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MILITARY INSTALLATIONS DATA

NORTH CAUCASUS

MILITARY DISTRICT (C)

VOLUME 5, NO. 9

KRASNODAR

45° 02' N - 39° 00' E

U.S.S.R.

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17 June 1958

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SPECIFIC GUIDANCE

1. The categories of intelligence data which will be of value for all the reports of this series are set forth in the General Guidance which appears at the beginning of this volume.

2. Following are specific items of information which are a priority requirement for the KRASNODAR study:

- a. Additional information on Barracks Area (Item 3), and troops billeted there. An unconfirmed report has identified them as artillery personnel.
- b. The approximate number of engineer and armored troops billeted at Item 18, and any additional information regarding this general military area. Can this complex be observed from Gorkiy Park?

c. Identification and location of underground ammunition storage reported on the Airfield (Item 1), including size, and type of ammunition stored.

d. Precise information is needed regarding the new, high-speed highway running northeast from KRASNODAR to ROSTOV, and whether the approximate alignment as shown on the City Plan is correct.

e. Confirmation on removal of pontoon bridge and information concerning its possible replacement.

f. Further information concerning the Military Supply Depot (Item 4), and whether it is the only major military supply facility for the entire area.

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1. THE CITY OF KRASNODAR

a. Introduction

KRASNODAR (45°02'N-39°00'E) is the metropolis of the Kuban valley area and the capital of Krasnodarskiy Kray; as Yekaterinodar, it was the chief city of the Kuban Cossacks before the Revolution. By the early 1930's, KRASNODAR had become a city of all-Union significance, due primarily to its location on the west bank of the twisting Kuban River where it served as a collecting and processing center for the products of the fertile, black earth agricultural area surrounding it. As a river port, the city is a gateway to the area from the Black Sea and the important harbors on that body of water, while a rail line to BAKU connects the city with the Caspian. Its 1956 population has been estimated at 310,000 inhabitants, which is a marked increase from the approximately 204,000 persons present in 1939, inasmuch as the city suffered serious damage during the war years. Russians and Ukrainians are the predominant ethnic groups in the city, but considerable numbers of Armenians, Georgians, and Greeks have been reported. Military installations occupied by Infantry, Armored, Signal, and SAF units in addition to MVD and local

police activities have been reported.

b. Urban Characteristics

KRASNODAR lies in low, almost swampy terrain west of the navigable Kuban River which makes a loop enclosing the southern part of the city. The city blocks are generally laid out in regular squares, occasional wide streets or avenues also conform to the pattern. Most of the central streets are paved with asphalt or cobblestones while peripheral streets are of graded earth. The city suffered sufficient wartime damage to qualify as one of fifty in the RSFSR for reconstruction priority. This suggests that changes in layout have taken place, and it may also reflect the importance of the city in the Soviet economy. Buildings in KRASNODAR are predominantly one and two-story structures; exceptions to this are many of the buildings along Stalin Street, the main thoroughfare, and some other government and industrial buildings.

Surrounding the city are large orchards and agricultural enterprises, including some of the most important jute-producing land in the USSR. These agricultural activities are reflected in the city's industries which include canning and

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distilling, meat packing, flour milling and storage, the preparation of dairy products, the manufacture of tobacco, and presumably the processing of jute, although no plant devoted to this has been reported. Among its other industries are one of the largest oil refineries in the Kuban region as well as metal manufacturing and machine building plants. Of interest to the casual tourist and of orientation value to others as well, are a number of facilities for entertainment and culture. Two important parks exist in the southern part of the city. One of these, Gorkiy Park (City Plan, Item 72) is beautifully laid out and offers open air concerts and theatrical productions. The other, Kalinin Park (Item 70), is located a few blocks to the northwest and to the north of Tal'myana Street. In addition to a palace of culture and several sports fields elsewhere in the city, a park of culture and rest has been developed on the shore of Karasum Lake, a sizeable body of water which has recently been cleaned and converted into a water sports area.

The 1955 edition of the handbook Territorial-Administrative Divisions of the USSR lists four city raions in KRASNODAR: Kaganovich, Kirov, Red Guard, and Stalin. It is probable that at least the first of these has undergone a

change in name to reflect the fall from favor in 1956 of the man for whom it was named.

c. Industry

KRASNODAR's industrial installations are to be found throughout the city, but a higher concentration appears in the south and east along the Kuban than in any other sections. Some of the city's more important and larger ones merit special attention since they played a considerable part in the war effort, and would probably do likewise in any future conflict. The Krasnodar Oil Refinery (Item 51) mentioned previously is probably the most important industrial installation in the city. It receives crude oil from the Maykop oil fields via pipeline and rail from APSHERONSK (44°28'N-39°45'E). Besides the usual petroleum products, a variety of synthetics are reportedly produced at this refinery. Its crude oil supply is stored in open tanks (Item 59) on the east bank of the river, and is pumped through pipelines laid under the river into the refinery. The plant consists of numerous storage tanks for refined products, boiler houses, distillation units, workshops and laboratories, pumphouses, warehouses, and administrative buildings. The area covered has been estimated at about 59 acres, and the crude charging capacity of the refinery at approximately 1,000,000

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metric tons per year, prior to the addition of three 50,000 ton tanks in 1956. The addition of these tanks could also mean that exploitation of the Il'skaya oil fields has been successful. (IL'SKAYA (44°51'N-38°34'E) is several miles southwest of KRASNODAR, and some fields in this area had been developed prior to World War II, but with the war most of them were destroyed.) The refinery itself was heavily damaged during the war, but was completely restored by 1952.

The Machine Tool and Equipment Plant "Sedin" (Item 50), produces machinery mainly for industrial use, and is probably the next most important factory in the city. During the war this plant made tank and anti-aircraft gun components, howitzers, and ammunition cases. At present it employs a labor force of over three thousand and reportedly produces lathes, grinding machines, winches, drills, pumps for the oil industry, and agricultural equipment. The plant is served by rail, and receives pig iron from the Donets region. A Precision Instrument Plant (Item 22), situated in the northern part of the city, produces mechanical and electrical measuring instruments for industrial use. Contained in its area are storage tanks, work shops, assembly buildings, administration buildings, and probably residential buildings for

employees. During the war this plant was engaged in production and maintenance work for the armed forces. The Krasnodar Tobacco Plant (Item 29) is probably the largest such plant in Krasnodar Kray. Equipped with rail service and numerous buildings, this plant was reportedly converted to the production of ammunition during World War II. The Motor Vehicle Parts Plant, "October" (Item 33), produced mortars, mortar shells, mines, grenades, and small arms during the war, but is now engaged in the production of cylinder blocks and other motor parts for trucks and tractors. Some of the parts are shipped to vehicle plants as far as MOSCOW, as well as to the "Dzerzhinskiy" Tractor Plant in STALINGRAD. KRASNODAR's Aircraft Engine Repair Plant (Item 21) is of post-war construction (1948), and is engaged in the repair of aircraft engines and agricultural machinery. The six industrial installations described above are only the more important of the many enterprises in the city, and those for which some war production information is available. Other plants include the Truck and Tractor Repair Plant (Item 19), the Wagon Plant "Kalinin" (Item 26), several Brick Plants (Items 31, 54, 55, 57), the Leather Plant (Item 5), a Boat Yard (Item 35), the Glass Plant "Rykov" (Item 48), a Power Plant (Item 44), and plants and

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pumping stations associated with the distribution of water (Items 43,63).

Since KRASNODAR is an agricultural center it is not surprising that a huge industry has grown up around the processing of fruit, meat, and other agricultural products. The following are representative plants of the city's food processing industry: (1) The Vegetable Oil Plant (Item 42), probably the largest of its kind in the Soviet Union, lies in the northeastern part of the city. It reportedly extracts 60 metric tons of vegetable oil per day, in addition to producing soya flour, margarine, soap, fodder, and fertilizer. Its labor force is estimated to be about 3000 persons. (2) The Food Canning Plant "Mikoyan" (Item 52) is situated on the south bank of the Kuban River. It processes and cans vegetables, fruits, and meats, and treats fats from meat products for further industrial use. It is one of the largest canning combines in the USSR. In addition to being served by rail, reports indicate that its wharves enable it to ship certain goods on the Kuban River. (3) The Meat Packing Plant (Item 56) is of impressive size, and recognized by its livestock pens. Like several other installations in the city, it has its own power plant. Other food products

factories include the Macaroni Plant (Item 45), the Flour Mills (Items 34,39), the Castor Oil Plant (Item 46), and a large Distillery (Item 37).

d. Transportation

KRASNODAR is an important rail junction, and a collecting and shipping center connected to the major rail routes which lead into central Russia and the Transcaucasus. The city has direct rail connections to STALINGRAD via TIKHORETSK (45° 52'N-40°09'E), and almost direct connections to ROSTOV (47°11'N-39°42'E) by way of a single track line which joins the main double track route from MAKHACHKALA (42°58'N-47°27'E) to ROSTOV at KUSHCHEVSKAYA (46°34'N-39°37'E). The southern part of this route links KRASNODAR to BAKU on the Caspian Sea, and the northern part eventually leads into European Russia and to MOSCOW. Southeast from KRASNODAR a single track line extends to NOVOROSSIYSK (44°44'N-37°47'E) on the Black Sea via KRYMSKAYA (44°05'N-37°08'E). Beyond KRYMSKAYA on this route the line is double track. Another single track line extends eastward to STAVROPOL (45°03'N-41°58'E), and is believed to be only of local significance. Serving KRASNODAR are two railroad stations. The Main Station (Item 41) is both a passenger and freight station; in addition to a large station building there

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are numerous tracks and yards which handle the large amounts of freight passing through the city. The Main Station is equipped with two turntables, several oil storage tanks, and open storage areas. Railway Station No. 2 (Item 25) is primarily a freight station although passengers can board trains here. It is equipped with several tracks and appears to function mostly as a marshalling point.

Highway transportation in and out of KRASNODAR is reportedly much inferior to its rail transportation. Most highways emanating from the city are merely graded dirt roads that become impassable in inclement weather. Only two first-class, hard surfaced routes serve the city. One leads eastward through the village of PASHKOVSKAYA, and southward to the Black Sea port of TUAPSE (44°05'N-39°06'E). Only part of it is known to be asphalted. The other leads northward to ROSTOV, and is also only partly asphalted. Poorer roads extend to NOVOROSIYSK, TIKHORETSK, ARMAVIR (45°00'N-41°08'E), and MAYKOP. These are chiefly of gravel or graded earth construction, although both cobblestone and asphalt stretches are to be found. Highly reliable sources as recent as 1956 report the existence of a new two-lane, hard surface, high speed highway running northeast from KRASNODAR to ROSTOV. It does

not appear on any maps prior to 1956, and apparently does not pass through towns or cities. Numerous other roads radiate from the city, but these merely serve kolkhozes and villages in the area.

Since KRASNODAR relies heavily on rail transportation, among its most vulnerable features are its bridges. The destruction of the bridges in the southern part of the city would practically halt the shipment of food products from the agricultural regions south of the city. Only one rail bridge spans the Kuban River (Item 61), and it was destroyed in 1942, but rebuilt later when the Germans captured the city. It was rebuilt again by the Russians, and is now reported to be a four-span, steel truss bridge 400 yards long, with masonry piers and abutments. A road bridge parallels the rail bridge (Item 60). It is approximately 300 yards long and constructed of concrete. It has a 25 foot roadway and from four to six piers. A pontoon bridge constructed by the Germans in 1942 appears on wartime aerial and ground photographs and upon USAF Mosaics, but official travelers who recently crossed the highway bridge report that the pontoon bridge no longer exists, and that no other bridge has been constructed in its place. The bridge in the eastern part of the city (Item 62) is a vehicular, two-way

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bridge of wood and steel.

Intracity transportation consists mostly of buses and trolleybuses. A trolleybus system began to replace streetcars several years ago and the transformation is not yet complete. Streetcars are still conspicuous on Shaumyan and Red Army Streets, but they reportedly no longer on Stalin Street. Local transportation is reported to be inadequate to the demands placed upon it. Commercial air service for the city employs the Northwest Airfield (Item 2), which may also have some military traffic.

2. Military Appraisal

a. Order of Battle

KRASNODAR is located in the North Caucasus Military District, and ACSI lists the following Order of Battle holdings in the city:

9th Mt. Rifle Division and Subordinates:

- 36th Mt. Rifle Regt.
- 121st Mt. Rifle Regt.
- 193rd Mt. Rifle Regt.
- 256th Mt. Gun Arty. Regt.
- 56th AT Arty Bn.
- 110th Sapper Bn.

The above Order of Battle conforms generally to reports that numerous Russian Infantry troops can be seen in the city, in addition to troops belonging to Artillery, Tank, Signal, and SAF units.

b. Military Installations

KRASNODAR has approximately 18 military installations, several of which are single buildings scattered about the city. A few of these also include living quarters for military personnel and their families. This type of living arrangement lends further credence to previous reports that KRASNODAR is a permanent training and maneuver area. What is probably the largest barracks facility (Item 3) is located in the northwestern part of the city near North Street. It consists of about eight two-story brick buildings used for barracks and about 15 auxiliary buildings. Artillery troops have been seen in the vicinity of these barracks but it has not been possible to definitely locate any of the above OB holdings at this installation. Located in the southern part of the city are two military barracks areas which are probably connected (Items 16,18). Engineer and Tank battalions are reportedly billeted in these areas. Situated in the western part of the city on the north bank of the Kuban is another military area (Item 6), one which reportedly serves infantry troops of the

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9th Mt. Rifle Division. Reliable sources have reported the existence of an old, two-story building in the city which serves as an officer training school. It reportedly trains approximately 1000 officers during a training cycle. Peculiar to the KRASNODAR military administration is the fact that officer personnel are billeted throughout the city, but whether this is the result of a shortage of garrison BOQ facilities, or a definite policy in the KRASNODAR area has not been reported. The scattering of military personnel throughout the city area to this extent is not common to other urban areas studied in this military district as far as is known. For example, officers are billeted in an unknown complex of four buildings, three stories high east of the Airfield. Officers are billeted on October and Lenin Streets (Items 17,12) near the center of the city. Army Headquarters (Item 11) for the entire KRASNODAR area is spread over two blocks on Levanevskiy Street. The frequent appearance of MVD and Police (Militsiya) troops on the streets has been reported. MVD Headquarters (Item 15) is located in a three-story stone building on Pushkin Street. Other contingents are located on Gogol Street (Item 10), North Street (Item 7), and at an MVD Prison on Proletariat

Street (Item 14). Police administration buildings, stores, and quarters are located in a large, three-story building along Stalin Street (Item 9), and in a large family type building on Gogol Street (Item 8). Other Police and MVD installations are reported in the vicinity of both railroad stations, but it has not been possible to pinpoint them. No evidence of elaborate military defenses of the city has been reported, probably because KRASNODAR is an inland city; however, a long anti-tank ditch runs through the northern perimeter. The ditch begins on the western outskirts of the village of PASHKOVSKAYA and extends westwards toward the KRASNODAR main rail station for about two miles, and northwestwards for about two miles. It was a part of the defenses of the city when the German Army captured it in the summer of 1942.

Of major importance is the large Military Airfield (Item 1) situated in the northwestern outskirts of the city. It is a large field with two concrete runways that have been extended to accommodate jet planes, and numerous other types. The field contains an almost unlimited amount of parking space, and many dispersal bays. Underground repair facilities and work shops are reported on the east side of the field, in addition to several hangars, SAF barracks, and schools for the training of pilots and

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paratroopers. The east side of the field is enclosed by a high barbed wire fence with guard towers and searchlights spaced at regular intervals. A mobile radio station is situated in a depression on the field, and is moved from time to time. The southern road approach to the field is constantly under guard according to official reports.

The Northwest Field (Item 2) is situated in the immediate suburbs of the city. It is a sod covered field which is ringed with revetments and contains only one hangar. An administration building is situated in the southwest corner of the field. Official visitors to the city who landed at this field have not reported any military planes present, although it has been reported as an auxiliary to the Military Airfield (Item 1).

c. Logistical Appraisal

KRASNOGAR appears adequately supplied with storage facilities for its military needs. Most of the military installations have storage facilities of their own, making it unnecessary to maintain more than one major installation of this nature in the city. A huge Military Supply Depot (Item 4), is the receiving and distribution point for military goods entering the city. It is rail served, and manned

by military personnel. A seven foot high wooden fence surrounds the entire area consisting of approximately 45 buildings, most of which are warehouses. It is reported that this depot supplies all units in the city, including those of the SAF. The absence of such facilities in smaller places such as MAYKOP, suggests that KRASNOGAR may serve as a supply point for a substantial part of the North Caucasus Military District as well.

3. Sources

A variety of sources has been used in the preparation of this study. The most important of these have been travel reports of military attaches which offered invaluable information about the city and some of its military installations. Prisoner-of-war reports were used extensively for general orientation purposes. Additional information that was helpful came from the study of German aerial and ground photography taken in 1942 and 1943. Standard United States Army Maps of the area were used to great advantage, as were numerous other data from open sources.

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SUMMARY OF SELECTED INSTALLATIONS

1. **MILITARY AIRFIELD (2-B).** A large, generally rectangular sod field with numerous revetments, two concrete runways capable of landing jet aircraft, and several large barracks. Contained in the SE corner of the field are SAF barracks, administration buildings, numerous auxiliary buildings, underground repair facilities and work shops, and schools which train pilots and paratroopers. Contained in the SW part of the field are large underground oil storage facilities. A mobile radio station exists on the field. Underground ammunition storage is reported, but its location is unknown. The entire east boundary of the field is enclosed by a high barbed wire fence with guard towers and searchlights spaced at regular intervals. It is served by rail, and reportedly handles a limited quantity of passenger and freight flights. (USAF Target No. 0249-8185)
2. **NORTHWEST AIRFIELD (4-C).** Situated in the immediate suburbs of the city, this field is primarily civil, but is reported to be an auxiliary to the military field. It is an irregularly shaped, sod covered field with one main hangar, an administration building, and approximately 33 dispersal bays. (USAF Target No. 0249-8187)
3. **MILITARY BARRACKS (5-C).** Approximately 10 two-story barracks, 15 auxiliary buildings, and drill grounds are contained in this barracks area. Reports indicate that artillery troops are quartered here.
4. **MILITARY SUPPLY DEPOT (5-D).** Probably the only depot in the city, it consists of about 45 buildings, most of which are warehouses. It is rail served, surrounded by a seven foot high wooden fence, and guarded by military personnel.
5. **LEATHER PLANT, "RED ARMY" (5-F).** A large leather plant which produces military foot-wear in addition to civilian leather products; it contains about 21 buildings and is probably rail served. (USAF Target No. 0249-0298)
6. **MILITARY BARRACKS AREA (5-B).** Approximately 15 buildings are contained within this area, including barracks, garages, administration, and storage. Infantry troops are reportedly billeted here.
7. **MVD BUILDING (5-D).** A large 3-story building containing family apartments for MVD officers.
8. **MILITARY QUARTERS (6-C).** Reportedly used by police troops.
9. **POLICE ADMINISTRATION BUILDING (6-C).** This 2-story high building faces on Stalin Street, and contains administrative offices, and equipment and supplies for the local militia. A part of the area is surrounded by a high wall and a single entrance is constantly under guard.
10. **MVD BARRACKS (6-D).** This 2-story "I" shaped building contains offices on the second floor. The north wing consists of living quarters for about 100 men. The second floor of the west wing contains the kitchen, mess hall, and supply stores. The area is enclosed and guarded.
11. **ARMY HEADQUARTERS (7-D).** A large area covering almost two blocks, and containing administration, barracks, and storage buildings.
12. **OFFICERS QUARTERS (7-C).** Unconfirmed reports state that approximately 50 military staff officers, including two generals, are billeted here. It is a 3-story building facing both Lenin and Schaumyan Streets, and referred to as "Lenin Barracks."
13. **MILITARY COURT (7-D).**
14. **MVD PRISON (7-C).** Political prisoners are reportedly detained here.
15. **MVD HEADQUARTERS (7-C).** A 4-story brick building.
16. **BARRACKS AREA (7-C).** About 1000 men have been reported billeted in this area, most of whom are housed in the large, 4-story cross-shaped building. Some reports indicate that it is a training area for infantry troops.

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17. OFFICERS QUARTERS (7-C). Probably a part of Item 16.
18. BARRACKS AREA (8-C). Consists of one large "E" shaped building connected to several other buildings in the area. Prisoners were held here during the war. Area now contains an unknown number of engineer and armored troops.
19. TRUCK AND TRACTOR REPAIR PLANT (2-D). It consists of machine shops, boilerhouse, transformer, and forge, and may also repair aircraft engines. Rail served.
20. KOLKHOZ (3-B). Also experimental fruit farm.
21. AIRCRAFT ENGINE REPAIR PLANT (3-D). The surrounding area is newly built up, construction on the plant was begun in 1948.
22. PRECISION INSTRUMENT PLANT (3-E). A large rail served area engaged in producing mechanical and electrical measuring instruments. Much of the machinery was removed from industrial sites in East Germany.
23. AGRICULTURAL PROCESSING PLANT (3-G). Approximately 30 buildings are contained in this area.
24. STREETCAR BARN (4-D).
25. RAILROAD STATION NO. 2 (4-D). Has several sidings, and serves mostly as a freight depot and checking station.
26. WAGON PLANT, "KALININ" (4-D). Important to surrounding area in that it produces large quantities of horse drawn wagons for kolkhozes in the area, and also for the Army. Manufactures castings, including copper, brass and aluminum, for other industries.
27. FREIGHT DEPOT (5-D). Contains an unknown number of storage and auxiliary buildings, and considerable open storage.
28. FREIGHT AND STORAGE DEPOT (4-E).
29. TOBACCO PLANT (5-F). This rail served plant produced ammunition during the war, but is now one of the largest tobacco-curing and manufacturing plants in KRASNODAR Kray.
30. STORAGE AREA (5-F). Rail served area containing about eight large storage buildings.
31. BRICK PLANT (5-A).
32. PORT FACILITIES, NORTH (5-B).
33. MOTOR VEHICLE PLANT, "OCTOBER" (5-D). Produced mortars, mortar shells, mines, grenades, and small arms during the war. Now produces cylinder blocks for trucks and tractors, cylinder heads, pistons, valves, crankshafts, and bearings. (USAF Target No. 0249-0054)
34. FLOUR MILL (5-D). Served by rail, it is the largest in the city.
35. BOAT YARD (7-G). Produces river barges and small boats. (USAF Target No. 0249-0105)
36. PORT FACILITIES (7-B). The east and south sides of the port basin contain concrete quays for the berthing of barges.
37. DISTILLERY (7-D).
38. GRAIN MILL (7-D).
39. FLOUR MILL (7-D).
40. RAILROAD ADMINISTRATION BUILDING (7-E). Also houses the main branch of the city post office.
41. RAILROAD STATION, YARDS, AND SHOPS (7-E). Area has numerous tracks for classification, transshipment, coaling, and receiving and forwarding. The yards contain warehouses, repair shops for cars and locomotives, and two roundhouses. The main station building was heavily damaged during the war, but was rebuilt as a 2-story structure by 1949. (USAF Target No. 0249-0253)
42. VEGETABLE OIL PLANT (6-F). This rail served plant is probably the largest of its kind in the USSR. Extracts an estimated 60 metric tons of oil per day. In addition to having soap and margarine sections, it also produces soya flour, fodder, and

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fertilizer. The area contains about 26 buildings, in addition to silos and large storage tanks. (USAF Target No. 0249-0128)

43. WATER TREATMENT PLANT (8-C).

44. POWER PLANT (8-D). Consists of about 15 buildings, oil storage tanks, and open storage areas. Estimated capacity is 24,000 kws. The plant serves the city and two industrial installations (Items 50, 51). (USAF Target No. 0249-0131)

45. MACARONI PLANT (8-D).

46. CASTOR OIL PLANT (8-D).

47. ICE PLANT (8-D).

48. GLASS PLANT, "RYKOV" (7-E).

49. STREETCAR BARN (7-H).

50. MACHINE TOOL AND EQUIPMENT PLANT, "SEIDIN" (8-C). Manufactures machine tools and oil extraction equipment, lathes and grinding machines, drills, winches, oil pumps, and a limited quantity of agricultural equipment. During the war it produced tank and anti-aircraft gun components, howitzers, and ammunition cases. The plant imports pig iron and coal from the Donets region, employs approximately 3000 people, and is rail served. It has numerous buildings and work shops in addition to an auxiliary power plant. This plant can be observed from a high point in Gorkiy Park. (USAF Target No. 0249-0099)

51. PETROLEUM REFINERY (9-C). Probably the most important industrial installation in the city; it produces gasoline and other oil products. The area contains numerous buildings and tanks, and is rail served. It can be observed from Gorkiy Park. (USAF Target No. 0249-0041)

52. FOOD CANNING PLANT, "MIKOYAN" (10-B). Processes vegetables, fruits, meats, and fats; and is one of the largest combines in the Soviet Union.

53. PETROLEUM PRODUCTS STATION (9-C). About ten storage tanks and 3 pumphouses are contained in this area.

54. BRICK PLANT (9-G).

55. BRICK PLANT (9-G).

56. MEAT PACKING PLANT (9-G).

57. BRICK PLANT (8-R).

58. BRIDGE (9-B). A pontoon bridge was situated at this point during the war. Recent reports indicate that no structure is here now.

59. CRUDE OIL STORAGE (10-D). Connected to Refinery by underground pipes. Receives oil from the Il' Skaya area by way of a pipeline.

60. ROAD BRIDGE (9-C).

61. RAIL BRIDGE (9-C).

62. ROAD BRIDGE (8-D).

63. WATER RESERVOIR AND PUMPING STATION (3-E).

64. AGRICULTURAL RESEARCH INSTITUTE (3-F).

65. SPORTS FIELD (4-D).

66. RACE TRACK (4-F).

67. AGRICULTURAL INSTITUTE, "KUBAN" (5-D).

68. MEDICAL INSTITUTE "KUBAN" (8-D).

69. PARK (7-C).

70. KALININ PARK (7-C).

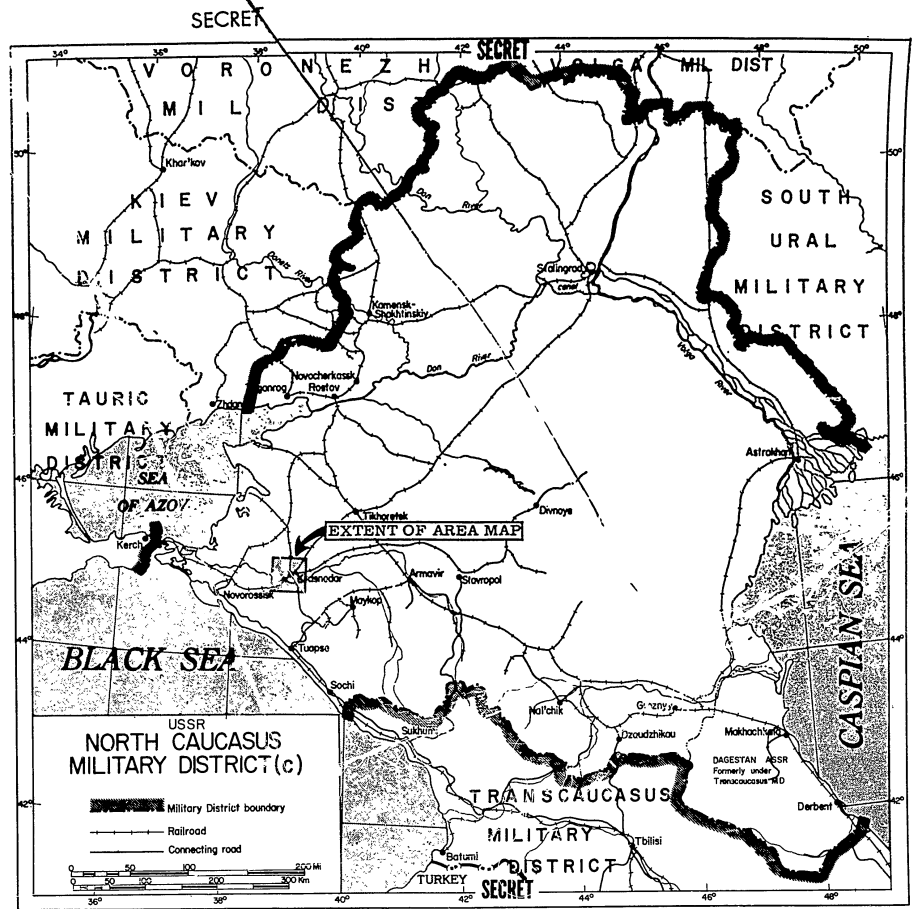
71. PROBABLE AGRICULTURAL INSTITUTE (8-C).

72. GORKIY PARK (8-C). Affords an excellent observation point.

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73. AGRICULTURAL INSTITUTE (5-D).
74. CHURCH (5-D).
75. HOSPITAL (5-D).
76. POST AND TELEGRAPH OFFICE (6-C)
77. KUBAN HOTEL (6-C).
78. TELEPHONE EXCHANGE (6-C).

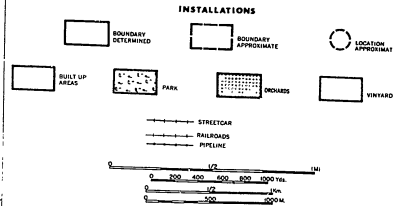
79. BAZAAR (6-D).
80. CHURCH (7-D).
81. COMMUNIST PARTY HEADQUARTERS, KRASHODAR KRAY (7-C).
82. KARASUM LAKE (6-D). Now a recreational area.
83. LAKE (7-F).
84. PRISON (9-G).



GEORGETOWN UNIVERSITY RESEARCH PROJECT

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U.S.S.R.
KRASNODAR (C)
45° 02' N - 38° 00' E
CITY PLAN



GEORGETOWN UNIVERSITY RESEARCH PROJECT

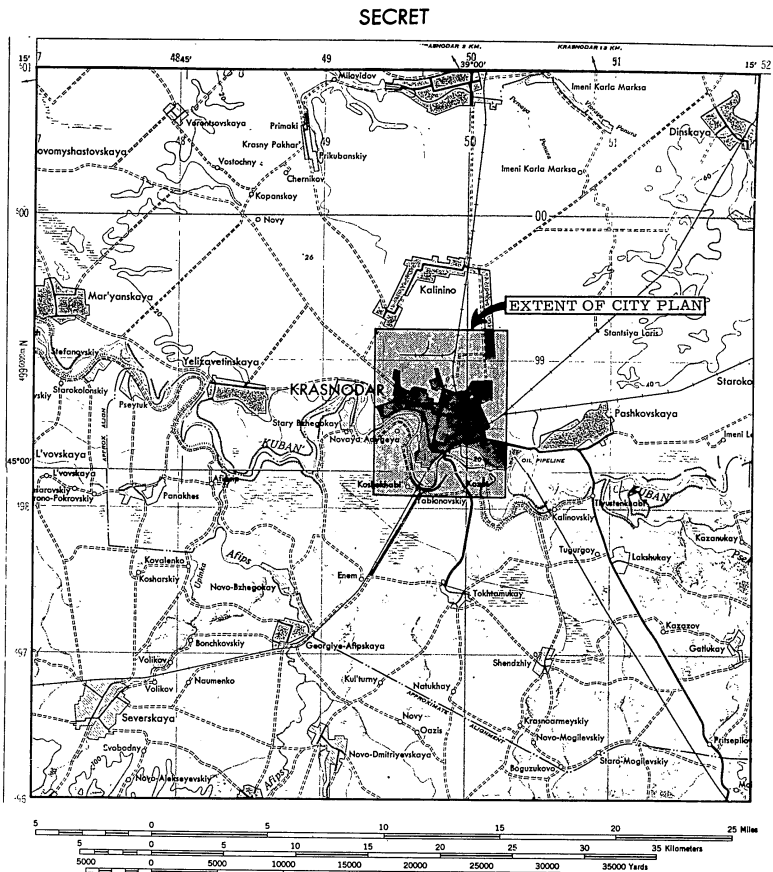
For description of numbered items refer to SUMMARY OF SELECTED INSTALLATIONS, page 9.

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|------------------------------------|--|---|--|
| 1. MILITARY AIRFIELD | 22. PRECISION INSTRUMENT PLANT | 43. WATER TREATMENT PLANT | 64. AGRICULTURAL RESEARCH INSTITUTE |
| 2. NORTHWEST AIRFIELD | 23. AGRICULTURAL PROCESSING PLANT | 44. POWER PLANT | 65. SPORTS FIELD |
| 3. MILITARY BARRACKS | 24. STREETCAR BARN | 45. SACCHARIN PLANT | 66. RACE TRACK |
| 4. MILITARY SUPPLY DEPOT | 25. RAILROAD STATION NO. 2 | 46. CASTOR OIL PLANT | 67. AGRICULTURAL INSTITUTE, "KUBAN" |
| 5. LEATHER PLANT, "RED ARMY" | 26. WAGON PLANT, "KALININ" | 47. ICE PLANT | 68. MEDICAL INSTITUTE, "KUBAN" |
| 6. MILITARY BARRACKS | 27. FREIGHT DEPOT | 48. GLASS PLANT, "RYKOV" | 69. PARK |
| 7. MVD BUILDING | 28. FREIGHT AND STORAGE DEPOT | 49. STREETCAR BARN | 70. KALININ PARK |
| 8. MILITARY QUARTERS | 29. TOBACCO PLANT | 50. MACHINE TOOL AND EQUIPMENT PLANT, "SEDDN" | 71. PROBABLE AGRICULTURAL INSTITUTE |
| 9. POLICE ADMINISTRATION BUILDING | 30. STORAGE AREA | 51. PETROLEUM REFINERY | 72. COUNTY PARK |
| 10. MVD BARRACKS | 31. BRICK PLANT | 52. FOOD CANNING PLANT, "MIKOYAN" | 73. AGRICULTURAL INSTITUTE |
| 11. ARMY HEADQUARTERS | 32. PORT FACILITIES, NORTH | 53. PETROLEUM PRODUCTS STATION | 74. CHURCH |
| 12. OFFICERS QUARTERS | 33. MOTOR VEHICLE PLANT, "OCTOBER" | 54. BRICK PLANT | 75. HOSPITAL |
| 13. MILITARY COURT | 34. FLOUR MILL | 55. BRICK PLANT | 76. POST AND TELEGRAPH OFFICE |
| 14. MVD PRISON | 35. BOAT YARD | 56. MEAT PACKING PLANT | 77. KUBAN HOTEL |
| 15. MVD HEADQUARTERS | 36. PORT FACILITIES | 57. BRICK PLANT | 78. TELEPHONE EXCHANGE |
| 16. BARRACKS AREA | 37. DISTILLERY | 58. BRIDGE | 79. BAZAAR |
| 17. OFFICERS QUARTERS | 38. GRAIN MILL | 59. CRUDE OIL STORAGE | 80. CHURCH |
| 18. BARRACKS AREA | 39. FLOUR MILL | 60. ROAD BRIDGE | 81. COMMUNIST PARTY HEADQUARTERS, KRASNODAR KRAY |
| 19. TRUCK AND TRACTOR REPAIR PLANT | 40. RAILROAD ADMINISTRATION BUILDING | 61. RAIL BRIDGE | 82. KARASIN LAKE |
| 20. KOLKHOZ | 41. RAILROAD STATION, YARDS, AND SHOPS | 62. ROAD BRIDGE | 83. LAKE |
| 21. AIRCRAFT ENGINE REPAIR PLANT | 42. VEGETABLE OIL PLANT | 63. WATER RESERVOIR AND PUMPING STATION | 84. PRISON |

SECRET

U.S.S.R.
KRASNODAR (C)
 45° 02' - 39° 00'
 AREA MAP

POPULATED PLACES		LEGEND	
Small; Moderately; Densely built-up	0	Hard surface, all weather road, more than two lanes wide	—————
500,000 or over	MOSKVA	Hard surface, all weather road, two lanes wide	—————
100,000 to 500,000	MINSK	Hard surface, all weather road, less than two lanes wide	—————
30,000 to 100,000	PYATIGORSK	Loose surface, graded, all weather road	—————
5,000 to 30,000	Khvalynsk	Loose surface, dry weather, or dirt road	—————
Less than 5,000	Otdien	Track or trail	—————
RAILROADS		Principal navigational light	⊙
5' gauge	Single track	Falls; Rapids	~~~~~
4'6" gauge	Multiple track	Intermittent stream	~~~~~
Narrow gauge		Swamp, marsh	~~~~~
BOUNDARIES		Reef; Limit of danger line	~~~~~
International	—————	Rock awash; Wharf, pier	~~~~~
USSR republic	—————	Foreshore flats	~~~~~
ASSR, kray and oblast	—————	Woodland	~~~~~
Horizontal control point	⊙		
Spot elevation in meters	127		



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COMMENTS AND AMENDMENTS

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