25X1

CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION

INFORMATION REPORT

REPORT NO

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COUNTRY USSR (Kazakh SSR)

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SUPPLEMENT TO REPORT NO

25X1

THIS IS UNEVALUATED INFORMATION

1. The town of Karaganda (49°52'N/73°07'E), Kazakh SSR, is located on the railroad line which branches from the trans-Siberian line at Petropavlovsk (54°53'N/69°10'E) and runs southeastward to Karaganda. This railroad line, which is mostly a single track line, continues southward from Karaganda and branches out into two lines, one of which leads to Balkhash (46°46'N/75°00'E) on the Balkhash Lake and the other branch leads to the copper works of Dzheskazgan (47°53'N/67°37'E) and Karsakpay (47°54'N/66°34'E). Karaganda is also connected with the airline network and its airfield is used for intermediate landings on the Moscow-Alma Ata (43°15'N/76°57'E) flights. As of April 1950, roads had not yet been built connecting the town to the main highways.

2. There are important coal, asbestos, copper and precious metal deposits on the outskirts of Karaganda. The Karaganda coal deposits are estimated to contain about 60 billion tons of hard and soft coal. Late in 1949, there were 318 coal mines which almost encircled the town and were connected by railroad tracks. Inside the mines were circular railways with side tracks for passing. The greatest depth of the coal mines was 250 meters. South of the town, the top layer of coal was 5 meters or less below the surface. There were some modern coal dressing installations, but no coking plants in the old section of the town. The coal was shipped to Magnitogorsk (53°20'N/59°05'E), Sverdlovsk (56°48'N/60°35'E), Nizhni Tagil (57°55'N/60°00'E) in the Urals and to the open-hearth plant in Temir Tau (50°05'N/72°54'E), about 30 km northwest of Karaganda. [redacted] 25X1

25X1 [redacted] about 40,000 tons of coal left by rail daily in 1949. The production of ores, including copper, gold and silver, was very slight prior to 1949 because the coal shipments to the heavy industries in the Urals and in Temir Tau were given first priority.

3. The town of Karaganda expanded considerably after the end of the war. Its population allegedly numbered one million on 1 May 1949. Chief engineer Nuzhdin (fnu) was chief of town-planning in Karaganda until 1949.

4. Karaganda was divided into two separate areas. The new section was 5 to 6 km northwest of the old section. There were also a number of adjacent settlements. The new section was being expanded to the west and the old section was being expanded to the south.

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The following buildings were constructed in the new section of Karaganda between 1945 and April 1950: 2 MVD official buildings with radio and telegraph equipment, 1 militia building, 1 military hospital, 4 civilian hospitals, 1 large garage with workshops, 1 technical school, 1 railroad station and the mine equipment repair-shop "Rudo Remont Zavod". A machine or locomotive factory was still under construction. The following industrial installations in the old section of Karaganda were constructed or expanded between 1945 and 1949: the railroad station, the Podstantsiya Transformer Station, the TSES Power Plant, a modern coal dressing installation called the Tsobf Plant, a shunting yard, the Parkhomenko Machine Factory for mining machinery comprising various new buildings, and the Makarov experimental plant for haulage and coal refining machinery which developed, among other machines, a coal dust suction engine and a coal cutting machine. *

5. Power was supplied to the town and the coal mines through the Podstantsiya Transformer Station which received 115,000 volt current from a hydro-power plant called the Samarkand Power Plant, which was located in the northeastern outskirts of Temir Tau on the Nura River about 35 km northwest of Karaganda. The Samarkand Power Plant was operated by a storage dam and the Samarkandski Reservoir. Since 1947, additional power has been supplied to Karaganda by the newly built TSES Power Plant.

* [redacted] 25X1

8 Annexes: two ozalid sketches and six sketches on ditto.

CENTRAL INTELLIGENCE AGENCY

Legend:

Installations in the new town of Karaganda.

1. Residential buildings housing high officials of the municipal or government administration. There were gardens around the buildings, some of which were surrounded by wooden fences two meters high.

2. Bazaar or market place, consisting of several small stalls and a saddle roofed sales stand, which was a single-story structure, 12 x 5 meters.

3. Slag concrete factory. The factory was built by PWs in 1947. The main building was a three-story structure with a saddle roof. A drying installation was attached to the south side of this building although this has not been indicated in the sketch. The main building had a basement. The foundations were of quarry stone and the partition walls were of brick. The factory was equipped with several machines for the manufacture of slag concrete and several presses. This factory produced slag concrete in brick form and other shapes for residential and industrial building projects in Karaganda. Raw material, including cement and slag, came by truck. No statistics were available as to the capacity and production of this factory. However, it was reported that the factory employed 30 male and female workers. Power was supplied from the transformer station, item 8 in this sketch.

4. Large warehouse. A solidly built single-story structure, 36 x 12 meters, built after the war. It had a cement slab saddle roof. Food supplies were stored in this building.

5. Town park.

6. Athletic field, about 150 x 60 meters.

7. Summer theater. Built by PWs and civilians in 1949. The main building covered an area of 30 x 20 meters.

8. Transformer station, 15 x 6 meters. It was built by PWs in 1949. This station was reconstructed from a transformer station which was previously located on the present site of the summer theater. It was a single-story structure with a flat roof. Overhead transmission lines led to the northeast and south. The original installation had been set up by Soviets.

9. MVD workshops and stables.

10. MVD officers' house I. A three-story structure, 52 x 11 meters, with a full basement and with strongly built walls and a sheet metal covered saddle roof.

11. Bank building. This was an L-shaped building, the wings of which were 25 and 20 meters long and 11 meters wide. It was a three-story structure with a sheet-metal covered saddle roof.

12. Orphanage. This was a three-story detached building, 20 x 14 meters, with a 14 x 14 meter wing on the south side.

13. MVD administration building. The main building was 62 x 11 meters and had three projecting wings each on the north and south sides. In addition to two main floors, there was a small upper floor. The building had a sheet-metal covered saddle roof. There were two antenna masts on the roof of the main building. A staircase led from the western corridor directly to the prison, a building attached to the north side of the main building. The prison was a two-story structure surrounded by a four meter high wooden fence reinforced on top by barbed wire.

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It was guarded by four militia soldiers. At the northern side of the yard was a building housing garages, workshop and car washing installations and next to this building was a small office.

14. MVD officers' house II. The building was renovated by PWs in 1949. It resembled MVD officers' house I, but was somewhat larger.

15. Police building. This was a two-story L-shaped structure with a saddle roof and no basement. The prison, built by PWs in 1948, was in the yard of this building.

16. Police officers' house, built by PWs in 1949. It was a three-story structure with a steep saddle roof, there was no basement and the attic was not finished for living quarters.

17. Bank subsidiary. An L-shaped structure like the police building but somewhat smaller.

18. Court building. A two-story solidly built structure, about 14 x 8 meters. Its saddle roof had an inclination of 30 degrees.

19. Warehouse. A corner building with balconies on the south and west sides. The ground floor of this building was used for storage and there were apartments on the remaining floors. Part of this building was five stories high and part of it was six stories high.

20. MVD headquarters.

21. Warehouse. A corner building, similar to item 19, but larger. There were sales rooms on the ground floor.

22. Carpentry shop, which produced furniture and did repair work for the government.

23. Warehouse No 15, which was the main bread market. Between this building and the warehouse, item 19, was a small transformer station.

24. Library. A solidly built three-story structure.

25. New section of the technical school. The construction of the new section was started by Japanese PWs in the summer of 1949. It was a wing added to the old section, item 27.

26. Garages of the technical school.

27. Old section of the technical school.

28. Dwellings for teachers of the technical school.

29. New dwellings for teachers. They were still in rough brickwork in 1949.

30. Sports stadium known as "Dynamo" Stadium.

31. Large garage installation. It covered an area of 200 x 150 meters. There were workshops with rounded roofs of sheet-metal. Source estimated that there were at least 200 trucks mostly ZIS and Studebaker models in this installation. There was an administration building at the entrance near the highway and an underground fuel dump in the center of the garage installation.

32. New building, 50 x 16 meters, built by PWs in 1947, presumably also a garage.

33. Main building of the Rudo Remont Zavod (Mine Repair Plant) (REM Zavod). The plant had been under construction since 1945. The main hall, built in 1947 under the supervision of the source who was an architect, was 125 meters long, 11.5 meters wide and 12 meters high. There were no partition walls and the roofing consisted of iron lattice girders. There was a transformer, about 6 x 1 x 1 meters, on a four mast frame, at the front of the building on the western end. The connecting line carried 15,000 volts. A traveling crane traversed the hall. The equipment consisted of 22 lathes, including two lathes with a center distance of 8 meters, as well as milling, planing and drilling machinery. In the eastern part of the hall was a fitting shop equipped with various bending and rounding machines (Rundmaschinen), punches, plate shears and electric welding equipment. The machine tools originated from the Red October Plant in Moscow, and from Germany and Great Britain. The British machines were new. In September 1949, the plant produced mining equipment and machinery, including plates for conveyor belts, wheels for elevators shafts and gear wheels, and automobile spare parts including eccentrics, connecting rods, crank shafts for hot bulb engines, and pistons. Work was done in two shifts. About 150 workers were employed in the first shift, and about 100 in the second shift. In addition, there were sixty PWs working in each shift.

34. Forge of the REM Zavod (Remont Zavod). A structure about 10 x 12 meters with a saddle roof. The equipment of this forge included a small drilling machine, a welding apparatus, two hammers with motor drive, and a coal-fired drop forge. The forge employed 30 civilians in three working shifts.

35. Administration building of the REM Zavod, which was a barracks building with a flat tar paper roof.

36. Foundry of the REM Zavod, still under construction in 1949. This was a workshop building of the same size as the REM Zavod main building, with a furnace in the center of the foundry. The height to the charging platform was about eleven meters. A crane traversed the hall at a height of about twelve meters.

37. Old foundry of the REM Zavod. The building covered an area of 80 x 25 meters and had an annex at its northern side. The building was constructed in 1946-1947.

38. Boiler house, 8 x 6 meters, which supplied the large garage installation, item 31.

39. New workshop building, still under construction in 1949.

40. Wooden houses. Three-story structures, 60 x 15 meters each, with saddle roofs. They were built in 1948 and served as billets for factory workmen.

41. Three buildings. The rough brickwork was finished in 1945 and they were completed in 1949. It is possible that these buildings were constructed for the railroad station of the new town of Karaganda.

42. Fire engine house, built in 1949.

43. Office building, 30 x 12 meters, a three-story structure with a sheet-metal roof. The building allegedly housed offices of a steel administration.

44. House of Culture. This building was begun in 1949 and was scheduled to be completed in 1950.

45. Hotel. A three-or four-story structure with a sheet-metal roof.

46. Military hospital, a four-story structure, 45 x 8 meters, with three wings on the southern side.

47. Residential and business building, a six-story structure with a reinforced concrete roof, built in 1949.

48. A four-story structure, 35 x 12 meters, with a flat sheet-metal roof. Telephone Telegraph - Radio was written in capital letters on the front of the building. On the west side of the front of the building were four trestle towers (Bockmaster) with numerous overhead transmission lines and an iron cabinet.

49. Two blocks, 50 x 8 meters each, of four-story residential buildings with flattened roofs.

50. Girls' school, 25 x 14 meters, with a wing at the eastern side. In the summer of 1949 a transformer house was set up in the northeastern corner of the school area.

51. Administration building, about 100 x 10 meters, with three wings on the north side. It was a four-story building with a slightly inclined roof and had three entrances on the south side. The building was used for offices and storage.

52. Messhall (Gastronom). A six-story corner building with a large depot and several counters on the ground floor.

53. Government and Communist Party office building, 40 x 8 meters, a three-story building with a slightly flattened sheet-metal roof.

54. Movie theater. A detached building, 25 x 12 meters.

55. Newspaper printing shop. A printing shop, equipped with a rotary printing machine and four type-setting machines, was on the ground floor. The post office was in the northern side of the front of the building. There were apartments on the upper floors.

56. Apprentices' home. It was a four-to five-story structure, about 60 x 15 meters, with two wings on the south side of the building.

57. Pharmacy, a four-or five-story corner building.

58. Building housing a jewelry shop.

59. A five-story residential building, 50 x 10 meters.

60. Registration and personnel placement office. A four-story corner building with offices on the ground floor and apartments on the remaining floors.

61. Bathhouse.

62. Terminal station of the streetcar line leading from the new section of Karaganda to the old part of town.

63. Filling station. It was built in the summer of 1949. There was a tank with a capacity of about 3,000 liters.

64. Wooden shed, used to house steam rollers, motor rollers and snow plows.

65. Railroad station of the new section of Karaganda. The station building was 10 x 8 meters with a 12 x 3 meter annex. There was only one platform with two tracks. In addition, there was a shunting track for locomotives which was

station, locomotive or freight sheds did not exist. The station was a terminus and served the shuttle service between the two sections of the town. The passenger train schedule averaged one train every hour.

66. Children's home.

67. Warehouse. Food was stored on the ground floor and there were apartments on the remaining floors.

68. Hospital and first aid station. The building was 70 meters long and had two wings on the east side as well as a small annex not entered in the sketch, on the west side. The building was constructed by Japanese and German PWs in 1948-1949. There was an operating room on the ground floor and one on the second floor. Most of the beds were usually occupied and emergency cases arrived daily.

69. Hospital garage.

70. Morgue.

71. Ice house.

72. Maternity ward.

73. Restaurant.

74. Headquarters of the Karaganda coal combine. This was a six-story structure with two wings 30 meters long. In the south wing was a telephone switchboard, offices and drafting rooms. There were also offices on the ground floor of the north wing. Several overhead telephone lines led to the building. Both the male and female employees wore black uniforms with gold badges on the collar and gold chevrons on the sleeves. All of the production results of all mine installations in the Karaganda area were allegedly reported to this headquarters.

75. Teachers' training college. The building was a three-story structure with one wing on the west side and two wings on the east side.

76. Mayor's office. A four-story structure, about 30 x 8 meters, with a full basement.

77. Building Trust. The construction of this building was started before World War II and was completed in 1946. It was a four-story structure, about 30 x 12 meters. There was a basement under the west side of this building. The ground floor contained a vestibule, an office of a central heating administration, some offices of the technical department of the coal combine, and a grocery store and meat department. Offices of the Building Trust were on the second and the third floor. The Building Trust was directed by a commercial and a technical manager. All building offices in Karaganda were subordinate to this trust. It issued orders, arranged for the distribution of building materials, and also allocated funds to individual enterprises. The offices of the sawmill were also in this building. There were many other small offices and a large conference room on the second and third floors. All rooms had telephones.

78. Dwelling.

79. Military draft board. The building was 20 x 8 meters and had a sign reading "Draft Board".

80. Law Office. A three-story corner building with a sign reading "Law Office".

81. Repairshop for agricultural implements.

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82. Polyclinic. A two-story corner building. Each wing was 20 meters long and had a metal roof. It housed a consultation room, an X-ray section, a dental clinic and an opthalmologic department.

83. Childrens' home.

84. Medical institute. A five-story L-shaped building.

85. Music school, built by PWs in 1948.

86. Trade school. A six-story building, still under construction in 1949.

87. Doctor's house.

88. Prenatal clinic.

89. Childrens' school, 15 x 10 meters, built in 1947-1948.

90. Old Building Trust. A two-story structure, 50 x 10 meters, which housed the Building Trust until 1947. Later use of the building is unknown.

91. Garages and stables. An area of about 120 x 80 meters with single-story sheds, containing about 20 horse drawn vehicles, 6 to 8 trucks and some agricultural vehicles.

92. Artificial stone factory. This factory was housed in three buildings and was subordinate to the Building Trust. Steps for staircases and concrete pipes were produced.

93. Stalinskaya-Stroi -Kontora (Stalin Building Office). A two-story corner building one wing of which was 35 meters long and the other one was 16 meters long. It had no basement.

94. Barracks for employees of the Stalin Building Office.

95. New factory called "Karaganda Machine and Locomotive Factory". Construction of this factory began early in 1949 and was scheduled to be completed late in 1950. The plant area was approximately 1,500 x 500 meters. [redacted] 25X1
25X1 [redacted] there were nine to twelve large workshops either completed in rough brickwork or still under construction. Two tracks extended from the plant in an easterly direction, allegedly to the Karaganda-Akmolinsk railroad line. Power was supplied through a long-distance line and a makeshift plant-owned transformer station. [redacted] 25X1
the plant will later have its own power station which is scheduled to be erected near the eastern border of the construction area. At the time of observation, there was no equipment for the workshops.

96. Flour Combine.

97. Fifteen to twenty small houses built of wood and sod with small gardens. Most of them housed ethnic German families.

98. Farmhouse.

99. Brewery.

100. Water reservoir, about 35 x 20 meters, and about 3 meters deep. It was built of quarry stones in 1948. The reservoir was filled through a pipeline from Mine 38.

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101. Coal Mine 38, which has been in existence since 1923. This mine has been considerably expanded since 1945 and was scheduled to become the largest mining installation in Karaganda. It comprised 1 derrick for stones and wood, 1 derrick for coal, 1 elevator for the miners, 1 modern coal washing plant under construction, 1 storehouse, 1 plant kitchen and messhall, 3 vertical mine shafts, 3 levels 150, 180 and 250 meters deep, partly concreted and partly supported with iron and wooden props. The seams ranged in thickness from 1.80 meters to an occasional 6 meters. There were elevators in the vertical shaft entrances. On each level there was one coal bunker near the elevator. There were electric locomotives with one ton cars on the main drifts of the levels. There were vibrating chutes (Schuettelrutschen) at the working sites. The coal was mined by blasting and with pneumatic hammers. Power was supplied through the Podstantsiya Transformer Station without any interruptions. Mining was done in three 8-hour shifts. The total number of workers is unknown. About 40 PWs were employed in each shift. The total output in three shifts was 1,200 tons daily in the fall of 1949. The mined coal was shipped by rail to the Karaganda shunting yard.

102. PW Camp 7099/11, barracks building, 28 x 10 meters.

103. Underground fuel dump, about 40 x 20 meters. There was an above-ground house which was 4 x 4 meters. The capacity of the underground tanks was unknown. Trucks arrived constantly for refueling.

104. PW Camp 7099/19, built by about 500 PWs and civilians in the winter of 1946-1947. The entire camp covered an area of about 120 x 40 meters. The installation comprised seven residential buildings and some barracks buildings.

105. Three barracks buildings. Soldiers were billeted in these barracks.

106. Police school, comprising three barracks buildings, which had been repaired by PWs in the summer of 1949. After the repairs were completed, police officials moved into the southern barracks building while the two remaining barracks were used as a police school.

107. Automobile workshop, which served as a workshop of the main automobile administration. This shop was equipped with modern machinery.

108. Airfield.

109. Highway to the old section of Karaganda.

110. Road to the old section of Karaganda.

111. Brook.

112. Highway to the flour combine and airfield.

113. Railroad line to the old section of Karaganda.

114. Streetcar line to the old section of Karaganda.

115. Macadamized road to the old section of Karaganda via the Kirov Mine.

116. Road to Mikhailovka.

117. Small lake.

118. Road to PW Camp 7099/19 and Spask.

Legend.

1. Railroad station of the old section of Karaganda.

2. Elektro-Podstantsiya transformer station in Karaganda, built in 1948 and put into operation late in 1948. This station transformed the incoming 115,000 volt current to 35,000, 10,000 and lower voltages. There was also a power line between the TSES Power Plant in Karaganda and this transformer station.

3. Coal mine No 18.

4. Abattoir.

5. Mining explosives dump.

6. Coal mine No 58.

7. TSES (Tsentralynaya Elektro-Stantsiya) Power Plant. Construction of this plant was started in 1945 and the plant was put into operation in 1947. The plant consumed four to five 20 ton-cars of coal in an eight hour shift. This plant was an auxiliary power station for the coal mines and industrial installations in Karaganda.

8. The Tsobf Coal Dressing Plant, an old installation modernized after 1945 by reconstruction and expansion work as well as by the installation of new machinery. The plant was subordinate to the Karaganda Coal Combine. Part of the dressed coal was shipped to the steelworks and other industrial installations in Temir Tau.

9. Shunting yard. In addition to shunting operations, loaded coal cars were assembled into trains at this yard. The shunting yard was equipped with locomotive of Soviet design with five or six axles, all of which were driving axles. One train averaged 60 cars. Coal trains were dispatched approximately every 30 minutes, and were sent to a large railroad yard in Akmolinsk where they were taken over by a new crew and fitted into the schedule of the Akmolinsk-Petropavlovsk railroad line. The copper shipments from Rudnik near Dzheskasgan and from Karsakpay also passed through the Karaganda shunting yard.

10. Parkhomenko Machine Factory for mining machinery. This factory was allegedly transferred from Leningrad to Karaganda during the war. Reconstruction and expansion work was done after the war, especially in 1947-1948. The equipment was modernized and the machines were replaced. The plant was under the control of the local Ugol Trust. Incoming raw materials consisted of iron scrap, iron castings, and rolled products such as flat, round and square iron as well as steel plates and various sizes. The shipments came by rail, mainly from Stalinsk. Electrical accessories, engines, and ball-bearings were delivered to the assembly department. [redacted] 25X1
25X1 [redacted] The plant produced 1-ton mine cars, conveyor belts of different designs, vibrating chutes, hauling and dumping equipment, derricks, coal dust suction engines (cyclones), coal mining machines (Makarov cutting machines), mine props, shovels and picks for coal mining, as well as repair work on mining machinery. The scheduled production per shift was 50 mine cars late in 1949, while the actual production amounted to only 40 to 42 cars. Fifty conveyor belts with an average length of 200 meters, five to six coal dust suction engines and 3,500 mine props were produced monthly. Most of the machinery produced or repaired in the plant was designed for the mine installations in and around Karaganda. The items produced in this plant were shipped by rail, on plant-owned trucks, and on trucks owned by the coal mines. In 1949, the total number of workers was about 2,000, including 400 women and 200 to 250 German PWs. In most departments work was done in three 8-hour shifts.

11. Coal mine No 1, which was the oldest mine in operation, was worked mainly by exiles and convicts.

12. Bakery. It covered an area of about 150 x 100 meters and supplied the Karaganda town area.

13. Theater. A four-story structure, about 50 x 15 meters.

14. Large "Baazar" (market). It covered an area of about 100 x 80 meters.

15. Gasoline dump and garages.

16. PW Camp No 7099/8.

17. Streetcar line between the old and new sections of Karaganda.

18. Mining area with a dense rail network.

19. Settlement.

20. PW Camp No 7099/7.

21. A small river called Karagandinka River.

22. Two high tension lines between the Samarkand Power Plant in Temir Tau and the Podstantsiya Transformer Station in Karaganda.

23. New section of Karaganda.

24. Railroad station of the new section of Karaganda.

25. Flour Combine, consisting of a flour mill with warehouses. Around the combine were residential buildings and barracks buildings for workers. The total area of the combine was about 400 x 300 meters.

26. Airfield. The landing field covered an area of about 1,000 x 800 meters. There were two hangars, about 40 x 15 meters; two three-story stone buildings about 30 x 10 meters for billeting; one three-story administration building, about 60 x 20 meters, with two radio masts; and four gasoline tanks, about 10 meters high and 8 meters in diameter with spur tracks leading to the tanks.

27. PW Camp No 7099/19.

28. Street from the old to the new section of Karaganda.

29. PW Camp 7099/9.

30. Coal mine (number or designation not known).

31. Explosives dump.

32. PW Camp 7099/5.

33. Kostenko Mine.

34. Dalyny Park.

35. Settlement.

36. Coal mines.

37. PW Camp 7099/23.

38. Building site in the new section of Karaganda.

39. Railroad station of the new section of Karaganda.

40. Coal Mine No 33.

41. Sortirovka Shunting yard.

42. Railroad line to Balkhash.

43. Settlement.

44. Small lake.

45. High tension line.

46. Cemetery.

47. Settlement.

48. Coal mines.

49. Settlements.

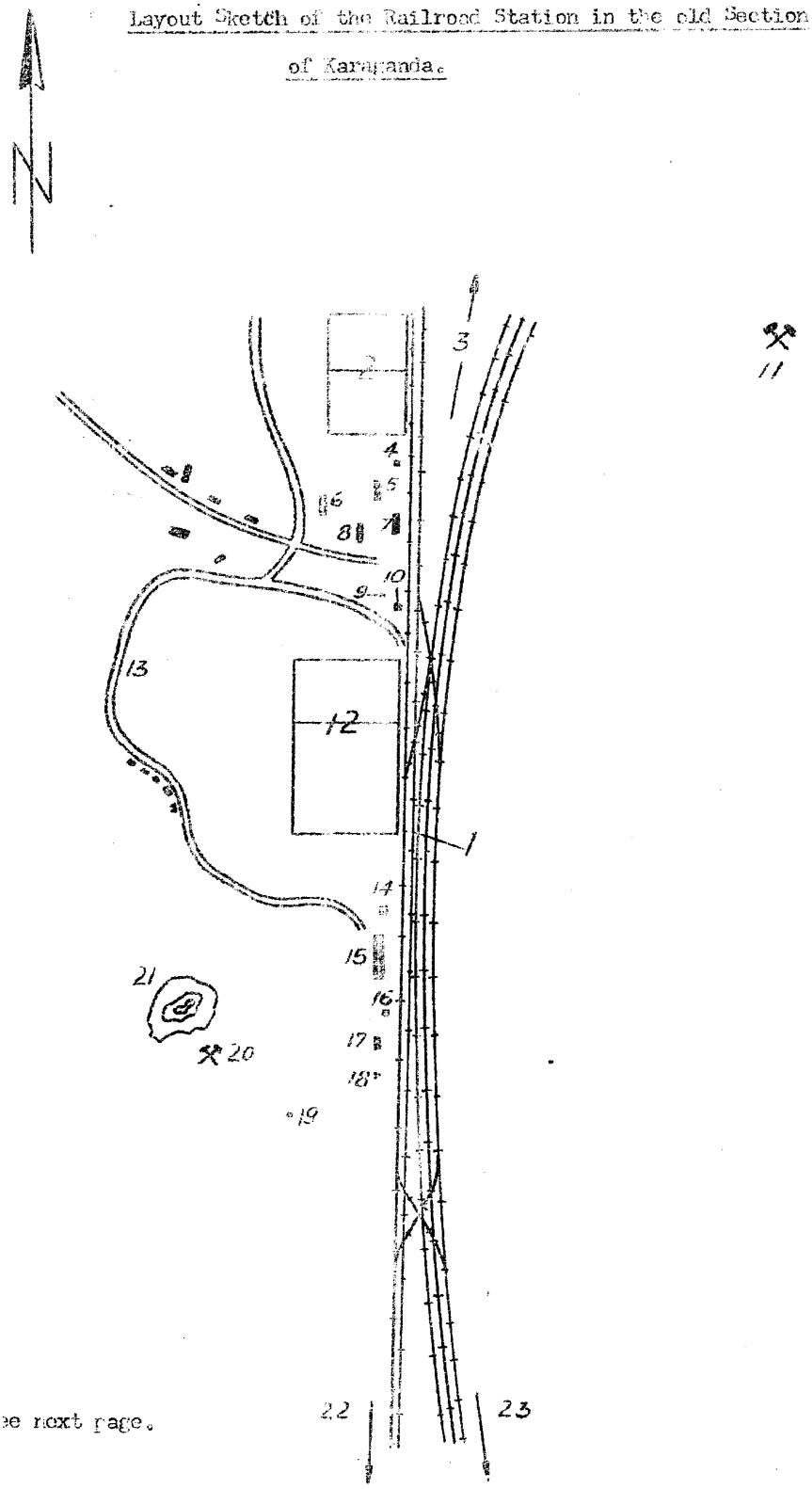
50. Explosives factory, under construction since 1940, which produced blasting charges for coal mines.

51. Kirov Coal Mine.

52. Railroad line to Akmolinsk, allegedly a double track line in some sections.

53. Coal dust and mud dump.

Layout Sketch of the Railroad Station in the old Section of Karaganda.



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Scale: about 1:10 000

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1. There were five tracks. The switches were converted to electric operation late in 1949. Tracks 1 and 2 served mainly for passenger traffic and for coal trains, while tracks 3, 4 and 5 were used exclusively for freight trains and for shunting. The train schedule late in 1949 included one weekly train to and from Moscow, and one weekly train to and from Kiev, loaded with machine tools, electrical equipment and cable boxes from the Oberspree Cable Works, agricultural machines and boxes containing machine parts bearing the inscription "German".

2. Scrap and iron dump.

3. To the shunting yard.

4. Railroad police headquarters, made of old coaches placed on stone pedestals.

5. Stationmaster's office, ticket office and waiting room. Barracks type building, 30 x 8 meters.

6. Barracks, 30 x 8 meters.

7. Railroad administration, barracks type building 30 x 8 meters.

8. Shops.

9. Water reservoir enclosed in a single-story wooden structure, 8 x 5 meters. It was used to supply potable water for the station area. The capacity of the reservoir was not known.

10. Baggage office for civilian passengers, barracks type building 6 x 6 meters.

11. Mine No 18.

12. Wire, iron and sheet-metal dump, about 200 x 300 meters. It was fenced in and guarded by civilian plant militia. The stored materials included piles of red iron, iron girders, plates, screen wire, cable wire, steel cylinders and thousands of sealed drums of carbide.

13. Street.

14. Garage.

15. Railroad depot of Infantry Regiment 110. This was a single-story solidly built shed, about 80 x 14 meters, with a basement. There were loading ramps on both sides of the shed. Summer and winter clothing, including shoes, blankets and furs, and other supplies, including cans and barrels of sunflower oil and bottles of alcohol, were stored in this depot. The depot was guarded by military double sentries. Soviet Army trucks left the depot daily, carrying supplies or clothing. Incoming supplies arrived by rail from an unknown source.

16. Weighing machine for motor vehicles.

17. Elizev Depot containing food supplies and clothing for PWs. A wooden structure 22 x 10 meters. It was guarded by armed civilian sentries.

18. Salt warehouse. This was a wooden structure about 7 x 6 meters and was a distribution point for warehouses in the town.

19. Guardhouse for the supply depot of Infantry Regt. 110. It was a wooden structure 10 x 8 meters. There was a telephone line to the depot.

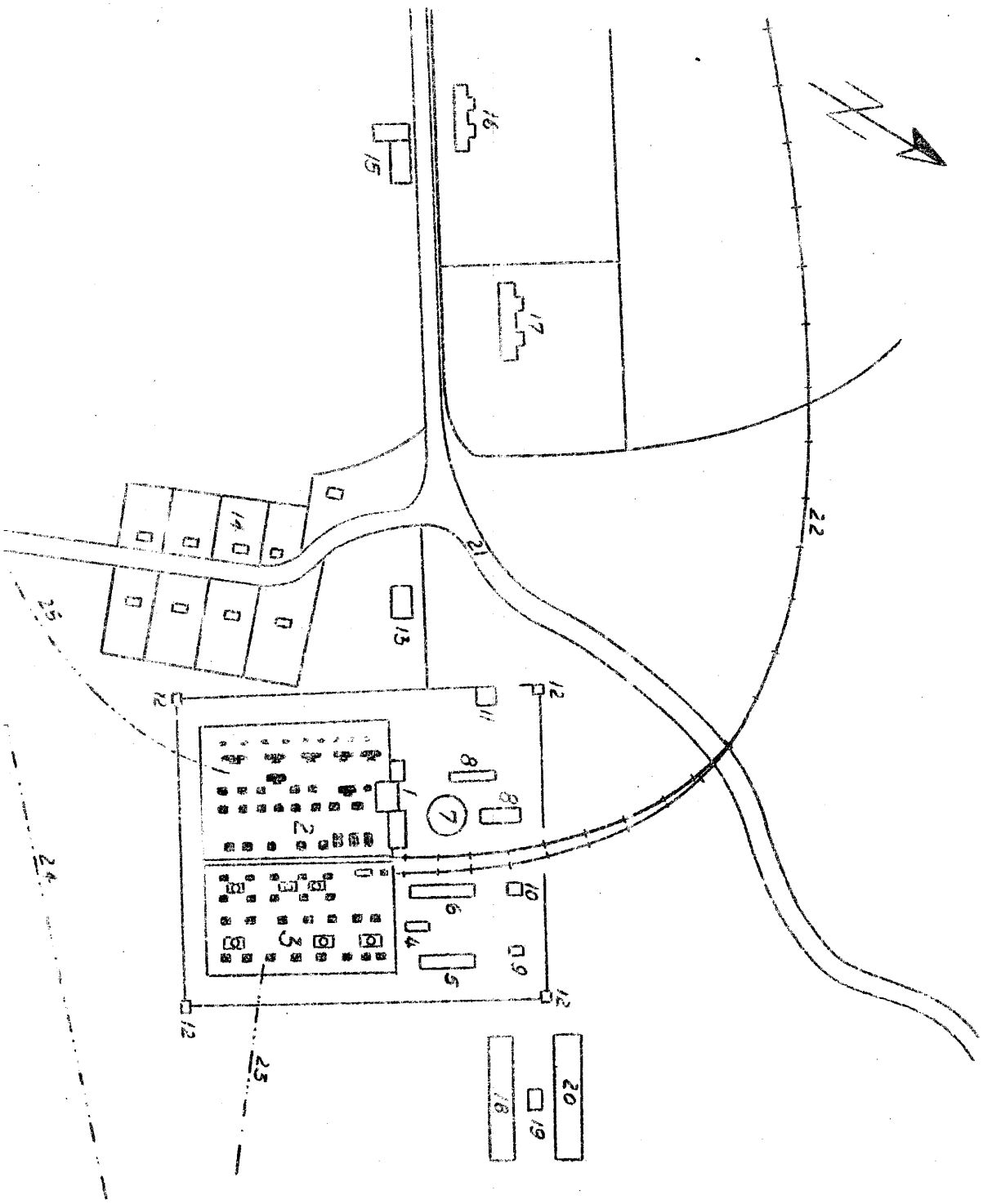
20. Coal mine No 58.

21. Waste dump, about 20 meters high.

22. Tracks leading to the railroad station of the new section of Karaganda.

23. Tracks leading to the Sortirovka railroad station.

Layout Sketch of the Podstantsiya Transformer Station in Karaganda.



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Legend:

1. Main building or switch house. The central section was 14 x 14 meters, and 4 meters high. It was a solidly built structure with a full basement and built as a cable supply cellar (Kabelzufuehrungskeller). The equipment included a horseshoe-shaped switch cabinet (Schaltschrank), manufactured by the Universal Elektrozavod/Ural, and a British-made main fuse installation (Hauptsicherungsanlage) for the transformer station. Part of the cables came from the Oberspree Cable Works. A large storage battery room and several offices were in the western wing of the building. The storage batteries were of German make. The eastern wing housed 24 compartments each measuring 1.4 x 1.4 meters. Each compartment contained a Soviet made, three pole, remote-controlled oil switch.

2. Transformer room, allegedly a 150 kw department, comprising seven medium-size transformers on reinforced concrete foundations, connected with the main building by underground cables. The largest or main transformer was 5 to 6 meters long, about 1.5 meters wide and 3 to 4 meters high. There were also 3 medium and 29 small concrete foundations on which 12 to 14 small transformers were installed in the fall of 1948. The remaining foundations were to be used for a later expansion of the plant.

3. Transformer room, called a 35 kw department, comprising six large oil switch installations including used British-made and new installations made by the Universal Elektrozavod/Ural. The transformer rooms were protected by lightning rods.

4. Electrical workshop, equipped with two lathes and one drilling machine, used for repairwork in the transformer station.

5. Wooden shed used to store implements.

6. Material warehouse with porch. A two-story structure without basement.

7. Tower, under construction late in 1948.

8. Old sheds.

9. Plant forge with small transformer annex.

10. Old workshop.

11. Guard house. Armed militia performed guard duty.

12. Watchtowers.

13. Residential building.

14. One-family houses.

15. Warehouse for food supplies.

16. Telegraph station of the railroad administration.

17. New office building.

18. Office of the railroad administration, a barracks type building.

19. Laundry.

20. Residential barracks type building for railroad employees.

21. Unfinished roads.

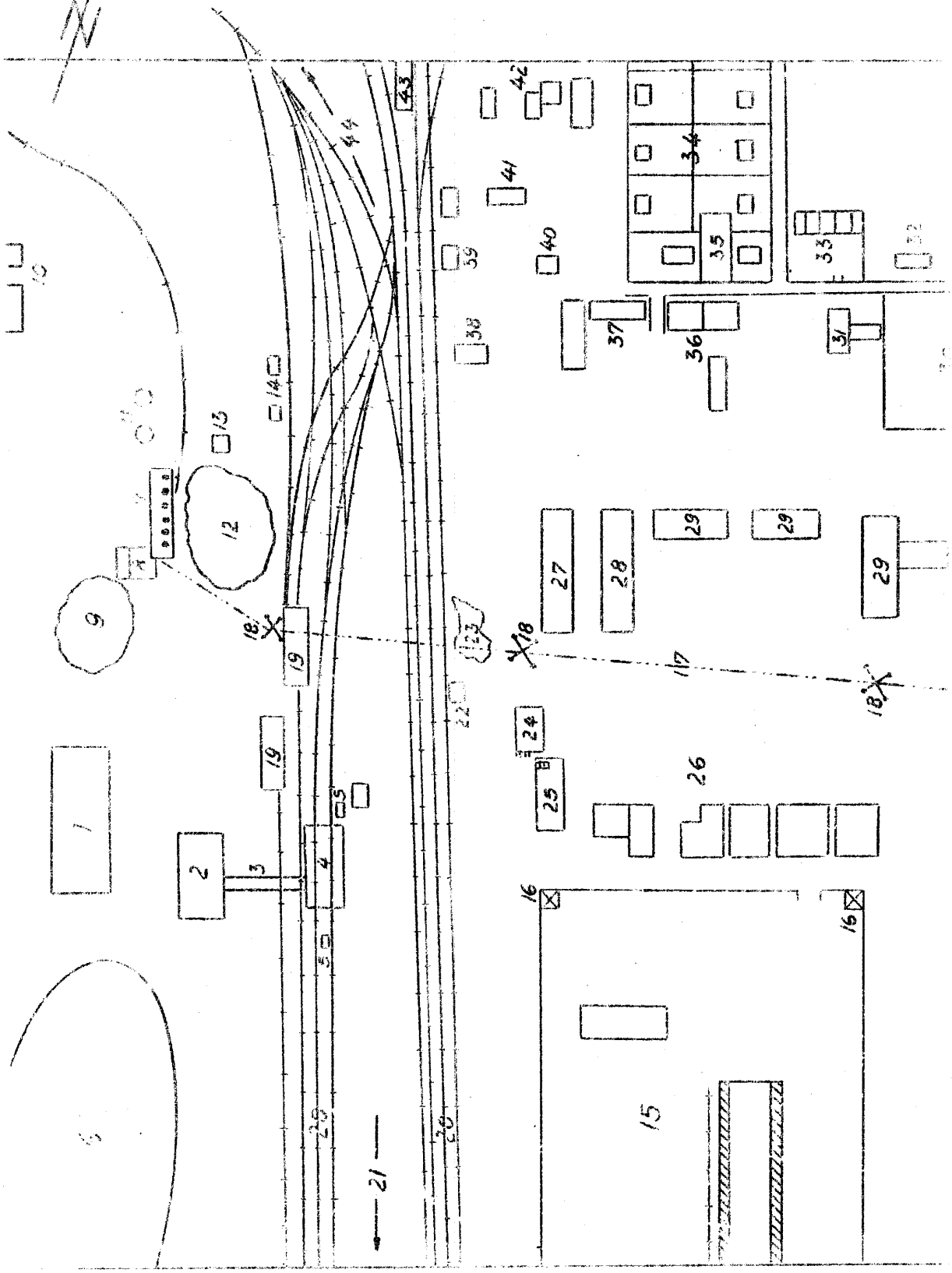
22. Spur tracks to the railroad station of the old section of Karaganda.

23. High tension line from the Samarkand hydro power plant.

24. Direct line from the Samarkand power plant to the TSES/Karaganda Power Plant.

25. Line loading from the transformer station to the TSES Power Plant.

Layout Sketch of the TETS Power Plant, the Tsobf Coal Dressing Plant and the Shunting Yard in Karaganda



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Legend:

1. "Tsobf" Coal Washing Plant, a four-story building, about 30 x 8 meters, the equipment of which was not known.

2. "Tsobf" coal Dressing Plant. The building was 20 x 8 meters.

3. Platform with conveyor belt. The washed and sorted coal was conveyed to the warehouse.

4. Warehouse for coal storage, about 30 x 12 meters, with railroad tracks beneath the building. Cars were loaded with coal and subsequently assembled into trains. Every hour, one coal train with 50 to 52 sixty-ton cars left the installation.

5. Scales for weighing filled cars.

6. Dump of discarded coal, about 20 meters high. A mine railway led to this dump.

7. Turbine house of the TSES Power Plant. A four-story structure, about 40 x 10 meters, with smoke stack, about 30 meters high. It contained six turbines of AEG and British origin. The capacity of these turbines was not known. The coal consumption in an eight-hour shift was 4 to 5 twenty-ton cars. The turbine house was surrounded by a wooden fence. It was guarded by militia armed with carbines.

8. Five-to six-story annex building of the turbine house. The equipment of this building was not known.

9. Cooling and wastewater lake (Kuehl- and Abwaesserteich) of the power plant.

10. Garages for motor vehicles of the power plant.

11. Cooling towers.

12. Slag dump.

13. Slag concrete factory, a two-story structure, about 10 x 10 meters.

14. Material sheds and watchman's house.

15. Material depot of the TSES Power Plant, comprising two large warehouses. Miscellaneous material, including a large number of cable drums, were stored here.

16. Watch towers. Sentries were stationed on the towers for guard duty.

17. High tension line from the TSES Power Plant to the transformer station. There was allegedly a direct line from the Samarkand Power Plant to the TSES Power Plant which had not been in use since 1948.

18. High tension line towers.

19. Shipping rooms. Buildings, about 30 x 8 meters with tracks leading into the building.

20. Eight tracks, connected by numerous switches.

21. Direction to Karaganda and Sortirovka.

22. Standpipe for locomotives and service station.

23. Lake.

24. Bathhouse and delousing station for railroad employees. About 12 x 8 meters.

25. Basement used for living quarters. About 20 x 6 meters.

26. Five barracks buildings and stables.

27. Administrative offices of the Karaganda coal shunting yard. Wooden barracks building, about 35 x 10 meters, housing office rooms of the railroad management, administrative offices, dispatch offices, stationmaster's office and instruction rooms.

28. Barracks buildings for railroad employees, about 35 x 10 meters.

29. Living quarters.

30. Automobile parking area for the railroad administration.

31. Food warehouse for railroad employees.

32. Telegraph and telephone switchboard, housed in a building about 12 x 6 meters. There was also a D.C. generator in this building used for charging storage batteries.

33. Garage building of the railroad administration, about 30 x 12 meters, built in a fenced-in yard.

34. Residential quarter.

35. Parking area.

36. MVD Railroad Commissariat, a three-story building, about 10 x 8 meters.

37. Messhall and kitchen for railroad employees. A two-story L-shaped structure, about 20 x 8 meters and 30 x 8 meters.

38. Tool shed, about 10 x 4 meters, for the storage of tools used by railroad workmen.

39. Sheds, about 8 x 6 meters, with a large kiln and heating pipes used during the winter to heat sand which was placed around the switches to prevent freezing.

40. Residential building for railroad personnel.

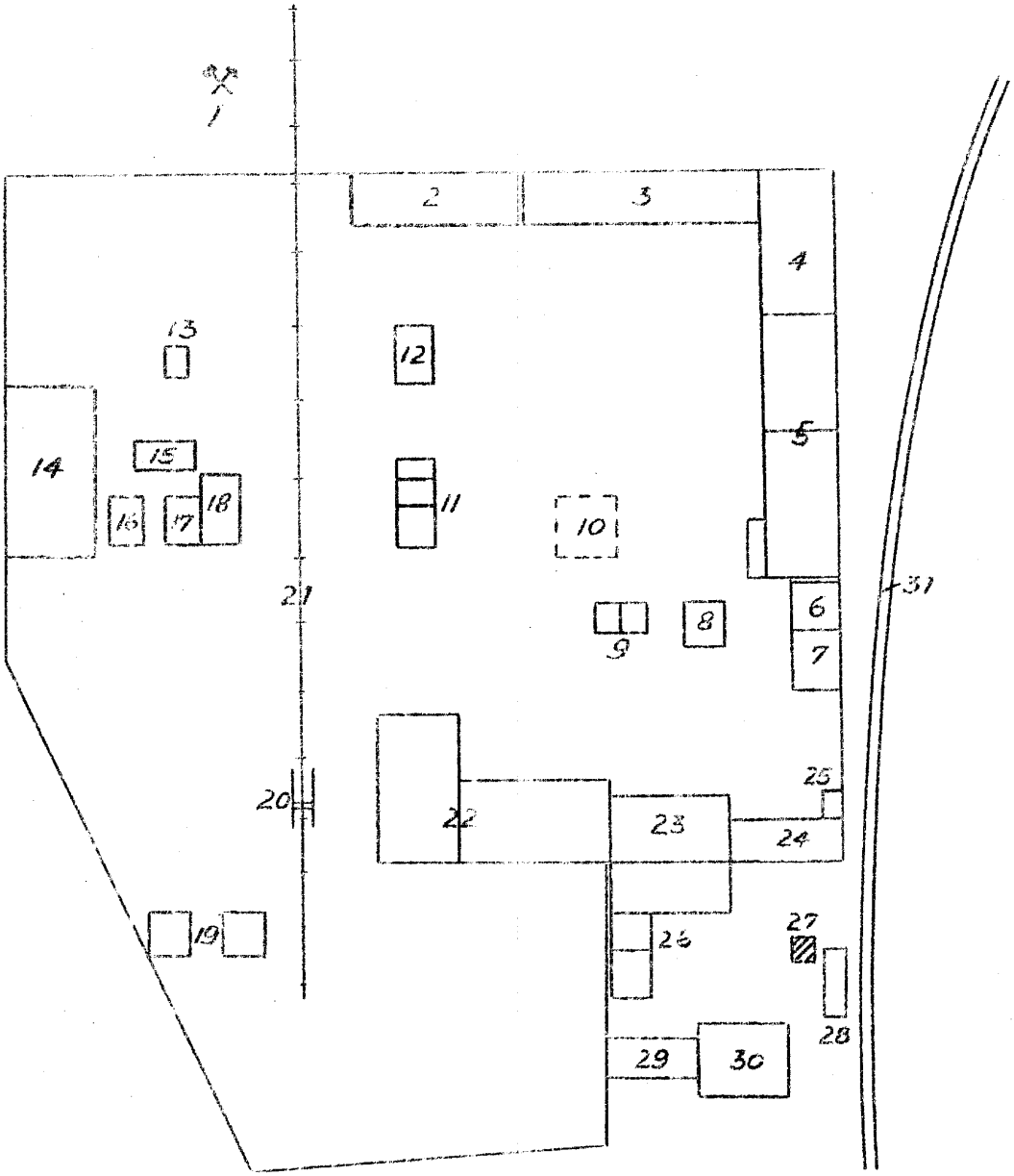
41. Forge, about 10 x 6 meters, equipped with forging and electric welding machinery.

42. Railroad office buildings, five-story structures.

43. Large weighing machine which can weigh an entire train.

44. To the mining area and the railroad station of the new section of Karaganda.

Layout Sketch of the Parshomenko Plant in Karaganda.



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Legend:

1. Coal Mine No 1. The daily output of coal was about 1,600 tons in 1949. There was a three-shift schedule with 600 workers employed in each shift.

2. Assembly shop of the Parkhomenko Machine Factory, a brick building, about 30 x 8 meters, with skylights. The component parts came from different workshops. This shop worked a three-shift schedule, with about sixty men working in each shift.

3. Plate workshop, about 40 x 8 meters, and eight meters high. There was an overhead traveling crane, running the entire length of the workshop. The machinery comprised plate shears, plate straightening machines, plate bending machines, punches, and about 65 electric welding appliances. This shop processed plates used in the manufacture of mining machinery.

4. New building, 25 x 12 meters, a five-story structure without a basement, equipped with lathes, milling machines, and German made planers, presumably reparations material. [redacted] 25X1
The building also housed two drafting offices, a photostat machine and a large number of offices.

5. Machine shops. A single-story structure, about 45 x 12 meters, divided into two shops by a partition with a connecting door. One shop was 20 meters long and the other was 25 meters. A track and an overhead crane traversed the entire length of the workshop. The northern workshop produced small parts and was equipped with forty to fifty small metal-working machines, including lathes, milling, planing, drilling and grinding machines. This shop worked a three-shift schedule with about 100 men working in each shift. The southern shop produced gear parts and processed component parts made of cast iron, cast steel and bronze. This shop was equipped with four large axle lathes, two American vertical turning and boring machines, one head lathes (Kopf-Drehbank), three drilling machines, one rotating special drilling machine, one large milling bench, punching machines, plate shears and grinding machines. This shop employed about 80 men per shift.

6. Forge, a two-story structure, about 8 meters square, equipped with two 3,000-kg pneumatic hammers and two smaller pneumatic hammers, as well as two coal-fired hearths. The forge employed about twenty men per shift.

7. Hardening shop, a two-story annex of the forge, about 10 x 8 meters, equipped with two electric annealing furnaces and six coal-fired furnaces of Soviet make. Gear parts were hardened in oil and water baths.

8. Laboratory, a two-story structure, 7 x 6 meters. Its equipment included an old German-made tensile-testing machine, and two machine saws. In another room were optical testing instruments, and miscellaneous equipment for chemical tests.

9. Air shaft of Coal Mine No 1 with a large ventilator. The installation was constantly in operation and always under guard.

25X1 10. A new building. [redacted] it was a boiler house for heating purposes.

11. Sheet-metal shop (Blechschlosserei).

12. Old garage.

13. Stable.

14. New garage, about 30 x 14 meters. Built with iron lattice girders, cantilevered. Twelve trucks and three wreckers were parked in this garage.

15. Drafting office of the machine repair shop, about 10 x 6 meters.

16. Box making shop, about 8 x 6 meters.

17. Pattern-making shop for the foundry, about 6 x 6 meters.

18. Forge, about 12 x 7 meters, which produced shovels for mining requirements.

19. Residential buildings, each 8 meters square. The manager and the chief engineer of the plant lived in these houses.

20. Bridge crane for loading and unloading of railroad cars.

21. Railroad track to the mining area, Mine No 1.

22. Foundry, consisting of two sections, each 25 x 14 meters. Its equipment included four electric smelting furnaces, one with a capacity of eight tons, and the other three with a capacity of three to four tons each. Raw castings, such as stands (Staender), gear boxes, cogwheels for steel winches, drums and wheels for coal mining cars, were produced. The castings were shipped to the respective workshops for processing by a narrow-gauge railroad. In the northern corner of the transverse section was the non-ferrous metal foundry of the plant, with a gas-fired furnace, which was used mainly to cast bushings.

23. Machine repairshop, about 20 x 12 meters and 6 meters high, equipped with work benches, small lathes, milling machines, and a large American-made grinding machine. Mining machines and plant-owned machinery were repaired in this shop.

24. Administration building, a three-story structure, 20 x 7 meters. It housed the manager and chief engineer's offices, the commercial office and the telephone switchboard.

25. Guardhbuse.

26. Makarov experimental plant, a two-story L-shaped structure, 20 x 8 and 15 x 5 meters. The larger section adjoined the south wall of the machine repairshop. The equipment included a large number of lathes, two medium-sized drilling machines, iron planing machines, iron saws and electric welding machines. The plant employed about 25 men. In the smaller section was a drafting and technical designing office. A combined cutting machine, called "Kombain", was developed and produced in this plant. The machine was invented by the Soviet miner Makarov (fnu), who, together with three engineers and two female draftsmen, worked in the technical designing office. The "Kombain" model was a cutting machine with two cutters between which was placed a drilling machine for coal crushing. The crushed coal was carried over a conveyor belt to a vibrating chute behind the machine. The "Kombain" cutting machine allegedly did the work of 36 miners and was tested in coal mines No 1 and 38 in the new section of Karaganda.

27. Transformer station. The current supplied from the TSES Power Plant was transformed in this station to 220 and 360 volts and was distributed to the different workshops of the Parkhomenko Plant and to the experimental plant.

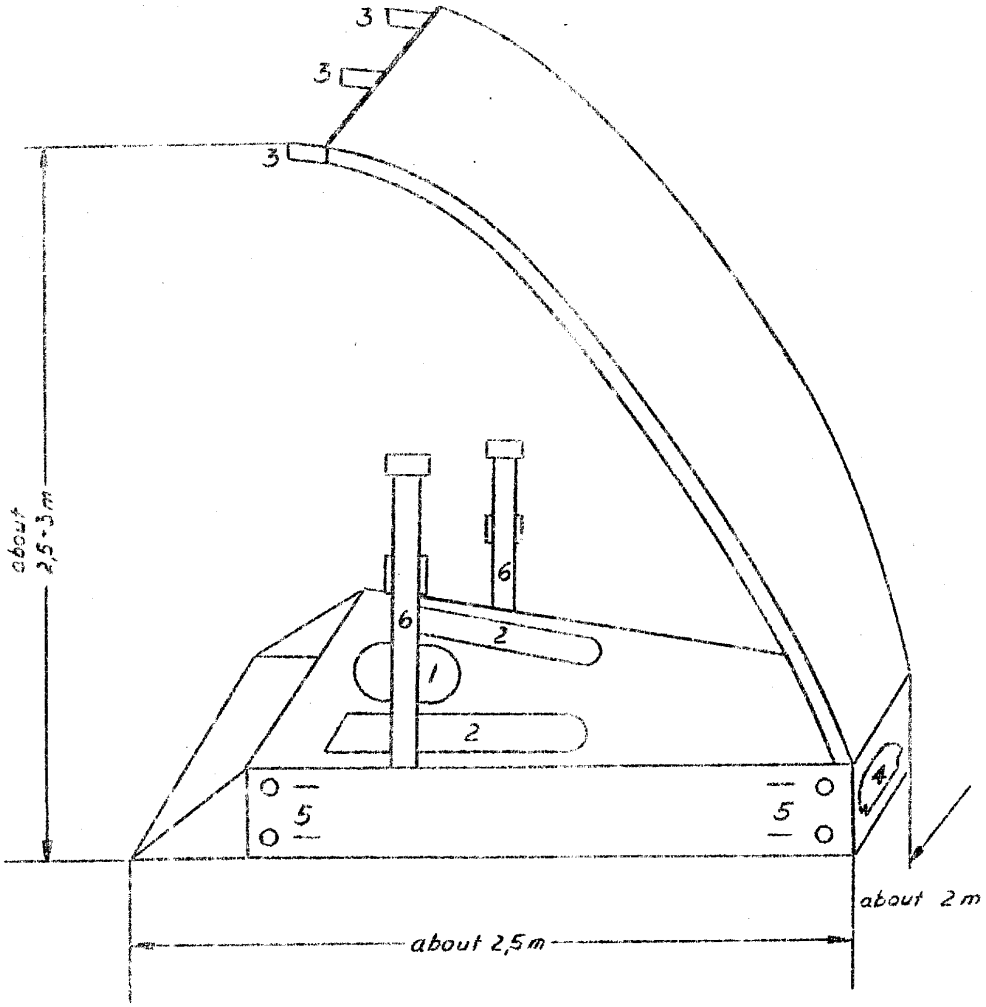
28. Post office and telegraph building, about 12 x 5 meters.

29. Messhall, about 15 x 7 meters.

30. Kitchen and canteen, about 15 x 12 meters.

31. Road, about 5 meters wide, not macadamized.

Sketch of the "Cyclone" Coal Dust Suction Engine developed by the Makarov Experimental Plant in Karaganda



Legend:

1. Suction device.
2. Oxygen bottles.
3. Coal pick-up devices.
4. Device for connecting vibrating chutes.
5. Device for connecting another "Cyclone" machine.
6. Props.

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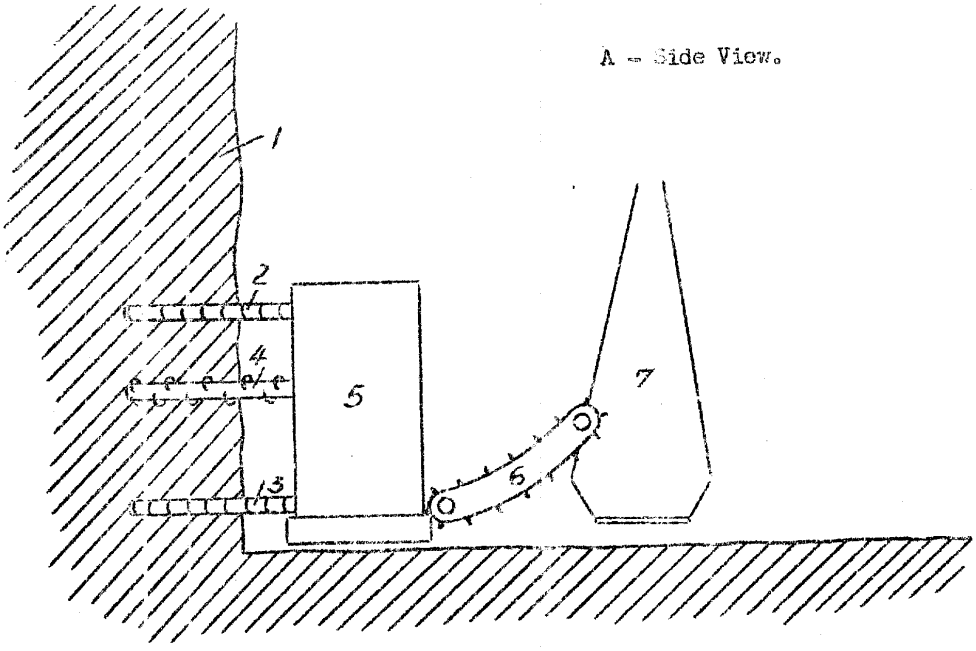
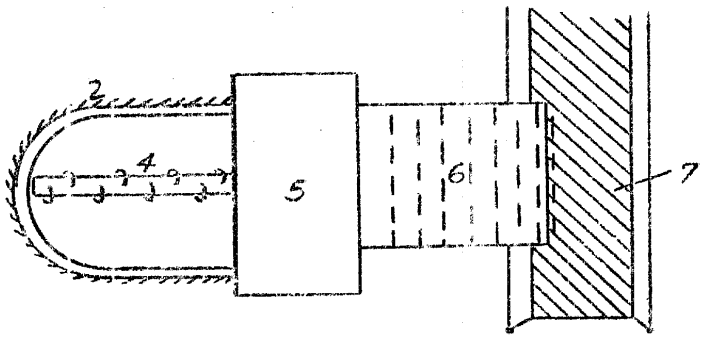
Attachment C

CENTRAL INTELLIGENCE AGENCY

Sketch of the Makarov Coal Cutting Machine.

A - Side View.





B - Top View.

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Legend: See next page.

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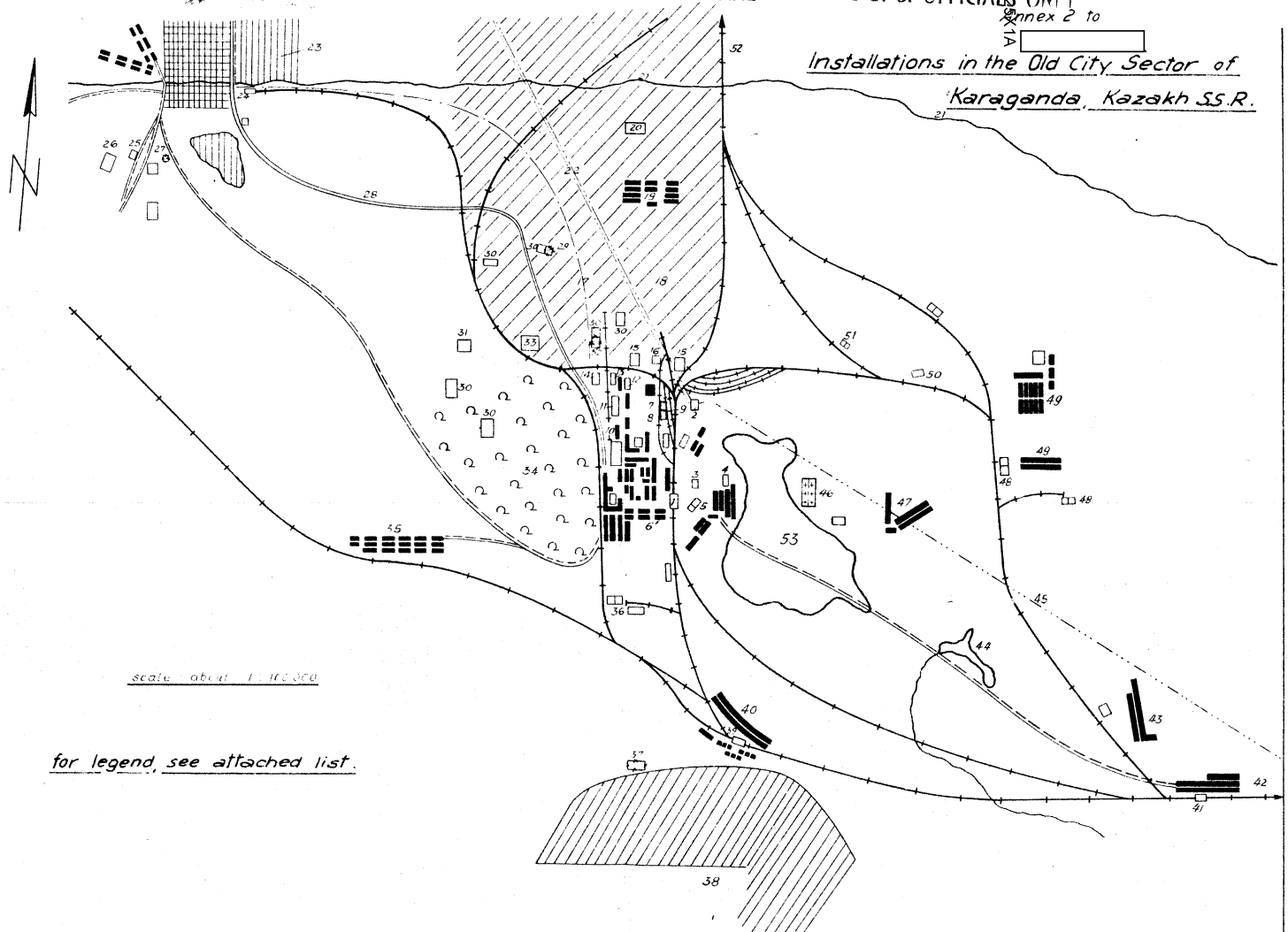
Legend:

1. Coal seam.
2. Upper cutter.
3. Lower cutter.
4. Drills consisting of a steel roll with hooks for coal crushing.
5. Machine and gear box.
6. Vibrating chutes.
7. Coal conveying machinery.

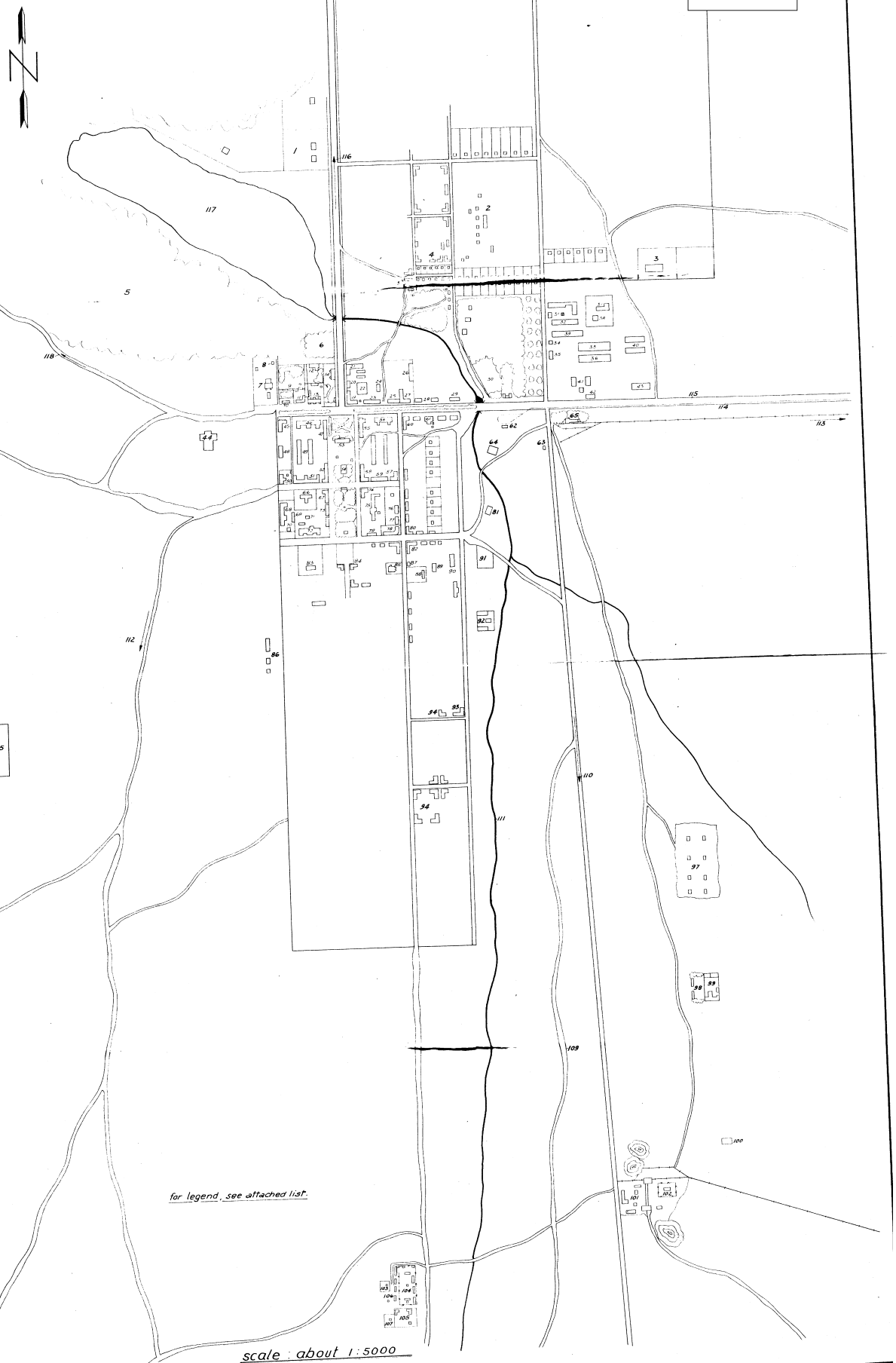
Annex 2 to
25X1A

Installations in the Old City Sector of Karaganda, Kazakh SS.R.



Annex 1.10

Installations in the New City Sector of Karaganda, Kazakh S.S.R.



for legend, see attached list.

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