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POLITICAL AND POPULATION SURVEY

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OMSKAYA OBLAST

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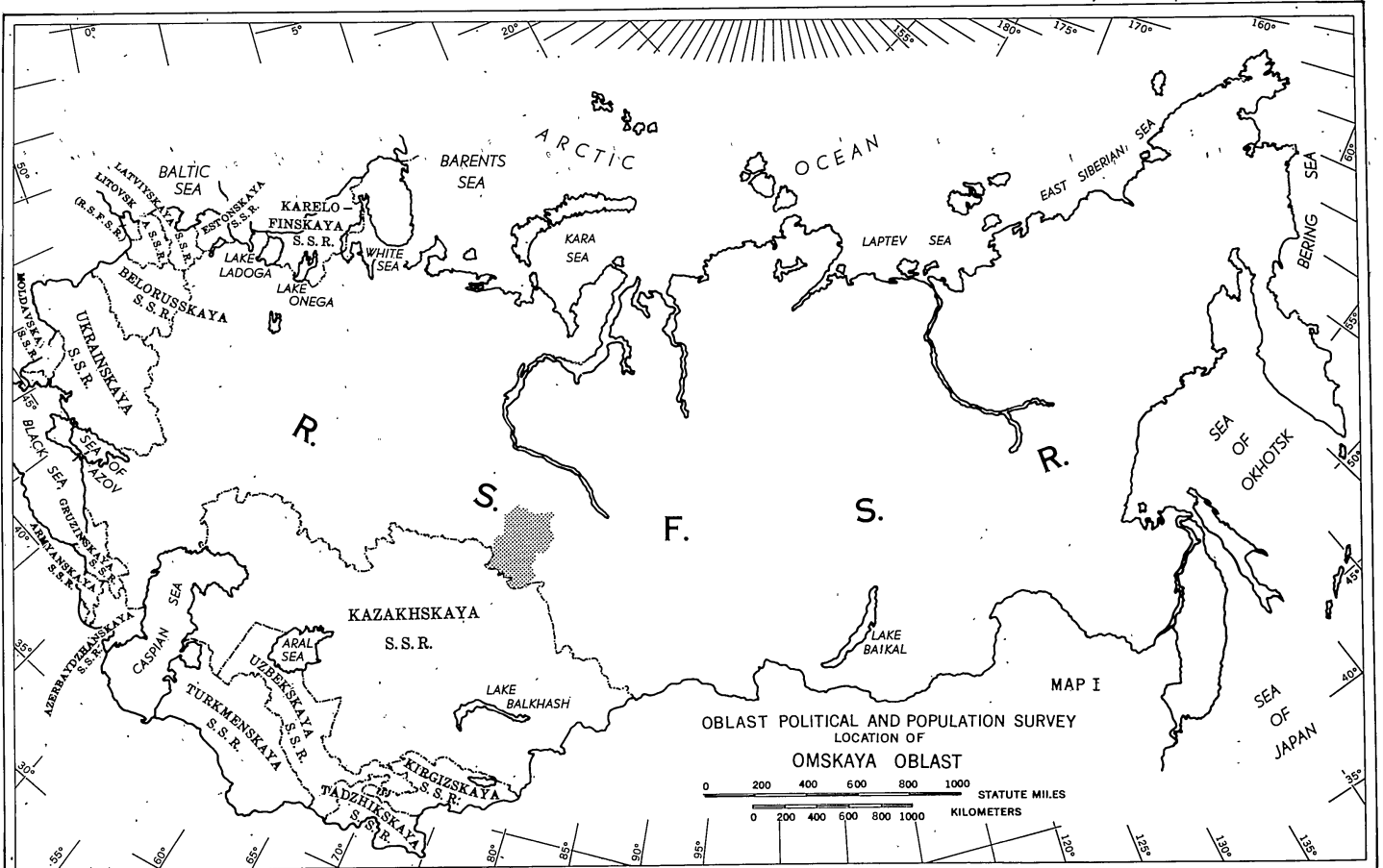
NO. 53

14 APRIL 1958

Prepared by Air Research Division,
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Washington 25, D. C.

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Political and Population Survey

No. 53

O M S K A Y A O B L A S T

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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 13 January 1958.

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14 April 1958

OMSKAYA OBLAST

Statistics

Area in Sq. Miles.....	54,796
Total Est. 1958 Pop....	1,689,000
Urban Pop.....	664,000
Rural Pop.....	1,025,000
Cities.....	1
(Omsk)	
Towns.....	5
Urban Settlements.....	4
Rural Rayons.....	34
Selsovets.....	406

I. Government ControlsA. General

Omskaya Oblast is located in the S central portion of the West Siberian Lowland. Crossed diagonally by the Irtysh River, which flows from SE to NW, the oblast's territory is largely a flood plain of many lakes and marshes, with no elevation more than 700 feet above sea level. It lies approximately within the latitudes of Denmark.

Of the 7 administrative divisions in West Siberia (Altayskiy Kray, Kemerovskaya, Kurganskaya, Novosibirskaya, Omskaya, Tomskaya, and Tyumenskaya Oblasts), Omskaya Oblast ranks 5th in size of territory, 4th in size of population, and 3rd in overall production.

Omskaya Oblast was created on 7 December 1934, and its present boundaries were established in 1944. During its early history as an oblast, Omskaya spread over a vast territory reaching N to the mouth of the Ob River. Prior to 1934, the area of

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Omskaya Oblast had been included in Sibirskiy Kray.

Years before Omsk was designated as capital of the oblast in 1934, this city was an important administrative and commercial center. Today it is the second largest city in West Siberia, and a major transportation and manufacturing center. Heavy industrial products such as aircraft engines, tires, tanks, refined petroleum, and agricultural machinery from the city of Omsk, as well as grain from the southern rayons, represent the more important economic contributions of Omskaya Oblast.

Since 1947, Omsk has been a city of republic subordination. Therefore, the city, with its 6 wards, and the oblast are administratively separate coequals under the RSFSR government. The governing of the oblast is carried on through offices in Omsk city, which have authority over some 54,000 square miles, 10 urban areas, and 34 rural rayons. Directorates of Irtysh River Basin Transportation and the Omsk Railroad System have control over matters of transportation beyond the oblast boundaries.

B. Control Force

1. Communist Party and Komsomol

There are an estimated 62,000 Communist Party members in Omskaya Oblast, or 36 members per 1,000 population. This incidence of Party membership equals the USSR average, but is somewhat higher than those of surrounding areas in West Siberia. Of the total membership, approximately 3,600 are full-time Party workers, and may be classified as Party control force. A great many of the full-time Party workers are found in Omsk city, where administrative offices and large-scale industrial enterprises are concentrated.

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The Omskaya Oblast Committee of the Communist Party, subordinate to the Bureau for RSFSR Affairs of the USSR Central Committee in Moskva, is the highest Party organ in the territory. The Omsk City Committee of the Communist Party is also a leading organ, but subordinate to the Oblast Committee. Military personnel in the Party are independent of both local organs, and responsible to the USSR Party Secretariat via their own respective hierarchies. Departments of the Oblast and City Committees coordinate and control the activities of Primary Party Organizations in government agencies, trade unions, educational and research institutions, industrial enterprises, cooperatives, and state and collective farms.

For almost 30 years, the machine-tractor station has been a base for Party activity among the rural population. Now, however, steps are being taken to abolish the MTS as a political and technical control point. After agricultural equipment has been sold to individual collective farms for more efficient use, the MTS's will be converted into repair and maintenance shops. Party leaders have taken into account the fact that 9 out of every 10 collective farm chairmen are Party members, so that political control will be maintained. Furthermore, positions in the rural economy will be found for those technicians and Party members who manned the MTS. It will be interesting to see if economic reorganizations such as this one and the earlier creation of regional Councils of National Economy (Sovnarkhozy) increases Party initiative and competition on the local level.

The Komsomol, organized for youths between the ages of 14 and 26, is patterned after the Communist Party, supervised by

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its functionaries, and supports Party policies and directives. Total Komsomol membership in Omskaya Oblast is not known, but the information available suggests that Komsomols are very active in land reclamation and construction projects within the oblast.

2. Military

During the nineteenth century, Omsk was the major administrative and military center for the Imperial Russian Government in West Siberia. The city became a center for counter-revolutionary activity following the 1917 overthrow of the Tsarist Government. After the Soviets took control of the area, all military aspects of the city were de-emphasized.

Omskaya Oblast is under the military direction of Novosibirsk (Novosibirskaya Oblast), the Headquarters of the Siberian Military District. Although Omsk is a strategic transportation center, no Red Army or MVD units seem to be located here. The number of Army troops in the oblast is not known, but is believed to be small. A few MVD troops may be present, as there are an estimated 4,000* penal laborers located in and around Omsk.

Air Force personnel, numbering about 3,000*, represent the largest military contingent in Omskaya Oblast. Omsk Southwest Airfield (Target 0163-8003), a recently expanded Class 1 field operated by the Soviet Air Force, is by far the most important military airfield in the area (see Map IV). Aeroflot uses this field also. Omsk East Airfield (Target 0163-8002), a Class 5 airfield, was once military, but is now believed to be a test field for aircraft repaired nearby. Lyubinskiy Airfield (Target 0163-8056), also Class 5, is operated by the Air Force, but has few permanent facilities, and may merely be used for training.

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Unconfirmed reports indicate the existence of rocket-testing facilities on the outskirts of Omsk, and the possibility of an ICBM assembly plant nearby. On at least one occasion (in 1955) representatives of the East European satellite nations witnessed a missile launching at Omsk. Military personnel undoubtedly guard this site; its exact location is unknown. Such a project would probably be supervised by either the State Committee of Aviation Technology or the Committee of Defense Technology, under the USSR Council of Ministers.

3. Government

TABLE I

ESTIMATED GOVERNMENT CONTROL FORCE

<u>Administrative Category</u>	<u>Total Control Force ^{a/}</u>	<u>Primary Control Force</u>	
		<u>Number</u>	<u>Per Cent of Total</u>
Republic Govt.	6,510	440	6.8
Oblast Govt.	37,460	4,080	11.0
Omsk City Govt.	16,610	1,810	11.0
Militia	<u>3,910</u>	<u>3,910</u>	<u>100.0</u>
Total	64,490	10,240	15.9

^{a/} 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 primary government control force consists of personnel on the policy-making level of administrative and non-administrative governmental agencies in the oblast. This category includes representatives of RSFSR agencies, members of Oblast, City, and Rayon Executive Committees, and those on various levels responsible for food supplies, housing, health facilities, education, finance and accounting, consumers' goods, local transport and other municipal services. As law-enforcement agencies, the

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judiciary and militia are part of the primary control force.

The above groups total an estimated 10,240 in Omskaya Oblast (see Table I). In addition, professional workers of the Communist Party, the officers and NCO members of the armed forces, and officials of the Omskaya Oblast Council of National Economy (Sovnarkhoz) should also be estimated and included in the primary control force. The addition of these governmental elements brings the total primary control force to an estimated 13,940. This total represents 1.3 per cent of the adult population (18 and over) of Omskaya Oblast.

The secondary control force consists of government employees on the operational level (office staffs, doctors, teachers, etc.) of the various republic, oblast, city, and rayon administrative and non-administrative agencies. In addition to these groups which appear in Table I, there are plant managers, sovkhoz directors, MTS technical supervisors, and kolkhoz chairmen who should be added to the secondary control force. The secondary control force total is estimated at 70,900 or 6.4 per cent of the oblast's adult population. All elements of the government control force, primary and secondary, represent 7.7 per cent of the total adult population.

The Omskaya Oblast Council of National Economy is a new addition to the governmental structure of economic control. When the administration of the national economy was reorganized and decentralized in July 1957, Omskaya Oblast was designated as a single economic region, and a Sovnarkhoz was set up in the capital city. No details on the structure and duties of this particular Sovnarkhoz are available, but it is undoubtedly organized along lines similar to others throughout the country.

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The Sovnarkhoz, composed of a chairman, deputy chairman, and members, is the highest oblast administrative and coordinating agency for industrial and construction enterprises in the oblast, which have more than local significance. Working through various departments and branch directorates, the Sovnarkhoz elaborates and implements long-range productive plans, determines budgetary matters, arranges deliveries of raw materials, and promotes industrial specialization. There is a report of the Omskaya Sovnarkhoz creating a building materials' directorate and setting production goals for 1958. Another report dealt with a Sovnarkhoz decision to discontinue metal-casting in various small shops and to set up one large-scale cast-iron shop to serve several enterprises in Omsk. The Omskaya Oblast Sovnarkhoz is also in charge of the machine-building, textile, wood-processing, food products, meat and dairy industries. Enterprises of purely local significance in the oblast remain under the direct supervision of the Oblast Executive Committee and its subordinate agencies.

If rocket assembly and testing is currently going on in Omsk, the project is probably supervised by the State Committee of Defense Technology or the State Committee of Aviation Technology. The production of aircraft engines, airframes, tires, tanks, refined petroleum, and grain, as well as pipeline, railroad, and port facilities' construction are also of sufficient importance to come under the direct jurisdiction of USSR and RSFSR agencies. In these cases, long-range planning may be done above the Sovnarkhoz level, but the day-to-day administration of production is the responsibility of this important control organ on the oblast level.

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II. Population, Ethnic Groups, and Labor Force

TABLE II

SUMMARY OF DEMOGRAPHIC CHARACTERISTICS:

OMSKAYA OBLAST, 1958

Total population.....	1,689,000
Population density (persons per square mile).....	30.8
Urban population.....	664,000
Urban proportion of total population.....	39.3 per cent
Population in working ages (16-59 years).....	1,048,000
Proportion of population in working ages.....	62.1 per cent
Females per 100 males in working ages.....	119
Urban labor force.....	392,000
Proportion of population in urban labor force.....	23 per cent
Military personnel (Air Force only).....	3,000*
Penal laborers.....	4,000*
Proportion of Slavs in total population.....	89 per cent

The estimated 1958 population of Omskaya Oblast is 1,689,000 including 3,000* Air Force personnel and 4,000* penal laborers. This total represents 1.4 per cent of the RSFSR's population, and 0.8 per cent of the entire population of the USSR.

On the whole, Omskaya Oblast is rather sparsely populated, having an overall density of 30.82 persons per square mile and a rural density of 18.71 persons per square mile. However, approximately 73 per cent of Omskaya Oblast's entire population is found in the southern third of the oblast, which is favored with good transportation for industry and good land for agriculture. In fact, 35 per cent of the total population is concentrated in Ulyanovskiy Rayon, where Omsk, the capital city, is located. Further N, toward the regions of bogs, marshes, and taiga, population density declines considerably. (See Table III and Map III.)

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TABLE III

ESTIMATED POPULATION AND DENSITY BY
ADMINISTRATIVE-TERRITORIAL DIVISIONS

Administrative-Territorial Division	Area (Sq. Miles)	Population (In Thousands)			Density (Persons per Sq. Mile)	
		Urban	Rural	Total	Over-all	Rural
Omskaya Oblast	54,796	664	1,025.0	1,689.0	30.82	18.71
<u>Rayons:</u>						
Azovskiy	638	--	25.1	25.1	39.34	39.34
Bolsherechenskiy	2,366	--	42.9	42.9	18.13	18.13
Bolsheukovskiy	3,736	--	32.8	32.8	8.79	8.79
Cherlakskiy	1,510	13	25.1	38.1	25.23	16.62
Drobyshevskiy	934	5	17.6	22.6	24.20	18.84
Gorkovskiy	1,183	--	35.5	35.5	30.00	30.00
Irtyskiy	669	--	25.1	25.1	37.52	37.52
Isil-Kulskiy	1,183	23	40.3	63.3	53.51	34.07
Kalachinskiy	872	14	22.7	36.7	42.10	26.03
Kolosovskiy	1,619	--	32.8	32.8	20.26	20.26
Kormilovskiy	841	--	27.7	27.7	32.94	32.94
Krutinskiy	2,179	--	30.2	30.2	13.86	13.86
Lyubinskiy	1,261	13	40.3	53.3	42.27	31.96
Maryanovskiy	623	--	25.1	25.1	40.28	40.28
Moskalenskiy	912	--	22.6	22.6	24.78	24.78
Muromtsevskiy	2,242	--	32.8	32.8	14.63	14.63
Nazyvayevskiy	2,304	14	40.3	54.3	23.57	17.49
Nizhne-Omskiy	903	--	22.7	22.7	25.14	25.14
Odesskiy	732	--	17.6	17.6	24.04	24.04
Okoneshnikovskiy	1,210	--	27.7	27.7	22.89	22.89
Pavlogradskiy	981	--	25.1	25.1	25.59	25.59
Poltavskiy	1,136	--	22.6	22.6	19.89	19.89
Russko-Polyanskiy	1,121	--	22.7	22.7	20.25	20.25
Sargatskiy	1,557	--	32.8	32.8	21.07	21.07
Sedelnikovskiy	1,868	--	27.7	27.7	14.83	14.83
Sherbakulskiy	918	--	36.2	36.2	39.69	39.69
Tarskiy	1,619	25	32.8	57.8	35.70	20.26
Tavricheskiy	669	--	20.1	20.1	30.04	30.04
Tevrizskiy	3,798	--	32.8	32.8	8.64	8.64
Tyukalinskiy	2,678	15	55.4	70.4	26.29	20.69
Ulyanovskiy	1,588	540	45.3	585.3	368.57	28.53
Ust-Ishimskiy	2,989	--	40.3	40.3	13.48	13.48
Vasisskiy	4,546	--	22.6	22.6	4.97	4.97
Znamenskiy	1,417	--	27.7	27.7	19.55	19.55

The population growth of Omskaya Oblast has been an uneven one. During the period between 1926 and 1939, the population grew at an average annual rate of 2 per cent, bringing the total from 1,101,924 in 1926 to 1,390,000 in 1939. However, urban growth was twice as rapid as rural growth.

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TABLE IV
POPULATION CHANGES: 1926-58

<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	1,101,924*	190,594	17.3	911,330	82.7
1939	1,390,000*	348,000	25.0	1,042,000	75.0
1958	1,689,000	664,000	39.3	1,025,000	60.7

*Figure adjusted to correspond with oblast territory as of 1958.

The imbalance between urban and rural growth was even more exaggerated in the 1939-55 period, when the average annual urban increase was more than 3 per cent, while rural population decreased about 1 per cent a year. War losses, primary and secondary, as well as accelerated urbanization account for the rural decrease. On the other hand, Omsk, the major urban area, was making gains because of incoming industries evacuated from European Russia and the Baltic countries, as well as increased production needs.

Since 1955, urban growth has continued to keep pace with new industrial developments. However, in this recent period rural areas have also begun to make some population gains. The virgin lands project helped raise the rural total from 981,000 in 1956 to an estimated 1,025,000 in 1958. Possibly one-third of this increase has been due to in-migration from the Ukraine and other regions to the W. There is also evidence of urban youths within the oblast responding to the "back to the land" movement. The most constant element of population growth is to be seen in Omsk. Its growth since 1926 has accounted for 80 per cent of the total urban increase. Omsk's city limits have become more extensive with the construction of each new industrial plant, and will probably

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continue to spread despite the official attitude that sprawling industrial complexes are undesirable. New urban areas may appear, possibly along the new rail line to the SE, but there is little probability of another town in the oblast developing to rival Omsk in the foreseeable future. Therefore, the rate of future urbanization will continue to depend heavily upon Omsk, and may level off at such time when the city has fulfilled its potential capacity. The future of rural increase depends, in large part, upon how far land reclamation projects can go in adding new cultivated acreage to the oblast.

TABLE V

ESTIMATED ETHNIC COMPOSITION OF TOTAL POPULATION

<u>Ethnic Group</u>	<u>Numbers</u>	<u>Per Cent of Total</u>
Great Russian	1,183,000	70.0
Ukrainian	255,000	15.1
Belorussian	68,000	4.0
German	39,000	2.3
Kazakh	34,000	2.0
Other	110,000	6.6
Total	1,689,000	100.0

Great Russians outnumber all other ethnic groups combined by a ratio greater than 2 to one. Estimated at 1,183,000, they make up 70 per cent of the total population. Russians colonized this area as early as the seventeenth century, but did not settle in large numbers until the Trans-Siberian Railway made it possible in the late 1890's. With industrialization in the early Soviet period, still more Russians came to Omsk and its environs. During World War II, evacuated industries and heavy industrial demands also brought in some additional Russian workers. Currently,

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land reclamation projects, as well as new industrial enterprises continue to draw Russians into the area. In summary, Great Russians strongly predominate in all urban areas, as well as in the more densely populated agricultural regions.

Ukrainians, numbering an estimated 255,000, constitute 15.1 per cent of the total population and represent the second largest ethnic group. An estimated 68,000 Belorussians comprise 4 per cent of the whole. These 2 groups settled on the better farmland here toward the close of the nineteenth century; the Belorussians in the central portion, and the Ukrainians farther S. Ukrainians are also included among the recent in-migrants who came as a result of the virgin lands project.

Ethnic Germans probably first entered this area with the stream of late nineteenth-century migrants. Furthermore, it is believed that some of the Volga Germans banished from their homes in 1941 were distributed among the collective farms of southern Omskskaya Oblast. At present it is estimated there are 39,000 ethnic Germans in the oblast.

Approximately 34,000 Kazakhs are found in the agricultural regions of the extreme S. Estonians and Latvians have settled in the more sparsely populated portions of the N. Tatars, who controlled this entire area in the sixteenth century, now constitute a very small part of the oblast's population. Representatives of other Siberian ethnic groups are also found here in small numbers. There are some Jews living in the city of Omsk. Since there is no other strong ethnic influence within the population of Omskaya Oblast, it is not surprising that the Great Russian language and culture prevail throughout. According to the data available, no

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other language is used for instruction in the schools, or in local publications. However, an overall RSFSR policy provides for instruction in the native tongue through the 2nd grade for the non-Russian population of Siberia. This policy may apply to a few groups in Omskaya Oblast.

TABLE VI

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	258	258	516	30.5
16-59	478	570	1,048	62.1
60 plus	<u>52</u>	<u>73</u>	<u>125</u>	<u>7.4</u>
Total	788	901	1,689	100.0

There are no highly unusual features in the age-sex structure of the oblast's population. Although the overall sex ratio is somewhat above the national average (114 females per 100 males), the overall pattern of sex composition is similar to that of the USSR as a whole. It is estimated that age groupings here are also close to the national average and reflect a similar history of birth and death rate variations. Disproportions are probably greatest in rural areas, because in addition to losses caused by World War II, this portion of the oblast's population experienced heavy out-migration of people in the main working ages between 1939 and 1955. Incoming workers for the virgin lands project have not as yet compensated for these losses. However, the steady stream of workers entering the city of Omsk has tended to replenish the 16-59 age group in the oblast as a whole.

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TABLE VII
ESTIMATED LABOR FORCE
(Numbers in Thousands)

	<u>Number</u>	<u>Total Population</u>	<u>Per Cent of Total Population</u>
URBAN:	392	664	59.0
RURAL:	587	1,025	57.3
TOTAL:	979	1,689	58.0

The urban labor force of Omskaya Oblast is estimated at 392,000 and represents 59 per cent of the total urban population. This level of participation is almost 7 per cent above the estimated average for urban labor force in West Siberia. It may be explained by a rather high urban concentration of people in the main working ages, and by more widespread participation of 16 and 17-year-olds in construction projects. Furthermore, it may be that some 4,000* penal laborers have been counted among workers and employees. There is evidence that this has been done in other areas of the USSR.

Judging by 1955 statistics, over 45 per cent of urban workers and employees have intermediate specialized education, or higher. This percentage will probably rise as Omsk's technical schools and institutes continue to graduate more students.

The rural labor force of Omskaya Oblast is estimated at 587,000 or 65.9 per cent of the total rural population. Over 20 per cent of rural labor is composed of workers and employees with intermediate specialized education, or higher, in the fields of mechanized agriculture, agronomy, zootechnology, or veterinary medicine.

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It is difficult to judge whether or not the supply of labor, particularly skilled labor, is equal to the large-scale industrial and agricultural projects under way in Omskaya Oblast, but this area seems to be in a better situation than many other regions of the USSR.

III. Psychological and Sociological Factors

A. Political and Social Tensions

In the minds of a few the name "Omsk" may still be associated with counter-revolutionary activity during 1918 and 1919. Admiral Kolchak made this city the headquarters for his White Guard during those years. Kolchak's operations in Siberia failed, and Omsk was taken by the Red Army in November 1919. Although the strategic military location of Omsk has probably been carefully de-emphasized as a result of these events (see section I., B., 2, Military), there seem to have been no other lasting political or social effects on the city or the oblast.

The ethnic composition of Omskaya Oblast might possibly give rise to inter-group social tensions, but there is no evidence to indicate that such tensions have developed. Great Russians make up an estimated 70 per cent of the total population, and Ukrainians constitute slightly over 15 per cent. The Ukrainians settled on farms in the S during the late nineteenth century, and also during the recent period of settlement on new lands. Supposedly these are all voluntary settlers who have no great cause for feeling hostile toward their Russian neighbors.

Some of the estimated 39,000 persons of German extraction in the oblast may not have settled here voluntarily. It is believed that a portion of the Volga Germans banished from their

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homes in 1941 were distributed among the collective farms in the S. Medals for outstanding work in agriculture have been given to people from this region who have distinctly German names. There is no evidence that this group represents a threat to the social cohesion of the general population.

There are an estimated 4,000* penal laborers in the oblast. This figure is considerably lower than the total for prisoners encamped here before repatriation was carried out, but really large numbers of forced laborers have never been concentrated here as in other areas of the USSR. It is interesting to note that at least 3 Japanese prisoners of war married Soviet women and chose not to be repatriated. One report suggests that the penal labor group is currently made up of Soviet citizens sentenced to "corrective labor" and unreleased prisoners of war who were transferred from Bratsk and Tayshet (Irkutskaya Oblast) when the railroads were completed there, and are now working on similar construction projects near Omsk. These penal laborers are probably not in elaborate prison camps as such, and some "freed prisoners" may even be counted numerically among wage-earning workers and employees. At any rate, the group is not large enough to be considered a factor contributing significantly to political and social tensions.

The most interesting bit of information available on psychological and sociological factors at work in the oblast pertains to the population as a whole. Last year Partiinaya Zhizn published a report on public indoctrination written by Ivan Melenkov, secretary of the Omsk City Party Committee. In the latter part of 1956, the Party Committee offered to answer any questions which the city's university students cared to submit. The questions were dropped into a box designated for that purpose, and a meeting was

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held in which party spokesmen answered them publicly. Melenkov's report pointed out the significance of this meeting and others that followed: "Within a few days we had received over 400 written questions on such important matters as the international situation, internal politics, problems connected with students' courses, living conditions, shopping services, town improvements, and so forth. Questions about the events in Hungary were nenerous....Some of our propagandists had not known how the people (in Omsk) were living and what was worrying them. We also realized that many obvious truths were not being propagated and were therefore unknown to the young people....The meetings made it possible to ascertain more fully and reliably the mood of the general public, their thought, their views on particular problems of politics, production, and so on. And this, in its turn, helps us both in planning political work and in making decisions on many practical matters....I must not fail to point out that in some cases the influence of hostile propaganda in foreign broadcasts was found to be very evident. In such cases, those answering the questions convincingly refuted hostile slanders and gave a correct explanation of the point at issue."

The Party secretary's report is revealing in several ways. It is very interesting to learn that foreign broadcasts reach Omsk and have some effect on the thinking of the population. This is true particularly among the university students. A second report states that the vast majority of people who have their own radio sets listen to shortwave foreign broadcasts despite jamming. Other foreign contacts, such as the March 1956 visit to Poland made by a delegation of Omsk trade union workers may also help stimulate an attitude of inquiry. As a whole, the report reveals the kind of

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challenge with which an articulate segment of the Soviet population can present its leadership. However, this challenge is not likely to become a threat to the regime, especially in an area like Omskaya Oblast, where efficient management seems to maintain a good Soviet standard of living.

B. Civil Defense

Omskaya Oblast is located near the heart of the Eurasian continent (see Map I) and is therefore within an area of light defense radar coverage. A token radar station has been set up, probably at Omsk Southwest Airfield (Target 0163-8003).

In case of attack, it is doubtful that the rail lines would be used for mass evacuation of the population. Inhabitants in the lower third of the oblast would probably move away from those areas of major transportation and industrial installations, and travel by truck or on foot along secondary roads farther S toward Kazakhstan. Food supplies would be available in this region, but probably not in sufficient quantities to sustain the sizeable numbers of people from the populous rural southern portion of the oblast. Those inhabitants above the trans-Siberian railroad could flee N from the Omsk area by road and river toward sparsely populated swamp and taiga regions. While such areas would provide the safety of remoteness, evacuees would have more difficulty finding food and shelter.

Evacuation of key personnel could be effected by air. Underground shelters may also be available for a select group. However, this whole region tends to be swampy and is generally unsuitable for the construction of underground installations.

The Society for Cooperation with Army, Air Force, and Navy (DOSAAF), under the USSR Ministry of Defense, is one of several

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national organizations charged with disseminating information and providing training pertinent to civil defense. During 1957, more than 35,000 Omsk DOSAAF members (over 6 per cent of the city's total population) took part in various mass sports events. At least 5,000 participated in militarized games and marches. For example, Omsk men won first place among Siberian contestants in parachute jumping. It is difficult to estimate the total size or effectiveness of the DOSAAF organization in Omskaya Oblast from such information, but the reports do indicate a type of activity and a degree of participation which are significant in a consideration of civil defense preparations.

The MVD, the Komsomol, trade unions, and the Red Cross are other nation-wide organizations reaching the oblast, rayon, and city levels, which provide different phases of specialized training for civil defense personnel, and general training for the population as a whole. There are no reports available on the civil defense work of these organizations in Omskaya Oblast specifically.

The coordination of civil defense efforts in the oblast is the responsibility of the Oblast Executive Committee and the Oblast MPVO (Local Anti-Air Defense) group, which are directed ultimately from the USSR Council of Ministers and from MVD headquarters of the Main Administration of Local Anti-Air Defense (GUMPVO) in Moskva. Details on the elaborate civil defense scheme for the Soviet Union, its hierarchical organization, and its goals are available. However, the degree to which this overall plan has been implemented in each division of the Soviet Union is not known. If all participating civil defense agencies were fully active in Omskaya Oblast, control personnel would have complete information on alarm signals, types of attack, gas defense and decontamination, first aid, fire control,

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and atomic and biological warfare defense measures. Furthermore, the civil defense system calls for organized groups in factories, collective and state farms, dwelling units, schools, and other institutions. Even assuming all these steps have been taken, the civil defense program may not be carried out as vigorously in Omskaya Oblast as in more vulnerable parts of the country.

C. Medical Facilities

Medical facilities in Omskaya Oblast are good by Soviet standards. Statistics for 1955-56 indicate that the oblast stands close to the USSR average in most categories, and is much better supplied with medical services than a good many other sections of the RSFSR. The uneven urban-rural distribution of medical personnel, which is apparent here, is a fault characteristic of the country as a whole.

Omskaya Oblast had in 1956, 2,663 medical doctors and 500 dentists. Omsk city, containing 32 per cent of the oblast's total population, has 2,423 doctors and dentists, or 77 per cent of all those available in the oblast. This imbalanced distribution gives the capital city a very high incidence of 4.8 doctors per 1,000 population, while the remaining urban and rural areas have only 0.7 doctors per 1,000 population.

Assistant medical personnel, with secondary school training only, do not begin to compensate for the uneven distribution of doctors. There are 6,700 medical assistants in the oblast (1956), of which 1,900 are dental assistants. Omsk city has 55 per cent of this total, or 7.3 medical assistants per 1,000 population. This leaves only 2.7 medical assistants per 1,000 population outside of Omsk.

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It is true throughout the Soviet Union that doctors are concentrated in large urban areas. In Omsk, the tendency is reinforced by the fact that this city has an important medical center, composed of a large hospital, a medical school, a secondary school of medical training, and research institutes of epidemiology and microbiology. New buildings are being constructed as the scope of the medical center expands.

In 1956, the oblast had 9,649 hospital beds, and 9,900 accommodations for the sick outside of hospitals. There were also 6,400 permanent nurseries (creches), 52 per cent of which were located in Omsk. In addition, some 16,500 temporary nurseries were set up in kolkhozes during the peaks of agricultural activity.

The 1956 Congress of Health Workers in Omskaya Oblast surveyed some of the weak points of medical service at that time: hygienic controls, diagnosis, and therapy were considered poor in hospitals of Odesskiy and Tavricheskiy rayons; children's health care programs were poorly organized in Sargatskiy and Maryanovskiy rayons; seasonal nurseries were not completed in Russko-Polyanskiy and Pavlogradskiy rayons; and in general, hospital construction was progressing too slowly. Logically enough, these complaints are focussed on areas of virgin land settlement.

These comparatively minor weaknesses, plus the more serious problem of medical personnel distribution still does not alter the fact that Omskaya Oblast has good medical services by Soviet standards. It is not uncommon for long-established rural rayons of the RSFSR to be completely without the services of a trained physician; there is no indication that such is the case in Omskaya Oblast. Furthermore, good transportation facilities may partially compensate for the numerical weakness of trained personnel in the countryside.

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D. Educational and Cultural Facilities

There are 7 institutions of higher learning in Omskaya Oblast. All are located in Omsk, capital city and cultural center of the oblast: institutes of medicine, pedagogy, physical culture, highway construction, machine building, agriculture, and veterinary medicine. Full use is made of these educational institutions in the oblast's economy. They are not only training centers for future key personnel, but are also research centers for projects under way in the oblast. For example, the Omsk Automobile-Highway Institute is planning the major highway and the secondary road net now under construction in the S. Experimentation with soils and plants by the research staff of the Omsk Agricultural Institute is put into practice throughout the oblast and the rest of Siberia.

The programs of secondary technical institutes and industrial research units are also, quite naturally, linked with the economy. In this category are: the newly organized research and training program of the Omsk tire industry; the Irtysh River Transportation School; and the aerial research program of the Omsk Cartographic Plant, which trains new technicians and selects sites for dams, virgin lands projects, and lumber camps.

During the academic year 1956/57, there were 29,500 students enrolled in the universities and technical institutes of Omsk. Some 1,400 additional students were enrolled in middle specialty schools outside of Omsk. For example, the town of Tara has middle schools for teachers, agricultural technicians, and medical assistants. In addition, Omsk had 9,500 students in schools designed for working youth and adult education; 6,700 students outside of the capital city are also in this category.

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Omskaya Oblast had 218,100 students enrolled in grades 1-10 for the school year of 1956/57; 6,1900 in the city of Omsk and 156,200 in the remaining urban areas and rural settlements of the oblast. Grade schools and classes in Omsk are fairly large, averaging 619 students per school and 23 students per teacher. In the remainder of the oblast, where population is not so highly concentrated, schools and classes tend to be much smaller, averaging 65 students per school and 15 students per teacher. Educational facilities may not have quite caught up with the needs of new lands settlements, but on the whole, the oblast seems well served.

There are 2 museums and 4 theaters in the capital city. Omsk also has 126 libraries (64 public; 62 in schools and other institutions) housing 1,753,000 volumes. There are an additional 3,294,000 volumes throughout the oblast. The size of libraries range from an average of 14,000 volumes in Omsk, to 2,000 volumes in rural settlements and large sovkhoses.

The 1,384 rural clubs, established on sovkhoses and kolkhoses throughout the oblast, are used for political meetings as well as for reading and recreation. Movie projection units, numbering 589 in the oblast, also serve both recreational and propaganda purposes. In addition to radio and the more conventional means of propaganda broadcasting (see Section IV., C, Transportation and Communications) there is a report concerning a steamer which ties up to freighters on the Irtysh River, and gives their crews indoctrination courses through movies and lectures.

IV. Socio-Economic FactorsA. Housing

Although a great deal of labor and materials are being used to construct industrial plants, grain elevators, roads,

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railroads, and pipelines in Omskaya Oblast, housing construction has also been progressing well. This success is due largely to the availability of building materials, and the policy of encouraging individuals to build their own homes with the aid of state loans.

Lumber, bricks, building tile, concrete, and ferro-concrete parts are produced in quantity within the oblast. In 1957, the newly created Omskaya Oblast Sovmarkhoz took steps to make still more building supplies available. Under the Sovmarkhoz, an independent administration of building materials works to coordinate and mechanize production. In 1958, 20 per cent of all appropriations for construction and repair work will be invested in the building materials industry, operating on a base of local raw materials.

In 1957 the USSR Council of Ministers reaffirmed its policy of encouraging individual home-building on a communal basis. During that year, 85 per cent of all the new houses in Omsk city were put up by individual builders. Because these were small houses, they accounted for only 24 per cent of all the dwelling space built in the city during 1957. For the most part, the individual builders were those who joined in the enterprise with their fellow factory workers. For example, the Omsk ship repair plant arranged for the delivery of prefabricated parts, and the workers set up the houses in a grove near the plant. Rural groups have also acted on this principle. In Lyubinskiy Rayon, 10 kol-khozes have joined together to construct houses and community buildings. They purchase material jointly and pool their building skills. Such efforts will partially compensate the lack of planning, which is a characteristic attributed to new lands settlements in the oblast.

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There are some drawbacks to the individually-built communities, especially those in urban areas. Soviet officials have pointed out the waste involved in stringing out settlements of one-story buildings far from existing power lines, roads, water supplies, and sewer pipes. Multi-flat apartment buildings would be preferable.

Professional building crews are putting up apartment buildings around the new oil refinery; these are 4-story apartments with cultural and public service buildings nearby. One report claims that eventually this oil industry complex (see Section IV., E, Economic Characteristics) will be responsible for housing 250,000 persons. In other parts of the city some 6-story apartments have gone up with shops and public services on the ground floor. Work is also being done to replace old wooden houses (which are probably still in the majority) with brick and concrete structures. Communities outside of Omsk also illustrate the mixture of the old and new. A 1956 photograph of Lyubinskiy shows weathered, ornate clapboard houses and new concrete homes with thatched roofs.

Statistics on total living space in all Omskaya Oblast are not available. However, figures are available for Omsk city, which houses 32 per cent of the oblast's total population. Calculations based on Soviet reports of new housing completed, show that currently there are 74 square feet of housing space per person in Omsk. This compares unfavorably with the 78 square feet per person available in Moskva, but it is well above average for West Siberia. Although these figures indicate crowded conditions by Western standards, the population of Omsk can be considered well off by Soviet standards. Naturally there is still pressure to fulfill construction goals, and convert unused space for housing, but in

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Omsk, complaints are more likely to be on the shortage of furniture and other consumers' items.

B. Food Supplies

Omskaya Oblast is a large-scale producer of wheat, oats, rye, meat, and milk products (see Section IV., E, Economic Characteristics). On a smaller scale, the oblast raises potatoes, beans, and poultry. Although a large volume of agricultural products is exported, it is estimated that the oblast's population maintains a good local supply of staples, if not a wide variety of foods.

Approximately 61 per cent of the total population is rural, and, to some extent, producers of their own consumption needs. Even the inhabitants of Omsk raise cabbage, beets, cucumbers, and potatoes in their own gardens. Over 95 per cent of the urban population is located in the major agricultural region, and on main transportation routes. Therefore, except for the sparsely populated N, the population is well located in relation to the sources of food supplies.

Many of the facilities for food storage and processing are designed primarily for export products. For example, the huge elevators in the railway stations of Omsk and Nazyvayevsk hold grain destined for other parts of the country. Similarly, much of the condensed milk canned in Lyubinskiy, and the meat packed in Cherlak is shipped out of the oblast.

Despite the relatively large grain storage capacity in the oblast, there are not enough facilities to handle the 100 per cent increase in grain acreage since 1954. Ferro-concrete grain storage houses and grain dryers are said to have been built on all new kolkhozes and sovkhozes. More grain elevators are under construction.

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Nevertheless, reports indicate that tons of grain are spoiled by dampness. To fill state requirements, the local population may have to absorb some of these losses. Rainy autumns in West Siberia also bog down traffic on poorly surfaced secondary roads, many of which are connecting links to food storage areas. These last 2 factors may be the major faults in the food supply system of Omskaya Oblast.

C. Transportation and Communications

The city of Omsk is of vital importance as a control point in the transportation system of Omskaya Oblast, West Siberia, and the USSR as well. Its location is strategic in relation to river, rail, air, pipeline, and highway connections. (See Map IV.)

For centuries Omsk has been a busy port on the Irtysh River, main tributary of the Ob, which provides a long N-S artery for goods. In 1955, river freight for the oblast totaled 2,706,000 metric tons incoming, and 2,252,000 metric tons outgoing -- 24 per cent of the total for West Siberia. Omsk is the principal supply base for the northern part of the Ob Basin, and ships many cargos of grain N to these taiga and tundra regions. Irtysh-Ob shipping also contributes to traffic on the Northern Sea Route. A large part of the cargo shipped S from Omsk consists of timber, an item in even greater demand since the virgin land program was initiated.

The fleet of the Lower Irtysh River Steamship Line consists of steamships, tugs, and self-propelled barges. Most of the craft are equipped for radio communication with fleet headquarters in Omsk. Here too is the directorate of River Transport for the Irtysh River Basin, an agency controlling traffic beyond the oblast as far as Khanty-Mansiysk (Tyumenskaya Oblast), 1,570 miles downstream to the NW, at the confluence of the Irtysh and the Ob and as

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far upstream as Pavlodar in the SE (Kazakhskaya SSR). The directorate is responsible for the maintenance and construction of river transport facilities throughout the Irtysh watershed. Under its direction, Omsk has acquired 6 port facilities, 4 of which are highly mechanized and vital to river-rail transshipment operations.

Further N on the Irtysh, work is being done to mechanize the facilities at Tara, a secondary port. Cherlak, in the southern part of the oblast, is another secondary port on the Irtysh. The Om, Tara, and Ishim Rivers are navigable for some distance, but the tributaries of the Irtysh are used mainly for lumber flotage. As for the Irtysh River itself, due to the continental climate, it is open only 5 months of the year.

The rail lines through Omsk are continually carrying goods such as Kuznetsk coal, metal ores, cotton, grain, animal products, and even Far Eastern herring going W to the Urals. Building materials, rails, and machines are shipped to Central Asia and the Far East. The Omsk-Novosibirsk sector of the Trans-Siberian main line is one of the busiest stretches of track in the USSR. Built in the late 1890's the Trans-Siberian remains the only E-W rail artery across the country, although the South Siberian goes as far as Kemerovo (Kemerovskaya Oblast). Totals for 1955 on railroad freight carried within Omskaya Oblast were 8,088,000 metric tons incoming and 2,994,000 outgoing. (Most of the raw materials used in Omsk's industry are carried by rail.) These totals do not include freight carried on the entire Omsk Railroad System, which is said to exceed the turnover for Great Britain.

The Directorate of the Omsk Railroad System controls the movement of all freight and passenger traffic along the Trans-Siberian main line from Makushino (Kurganskaya Oblast) in the W to

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Chulym (Novosibirskaya Oblast) in the E. This double-track line is electrified as far W as Isil-Kul, and as far E as Novosibirsk (Novosibirskaya Oblast); work is under way looking to the electrification of the entire Trans-Siberian route. By 1957, engines of the Omsk System were 65 per cent electric, 25 per cent diesel, and 10 per cent steam. A very important trunk line of the Trans-Siberian runs from Omsk NW to Sverdlovsk, Sverdlovskaya Oblast; the Omsk Railroad System controls the sector from Omsk to Vagay, Tyumenskaya Oblast. As yet, this sector has been double-tracked and electrified only as far as Nazyvayevsk, and electric power shortages have already been reported. New branch lines now under construction will further tax sources of electric power. Work has begun on an electrified line running S from Omsk, through Irtysk in Pavlodarskaya Oblast, and on down to a junction with the South Siberian railroad. It is also planned that the electrified railroad from Barnaul through Karasuk (Altayskiy Kray) will reach Omsk city from the SE by 1960. When completed, the Barnaul-Omsk branch line will add a much-needed outlet for grain and coal, and will further increase the importance of Omsk as a rail center.

Although there are a few narrow gauge railroads between large grain sovkhozes, the road network of Omskaya Oblast is the most important supplement to the railroad system (see Map IV). One main highway route runs SE-NW, paralleling the course of the Irtys River on its W bank. A second main route leads NE from Omsk into Novosibirskaya Oblast. The net of secondary roads is heaviest in the S, where a large rural population is dependent on trucks to bring in supplies, and take out the agricultural products.

A new automobile route is being built between Omsk and Ruskaya Polyana, in the grain region of the oblast. Eventually it

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will reach the virgin lands of North Kazakhstan. This road has been designed by the Omsk Automobile-Highway Institute to minimize the effects of drifting snow, which is obviously a problem of automotive transport in the oblast. The surfacing of the new route was not mentioned, but most rural roads in the oblast are covered with sand, cinders, or gravel. Reports state that the roads leading from the heart of Omsk to industrial plants, grain elevators, railroad stations, and airports on the outskirts of town are concrete or asphalt, but it is not known how far along the main highway routes hard surfaces continue. Spring thaws and autumn rains bring complaints that the roads leading to key grain storage centers such as Nazyvayevsk and Cherlak are impassable. Eventually a new network of roads will connect all the large grain sovkhozes. At present, MTS crews, who also operate road-building equipment, are doing a large share of the construction work.

Omsk is also an air transportation center. Omsk Airfield (Target 0163-8001), Class 4, is a junction for flights to Moskva, Sverdlovsk, Novosibirsk, Khabarovsk, and Vladivostok. This civil airport is linked to the center of town by auto, rail, and river connections. Flights have been reported between Omsk and 2 internal points to the N, Tara and Bolsherechye (see Map IV), but information on these fields is not available. Military airfields in the oblast are described in Section B., 2.

Petroleum pipelines are the most recent addition to the complex transportation network centered around Omsk. In December 1955 a 20-inch pipeline was put into use, bringing crude oil from the Tuymazy fields in Bashkirskaya ASSR to the new refinery in Omsk. It took 4 years to complete this line, which is over 800 miles long. Intermediate pumping stations are still being constructed along the pipeline to further increase its capacity.

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More stations will be needed to handle the flow through a second pipeline from Bashkir. The new 28-inch line is already in use as far as Chelyabinsk, supplying that city with petroleum products from the Ufa refineries. From Chelyabinsk, construction has reached as far E as Chumlyak (Kurganskaya Oblast) and work is definitely being done on a segment of the new line in Omskaya Oblast; the Bulayevo-Moskalenskaya sector is completed.

The Bashkiriya Petroleum Pipeline Administration in Ufa controls the flow of petroleum products to Chelyabinsk and Petropavlovsk, and the flow of crude oil to the Omsk refinery. In time, Omsk will also be a control center for an elaborate network of pipelines. Soon the new 28-inch pipe will reach the city; eventually a pipeline will be built from Omsk S to Pavlodar; a much longer line will extend E from Omsk through Novosibirsk and Krasnoyarsk to Irkutsk, where a large refinery is near completion. At present, the pipeline E of Omsk is open to Tatarsk, approximately 110 miles away in Novosibirskaya Oblast, and tractor fuel from the Omsk refinery is flowing through it. The fuel is carried by tank cars from Tatarsk into the virgin lands.

Transportation and communications facilities overlap in the case of the Irtysh Steamship Line and the Omsk Railroad System; ships and trains are equipped for radio communication with Omsk. By 1951 all the villages of the oblast had been equipped with radios, a fact which indicates competent work in communications, when compared to some backwardness in this field in other areas in the RSFSR of comparable economic development. More relay stations are being built, and an ever increasing number of receiving sets are being installed. It might be noted here that radios are manufactured in Omsk. There is a permanent microwave and radio relay

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station in Omsk, and the city is said to have a powerful broadcasting station serving 3 oblasts.

Experimental telecasts were going on in Omsk in December 1954. By 1956 there were 6,000 TV sets in operation, and work was under way to extend the transmitter's range beyond the city limits.

In 1955, the central telegraph office and the interurban telephone exchange were consolidated to improve service. A report of 1956 stated that calls could be made to any town in the country, and that the installation of telephone connections in the virgin lands had been completed. An automatic telephone circuit will connect Omsk with Moskva, Novosibirsk, and Sverdlovsk in the near future; in fact, it may already be done.

D. Utilities

At present, the electric generating capacity of Omskaya Oblast is somewhat below the level required by existing industrial plants and individual households. Power development will have to progress more rapidly, or the deficit will grow as electrified rail lines, pipeline pumping stations, and new industrial plants are completed. (See Section IV., C and IV., E for details on construction projects in transportation and industry.)

In 1956, a transmission line was completed between Omsk and Novosibirsk. This connection linked the power system of Omskaya Oblast with both the West Siberian and Kuznetsk Power Networks, which intersect at Novosibirsk. For the most part, Omsk receives electric power generated in Novosibirsk over this 220kv line. The plan envisions carrying this line on through to connect with the Urals Power Network, thus making possible the complete electrification of the Trans-Siberian railroad. The substation at Isil-Kul and the transformer at Lyubinskiy help to serve those sectors of

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the oblast's rail lines which have already been electrified. Since there has been a shortage of power reported on the NW branch line, it is obvious that the supply of electric power must be increased before new electrified railroads can be efficiently put into operation.

The 3 largest power plants in the oblast are located in Omsk city. They generate both heat and power, using Kuzuetsk coal for fuel. Omsk Power Plant TETS 1 (Target 0163-0018), 36,000 kw, and Omsk Power Plant TETS 2 (Target 0163-0001), 75,000 kw, have been in operation for several years. Omsk Power Plant TETS 3 (Target 0163-0063) is being built near the new oil refinery, and reportedly represents one of the largest construction projects the oblast is undertaking. Its present installed capacity is estimated at 90,000 kw, and its planned capacity has been reported as 330,000 kw, and even as high as 450,000 kw. The completed oil refinery and its related industries will undoubtedly require a great deal of power. Several smaller industries in Omsk have their own power plants, but the exact number and capacities are not known. Small power plants are also found in other urban areas of the oblast.

Transmission lines from Omsk carry power to some rural rayons, but a completely interconnected urban-rural power net does not exist in the oblast. The pattern in rural areas is one of inter-kolkhoz power systems. A 1957 Soviet estimate gave the total annual output of all rural power plants as 5,800,000 kw hours. Apparently this production is not serving the entire rural population, because all communities have not yet been electrified. Many of these settlements are on the virgin lands. Coal will probably remain the major fuel base for electric power generating. Less

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than 20 per cent of the existing plants are hydroelectric because there is no sharp fall to the rivers of the area.

Water is plentiful in the oblast, but not for drinking purposes. Saline lakes and shallow wells hold water which is unsuitable even for most industrial purposes. A new pollution problem has arisen from the drainage of Omsk refinery waste products into the Irtysh River. S of Omsk, the river is much cleaner; water from this region has been piped into the Irtysh water system since 1957, and a rather elaborate network of reservoirs and water conduits is slated for completion sometime in 1959. The lack of information on progress being made may indicate that the plans are not being realized.

Until facilities for better water distribution are provided, at least 13 rayons will continue to suffer from water deficiencies. Some sovkhoses in the virgin land regions have to bring in water by truck from points 20 to 25 miles away. Deep wells are being drilled where possible. Windmills are still being used to pump water, but some wells have mechanized systems. Omsk city is also growing faster than its water facilities, and one large portion of town is said to be in great need of a new water main for its 75,000 inhabitants.

One section of Omsk is supplied with gas for heating, and there are indications that gas pipelines will be extended. The sewage system serving the heart of town is being extended to new industrial outskirts. However, Soviet standards do not require an elaborate method for sewage disposal.

Public transportation is an item of significance only in the capital city. Out of the 13 major cities in the Soviet Union, Omsk showed the greatest increase (250 per cent) in the number of

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passengers carried by its public transportation system between 1940 and 1956. Due partially to the addition of several trolley-bus lines, the Omsk system was able to handle 96 million passengers in 1956.

E. Economic Characteristics

The city of Omsk is by far the largest industrial center in the oblast. It accounts for well over 80 per cent of the oblast's industrial output; about 15 per cent of West Siberia's industrial production; and 0.6 per cent of the Soviet Union's gross national product (1956).

The major reason for the economic development of Omsk is its strategic location in relation to primary E-W and N-S transportation routes (see Map IV and Section IV., C, Transportation and Communications). Despite the fact that no raw materials for heavy industry are produced nearby, Omsk has developed industries of regional and national importance through the use of materials brought in by rail, river, and pipeline. In 1955, heavy industry accounted for 61 per cent of the city's total output, light industry for 20 per cent, and food processing and other activities, 18.9 per cent.

Judging by figures on plant capacities for 1956, Omsk has the capacity to produce 18.5 per cent of the aircraft engines built in the USSR, 12.4 per cent of the rubber tires produced, 12 per cent of the tanks and self-propelled guns, 6 per cent of total petroleum products, and 2.8 per cent of all airframes produced in the Soviet Union. If, as evidence indicates, a missile-assembly plant actually exists in Omsk (see Section I., B. 2, Military), this would certainly represent another industry of national significance.

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Omsk is one of 4 large manufacturers of agricultural machinery E of the Urals. Tractors, combines, and threshing machines made here are shipped to the grain belt of Omskaya Oblast, and on S into Kazakhstan and other areas of virgin land cultivation. The only plant in Siberia producing precision electrical instruments such as ammeters, voltmeters, and microammeters is located in Omsk. Auto trailers, motor-bicycle engines, welding equipment, and carbon black are also produced here. The Omsk Cartographic Plant not only makes maps, but also sends out aerial survey teams to do topographic research throughout Siberia. There are 6 plants producing reinforced concrete building parts, and others making tiles and bricks. Woolen milling, flourmilling, and the processing of flax, milk, meat, hides, and timber are industries based on abundant resources available in the oblast itself. A report of November 1957 discloses plans for Omsk to produce such consumer items as accordions, pianos, washing machines, cast iron-ware, and enamelware. The completion of plants for a large-scale cotton textile industry based on Central Asian raw cotton will further increase Omsk's importance on the regional level.

There are few phases of economic activity in Omsk which can be considered of purely local significance, and it is probable that a large part of the administrative work done by the Omskaya Oblast Council of National Economy concerns industries in the capital city (see Section I., B, 3, Government). In addition to the new developments mentioned above, the Soviets expect the petroleum refining center in Omsk to be a "giant among industries" by 1960. Omsk Petroleum Refinery (Target 0163-0062) is planned to have an installed capacity equal to the total of all the refineries in Baku, where 24 per cent of the Soviet Union's refinery capacity is

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now concentrated. At present 3 cracking units are in operation, processing crude oil piped from the Bashkirskaya ASSR, and producing diesel oil, machine lubricants, and gasoline. Reports indicate that even the current level of production has improved petroleum supplies in Kazakhstan and Siberia. Plants for the synthesis of alcohol and rubber from the byproducts of oil refining are now under construction. A network of pipelines (see Section IV., C, Transportation and Communications) and eventually gas mains will complete the oil industry complex in Omsk. Although it is doubtful that all this can be accomplished by 1960, it is certain that Omsk is steadily becoming an even more important industrial city.

Kalachinsk, to the E of Omsk, is the only other city in the oblast producing metal goods in quantity. Threshing machines and spare parts are manufactured here. For the most part, the economy of other urban areas in the oblast is built upon the processing of agricultural products. The industry varies with the region: in Tara it is flax-processing; in Cherlak, meat packing; and in Nazyvayevsk, flourmilling. (See Section V, Urban Areas, for a detailed listing of these and other economic activities.) River craft shipbuilding and railroad servicing are important activities in urban areas along major transportation routes.

Despite the outstanding position of Omsk as a large and diversified industrial and transportation center, it must be noted that it is the only city of this nature in the oblast, and that agricultural activity predominates. (Over 60 per cent of the oblast's population is rural.) The extreme southern part of the oblast lies in the black soil belt and is one of the principal spring wheat-producing areas of the Soviet Union. Azovskiy, Odesskiy, and Sherbakulskiy Rayons are the largest grain producers in the oblast

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(see Maps II and IV). The SW corner of the oblast has always been good wheat land. It is richer and better drained than the land in rayons just N of the Trans-Siberian main line, where extensive virgin land development has been undertaken. The most ambitious projects involve the draining of swamplands in Bolsherechenskiy and Tarskiy Rayons to the N. It will take 10 years to condition this land for cultivation.

Of the total land area of Omskaya Oblast, 18.6 per cent was under grain cultivation by the fall of 1957. Spring wheat was grown on 4,498,208 acres; oats, rye, barley, and other grains were grown on 2,066,744 acres. This total grain acreage yielded a harvest of 1,328,958 metric tons in 1957. The 1957 growing season was a very poor one, and, despite the addition of 580,000 newly cultivated acres, the harvest was well below that of 1956 (1,800,000 metric tons). Of the land sown to grain in 1957, over 51 per cent had been put under cultivation since the initiation of the virgin and fallow lands program in 1954.

Omskaya Oblast had 61 sovkhoses in 1956, and 115 MTS's. Most of the sovkhoses are grain producers, as are the larger kolkhozes. Collective farms totaled 668 in 1956, where they had numbered 2,392 in 1940; consolidation has considerably increased the size of collective farms in the oblast. In 1956, 49.4 per cent of the kolkhozes had between 5,000 and 12,000 acres; 32.7 per cent had over 12,000 acres. It seems that the transfer of agricultural equipment from the MTS's to the individual collective farms could be a very practical move in Omskaya Oblast (see Section I., B, 1 on this new Party policy) because collective farms here are large enough to use the equipment economically.

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While grain crops occupy 64.8 per cent of the total cultivated land, there remain 3,566,148 acres sown to other crops such as flax, sunflowers, mushrooms, potatoes, and other vegetables. Soviet sources also include fodder crops in the total acreage under cultivation. Over 2,750,000 acres in the oblast are devoted to raising fodder. This total represents 25 per cent of all land in West Siberia under fodder crops.

In addition to good fodder supplies, Omskaya Oblast has 21.1 per cent of its land in natural hayfields and pastures. Together these form the base for a well-developed livestock economy. The oblast raises a million head of beef cattle, 420,000 milk cows, and well over a million sheep and goats. Figures for 1956 also list 587,000 pigs, and 172,000 horses. Map IV shows the outstanding livestock raising regions, but some dairy and meat animals are found in every rayon of the oblast.

Large-scale lumbering is centered in the northern part of the territory. Figures for 1955 indicate that Omskaya Oblast is not outstanding in the production of cut lumber (20,691,660 cubic feet). However, this total does not include the logs which are sent out of the oblast to the S, via the Irtysh River.

Research carried out at the Omsk Agricultural Institute should be mentioned here as an important adjunct to the rural economy of the oblast and the region. The institute has about 17,000 acres of land for experimental cultivation, and a staff of 60 scientists. Work is being done on a variety of projects including soil amelioration, livestock breeding, and the development of hardy plant species. A 2-volume work, recently published by the institute, is said to be the standard reference for Siberian agronomists.

S E C R E T

V. Urban Areas

TABLE VIII

ESTIMATED DISTRIBUTION OF TOTAL
URBAN POPULATION

<u>Population Range</u>	<u>Number of Urban Areas</u>	<u>Population (In Thousands)</u>	<u>Per Cent</u>
500,000 and over	1	540	81.3
100,000-500,000	--	--	--
50,000-100,000	--	--	--
20,000- 50,000	2	48	7.2
10,000- 20,000	5	69	10.4
Less than 10,000	<u>2</u>	<u>7</u>	<u>1.1</u>
Total	10	664	100.0

Over 81 per cent of the total urban population is concentrated in Omsk, capital of the oblast. This city, with an estimated 540,000 inhabitants, is by far the largest urban area in Omskaya Oblast. The second largest urban area, Tara, has an estimated population of only 25,000. Isil-Kul, with 23,000 inhabitants, is in third place. Seven other urban areas, ranging in population from 2,000 to 16,000, contain the remaining 11.5 per cent of the oblast's urban total.

Omskaya Oblast contains the following urban areas, listed according to size of population:

Omsk 55-00 N; 73-24 E.
Population: 540,000 (1958 est.)
Administrative: capital of Omskaya Oblast; city of
of republic subordination; center of Ulyanovskiy
Rayon; Oblast Committee of Communist Party; City
Committee of Communist Party; Council of National
Economy (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 Society; City
Executive Committee.
Airfields: one Class 1, military; one Class 4,
civil; one Class 5, probably civil.
Transportation: Headquarters, Omsk RR System;
Division Headquarters, Omsk RR System; engine
house and depot; 2 classification yards; 2 car

URBAN AREAS

S E C R E T

Omsk
(Cont'd.)

repair shops; locomotive and car repair plant; Directorate, Irtysh River Basin Transportation; major port on Irtysh River with 6 sets of harbor facilities; main station on oblast sector of petroleum pipeline.

Economic: Omsk Aircraft Engine Plant, Baranova (0163-0004) - 18.5 per cent of USSR cap.; Omsk Rubber Products Plant (0163-0007) - tires, 12.4 per cent of USSR cap.; Omsk RR Repair and Tank Plant, Voroshilov (0163-0002) - tanks and self-propelled guns, 12 per cent of USSR cap.; Omsk Petroleum Refinery (0163-0062) - 6 per cent USSR cap.; Omsk Aircraft Plant (0163-0003) - airframes, 2.8 per cent of USSR cap.; possible rocket-testing site nearby; producer of tractors, combines, agricultural machine parts, auto trailers, motor-bicycle engines, precision electrical instruments, welding equipment, reinforced concrete building parts, tiles, bricks, carbon black, textiles, radios, maps, and biological supplies; 3 large heat and power plants.

Educational: institutions of higher education in medicine, pedagogy, physical culture, highway construction, machine building, agriculture, and veterinary medicine.

Tara

56-53 N; 74-22 E.

Population: 25,000 (1958 est.)

Administrative: town of rayon subordination; center of Tarskiy Rayon.

Transportation: port facilities on Irtysh River.

Economic: flax, grain, and dairy products; also shipbuilding, sawmilling, and leather processing.

Isil-Kul

54-57 N; 71-17 E.

Population: 23,000 (1958 est.)

Administrative: town of rayon subordination; center of Isil-Kulskiy Rayon.

Transportation: engine house and turnaround point, Omsk RR System.

Economic: bricks, butter, poultry; fruit nursery center.

Nazyvayevsk

55-34 N; 71-21 E.

Population: 16,000 (1958 est.)

Administrative: town of rayon subordination; center of Nazyvayevskiy Rayon.

Transportation: classification yard and locomotive repair shop, Omsk RR System.

Economic: grain and coal storage center; bricks, flour, meat, and dairy products; peat extraction nearby.

Tyukalinsk

55-52 N; 72-12 E.

Population: 15,000 (1958 est.)

Administrative: town of rayon subordination; center of Tyukalinskiy Rayon.

S E C R E T

Tyukalinsk
(Cont'd.)
Transportation: junction of secondary road net.
Economic: dairying and flourmilling center; fur-bearing animals raised in area.

Kalachinsk
55-32 N; 73-25 E.
Population: 14,000 (1958 est.)
Administrative: town of rayon subordination; center of Kalachinskiy Rayon.
Economic: threshing machines, mobile repair shops, and parts for agricultural equipment; also has butter plant, poultry combine, flour mill, and grain storage facilities.

Cherlak
54-10 N; 74-48 E.
Population: 13,000 (1958 est.)
Administrative: urban settlement; center of Cherlaskiy Rayon.
Transportation: port facilities on Irtysh River.
Economic: bricks, furniture, butter and meat products; ship repair shops, poultry station, fruit nursery, and grain elevator.

Lyubinskiy
55-09 N; 72-42 E.
Population: 11,000 (1958 est.)
Administrative: urban settlement; center of Lyubinskiy Rayon.
Economic: large milk processing and canning combine; poultry station and grain storage facilities.

Cherlakskiy
53-46 N; 74-31 E.
Population: 5,000 (1958 est.)
Administrative: urban settlement; located in Drobyshevskiy Rayon.
Economic: center of grain and sheep-raising area.

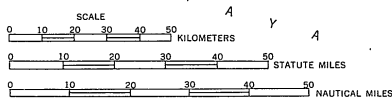
Krasnyy Yar
55-20 N; 73-06 E.
Population: 2,000 (1958 est.)
Administrative: newly designated urban settlement; located in Lyubinskiy Rayon.
Economic: probably center for dairy and meat products.

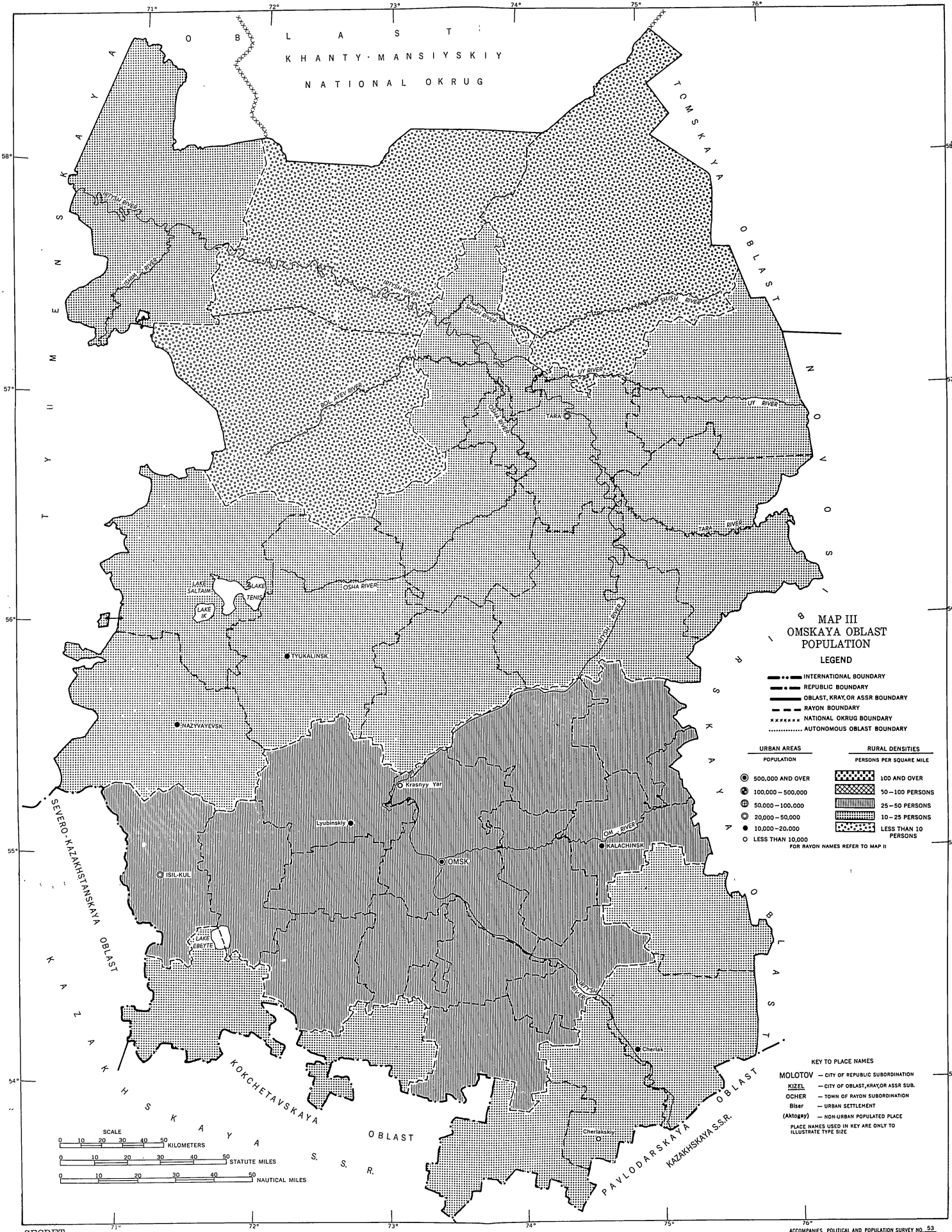


MAP II
OMSKAYA OBLAST
ADMINISTRATIVE-TERRITORIAL DIVISIONS

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





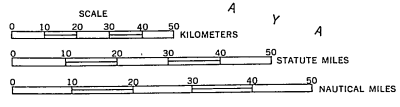
MAP III
OMSKAYA OBLAST
POPULATION

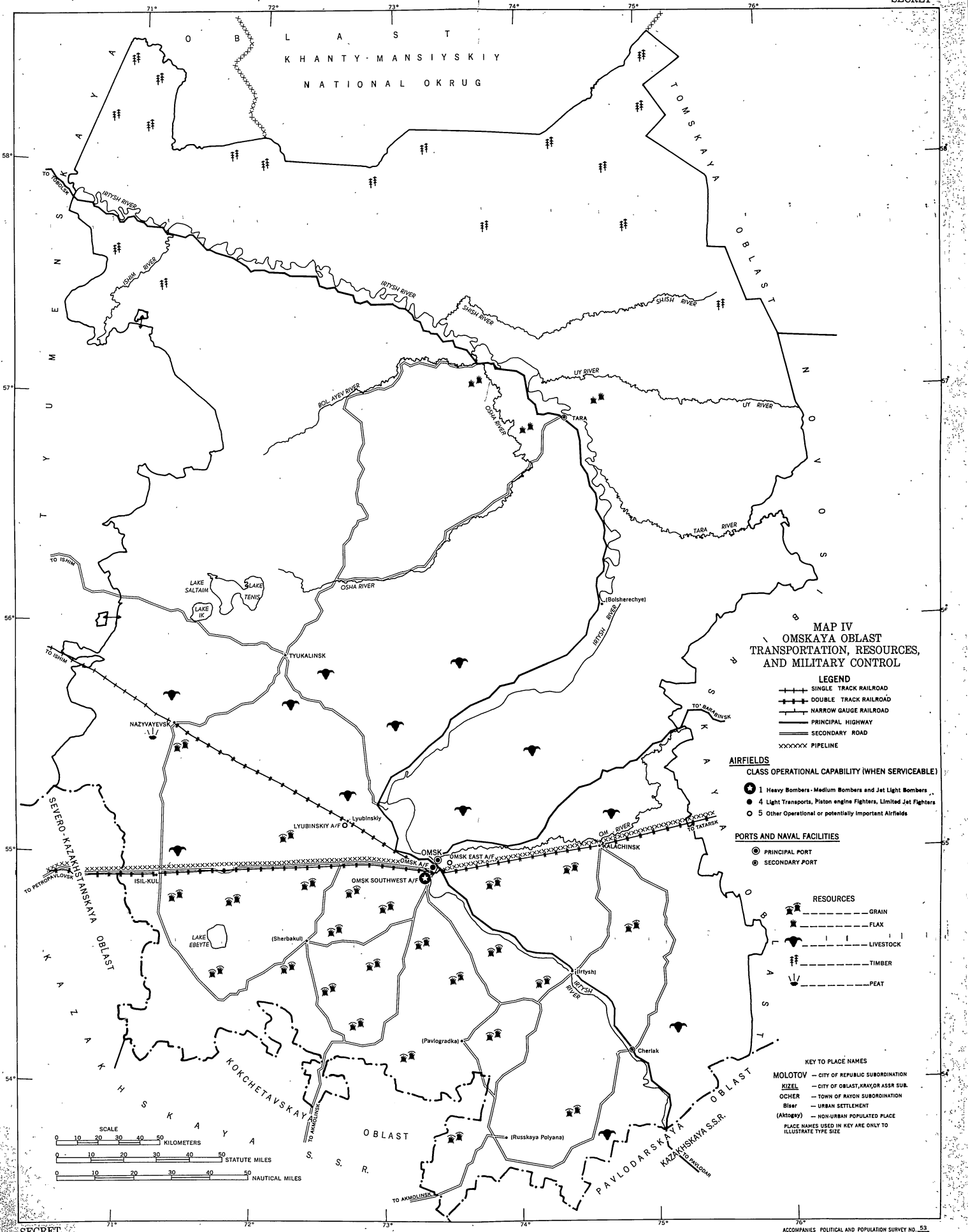
- LEGEND**
- INTERNATIONAL BOUNDARY
 - REPUBLIC BOUNDARY
 - OBLAST, KRAY, OR ASSR BOUNDARY
 - RAYON BOUNDARY
 - NATIONAL OKRUG BOUNDARY
 - AUTONOMOUS OBLAST BOUNDARY

URBAN AREAS		RURAL DENSITIES	
POPULATION		PERSONS PER SQUARE MILE	
●	500,000 AND OVER	[Checkered pattern]	100 AND OVER
●	100,000 - 500,000	[Dense dots pattern]	50 - 100 PERSONS
●	50,000 - 100,000	[Medium dots pattern]	25 - 50 PERSONS
●	20,000 - 50,000	[Sparse dots pattern]	10 - 25 PERSONS
●	10,000 - 20,000	[Very sparse dots pattern]	LESS THAN 10 PERSONS
○	LESS THAN 10,000		

FOR RAYON NAMES REFER TO MAP II

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





**MAP IV
OMSKAYA OBLAST
TRANSPORTATION, RESOURCES,
AND MILITARY CONTROL**

- LEGEND**
- +—+— SINGLE TRACK RAILROAD
 - +—+—+— DOUBLE TRACK RAILROAD
 - +—+—+— NARROW GAUGE RAILROAD
 - — — — — PRINCIPAL HIGHWAY
 - — — — — SECONDARY ROAD
 - XXXXXX PIPELINE

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

- PORTS AND NAVAL FACILITIES**
- PRINCIPAL PORT
 - SECONDARY PORT

- RESOURCES**
- GRAIN
 - FLAX
 - LIVESTOCK
 - TIMBER
 - PEAT

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

