskiy Okrug, which furnished the

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basis for the creation of Astrakhanskaya Oblast. Only 2 important territorial changes have occurred since World War II. In early 1954, 12 rayons were transferred from Stalingradskaya Oblast to the newly-formed Balashovskaya Oblast in the Central Industrial Region.\* On 1 January 1957 Sarpinskiy Rayon, the southernmost rayon in the oblast, was transferred to the territory of the reconstituted Kalmykskaya AO in Stavropolskiy Kray.

Of the 6 oblasts and ASSR's in the old Volga Economic Region (Kuybyshevskaya, Ulyanovskaya, Saratovskaya, Stalingradskaya, Astrakhanskaya Oblasts and Tatarskaya ASSR) Stalingradskaya is the largest in territory. It is fourth in total population and third, after Tatarskaya ASSR and Saratovskaya Oblast, in number of urban areas. The degree of urbanization in the oblast (57.3 per cent) is second only to Kuybyshevskaya Oblast in the Region and is well above the RSFSR average. The rural population density is low, when compared with most other oblasts in the Region, and decreases sharply as the frequency of rain decreases, in a NW to SE direction.

Stalingradskaya Oblast is an important industrial and agricultural region in the USSR. The main type of industry in the oblast, and one of national significance, is machine-building. The ferrous metallurgy, chemical, ordnance, shipbuilding, and textile

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\*Since this writing, Balashovskaya and Kamenskaya Oblasts were abolished (19 November 1957) by decree of the Presidium of the Supreme Soviet, RSFSR. The city of Uryupinsk and the following rayons of Balashovskaya Oblast: Budarinskiy, Vyazovskiy, Dobrinskiy, Yelanskiy, Kikvidzenskiy, Lemeshkinskiy, Macheshanskiy, Nekhayevskiy, Novo-Nikolayevskiy, Rudnyanskiy, Uryupinskiy, and Khoperskiy were transferred from Balashovskaya Oblast to Stalingradskaya Oblast. Nizhne-Chirskiy and Chernyshkovskiy Rayons were also transferred from Kamenskaya Oblast to Stalingradskaya Oblast. All of the accompanying maps and the figures used in this study are based upon the oblast as it existed prior to this change, word of which was received after all of the calculations had been made.



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industries in the oblast also have national significance. Other important industries are building-materials, wood-processing, food, oil and gas. Stalingradskaya Oblast's role as a producer of wheat, olive seeds, vegetables, melon crops, meat, and wool is especially important. Within the RSFSR the oblast is second only to Stavropol'skiy Kray in head of fine wool sheep.

Stalingrad, the capital, is the administrative, educational, and cultural center of the oblast, and is the site of several of the most important metallurgical, machinery, chemical, and ordnance plants in the USSR; it is also a major Volga River port and trans-shipment center. It is the third largest of the cities in the Volga Region, eleventh in the RSFSR, and twentieth in the USSR. Because of its economic significance, the city government of Stalingrad is independent of oblast jurisdiction and is directly subordinate to the RSFSR Council of Ministers. The coequal Stalingrad City and Oblast Committees of the Communist Party both are directly subordinate to the Bureau for RSFSR Affairs of the USSR Central Committee of the Communist Party in Moskva.

B. Control Groups1. Communist Party and Komsomol

There are an estimated 72,000 Communist Party members in Stalingradskaya Oblast, of whom approximately 4200, or 5.9 per cent, are full-time Party members, defined as the Party control force. The incidence of 72 Party members per 1000 adult population, age 18 and over, is higher than the estimated average for the RSFSR (65 per 1000) and well above the average for the USSR (56 per 1000).

Under the direction of the Bureau for RSFSR Affairs of the USSR Central Committee of the Communist Party in Moskva, the Stalingradskaya Oblast Party Committee oversees the work of local

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Party committees in each city, town, and rural rayon in the oblast. The Stalingrad City Party Committee, however, is coequal with the Oblast Party Committee and reports directly to the Bureau for RSFSR Affairs. The local Party committees direct the activities of members in fulfilling all directives of superior Party organs. They also supervise all civil Party Primary Organizations formed in enterprises, machine-tractor stations, collective and state farms, government agencies, research and educational institutions, trade unions, and other establishments, through Party Secretaries "elected" by these organizations with the approval of the local Party committee at the same level. Each committee, through its departments for economic, social, and cultural activities, maintains a continuous check on the operations of all civil government agencies and installations on the same level.

Information is not available concerning total Komsomol membership in the oblast. The Komsomol is closely modeled on the hierarchical pattern of the Communist Party. The oblast, city, and rayon Komsomol committees are each responsible to the next higher Komsomol committee and are supervised by the Party Committee at the same level.

2. Military

Stalingradskaya Oblast contains no identified Army, Air Force, or militarized MVD units or headquarters and no information is available concerning the number of army and MVD personnel in the oblast. Any military units in the oblast would be subordinate to Headquarters, North Caucasus Military District, in Rostov, Rostovskaya Oblast. MVD internal security troops in the oblast are subordinate to MVD headquarters probably also located in Rostov. The estimated 4200\* Air Force personnel in the oblast represent 0.4 per

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cent of the adult population (age 18 and over).

Stalingradskaya Oblast has 6 targeted airfields. None is capable of supporting sustained heavy- or medium-bomber operations. Stalingrad/Gumrak Airfield (Target 0235-8026), Class 4, is operated by the Soviet Air Force and used jointly by military and civil craft. The Air Force and DOSAAF conduct pilot training there. Jet fighters have been observed in the vicinity since 1952. Marinovka Airfield (Target 0235-8038) is the oblast's only other Class 4 facility. It is a military field with a hard-surfaced runway and was first observed in 1954. Located just S of the Volga-Don Canal, it is probably responsible for the defense of the canal. Srednyaya Akhtuba Airfield (Target 0235-8037), Class 5, was an excellent natural-surface field during World War II and may still be in use today, although no information is available concerning its present civil or military status. Its location and suitability for expansion appear to favor development. Stalingrad Airfield (Target 0235-8023), Class 5, is operated and used by the Soviet Air Force, probably for training personnel in light aircraft. Stalingrad Southwest Airfield (Target 0235-8028), Class 5, is another military field. CAB and MULE aircraft have been observed there. Frolovo Airfield (Target 0235-8009), Class 5, also military, was a relatively unimportant installation used by light aircraft for paratroop training as late as 1948. Its present significance is unknown.

Radar sites in the oblast are controlled through Headquarters, 18th Air Defense Region, in Stalingrad.

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3. Government

TABLE I

## ESTIMATED GOVERNMENT CONTROL FORCE

<u>Administrative Category</u>	<u>Total Control Force</u> <sup>1/</sup>	<u>Primary Control Force</u>	
		<u>Number</u>	<u>Per Cent of Total</u>
Stalingradskaya Oblast			
Republic Govt.	6,700	200	3.0
Oblast Govt.	37,400	4,000	10.7
Militia	<u>4,800</u>	<u>4,800</u>	<u>100.0</u>
Total	48,900	9,000	18.4
Stalingrad City			
Republic Govt.	4,100	100	2.4
City Govt.	<u>22,900</u>	<u>2,500</u>	<u>10.9</u>
Total	27,000	2,600	9.6

<sup>1/</sup> Not included in this total are professional workers of the Communist Party, the officer and NCO components of the armed forces, and economic supervisory and managerial personnel.

The total government control force consists of employees of ~~administrative and nonadministrative agencies of the RSFSR and of~~ the Stalingradskaya Oblast and Stalingrad City governments, working in the oblast at all levels of control down to the rural soviet.

The primary government control force comprises employees of governmental administrative and judicial agencies and is estimated to total 9000 or 0.9 per cent of the adult population (18 and over) in the oblast, and 2600 in the capital, or 0.5 per cent of the city's total population. Included in the primary control force are oblast, city, and rayon executive committees, which supervise, under Party direction, the agencies responsible for providing the

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civilian population with food, most housing, consumers' goods, local transport, and other municipal services. The remaining 39,900, or 4 per cent of the adult population in the oblast, and 24,400 in the capital, or 4.5 per cent of the city's population, are members of the secondary government control force which includes employees of nonadministrative institutions and enterprises funded through budgetary appropriations of the RSFSR, Stalingradskaya Oblast, and cities and rayons in the oblast. Included in the secondary control force are health and educational personnel and those employed in various public service and utility activities. This group has no responsibility for policy determination or planning, but rather carries out policies set by the primary government control force.

In line with the recently implemented plan to decentralize the management of industry and construction throughout the USSR, Stalingradskaya Oblast has been designated a single economic region, one of 6 regions replacing the Volga Economic Region shown on the overlay to Map I, and is administered by its own "council of national economy" (Sovnarkhoz). The Sovnarkhoz, organized by the RSFSR Council of Ministers and composed of a chairman, deputy chairman, and members, functions as the highest oblast administrative and coordinating agency for industrial and construction enterprises of greater than local significance within the oblast. It elaborates and implements current and long-range production plans, promotes industrial specialization, arranges delivery of raw material and semifinished products, and determines financial and economic acts of subordinate agencies. According to recent Soviet reports, the Stalingradskaya Oblast Sovnarkhoz and its departments has a staff of 500 people. Current plans call for

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Sovnarkhoz supervision of more than 250 enterprises and 46 construction organizations formerly under the direct supervision of various all-union, union-republic, and republic ministries. The RSFSR Council of Ministers, however, exercises direct supervision and control of all activities of the Sovnarkhoz.

In the past, nationally significant industrial and construction enterprises in the oblast were controlled, through local representatives, by all-union ministries in Moskva. Under the decentralization plan, operative control of these enterprises has been transferred to the oblast Sovnarkhoz. In line with the new economic order, the number of all-union ministries has been reduced since May 1957 from 23 to 7. The Stalingradskaya Oblast Sovnarkhoz probably has assumed direct supervision of those enterprises and organizations formerly subordinate to all-union industrial and construction ministries which have been abolished. Those enterprises in the oblast traditionally subordinate to all-union ministries still in existence apparently are being supervised both by the oblast Sovnarkhoz and, as in the past, by the appropriate all-union ministry in Moskva through local representatives.

All union-republic industrial and construction ministries in the RSFSR have been abolished and their enterprises and organizations in Stalingradskaya Oblast have been transferred to the direct supervision and control of the oblast Sovnarkhoz. In addition, operative control over the most important oblast enterprises of the 3 industrial and construction ministries, in all probability, has been transferred to the oblast Sovnarkhoz, including enterprises in Stalingradskaya Oblast of the newly-formed republic Ministries of Construction, Paper and Wood-Processing

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Industry, and Timber Industry. Other industrial and construction enterprises of purely local significance in the oblast remain under the direct supervision of the oblast executive committee.

Information regarding the organizational structure of the oblast Sovnarkhoz is unavailable. However, some initial effects of the reorganization in the construction sector of the economy have been reported in the Soviet press. Prior to the reorganization, construction work in the oblast was carried on by 46 organizations subordinate to various ministries. All these organizations have been combined into 6 large trusts subordinate to a newly-created construction administration within the Sovnarkhoz. This consolidation, it is hoped, will permit a more rational use of materials, greater maneuverability of trained cadres of builders, and more effective use of machines and equipment. In addition, all construction industry enterprises in the oblast are to be united into one trust also subordinate to the construction administration of the Sovnarkhoz.

## II. Population, Labor Force, and Ethnic Composition

The principal characteristics of the 1958 population estimates of Stalingradskaya Oblast are summarized in Table II.

The estimated 1958 total population of Stalingradskaya Oblast is 1,444,000, including 4200\* Air Force personnel. The number of Army and MVD personnel and forced laborers in the oblast, though unknown, is probably negligible. The oblast contains an estimated 1.2 per cent of the total population of the RSFSR and 0.7 per cent of the total population of the USSR.

Planned industrialization and collectivization in the 1930's, plus in-migration from Western USSR, principally to the urban areas

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TABLE II

## SUMMARY OF DEMOGRAPHIC CHARACTERISTICS:

## STALINGRADSKAYA OBLAST, 1958

Total population.....	1,444,000
Population density (persons per square mile).....	40.6
Urban population.....	827,000
Urban proportion of total population.....	57.3 per cent
Population in working ages (16-59 years).....	948,000
Proportion of population in working ages.....	65.6 per cent
Females per 100 males in working ages.....	116
Urban labor force.....	400,000
Proportion of population in urban labor force.....	28 per cent
Military personnel (Air Force only).....	4,200*
Forced laborers.....	Negligible
Proportion of Slavs in total population.....	98 per cent

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of the oblast, resulted in an increase of the total population and a shift in the internal distribution of the population. The 1939 total population of 1,450,000 represents an increase of 12 per cent over the 1926 population of 1,290,000. Internal population shifts show an urban increase from 20 per cent in 1926 to 41 per cent in 1939 (see Table III). The rapid growth of the city of Stalingrad as a principal port, and transshipment and economic center of the Volga Region accounted for about 88 per cent of this increase in the urban population of the oblast. The rural areas, in the same period, suffered a sharp reduction in population due principally to the <sup>RIGORS</sup> regions of collectivization and the urban migration trend.

Population losses incurred during the occupation of the SW portion of the oblast by German armies in World War II and the almost complete destruction of Stalingrad are reflected in the fact that the total oblast population in 1958 barely approximates the prewar level. However, the urban population increased from 41 per cent of



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the total population in 1939 to 57 per cent in 1958. In-migration of workers from all over the USSR to aid in the reconstruction of Stalingrad compensated for World War II civilian losses in the urban population and the failure of many evacuees to return to Stalingrad. In addition, increased industrial and construction activity throughout the oblast in the postwar period has resulted in continued local rural to urban migration and in-migration to urban areas from outside the oblast. The sharp decline in rural population from 59 per cent of the total in 1939 to 43 per cent in 1958 is attributable to wartime casualties, out-migration to other regions of the USSR during the war, and to local rural to urban migration in the postwar period.

TABLE III

POPULATION CHANGES: 1926-1958  
(Numbers in Thousands)

<u>Year</u>	<u>Total Population</u>	<u>Urban Population</u>	<u>Per Cent Urban</u>	<u>Rural Population</u>	<u>Per Cent Rural</u>
1926	1290	260	20.2	1030	79.8
1939	1450	598	41.2	852	58.8
1958	1444	827	57.3	617	42.7

The ethnic composition of Stalingradskaya Oblast is homogeneous. Great Russians comprise 90 per cent of the population both urban and rural (see Table IV). Ukrainians form the largest minority group and constitute 8 per cent of the total population. They are settled principally in rural areas in the Volga left-bank steppe area, in the Volga-Akhtubinskiy Floodland, and in the left-bank region of the Don River. The significant German minority in the oblast prior to World War II was deported in 1941 and dispersed throughout the Urals,

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Western Siberia, and Northern Kazakhstan. Other ethnic elements in the population include Tatar farmers in the Volga-Akhtubinskiy Floodland, Kazakh settlements near the western border of the oblast, and small numbers of Mordvinians, Armenians, Chuvash, and Jews.

TABLE IV

ESTIMATED ETHNIC COMPOSITION  
OF TOTAL POPULATION

<u>Ethnic Group</u>	<u>Total Population (in Thousands)</u>	<u>Per Cent of Total</u>
Great Russians	1300	90
Ukrainians	116	8
Others	<u>28</u>	<u>2</u>
Total	1444	100

About 66 per cent of the total population are in the main working ages (16-59). The sex ratio in this group is 116 females to every 100 males (see Table V). The sex ratio in the total oblast population is 114 females to every 100 males, compared to the over-all USSR ratio of 113 females to every 100 males. It is estimated that the adult population (18 and over) numbers slightly over 1,000,000 and constitutes about 69 per cent of the total oblast population.

TABLE V

ESTIMATED AGE AND SEX COMPOSITION  
(Numbers in Thousands)

<u>Age Group</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Per Cent of Total</u>
0-15	192	192	384	26.6
16-59	438	510	948	65.6
60 plus	<u>46</u>	<u>66</u>	<u>112</u>	<u>7.8</u>
Total	676	768	1444	100.0

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The urban labor force constitutes an estimated 400,000 persons, or about 48 per cent of the urban population. Industry and transportation comprise the largest segments of the urban labor force. There are an estimated 497,000 workers and employees in the oblast (see Table VI). Most of these are in urban areas; those in rural areas are occupied, largely, on state farms and machine-tractor stations, in education, and in government administration. Recent Soviet data indicate that there are also some rural workers and employees in other sectors of the economy, including industry, communications, trade, public health, and the category 'others' (see footnote, Table VI).

The zone of heaviest urbanization is in the S-central section of the oblast centered around Stalingrad. Approximately 75 per cent of the urban population in the oblast is in Stalingrad and Sredne-Akhtubinskiy Rayon (see Table VII and Map III). Nearly all of the remaining urban population is concentrated in the N and NW sections of the oblast.

The estimated population density within the oblast averages 40.6 persons per square mile (see Table VII and Map III) compared to 25 and 19 persons per square mile for the USSR and RSFSR, respectively. The estimated rural density averages 17.4 persons per square mile and decreases with precipitation in a NW to SE direction.

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TABLE VI

WORKERS AND EMPLOYEES BY BRANCHES  
OF THE ECONOMY: 1958

Economic Branch	Total Workers and Employees	Per Cent of Total	Per Cent of Category	
			Males	Females
Industry	142,600	28.7	55	45
Construction	46,200	9.3	65	35
Agriculture	101,000	20.3	79	21
State farms	( 36,900)	( 7.4)	63	37
Machine-tractor stations	( 64,100)	(12.9)	90	10
Transportation and Communica- tions	70,800	14.2	62	38
Railroad	( 22,800)	( 4.6)		
Water	( 11,300)	( 2.3)		
Motor vehicle and other Communications	( 30,600)	( 6.1)		
( 6,100)	( 1.2)			
Trade, Procurement, and Supply	29,600	6.0	39	61
Public Dining	6,900	1.4	13	87
Education	32,300	6.5	27	73
Public Health	25,800	5.2	14	86
Administrative Control and Finance	11,200	2.3	49	51
Government administration	( 8,900)	( 1.8)		
Credit and insurance	( 2,300)	( 0.5)		
Others <sup>1/</sup>	30,600	6.1	na	na
Total	497,000	100.0		

<sup>1/</sup> Includes employment in geological prospecting organiza-  
tions, drilling, capital repairs, forestry, municipal housing,  
and other types of enterprises.

TABLE VII

## ESTIMATED POPULATION AND DENSITY BY ADMINISTRATIVE-TERRITORIAL DIVISIONS

Administrative-Territorial Division	Area (Sq. Miles)	Population			Density (Persons per Sq. Mile)	
		Total	Urban	Rural	Over-all	Rural
Stalingradskaya Oblast	35,545	1,444,000	827,000	617,000	40.6	17.4
Rayons:						
Alekseyevskiy	618	20,400	—	20,400	33.0	33.0
Balykleyevskiy	733	15,700	—	15,700	21.4	21.4
Berezovskiy	463	9,500	—	9,500	20.5	20.5
Bykovskiy	811	11,000	—	11,000	13.6	13.6
Danilovskiy	540	11,000	—	11,000	20.4	20.4
Dubovskiy	733	28,200	14,000	14,200	38.5	19.4
Frolovskiy	888	44,300	27,000	17,300	49.9	19.5
Frunzenskiy	695	17,300	—	17,300	24.9	24.9
Gorodishchenskiy	965	15,700	—	15,700	16.2	16.2
Ilovatskiy	386	6,300	—	6,300	16.3	16.3
Ilovlinskiy	811	18,900	—	18,900	23.3	23.3
Kalachevskiy	1,621	43,200	18,000	25,200	26.7	15.5
Kalininskiy	540	14,200	—	14,200	26.3	26.3
Kamyshinskiy	1,158	72,000	50,000	22,000	62.2	19.0
Kletskiy	965	18,900	—	18,900	19.6	19.6
Komsomolskiy	425	9,500	—	9,500	22.4	22.4
Kotelnikovskiy	1,312	43,600	20,000	23,600	33.2	18.0
Krasnoarmeyskiy	926	12,600	—	12,600	13.6	13.6
Krasnoyarskiy	888	26,800	—	26,800	30.2	30.2
Kruglovskiy	579	17,300	—	17,300	29.9	29.9
Kumylzhenskiy	502	14,200	—	14,200	28.3	28.3

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TABLE VII

## ESTIMATED POPULATION AND DENSITY BY ADMINISTRATIVE-TERRITORIAL DIVISIONS

Administrative-Territorial Division	Area (Sq. Miles)	Population			Density (Persons per Sq. Mile)	
		Total	Urban	Rural	Over-all	Rural
Stalingradskaya Oblast	35,545	1,444,000	827,000	617,000	40.6	17.4
Rayons:						
Alekseyevskiy	618	20,400	—	20,400	33.0	33.0
Balykleyskiy	733	15,700	—	15,700	21.4	21.4
Berezovskiy	463	9,500	—	9,500	20.5	20.5
Bykovskiy	811	11,000	—	11,000	13.6	13.6
Danilovskiy	540	11,000	—	11,000	20.4	20.4
Dubovskiy	733	28,200	14,000	14,200	38.5	19.4
Frolovskiy	888	44,300	27,000	17,300	49.9	19.5
Frunzenskiy	695	17,300	—	17,300	24.9	24.9
Gorodishchenskiy	965	15,700	—	15,700	16.2	16.2
Ilovatskiy	386	6,300	—	6,300	16.3	16.3
Ilovinskiy	811	18,900	—	18,900	23.3	23.3
Kalachevskiy	1,621	43,200	18,000	25,200	26.7	15.5
Kalininskiy	540	14,200	—	14,200	26.3	26.3
Kamyshinskiy	1,158	72,000	50,000	22,000	62.2	19.0
Kletskiy	965	18,900	—	18,900	19.6	19.6
Komsomolskiy	425	9,500	—	9,500	22.4	22.4
Kotelnikovskiy	1,312	43,600	20,000	23,600	33.2	18.0
Krasnoarmeyskiy	926	12,600	—	12,600	13.6	13.6
Krasnoyarskiy	888	26,800	—	26,800	30.2	30.2
Kruglovskiy	579	17,300	—	17,300	29.9	29.9
Kumylzhenskiy	502	14,200	—	14,200	28.3	28.3

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TABLE VII (Continued)

Administrative-Territorial Division	Area (Sq. Miles)	Population			Density (Persons per Sq. Mile)	
		Total	Urban	Rural	Over-all	Rural
Leninskiy	1,737	17,300	—	17,300	10.0	10.0
Logovskiy	733	14,200	—	14,200	19.4	19.4
Medveditskiy	502	17,500	8,000	9,500	34.9	18.9
Mikhaylovskiy	926	53,400	33,000	20,400	57.7	22.0
Nikolayevskiy	1,351	32,200	18,000	14,200	23.8	10.5
Novo-Annenskiy	579	26,200	12,000	14,200	45.3	24.5
Olkhovskiy	772	12,600	—	12,600	16.3	16.3
Pallasovskiy	4,207	27,300	10,000	17,300	6.5	4.1
Perelazovskiy	656	14,200	—	14,200	21.6	21.6
Podtelkovskiy	540	15,700	—	15,700	29.1	29.1
Proleyskiy	926	14,200	—	14,200	15.3	15.3
Serafimovichskiy	618	20,000	9,000	11,000	32.4	17.8
Solodchinskiy	463	11,000	—	11,000	23.8	23.8
Sredne-Akhtubinskiy	502	78,700	63,000	15,700	156.8	31.3
Staro-Poltavskiy	1,081	20,400	—	20,400	19.0	19.0
Surovikinskiy	811	18,700	3,000	15,700	23.1	19.4
Voroshilovskiy	1,814	23,600	—	23,600	13.0	13.0
Zhdanovskiy	618	14,200	—	14,200	23.0	23.0
Area A (Stalingrad)	150	542,000	542,000	—	3,613.3	—

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III. Psychological and Sociological FactorsA. Political and Social Tensions

There is no evidence at hand indicating a significant potential for resistance in Stalingradskaya Oblast, nor has any active resistance been reported in the area. The number of forced laborers in the oblast, the group from which most dissidence ordinarily can be expected, is negligible. The presence of significant ethnic minorities in an area frequently is a source of tension; however, the population of the oblast is homogeneous, with Great Russians comprising 90 per cent and Ukrainians 8 per cent of the population. Tension between these ethnic groups, if it exists, is unreported.

Living conditions in the oblast generally appear good by Soviet standards, although the majority of the population is subject to the neglected municipal services and inadequate housing common in the USSR as a whole. In spite of significant postwar progress in housing construction, Stalingrad is still experiencing a housing shortage. Soviet reports frequently complain that many people, taking advantage of this shortage for their own financial gain, build houses with the help of state loans and then sell them; others sublet their apartments for exorbitant prices. These factors, together with the poor sanitary conditions throughout the oblast and the shortage of medical personnel and facilities in rural areas, may have significance in terms of undermining general morale in a crisis situation.

On the other hand, the elements in the present population of Stalingrad who were living in the city during World War II exhibited a courage under attack which evidenced a high degree of patriotism and a close in-group identification in opposing the



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foreign invader. By designating Stalingrad the "Hero City" and reconstructing it as a monument to its defenders, the Soviet government has attempted to perpetuate the wartime cohesiveness and popular support of the regime among the population. The extent to which this attempt has been successful is unknown.

B. Civil Defense

The term "active civil defense," or perhaps more properly, "active defense," refers to the functions of the military in repelling an invader. "Passive civil defense" connotes the activities of trained civilians in caring for the general populace. This section concerns the latter.

Stalingradskaya Oblast, like other areas of the Soviet Union, has an elaborate civil defense plan, but the extent to which it has been implemented is unknown.

The functions of agencies engaged in civil defense training and those engaged in operations necessarily overlap. Roughly speaking, however, "public" (i.e., ostensibly nongovernmental) organizations perform most of the training, while the government, directing the civil defense activities of trained personnel, controls operations.

The heart of the oblast's passive civil defense operations is its MPVO (Local Anti-Air Defense) organization. Co-equal to it but serving only the area within the Stalingrad city limits (denoted "Area A" on Map II) is the capital city's MPVO. These agencies coordinate their plans with those of training agencies, and they direct the activities of subordinate MPVO organizations in Stalingrad's urban rayons (wards) and in the Oblast's rural rayons and other cities. In addition to these staffs, the MPVO has inspectors assigned to important industrial plants and transportation

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installations who play a role in the approval of new construction and in town planning.

Organization of the MPVO is hierarchical, headed by the USSR GUMPVO (Chief Administration of MPVO) in Moskva. At each level--USSR, republic, oblast, and rayon--the MPVO is an arm of the corresponding MVD (Ministry of Internal Affairs) apparatus. On the national level the MVD's GUMPVO, the principal government agency for directing passive civil defense, cooperates closely with the USSR Ministry of Defense's Office of PVO Strany (Anti-Air Defense of the Country), which coordinates and monitors active civil defense.

The MPVO's of the individual cities and rural rayons are the basic units of passive civil defense operations. In peacetime they provide some specialized training but have limited supervisory functions. In time of war or the threat of war, however, they would probably assume greater responsibility for (1) formulating local plans, (2) training staffs and units, (3) organizing and mobilizing crews and detachments for local air defense, (4) organizing training programs for specialized personnel and the general population, (5) preparing and coordinating a financial and materials-procurement plan, and (6) supervising all these activities through timely controls. To exercise these responsibilities, the town or rayon MPVO would organize and control the following services: (1) fire defense, (2) emergency engineering, (3) medical service, (4) sanitary processing of personnel and decontamination of clothing, (5) decontamination of areas and structures, (6) maintenance of order and security, (7) warning and communications, (8) shelter and cover, (9) blackout, (10) veterinary service, (11) evacuation, (12) transport, and (13) other appropriate services.

The most widely dispersed civil defense formations are

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The most widely dispersed civil defense formations are

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the so-called "groups of self-defense." At least one MPVO self-defense group is established in every dwelling, institution, school, farm, or enterprise having 300 or more people. Large apartment blocks may have several groups, one for each 500 to 700 persons. Where dwellings house less than 300 people, groups are formed cooperatively with those of other buildings; and in rural areas, small communities have "unitary links" or "divisional posts" to cooperate with self-defense groups of neighboring communities.

Each MPVO self-defense group consists of a small staff (chief, assistant chief for political work, property manager, and messenger or communications manager) and 5 to 8 teams. One team of 6 persons is charged with giving warning of an impending air and gas attack, enforcing blackout regulations, maintaining order, and protecting property. The fire-fighting team of 7 persons must look after its own fire-fighting equipment and aid fire brigades when necessary. Another team of 7 is responsible for antichemical defense. A 6-man damage-control and emergency-aid team effects simple repairs to utilities and assists in rescuing people trapped by collapsed buildings. One or 2 medical teams, each comprising 4 or 5 persons, are responsible for first aid and for the evacuation of casualties needing further treatment. The 5-man shelter team, organized if the building has built-in shelter, is charged with maintenance of the shelter and sending residents to it during an alert, and the commander of the shelter team is the commandant of the shelter. State and collective livestock farms have veterinary teams of 5 or more persons (depending on the size of the livestock herds). Each team has 2 additional persons as alternates or reserves.

The staffs and teams of the self-defense groups are composed of men of age 16-60 and women of age 18-50. Any citizen in

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these age brackets who does not have another MPVO assignment may be required to serve. Members are charged with obligatory participation in drills; the rendering of aid to MPVO chiefs; the preservation and maintenance in "a permanent state of readiness" of all property which self-defense groups consider must be saved from damage by air attack; and assistance to organs of fire defense in carrying out fire-prevention measures in homes, enterprises, and public places as well as in the sown areas and other farming land.

Especially important in the realm of civil defense training is DOSAAF (Society for Cooperation with Army, Air Force, and Navy). Although supervised by the USSR Ministry of Defense, DOSAAF is not formally an agency of the government; it is a "public volunteer" organization. The Komsomol and trade unions assist in recruiting members for DOSAAF programs, which include pre-military and paramilitary training for youths, refresher courses for ex-servicemen, military instruction for Soviet women, and the training of aircraft observers, radio and radar technicians, and other civil defense specialists.

In 1956 and 1957, DOSAAF primary organizations were assigned specific programs for receiving instruction and then disseminating the information to the entire adult population of the oblast concerning passive civil defense measures for atomic and biological warfare. Published criticisms of DOSAAF apathy in Stalingradskaya Oblast indicate that these programs have not been successfully implemented.

The commanders of self-defense group teams are trained by workers of PVO schools, DOSAAF committees, the local fire and police departments of the MVD, medical personnel, and other specialists.

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Air-raid shelters have reportedly been constructed in a number of postwar buildings in Stalingrad. It is not known whether any have been built elsewhere in the oblast. Almost nowhere is there sufficient local relief for the construction of tunnel-type installations, but bunker-type installations would be feasible in most areas except the southernmost part of the oblast and E of the Volga, where drainage conditions would pose serious problems.

C. Medical Facilities

The number of civilian medical facilities and personnel in Stalingradskaya Oblast appear adequate. In 1956 the ratio of doctors, middle medical personnel, and hospital beds per 1000 persons in the oblast was higher than in the USSR and RSFSR (see Table VIII).

However, the urban-rural distribution of these personnel and facilities throughout the oblast is extremely unbalanced. In 1956 the city of Stalingrad had 2.9 doctors per 1000 population while the rural areas had one doctor per 2000 population. In the same year, approximately 79 per cent of the doctors in the oblast were women, compared to 75 per cent in the USSR as a whole. It is doubtful whether field trips to rural areas by doctors from the major cities could substantially alleviate the rural shortage. In many regions of the USSR the shortage of rural doctors is often offset by the presence of middle medical personnel (mainly feldshers), but in Stalingradskaya Oblast the great majority of middle medical personnel, as well as doctors, are concentrated in the larger cities. In 1956 rural areas in the oblast had only 3.5 middle medical personnel per 1000 population while urban areas had more than 10 per 1000 population.

In 1956 there were 1500 doctors, 4100 middle medical

TABLE VIII

INCIDENCE OF CIVILIAN MEDICAL PERSONNEL AND FACILITIES PER 1000 TOTAL POPULATION: 1956

	Doctors		Middle Medical Personnel		Hospital Beds	
	Number	Per 1000 Total Population	Number	Per 1000 Total Population	Number	Per 1000 Total Population
USSR	310,175	1.5	800,000	4.0	1,288,890	6.4
RSFSR	183,401	1.6	578,900	5.1	761,632	6.7
Volga Region	18,009	1.8	54,700	5.4	67,997	6.8
Stalingradskaya Oblast	2,662	1.8	8,843	6.1	10,713	7.4
Urban	2,353	2.9	6,499	8.0	8,498	10.5
Rural	309	0.5	2,344	3.7	2,215	3.5
Stalingrad City	1,500	2.9	4,100	7.8	5,300	10.0

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personnel, and 5300 hospital beds in the city of Stalingrad. In addition, Stalingrad has 21 hospitals, 5 maternity homes, 8 dispensaries, 18 polyclinics, 8 female and 10 children's consultation centers, 50 nurseries, 10 milk kitchens, 7 sanitary-epidemiological stations, a physiotherapy institute, and a medical equipment plant.

The only higher educational institution for medicine in the oblast is in Stalingrad. In 1955/56 this institute had approximately 1500 students, 180 of whom graduated. There are 4 middle special medical schools in the oblast: 3 in Stalingrad which graduated 493 students in 1956, and one in Kamyshin which graduated 111 in 1956.

There is no information at hand on the availability of medical supplies and equipment in the oblast. However, inasmuch as the oblast is comparatively well-off in terms of doctors, middle medical personnel, and hospital beds, medical supplies and equipment are probably adequate to meet the needs of the population.

B. Educational and Cultural Facilities

During the 1955/56 school year there were reported to be 1380 schools of general instruction in Stalingradskaya Oblast in which approximately 174,000 students were enrolled (see Table IX). In addition there were 56 schools for working youths, 40 schools for rural youths, and 2 schools for adults.

In 1955/56 the 5 higher educational institutions in the oblast had 12,901 students. These higher institutions, all located in Stalingrad, include a mechanical institute, an agricultural institute, a municipal services institute, a medical institute, and a pedagogical institute. There were also 31 secondary special-education (technical) institutes in the oblast with a reported



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enrollment in 1955/56 of 14,937. These schools, all but 2 of which are located in urban areas, provide specialized training in medicine, machine building, the oil, chemical, textile, lumber, and construction industries, agriculture, pedagogy, zootechnical-veterinary pursuits, transport services, and physical culture.

Since the oblast has approximately one teacher for every 16 students and the educational and cultural facilities appear adequate, the literacy rate in the oblast probably is comparable to, if not better than, that of the USSR as a whole.

In 1956 Stalingradskaya Oblast claimed 1040 libraries (including 886 in rural areas), 4,992,500 library books (including 2,233,500 in rural libraries), 930 clubs (including 849 in rural areas), 4 theaters, 568 motion picture projection units, and 3 museums. Included in the same category with state libraries are collections of books in educational institutions, collective and state farms, machine-tractor stations, and individual plants. It is probable that numbered among books are pamphlets and periodicals; clubs and other cultural facilities are also subject to liberal definition.

Two oblast newspapers are published in Stalingrad, Stalingradskaya Pravda with a circulation of 100,400, and Molodoy Leninets with a circulation of 30,500. Each of the 39 rayons in the oblast publishes its own newspaper. The total circulation of these newspapers is approximately 73,000.

Radio and telephone facilities in the oblast appear good by Soviet standards. In 1955 telephone facilities were available in 99 per cent of the rural soviets and in all the machine-tractor stations in the oblast; there were also 228,000 radio receiving points and 61,000 radio receivers.

TABLE IX

## URBAN-RURAL DISTRIBUTION OF STUDENT ENROLLMENT: 1955/56

Type of School	Total Students*	Rural Students	Per Cent of Total	Total Urban Students	Per Cent of Total	Stalingrad	Per Cent of Total
Schools of General Instruction	173,847	80,436	46.3	93,411	53.7	56,632	32.6
Classes 1-4	82,558	38,247	46.3	44,311	53.7	28,511	34.5
Classes 5-7	54,227	28,049	51.7	26,178	48.3	15,075	27.8
Classes 8-10	37,062	14,140	38.2	22,922	61.8	13,046	35.2
Schools for Working Youths	14,632	--	--	14,632	100.0	10,404	71.1
Schools for Rural Youths	1,100	1,100	100.0	--	--	--	--
Schools for Adults	1,995	--	--	1,995	100.0	560	28.1
Total	191,574	81,536	42.6	110,038	57.4	67,596	35.3

\*Not included in these figures are 797 students in 6 schools for retarded children and children with physical defects.

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IV. Socio-Economic FactorsA. Housing

There is a shortage of housing, both urban and rural, in Stalingradskaya Oblast. This shortage is attributable mainly to 3 factors: the inability of housing construction to keep pace with the rapidly increasing urban population; severe damage to, or destruction of, housing during World War II; and the allocation of most construction materials in recent years to large-scale construction projects rather than to housing.

Just prior to World War II, Stalingrad had a total living space of 20,200,000 square feet. Per capita living space in the city was approximately 45.4 square feet which was slightly above the USSR urban average of 43.0. (Living space is defined as that area wherein persons actually live, and so excludes areas such as hallways, kitchens, storerooms, etc.)

Since the war Stalingrad has not kept pace with USSR urban areas as a whole in providing housing for its population. Virtually all housing in the city was destroyed during the war. However, reconstruction was begun almost on the heels of the retreating Germans, and between 1943 and 1956 more than 23,000,000 square feet of living space was constructed in Stalingrad. In 1956 Stalingrad's 44.4 square feet of per capita living space barely approximated the city's prewar level and was somewhat below the USSR urban average of 49.3 square feet and far short of the RSFSR legal and sanitary norm of 129 square feet.

Volzhskiy, a new city across the Volga River from Stalingrad and a little to the N, was developed to house construction workers of the Stalingrad hydroelectric power plant. By mid-1957, approximately 3,000,000 square feet of permanent housing had been

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constructed for the city's estimated population of 43,000. Volzhskiy's per capita living space, 69.8 square feet, is well above that for Stalingrad and for USSR urban areas as a whole. Information on housing in other urban areas in the oblast is generally unavailable. However, the housing problem in these areas probably is more serious than in Stalingrad.

Modern mechanized production of building materials exists only in Stalingrad and in Volzhskiy at the construction project of the hydroelectric center, although a few building materials plants are found in other urban areas. Stalingrad has brickyards, a cement block plant, a cement plant, sawmills, and a ferroconcrete parts plant.

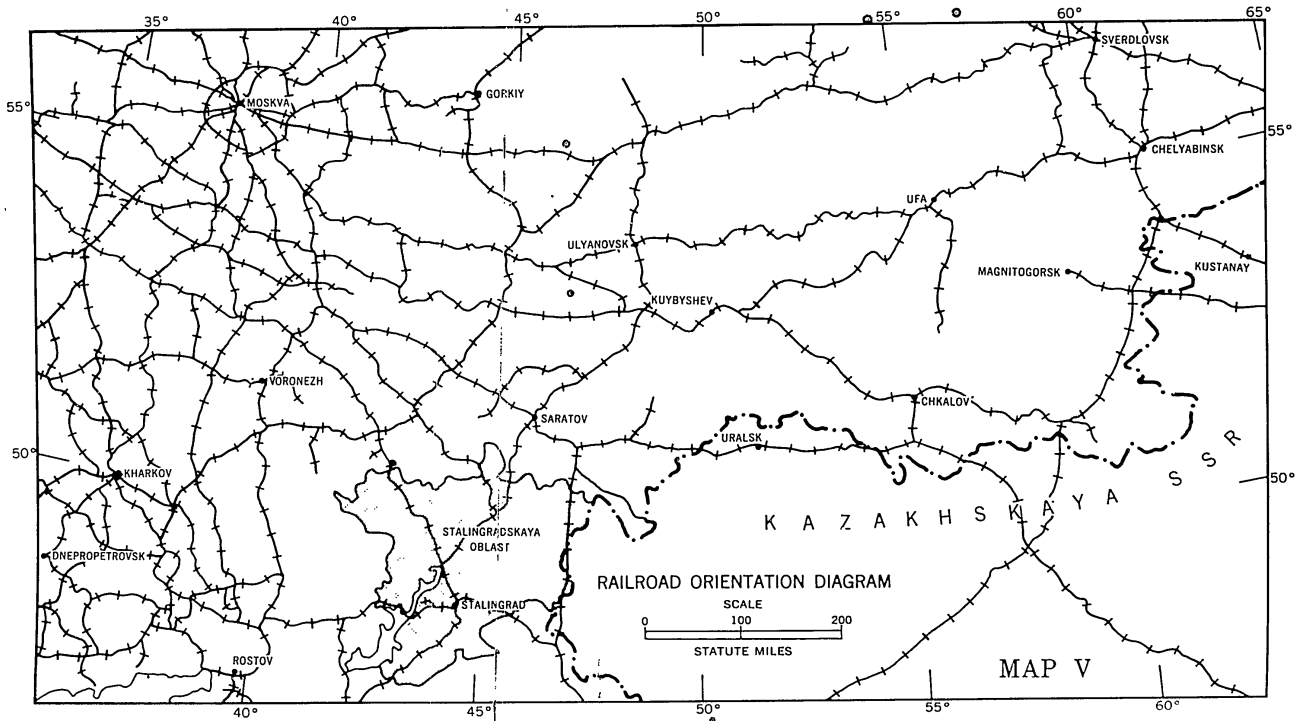
In rural areas building materials are scarce and building materials plants are little more than semi-handicraft enterprises. Even these small enterprises do not exist in the southern rayons of the oblast.

B. Food Supplies

Although Stalingradskaya Oblast is a nationally important industrial region, it is nevertheless a well-developed and significant agricultural region. The more important edible agricultural products in the oblast include wheat, melon crops, vegetables, and meat and dairy products.

Because the oblast is located in an area of agricultural surplus and since the important arteries of the Volga and Don Rivers necessitate food storage facilities along their routes to facilitate the transportation of food, an adequate number of food storage facilities exist in the oblast. There are granaries in Stalingrad, Frolovo, Kamyshin, and Mikhaylovka. In addition to these granaries, the oblast's numerous canneries and other food

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processing plants serve in a secondary, yet effective, capacity as food storage facilities.

In the event of an emergency, the urban population would rely on supplies in food storage facilities and food-processing plants available in the urban areas. Also, most of the urban areas are located close to agricultural areas and consequently have ready access to food supplies.

The rural areas could rely on agricultural produce available on the farms which would furnish an adequate sustenance for the rural inhabitants.

C. Transportation

The city of Stalingrad is the transportation center of the oblast. Radiating from it, rail lines run SW to ports on the Azov and Black Seas; W to such principal cities as Rostov, Kharkov, Dnepropetrovsk, and Kiyev; NW (possibly double-tracked) to Moskva; and NE to Saratov and Kuybyshev and thence to the Urals Economic Region and Siberia. The oblast's eastbound rail traffic is still ferried across the Volga, as there is no bridge across the river between Astrakhan and Saratov; however, railroad tracks will be laid on the new dam (refer to Section IV, D, Utilities) to connect Stalingrad with an existing line on the E side of the river. This line runs SE into Astrakhanskaya Oblast, where it joins a N-S line to Saratov (N) and to Astrakhan, Baku, and other Caspian Sea ports (SE) (See Map V, opposite).

Extensive railroad construction has taken place since World War II; yet the growth of rail capacity has not kept pace with the growth of the oblast's industrial output, with the result that present rail facilities are inadequate and the problem is becoming critical. To a considerable extent, continuing industrial growth will be paced by expansion of transport capacity. Development of

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located about 8 miles SE of Kalach; its destruction would drain the main reservoir used for water supply to the summit reservoir and would thus totally disable the canal. With the aid of pontoons and ballasting, ships of up to 400-foot length, 64-foot beam, and 10-foot draft can use the canal during the navigable season (late March to early December). River/rail transshipment facilities permit the canal to handle exchange of freight between the Donets Basin to the W and the Volga River valley and Urals area to the NE. Cargoes include incoming shipments from the Donets Basin of coal, manganese ore, iron, steel, and heavy manufactured products and outgoing shipments of timber, paper, chemicals, petroleum, ores, and manufactured products. Despite propaganda claims, traffic on the canal is still very light—only about 20 per cent of potential volume—in part because of an insufficient number of suitable ships and in part because of inadequate transshipment facilities.

As more ships are built, the need for river/rail transshipment facilities may become less pressing, as large amounts of traffic can proceed beyond the canal on the Volga and Don Rivers, both of which are navigable within Stalingradskaya Oblast and for considerable distances beyond its borders. River traffic at the present time, especially on the Volga, is important as a means of bringing in raw materials for the oblasts industries. The dam at Stalingrad can be circumvented by means of navigation locks. A number of river ports and landings are equipped to handle inter- and intra-oblast water traffic. Chief among them are Stalingrad and Krasnoarmeysk. The facilities at Kamyshin and Kalach are also significant. Dubovka was an important center of Volga trade until the rise of Stalingrad in the late nineteenth century, but it is now a relatively minor landing place.

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In addition to the 13 locks of the Volga-Don Canal, the following targeted installations are important to the oblast's water traffic capability:

0235-0148 Kamyshin Port Facilities  
 0235-0192 Stalingrad Locks, Volga River  
 0235-0092 Stalingrad Port Facilities  
 0235-0193 Stalingrad Port Facilities, Krasnoarmeysk  
 0235-0172 Stalingrad Shipyard, Krasnaya Sloboda  
 0235-0055 Stalingrad Shipyard and Heavy Equipment Plant,  
 Krasnoarmeysk 264

Development of highways and roads has increased enormously since World War II, and the oblast now has a good network in terms of coverage. In terms of quality, however, the motor routes are poor. Most are merely graded dirt roads, impassable in the spring and autumn because of mud; a few have been covered with gravel; and still fewer--almost exclusively in the vicinity of Stalingrad and the Volga-Don Canal--have been surfaced with asphalt. Use of the roads is primarily for intra-oblast commerce and for short hauls beyond the oblast borders to neighboring cities such as Saratov. Long-distance motor travel is precluded by the fact that the Soviet Union does not have a comprehensive road net. Furthermore, it is doubtful that a comprehensive net will be developed, because winters in large parts of the country are so severe and of such long duration that road construction is difficult and motor vehicles cannot be efficiently operated for 5 to 7 months per year. Even in Stalingradskaya Oblast, located in the southern third of the USSR, winter weather presents serious problems in road construction and maintenance.

Despite these restrictive factors, surprisingly large parts of the oblast budget and labor force are used in motor transport. (Transportation media other than rail and water utilize 47 per cent of the oblast's transportation workers and employees.)



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However, the cost and manpower are not proportionate to the effectiveness of operations; that is, one railroad crew can move a larger volume of freight and passenger<sup>s</sup> at less expense than can an equal number of truck and bus personnel. Motor vehicles are therefore used principally for conveying freight and passengersto and from railroad stations.

Stalingradskaya Oblast has 6 targeted airfields. Of these, Stalingrad/Gumrak Airfield (Target 0235-8026), Class 4, operated by the Soviet Air Force but used jointly by military and civil craft, is the oblast's principal terminal for civil air transport. It accommodates scheduled daily flights to and from Moskva. (Other airfields are described in Section I, B, 2, Military.) In addition, the oblast has at least one untargeted airstrip. Located in the vicinity of Novo-Annenskiy, its use and significance are unknown.

D. Utilities

The utilities of Stalingradskaya Oblast are inadequate both for industrial and nonindustrial use.

Although many of the industries in Stalingrad have their own power producing facilities, municipal services must rely on only 2 thermoelectric power plants. Stalingrad Thermal Power Plant (Target 0235-0064) has a capacity of 50,000 kw and Stalingrad Thermal Power Plant Gres 1 (Target 0235-0064) has a capacity of 200,000 kw. Industries in many other urban areas of the oblast have their own power facilities, but, like Stalingrad, reportedly lack adequate electric power. The oblast's oil industry, forced to rely on the meager output of small Diesel power plants, is failing to produce its quotas.

However, the oblast is favored with abundant natural resources which can be converted into heat and power. The natural

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591 collective farms are electrified. However, efforts are being made to alleviate the rural shortage. The water potential of the Medveditsa River is now being harnessed by a series of 12 hydro-electric stations designed to provide electric power for the northern rayons of the oblast.

Little is known about the oblast's water supply<sup>ies</sup> but generally they are considered inadequate even in the better developed urban areas. However, the numerous lakes, rivers, and streams in the oblast provide an ample natural water supply both for human consumption and sewage purposes. Kotelnikovo and Kamyshin reportedly have water systems but their extent and usefulness are not known. Stalingrad has a water system, a sewage system and water pumping stations with intake pipes leading from the Volga River.

Stalingrad's public transportation system was completely destroyed in World War II, but shortly after the war it was restored and extended. Today, the city has a complete N-S street-car line, extending even to the Krasnoarmeysk section of the city. No information is available for the other urban areas, but it is likely that they have public transportation facilities to some extent.

E. Economic Characteristics

The availability of metal has led to the development of metal-consuming heavy industry as the predominant economic characteristic of Stalingradskaya Oblast. Among the principal products are ships, including tankers for carrying oil from the Caspian; tractors and other agricultural equipment; excavators, derricks, self-propelled cranes, and other construction machinery; and equipment for the petroleum and gas industries. The extent of

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TABLE X

## INDUSTRIAL PRODUCTION

<u>Branch of Industry</u>	<u>Per Cent of Oblast Total</u>
Metalworking	48.8
Machine building	( 43.1)
Ferrous metallurgy	18.1
Food	12.9
Light industry	4.5
Electric power	4.4
Building materials	4.1
Wood processing	4.1
Chemical	1.2
Other	<u>1.9</u>
Total	100.0

TABLE XI

## SIGNIFICANT INDUSTRIAL CAPACITIES

<u>Product</u>	<u>Oblast Percentage of USSR Capacity</u>
Ammunition	21.5
Tractors	16.1
Chlorine	8.8
Tanks and self-propelled guns	6.1
High explosives	4.6
Heavy caliber guns	4.4
Steel	3.7
Aluminum	3.3

exploitation of the oblast's huge capacity for producing ammunition (see Table XI) is not known.

Virtually all of the steel consumed in its industries is produced within Stalingradskaya Oblast. The refining of ferrous ores from Krivoy Rog in the eastern Ukraine and the output of ingot, rolled, and sheet steel are nationally important. The principal industrial fuel is coal, which is brought in from the Donets Basin.

The petroleum and gas industries, although relatively new

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in the oblast, are developing rapidly. Four large oil fields are already producing; the largest is in Frolovskiy Rayon, 2 are in Medveditskiy Rayon, and one is in Zhdanovskiy Rayon (refer to Map II). An oil refinery is nearing completion in Stalingrad. Natural gas, although abundant, is not yet extensively utilized in the oblast because pipelines and storage reservoirs are still inadequate and because most furnaces are not designed for this fuel. A change-over is gradually being effected, and it is planned that gas will be used for residential heating as well as for industry.

Stalingrad is second only to Arkhangelsk in volume of saw-milling and woodworking. Using timber from the Kama valley and upper Volga area, its industries provide enormous amounts of processed lumber and wood products for shipment to the Donets Basin via the Volga-Don Canal. Waste products such as sawdust are used by the oblast's wood chemical enterprises.

Food processing industries are based on raw materials produced within the oblast. Canning and meat packing in the cities and dairying in the rayon centers are important to the oblast economy, as are grain milling and vegetable-oil pressing. Several tanneries, using raw materials obtained from meat enterprises, prepare leather for footwear plants. Other light industries include those producing bricks, construction materials, reinforced concrete, cloth, and garments. The textile plant in Kamyskin is nationally significant.

It is estimated that the city of Stalingrad accounts for 78 per cent of the entire industrial output of the oblast.

Some aspects of the oblast's industry are very poorly organized. For example, it has been reported in the Soviet press that wage rates are badly apportioned, with the result that skilled

## S E C R E T

workers seek lower grades of work in order to earn more money. Duplication, inefficiency, and waste are common complaints. Many jobs are done manually while machines stand idle.

In addition to its industrial prominence, Stalingradskaya Oblast has a leading role in agricultural production of the Volga region, despite the fact that large parts of its territory, particularly the saline soils E of the Volga, are not arable. Wheat, millet, and corn (in that order) are the chief crops. Secondary crops include mustard, of which the oblast is the leading producer in the USSR, tomatoes, vegetables, and melons.

Increasing amounts of land are becoming productive because of irrigation projects. The new dam at Stalingrad (refer to Section IV, D, Utilities) will create an enormous reservoir which is to be exploited for irrigation and land reclamation.

Although the husbandry of poultry and swine is being developed, cattle and sheep are still the principal livestock animals. Cattle herds make the oblast self-sufficient in dairy products and meat, and the fleece of the oblast's fine wool sheep is used in Kamyshin's cloth and garment industries.

V. Urban Areas

TABLE XII  
ESTIMATED DISTRIBUTION OF TOTAL  
URBAN POPULATION

<u>Population Range</u>	<u>Number of Urban Areas</u>	<u>Population</u>	<u>Per Cent</u>
100,000 and over	1	542,000	65
50,000-99,000	—	—	—
25,000-49,000	4	151,000	18
10,000-24,000	7	112,000	14
9,000 and under	6	22,000	3
Total	18	827,000	100

## S E C R E T

Stalingradskaya Oblast contains the following urban areas:

Stalingrad 48-45 N Est. 1958 pop. 542,000  
 44-25 E Oblast capital;  
 City of republic (RSFSR) subordination;  
 Oblast Committee of Communist Party;  
 Council of National Economy (Stalingrad-  
 skiy Sovnarkhoz);  
 Oblast Executive Committee;  
 MVD Department of Local Anti-Air Defense;  
 Oblast Society for Cooperation with Army,  
 Air Force, and Navy (DOSAAF);  
 Oblast Red Cross/Red Crescent Society;  
 City Executive Committee.  
 Headquarters Regional Power System.  
 Airfields: 2 Class 5, military and one  
 Class 4, civil/military;  
 Division Headquarters, Volga RR System,  
 engine depot, classification yards, steam  
 enginehouses, car repair shop;  
 Port facilities on Volga River.  
 Nationally significant industrial center:  
 Stalingrad Steel Plant, Krasnyy Oktyabr  
 (0235-0013), producing high-quality alloy  
 steel and ingot steel; Stalingrad Tractor  
 Plant, Dzerzhinskiy 264 (0235-0005),  
 producing tractors, self-propelled guns,  
 and tanks; Stalingrad Chemical and  
 Chemical Warfare Plant, Beketovka 91  
 (0235-0068), producing chlorine, carbon  
 disulfide, and possibly G-series nerve-  
 gas intermediates; Stalingrad Ordnance and  
 Munitions Plant, Krasnyye Barrikady 221  
 (0235-0021), producing heavy caliber guns,  
 rockets, bombs, artillery shells, mining  
 machinery, and excavators; Stalingrad Alu-  
 minum Plant (0235-0173); Stalingrad Ship-  
 yard and Heavy Equipment Plant, Krasno 264  
 (0235-0055), producing combat ships, river  
 craft, armor plate, and T-34 tank bodies;  
 textiles, leather goods, clothing, footwear,  
 hardware, optical equipment, photo equip-  
 ment, medical equipment, machine tools, ball  
 bearings, valves, statues, gas masks, rail-  
 road car parts, building materials, proc-  
 essed meat, macaroni, alcohol, and canned  
 foods. Also, motor vehicle repair shops  
 and oil refineries.  
 Heat and power plants.  
 Refer also to Stalingrad Target Complex  
 Study (A-13, 0235-9996, June 1951, revised  
 2 Dec. 1952, SECRET) for more detailed  
 city analysis.

Kamyshin 50-06 N Est. 1958 pop. 48,000  
 45-24 E City of oblast subordination;

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Center of Kamyshinskiy Rayon.  
 Rail junction, Volga RR System, yards and shops;  
 Port facilities on Volga River.  
 Textile combine (national significance).  
 Bakeries, cannery, distillery, meat combine, grain storage facilities, glass factory, sawmills, oil storage facilities, paint factory, possible guided missile plant.  
 Power plants.

**Volzhskiy** 48-49 N Est. 1958 pop. 43,000  
 , 44-44 E City of oblast subordination;  
 Located in Sredne-Akhtubinskiy Rayon.  
 Construction materials plants.  
 Port facilities on the Volga River.

**Mikhaylovka** 50-04 N Est. 1958 pop. 33,000  
 43-15 E Town of rayon subordination;  
 Center of Mikhaylovskiy Rayon.  
 Food processing center: brewery, flour mill, butter-oil factory, cannery, meat and poultry combines. Also motor repair shops, slate and brick-tile plants, possible rocket testing site.  
 Power plant.

**Frolovo** 49-46 N Est. 1958 pop. 27,000  
 43-40 E Town of rayon subordination;  
 Center of Frolovskiy Rayon.  
 Airfields: one Class 5, military.  
 Bakery, meat combine, gun repair shop, locomotive car repair shop; storage facilities for grain, armaments, oil, construction materials.  
 Power plant.

**Kotel'nikovo** 47-38 N Est. 1958 pop. 20,000  
 43-12 E Town of rayon subordination;  
 Center of Kotel'nikovskiy Rayon.  
 Division Headquarters, North Caucasus RR System;  
 Engine depot, car repair shop, steam engine-house.  
 Bakery, brickyard.  
 Power plant.

**Krasnoslobodsk** 48-42 N Est. 1958 pop. 20,000  
 44-35 E Town of rayon subordination;  
 Located in Sredne-Akhtubinskiy Rayon.  
 Ship repair plant, fish processing plant.

**Kalach-na-Donu** 48-43 N Est. 1958 pop. 18,000  
 43-31 E Town of rayon subordination;  
 Center of Kalachevskiy Rayon.  
 Airfields: one Class 4, military (located

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at nearby Marinovka).  
 Port facilities on Don River.  
 Food processing center: meat combine, fish  
 processing plant, creamery; also machine  
 repair plant, auto repair shop, ship  
 repair shops, sawmill.

Nikolayevskiy	50-06 N 45-32 E	Est. 1958 pop. 18,000 Urban settlement; Center of Nikolayevskiy Rayon. Mustard oil pressing plant, sawmill, creamery. Power plant.
Dubovka	49-05 N 44-52 E	Est. 1958 pop. 14,000 Town of rayon subordination; Center of Dubovskiy Rayon. Port facilities on Volga River. Oil pressing plant, sawmills, flour mills; oil storage facilities, tank armament plant. Power plant.
Novo- Annenskiy	50-34 N 42-44 E	Est. 1958 pop. 12,000 Town of rayon subordination; Center of Novo-Annenskiy Rayon. End of Volga and Southeastern RR Systems, turnaround point, steam enginehouse, car repair shop. Creamery, groats plant, poultry combine; auto repair plant, brickyard.
Pallasovka	50-04 N 46-54 E	Est. 1958 pop. 10,000 Urban settlement; Center of Pallasovskiy Rayon. Volga RR System, Diesel enginehouse. Flour mill, dairy, poultry incubator sta- tion.
Serafimovich	49-34 N 42-44 E	Est. 1958 pop. 9000 Town of rayon subordination; Center of Serafimovichskiy Rayon. Port facilities on the Don River. Flour mill, creamery, poultry incubator station; button factory, sawmill, brick- yard.
Podchinnyy	50-52 N 45-13 E	Est. 1958 pop. 3000 Urban settlement; Located in Medveditskiy Rayon. Weaving mill, meat and dairy farm.
Surovikino	48-36 N 42-51 E	Est. 1958 pop. 3000 Urban settlement; Center of Surovikinskiy Rayon. Milk canning plant.

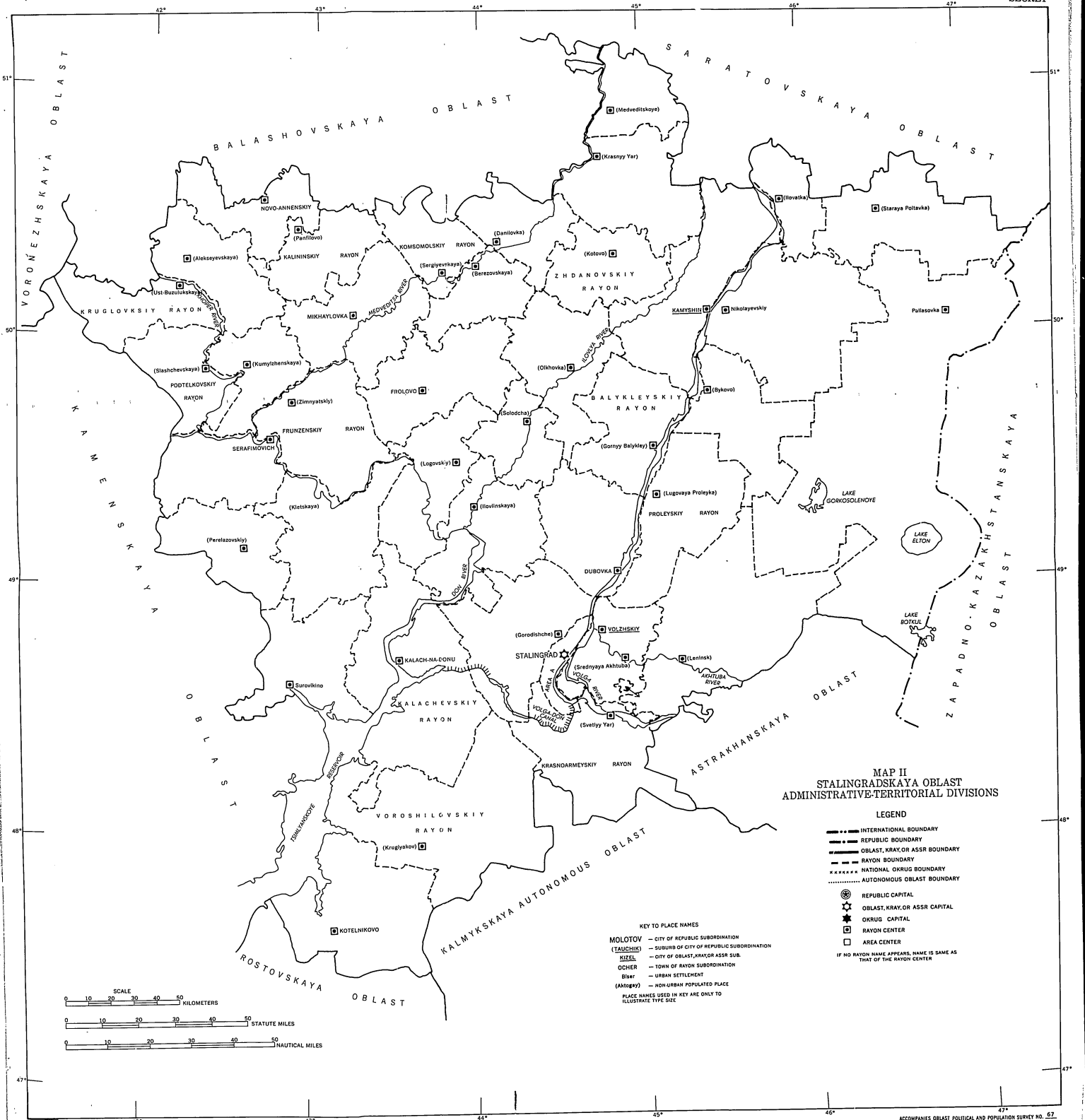


## S E C R E T

Zhirnovskiy 50-59 N Est. 1958 pop. 3000  
44-46 E Urban settlement;  
Located in Medveditskiy Rayon.  
Site of Zhirnovskiy oil field; pipeline to  
Stalingrad; natural gas center; gravel  
plant.

Medveditskiy 51-06 N Est. 1958 pop. 2000  
44-54 E Urban settlement;  
Located in Medveditskiy Rayon.

Petrov Val 50-09 N Est. 1958 pop 2000  
45-12 E Urban settlement;  
Located in Kamysinskiy Rayon.  
Railroad yards and shops.



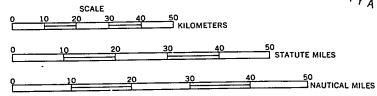
MAP II  
STALINGRADSKAYA OBLAST  
ADMINISTRATIVE-TERRITORIAL DIVISIONS

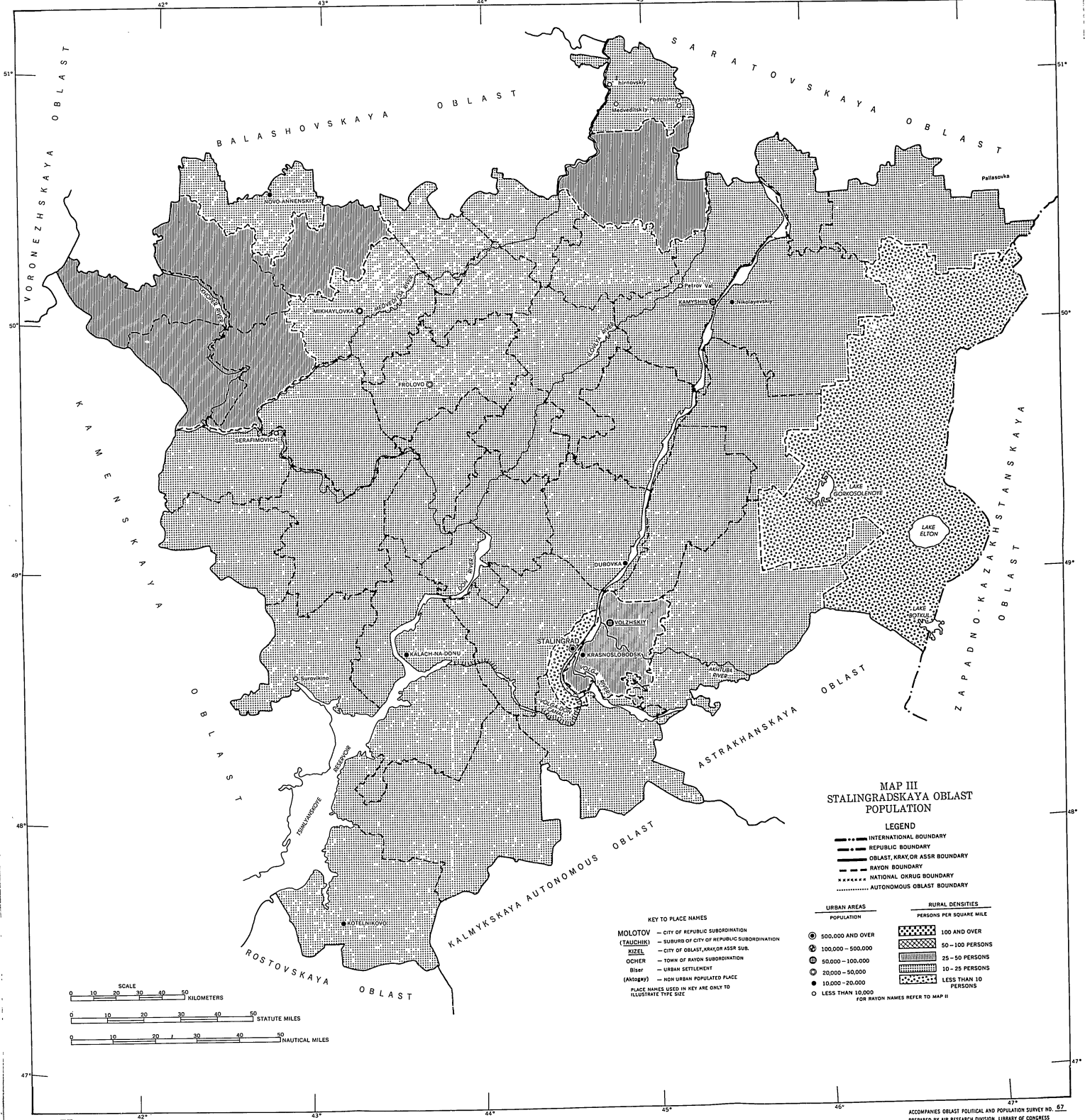
LEGEND

- — — — — INTERNATIONAL BOUNDARY
- — — — — REPUBLIC BOUNDARY
- — — — — OBLAST, KRAY, OR ASSR BOUNDARY
- — — — — RAYON BOUNDARY
- — — — — NATIONAL OKRUG BOUNDARY
- — — — — AUTONOMOUS OBLAST BOUNDARY
- ⊙ REPUBLIC CAPITAL
- ★ OBLAST, KRAY, OR ASSR CAPITAL
- ★ OKRUG CAPITAL
- ⊠ RAYON CENTER
- AREA CENTER

IF NO RAYON NAME APPEARS, NAME IS SAME AS THAT OF THE RAYON CENTER

- KEY TO PLACE NAMES
- MOLOTOV — CITY OF REPUBLIC SUBORDINATION
  - TAJIKHOV — SUBURB OF CITY OF REPUBLIC SUBORDINATION
  - NIZEL — CITY OF OBLAST, KRAY OR ASSR SUB.
  - OCHER — TOWN OF RAYON SUBORDINATION
  - Blisar — URBAN SETTLEMENT
  - (Allogoy) — NON-URBAN POPULATED PLACE
- PLACE NAMES USED IN KEY ARE ONLY TO ILLUSTRATE TYPE SIZE





MAP III  
STALINGRADSKAYA OBLAST  
POPULATION

**LEGEND**

- — — — — INTERNATIONAL BOUNDARY
- — — — — REPUBLIC BOUNDARY
- — — — — OBLAST, KRAY, OR ASSR BOUNDARY
- — — — — RAYON BOUNDARY
- — — — — NATIONAL OMRG BOUNDARY
- — — — — AUTONOMOUS OBLAST BOUNDARY

URBAN AREAS	RURAL DENSITIES
POPULATION	PERSONS PER SQUARE MILE
⊙ 500,000 AND OVER	▨ 100 AND OVER
⊙ 100,000 - 500,000	▨ 50 - 100 PERSONS
⊙ 50,000 - 100,000	▨ 25 - 50 PERSONS
⊙ 20,000 - 50,000	▨ 10 - 25 PERSONS
⊙ 10,000 - 20,000	▨ LESS THAN 10 PERSONS
○ LESS THAN 10,000	

FOR RAYON NAMES REFER TO MAP II

**KEY TO PLACE NAMES**

- MOLOTOV — CITY OF REPUBLIC SUBORDINATION (TADZHIKS)
- SUBURB OF CITY OF REPUBLIC SUBORDINATION
- KISEL — CITY OF OBLAST, KRAY, OR ASSR SUB.
- OSHER — TOWN OF RAYON SUBORDINATION
- Biser — URBAN SETTLEMENT
- (AKTORGYS) — NON URBAN POPULATED PLACE

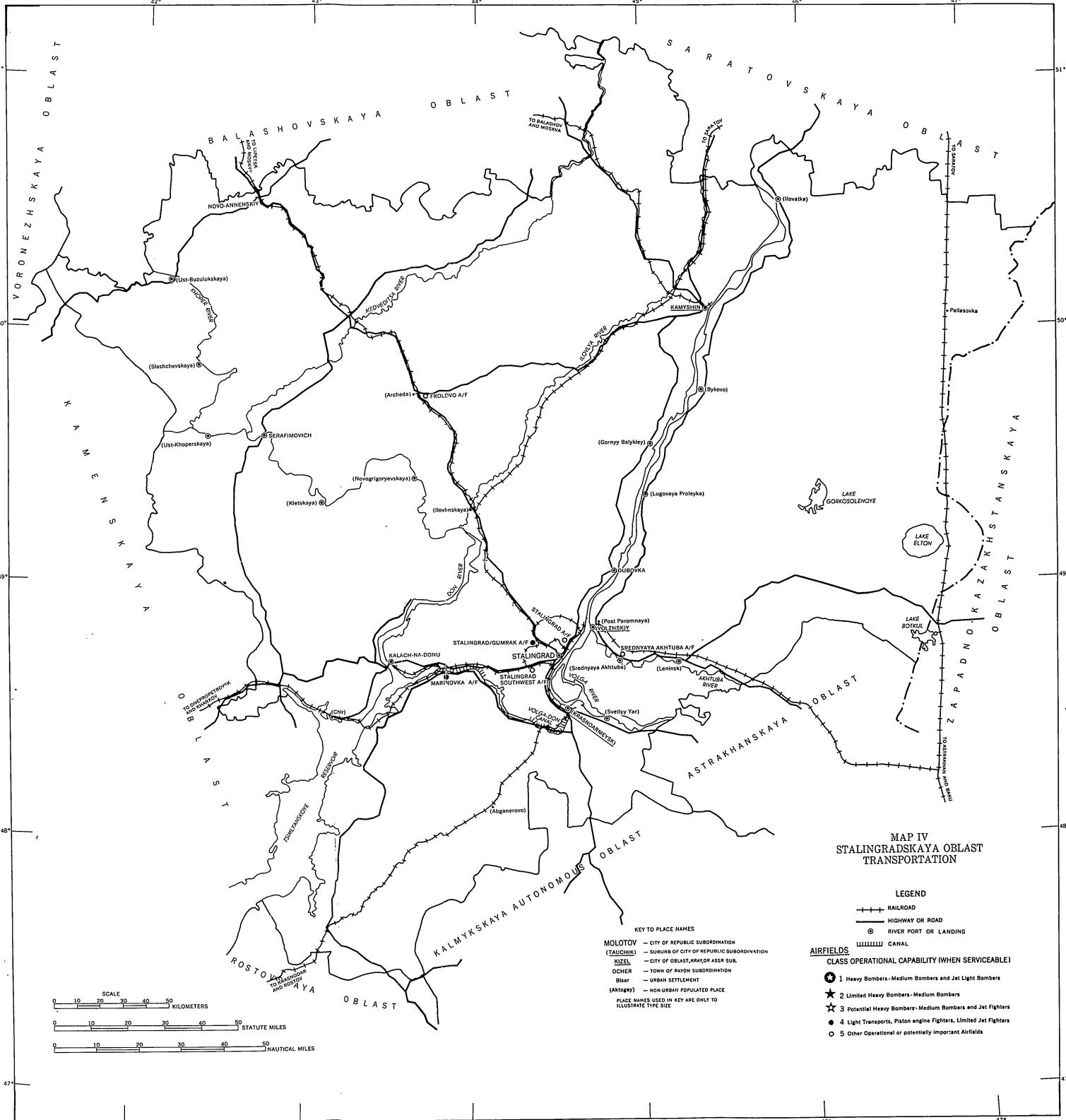
PLACE NAMES USED IN KEY ARE ONLY TO ILLUSTRATE TYPE, SEE

**SCALE**

0 10 20 30 40 50 KILOMETERS

0 10 20 30 40 50 STATUTE MILES

0 10 20 30 40 50 NAUTICAL MILES



MAP IV  
STALINGRADSKAYA OBLAST  
TRANSPORTATION

LEGEND

- +—+— RAILROAD
- — — HIGHWAY OR ROAD
- ⊙ RIVER PORT OR LANDING
- ||||| CANAL

AIRFIELDS

- CLASS OPERATIONAL CAPABILITY (WHEN SERVICEABLE)
- ① Heavy Bombers - Medium Bombers and Jet Light Bombers
  - ★ 2 Limited Heavy Bombers - Medium Bombers
  - ☆ 3 Potential Heavy Bombers - Medium Bombers and Jet Fighters
  - 4 Light Transports, Piston engine Fighters, Limited Jet Fighters
  - 5 Other Operational or potentially important Airfields

KEY TO PLACE NAMES

- MOLOTOV (TALICHKI) — CITY OF REPUBLIC SUBORDINATION
  - SUBURB OF CITY OF REPUBLIC SUBORDINATION
  - KIZEL — CITY OF OBLAST, KRAY OR ASSR SUB.
  - OCHER — TOWN OF RAYON SUBORDINATION
  - Biser — URBAN SETTLEMENT
  - (Aktozy) — NON-URBAN POPULATED PLACE
- PLACE NAMES USED IN KEY ARE ONLY TO ILLUSTRATE TYPE SIZE

