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FORM NO. 51-44A  
FEB 1952

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

**INFORMATION REPORT**

REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 21 January 1953

SUBJECT Urban Area of Astrakhan

NO. OF PAGES 39

DATE OF INFO.

NO. OF ENCLS. 2  
(LISTED BELOW)

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PLACE ACQUIRED

SUPPLEMENT TO REPORT

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THIS IS UNEVALUATED INFORMATION

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#1 RAILROAD BRIDGE. This was a single-track railroad bridge constructed of reinforced concrete and steel trusses. It was approximately 1.2 km long and 12 m wide. An old bridge and rather weak structurally, it was contemplated that it be dismantled and that all rail traffic would be routed to, and over, the Volga River via the new Astrakhan bridge (#131). All the railroad sidings (#3) indicated on the map (Encl. (A)) were not there; if they had been located there before or during World War II, they have long since been removed.

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#2 RAILROAD TRACKS. This was a single set of railroad tracks which led to the bridge (#1) and stemmed from main trunk lines leading to points north and south.

#3 RAILROAD SIDINGS. These sidings did not exist; if they did exist during or before World War II, they have long since been removed.

#4 MARSHALLING YARD AND FREIGHT STATION.

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STATE	X	NAVY	X	NSRB															
ARMY	X	AIR	X	FBI															

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- #5. RESIDENTIAL AREA. The residential areas consisted mainly of 75% of wooden homes and 25% of brick homes. The wooden homes were of both the one and two-story variety, had wooden roofs, and only a small number had electricity. The brick homes were mostly two stories high, of the ~~wooden~~ and plain brick variety, and had tin roofs and electricity. Only about 30% of all the homes, both wooden and brick, had sewage facilities. The remainder of the homes had outdoor facilities. The streets in these areas were generally of dirt and most of them had no street lights. The areas near the center of the city varied in condition; only some of the streets were cobblestoned and had sidewalks on both sides.
- #6. FISH INDUSTRIES. This area consisted of the homes of the fishermen, as well as the fishing industries themselves.
- #7. FISH COMBINE IMENI MIKOYANA. 50X1-HUM
- #8. ASTRAKHAN THERMAL POWER STATION - ASTROTETS.  The annotated mosaic lists this point as the Astrogres - Hydro-electric Power Station.  this was the 50X1-HUM Astrotets and not the Astrogres Power Station.  Point #037
- This was the newest station or the two in the city. Constructed in 1949, this station supplied power for the various industries in the city, whereas the Astrogres Power Station supplied power to the homes.  in the event that the Astrotets station became inoperative, the 50X1-HUM Astrogres Power Station would not be able to supply enough power for both the city and the industries.
- #9. FISH COMBINE IMENI FREDRICH ENGELS.  The annotated mosaic lists this point to be a portion of Astrakhan Shipyard imeni Kirova  this was not a shipyard but the Fredrich Engels Fish Combine. 50X1-HUM
- #10. ASTRAKHAN SHIPYARD IMENI KIROVA. 50X1-HUM
- #11. DOG KENNELS. This area contained dog kennels for approximately 200 Schaffershunds which were used primarily for guard duty at the various oil bases and shipyards in Astrakhan.
- #12. UNIDENTIFIED OIL BASE.
- #13. FIRING RANGE. This was a small arms firing range approximately 750 m long and 300 m wide.
- #14. CEMETERY.
- #15. SOFIY PEROVSKAYA ULITSA. This was a dirt road approximately 10 m wide, had dirt sidewalks and no sewage system or street lights. This street was formerly known as Krasnaya Ulitsa and the local people called it ~~Regulnyy~~ Ulitsa, since all the funeral processions proceeded down this street to the cemetery.
- #16. BRIDGE. This was a wooden bridge approximately 10 m wide and 30 m long which spanned the Kutum River. The new railroad line  Point #117 will be routed over this bridge, thereby necessitating the construction of a new reinforced concrete bridge. 50X1-HUM
- #17. NEW RAILROAD LINE. This is  sketch of the new proposed railroad line, double track, which will consist of  line at the Astrakhan  route rail traffic around Astrakhan over the new Astrakhan Bridge  Point #1317. This line was just beginning to be constructed.

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- #18. PARK. This was the Culture and Relaxation (Kul'tura i Otdykh) Park imeni Karla Marksa and contained an area approximately 400 m long and 300 m wide.
- #19. SUMMER THEATER IMENI KARLA MARKSA. This was a two-story, wooden building approximately 50 m long, 30 m wide, 10 m high, and had a slightly pitched tin roof.
- #20. ASTRAKHAN RADIO STATION. This station consisted of two, two-story stuccoed brick buildings (dimensions unknown) and two radio masts (height unknown). The frequency of this station was 335 m.
- #21. ASTRAKHAN PASSENGER RR STATION. This was the main passenger terminal in Astrakhan. It was a cream colored, brick, stuccoed building approximately 30 m long, 20 m wide, 10 m high, and had a slightly pitched tin roof.
- #22. HOSPITAL. This was a civilian hospital and clinic formerly known as Aleksandrovskaya Bol'nitsa and was located at No 3 Tretaya Stepnaya Ulitsa. This hospital was also called the Oblastnaya Klinik.
- #23. TRETAYA STEPNEYA ULITSA. This was a cobblestoned street approximately 12 m wide, with stone sidewalks on both sides of the street but no street lights. There were double streetcar tracks in the middle of the street, on which ran streetcar No 1.
- #24. VENERAL DISEASE DISPENSARY. This was a two-story, white, stuccoed, brick building approximately 20 m long, 20 m wide, 10 m high, and had a slightly pitched tin roof, located at No 6 Respublikanskaya Ulitsa. This clinic was for the local population.
- #25. PIER NO 23. This was a wooden pier with a 200 m waterfront and was used by the Volga-Caspian Fish Combine. This pier was also known as the Rybny Port. In the area, there were three one-story, wooden buildings approximately 12 m long, six m wide, three m high, and each had a slightly pitched tin roof. These buildings were fenced in on three sides by a two m high wooden fence.
- #26. PIER NO 4. This was a wooden pier with a 200 m waterfront and was used exclusively by the Caspian Fleet Dry Cargo Agency. The entire area, approximately 200 m long and 100 m wide, was fenced in, on two sides, by a two m high wooden fence, along Tretaya Stepnaya Ulitsa (Point #23) and an unknown street running north and south. The main entrance, approximately three m wide, located at the center, along the unknown street, had two wooden gates. Inside and directly to the left of the entrance was a small wooden building eight m long, three m wide and three m high with a slightly pitched tin roof which was used by the 8th V O KH R (Senezirovannaya Okhrana Morskoy Otryad), a para-military guard unit. Directly to the right of the entrance was the Personnel Office of the Caspian Fleet Dry Cargo Agency. This was a one-story wooden building six m long, six m wide, and four m high, with a slightly pitched tin roof. Adjacent to the pier, there were three buildings. One, an office, was a one-story wooden building 15 m long, six m wide, and four m high, with a slightly pitched tin roof and was used by the above-mentioned agency. The second was a one-story, wooden warehouse 40 m long, 12 m wide, and six m high with a slightly pitched tin roof. The third was another wooden warehouse 20 m long, 10 m wide, and four m high with a slightly pitched tin roof. Dry cargo such as sugar, wheat, rye, barley, flour, cotton, medicinals, etc, were stored in these warehouses. To the rear of the V O KH R building were two small, one-story brick buildings, one of which was three m long, three m wide, and three m high. The other building was five m long, three m wide, three m high, and each had a slightly pitched tin roof. Kerosene and oil were stored in these buildings in unknown quantities. The remainder of the area was used as an outdoor storage for lumber and various

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other materials. There were no cranes or railroad tracks in the area. There were no railroad tracks at any of the piers in Astrakhan. Four ships were able to dock at this pier at one time. The dock hands and other workers were issued workmen's passes and any visitor had to obtain a pass at the personnel office. This pier was guarded by members of the 8th V O KH R at all times.

- #27. DZERZHINSKAYA ULITSA. This street was 80% cobblestone, and the remainder, the lower portion, was dirt. It was approximately 15 m wide and had a double streetcar track in the center used by streetcar No 1. There were paved asphalt sidewalks on both sides of the street. It also had sewage system but did not have any street lights.
- #28. SELENSKIY PARK.
- #29. Pier NO 5. This was a wooden pier with a 400 m waterfront and was used by the Volga Steamship Company. This area was enclosed by a green wooden fence two m high along Dzerzhinskaya Ulitsa [Point #27], in the center of which was an entrance three to four m wide with two wooden gates. Slightly to the right of this entrance was a two-story wooden office building 15 m long, eight m wide, and eight m high with a slightly pitched tin roof. This was the pier office and the Administration Office of the Volga Steamship Company. Next to this building was another building, same size and type. Directly beyond these buildings was another wooden fence, two m high, which separated the actual pier area from the office area. The entrance to the pier area was four m wide and was guarded by an unarmed watchman. To obtain admittance to this area, it was necessary to obtain a pass from the front office building. In the pier area there were approximately 10 one-story, wooden warehouses, each approximately 40 m long, 12 m wide, and five m high, with a slightly pitched tin roof. The length of these buildings extended from the west to the east and each building had an entrance on either end approximately three m wide and three m high. Dry cargo was stored in these warehouses. This pier was able to handle 10 to 12 ships at one time: five or six broadside along the pier and the same number alongside those ships. There were no shore cranes at this pier but they did have at their disposal approximately 10 floating cranes mounted on barges, the capacity of which were from five to 10 tons. These cranes were of both the steam and diesel variety although most of them were diesel.
- #30. POLYCLINIC. This was a two-story, white, stuccoed, brick building 20 m long, 12 m wide, and eight m high, with a slightly pitched tin roof. This clinic was exclusively for the personnel of MVD, MGB, and their families. Every field of medicine was covered at this clinic.
- #31. POLYCLINIC (POLIKLINIKA VODZDRAVOTDELA NIZHNE-VOLZHSKOGO BASSEYNA). This was a three-story, red brick, U-shaped building 40 m long on one side, 30 m long on the other side, 12 m wide, and 15 m high, with a slightly pitched tin roof. In the rear of the building, there was a cobblestone courtyard and a six-car garage. The garage was a white, stuccoed brick building 15 m long, eight m wide, and four m high, with a slightly pitched tin roof. Four GAZ-AA type white ambulances were kept in this garage. This clinic serviced the personnel of the river and sea fleets and their families. This was the best clinic in the Astrakhan Oblast. The director of this clinic was Yakov Leovovich Blum, a doctor of communicable diseases. He was approximately 50 years old, 5'7" tall, weighed 70 kg, bald headed, had a round face, short pug nose, a heavy beard, black eyes, and wore glasses. He was a strict adherent to set procedures.
- #32. GRAIN STORAGE BUILDING. This was a white, stuccoed brick building 120 m long, 80 m wide, and 10 m high, with a slightly pitched tin roof which was used for storing flour and grain.

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- #33. CHEKHOVSKAYA ULITSA. This was a cobblestone street 12 m wide with asphalt sidewalks and sewage system but no street lights.
- #34. SHIP REPAIR YARD IMENI URITSKOGO RECHNOGO FLOTA. This shipyard occupied an area approximately 150 m along the street and 150 m to the Volga River. Along the street, there was a wooden fence two m high as well as a one-story wooden, barrack type building 40 m long, six m wide, and four m high, with a slightly pitched tin roof. This was the personnel office. The main entrance to the yard was next to this building and consisted of two wooden gates three m wide. Over the entrance there was an arch with the name of the shipyard. This shipyard repaired both steel and wooden river crafts such as ferries and the like.
- #35. ADMINISTRATION BUILDING OF THE AUTO-TRANSPORTATION OFFICE NO 1. (Astrakhanskogo Oblastnogo Upravleniya Avto-Transportnaya Kontora No 1) This was a two-story white stuccoed brick building 40 m long, 20 m wide, and eight m high with a slightly pitched tin roof. The building was located at No 6 Dzerzhinskaya Ulitsa /Point #27/ and it served as an office garage, repair shop, and gas station for the Astrakhan taxis and buses.
- #36. ASTRAKHAN WATER WORKS. This was located on Dzerzhinskaya Ulitsa /Point #27/ and on the banks of the Kikum and Volga Rivers. It occupied an area 120 m along the Kikum River and 80 m along the Volga River. Adjacent to the street, there was one two-story cream stuccoed brick building 40 m long, 12 m wide, and eight m high, with a slightly pitched tin roof. [redacted] this was the administration building.
- #37. RESPUBLIKANSKIY MOST. This bridge was constructed of a wooden foundation but had a cobblestone roadway 15 m wide with two streetcar tracks in the center. Streetcar No 1 crossed over on this bridge. This bridge was 30 m long and had wooden sidewalks, 1.5 m wide on each side and metal guard rails.
- #38. BRIDGE. This was a wooden bridge, 35 m long and 10 m wide, for pedestrians only.
- #39. KIROVA ULITSA. This was an asphalt covered street from the Kikum River to the Canal /Point #68a/. From this point, the street was surfaced with cobblestone and eventually ended up as a dirt road at the other end of the city. The entire street was approximately 15 m wide. From the Kikum River to the Canal the sidewalks were paved with asphalt on both sides. From the Canal on, the sidewalks changed from cobblestone to dirt. This street also had street lights and sewage systems from the river to the canal only. This was the main street of Astrakhan and contained the major business establishments. The street was numbered from the Kikum River, with the even numbers on the west side and the odd on the east. This street was entirely free of buses and streetcars. Trucks were also prohibited.
- #40. BRIDGE - KOMMUNISTICHESKIY MOST. This was a vehicular and pedestrian bridge constructed of reinforced concrete 30 m long, 15 m wide with sidewalks and metal guard rails on both sides.
- #41. RAYON PARTY HEADQUARTERS (VKPB LENINSKOGO RAYONA). This was a two-story, gray, stuccoed brick building 30 m long, 30 m wide, and 10 m high with a slightly pitched tin roof located at 31 Krasnaya Naberezhnaya Ulitsa /Point #42/. This building was the headquarters of the VKPB Leninskogo Rayona of Astrakhan. Also located in this building was the office of the Oil Sale Administration (Upravleniye Glav Nefti Sbytka). The director of this administration was N. M. Vorontsov.

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- #42. KRASNAYA NABEREZHNYAYA ULITSA. The streets on the north bank of the Volga River and the south bank were both known as Krasnaya Naberezhnaya Ulitsa. Both streets were approximately eight m wide with variable surfaces: asphalt, cobblestone, and dirt. The numbers began at the Volga River and worked east with the odd numbers on the northern bank and the even numbers on the southern bank. The sidewalks (the same condition prevailing as with the road) were on the sides next to the buildings. 50X1-HUM
- #43. BRIDGE. [redacted] it was a wooden structure in a very weak condition.
- #44. OBLAST' COUNCIL OF TRADE UNIONS - (OBLASTNOY SOVET PROFESSIONALNYKH SOYUZOV). This was a three-story white, stuccoed brick building 40 m long, 20 m wide, and 12 m high, with a slightly pitched tin metal roof located on Sverdlova Ulitsa /Point #637. The president of this Council was Makarev (fnu) [redacted]
- #45. BRIDGE. [redacted] a vehicular and a pedestrian bridge. It consisted of a wooden foundation with a cobblestone road 15 m wide and 35 m long with wooden sidewalks and wooden guard rails. 50X1-HUM
- #46. BRIDGE - KRASNYY MOST. This was a vehicular and a pedestrian bridge 35 m long, 15 m wide, constructed of a wooden foundation, and had a cobblestone road with two streetcar tracks and asphalt sidewalks. Streetcars Nos 2 and 7 crossed over on this bridge.
- #47. MARKET (BAZAAR). This was the biggest market in Astrakhan, located on the banks of the Volga River and Sverdlova Ulitsa /Point #637. It occupied an area approximately 250 m long and 120 m wide.
- #48. CHOLUBYANA ULITSA. This was an asphalt-covered street 12 m wide and had asphalt sidewalks, sewage system, but did not have any street lights. Most of the homes on this street were two-story, stuccoed brick.
- #49. DOSAV HEADQUARTERS (OBLASTNOY SOVET DOBRVOL'NOGO OBSHCHESTVA SODEYSTVIYA AVIATSII). This was a two-story, cream stuccoed brick building 20 m long, 15 m wide, and eight m high with a slightly pitched tin roof located at No 16 Cholubyana Ulitsa /Point #487. This building was used by DOSAV and the Astrakhan Air Club. 50X1-HUM  
 commanding officer of DOSAV was Boris Grigorievich Batashov, Captain, Air Force Reserve. [redacted]
- [redacted] The commanding officer of the Air Club was Major (fnu) Makarev, Air Force Reserve. [redacted]
- [redacted] The deputy commanding officer of the Air Club was Lt Col (fnu) Obchikov, Air Force Reserve. 50X1-HUM
- [redacted] Major (fnu) Dudin, Air Force Reserve, [redacted] was an instructor in the Air Club, a former pilot and was awarded the Hero of the Soviet Union in WW II. [redacted]
- [redacted] There were approximately 30 members in the Air Club who were being instructed in a one-year course in the theory of flight, mechanics, navigation, and flight training. At the conclusion of this course, the students were given a diploma and generally they were called to active duty in the Soviet Air 50X1-HUM

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Force, as pilots. To become a member and a student in the club, the applicant must have completed at least seven years of formal education. As students, they attended ground school at this building four evenings a week and participated in flight training only during daylight hours on Saturdays and Sundays.

the club had begun night flying. All the instructor pilots were former air force pilots and reserve officers. These organizations had one GAZ-AA type truck, one Chevrolet truck, 10 UT-2 type aircraft, one YAK-5 and two U-2 type aircraft, all maintained at a small grass airfield southeast of the city and northeast of the civilian airfield [Point #215] and used exclusively by them.

- #50. [Street Name Unknown] This was a cobblestone street, 10 m wide, with sidewalks in poor condition, no sewage system and no street lights. Most of the homes on this street were wooden.
- #51. OBLAST MILITARY COMMISSARIAT (OBLASTNOY VOENNYY KOMISSARIAT). This was a large area walled in by a stone wall two m high. The main entrance was on [redacted] Ulitsa [Point #64]. The area, formerly a women's nunnery, contained a minimum of four two-story, white, stuccoed brick buildings (dimensions unknown). The gate entrance was unguarded but there was a duty officer in the main building at all times. The commanding officer of this Commissariat was General Major (fnu) Yurovskiy, Infantry.
- #52. ASTRAKHAN RADIO COMMITTEE BUILDING. This was a two-story, yellow brick building 30 m long, eight m wide, and eight m high with a slightly pitched tin roof. The entrance to this building was located on Stepan Khalturina Ulitsa [Point #168]. The duty of this committee was to decide and approve what was to be broadcasted over the Astrakhan Radio.
- #53. RAYON MILITARY COMMISSARIAT (RAYONNY VOENNYY KOMISSARIAT, KUMBUKHOVA RAYON). This was a two-story, wooden building with a brick foundation 30 m long, 10 m wide, and six m high, with a slightly pitched tin roof, located at No 4 Mikhaila Alladina Ulitsa [Point #54]. There was no guard at the entrance but there was a duty officer in the building at all times. The commanding officer of this Commissariat was Lt Col (fnu) Pogrebnoy, Artillery. His assistant and deputy commander was Captain (fnu) Anatoliy Zhanov, Administrative, and Major Boris Okhlobnin, who was in charge of the Induction Section.
- [redacted]
- #54. MIKHAILA ALLADINA ULITSA. This was a dirt road, 10 m wide, with wooden sidewalks and sewage system but no street lights.
- #55. ASSOCIATION OF OBLAST ATTORNEYS (OBLASTNAYA PROKURATURA). This was a two-story, white, stuccoed brick building 20 m long, 20 m wide, and eight m high with a slightly pitched tin roof. This building was located at No 13 Mikhaila Alladina Ulitsa [Point #54].

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- #56. THEATER. This was the Astrakhan Dramatic Theater, located at No 28 Sovetskaya Ulitsa /Point #647. It was white, stuccoed brick building 80 m long, 40 m wide, and 12 m high, with a slightly pitched tin roof. The maximum capacity of this theater was approximately two thousand patrons. There were performances every night, except Monday, beginning around 1930 hours and ending around 2300 hours. Admission prices varied according to the cast: if the cast was local, the prices ranged from five to 12 rubles; if the cast was a professional traveling group, the prices ranged from 25 to 30 rubles.
- #57. K-9 CORPS TRAINING CENTER (KLUB SLUZHEBNOGO SOBAKAVODSTVA). This was a two-story, white stuccoed brick building 25 m long, 10 m wide, and eight m high, with a slightly pitched tin roof. They trained dogs for military duty in this building. The director of this club and training was Leonid Cheromin.
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- #58. CITY ADMINISTRATION OF THE ASTRAKHAN CIVIL AIRPORT. This was a two-story, white brick building 20 m long, eight m wide, and eight m high, with a slightly pitched tin roof located at No 18 Sovetskaya Ulitsa /Point #647. The director of this administration was (Fru) Polonskiy.
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- #59. ASTRAKHAN OBLAST EXECUTIVE COMMITTEE OF THE COUNCIL OF WORKERS' DEPUTIES (ASTRAKHAN SKHO OBLASTNAYA ISPOLNITEL'NYI KOMITET SOVETA DEPUTATOV TRUDY--ASHCHIKHSYA). This was a three-story, red brick building reinforced with steel, 180 m long, 25 m wide, and 15 m high, with a slightly pitched tin roof, located on Sovetskaya Ulitsa /Point #647. There were three entrances to this building on this street: all unguarded. This committee was located in the eastern portion of the first floor. Located in this building, as well, was the Communist Party School in the western portion of the first floor, the Astrakhan Communist Party Committee on the second floor, and the University of Marx and Lenin on the third floor. The theories of Marx and Lenin were taught at this university. No passes were necessary to get into this building or to any office with the exception of the second floor. The entrances to that floor were guarded with a guard armed with a revolver. To get to see anyone on that floor it was necessary to state one's business and whom one wished to see. The guard in turn, would make all the necessary arrangements.
- #60. ASTRAKHAN OBLAST' COMMUNIST PARTY HEADQUARTERS. This was a three-story, gray, brick building 100 m long, 25 m wide, and 15 m high, with a slightly pitched tin roof located on Sovetskaya Ulitsa /Point #64, directly opposite Point #597. The two entrances were located on this street as well. Unless one was a CP member, it was necessary to obtain a pass to gain admittance from the front office. This entire building was guarded by guards armed with revolvers.
- #61. THEATER. This was a motion picture theater named Oktyabr and formerly called Modern, located at No 13 Volodarskaya Ulitsa /Point #927. It was a stuccoed brick building 25 m long, 25 m wide, and eight m high, with a slightly pitched tin roof. This theater was open all year round and had shows every day. On weekdays, the shows began at 1800 hours and on Sundays at 1200 hours. Every two hours thereafter, a new show began. The admission prices ranged from three rubles and 50 kopeks to six rubles.

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- #62. FIRE HOUSE. This was a two-story, white, stuccoed, brick building 50 m long, 15 m wide, and eight m high, with a slightly pitched tin roof, located at No 12 Volodarskaya Ulitsa Point #92. Fire engine company No 1 was located in this building. In the front of the building, there were three entrances, each approximately three m wide and three m high, and each entrance had two wooden doors. There were six ZIS-5 type fire engines in this company and all the fire-fighting equipment was old. The second floor contained the living quarters for the firemen. All the fire houses and stations were under the direct supervision of the MVD.
- #63. SVERDLOVA ULITSA. This was an asphalt surfaced street, approximately 15 m wide. It started at the Volga River and followed the Kutum River around to the outskirts of the city. It contained a subterranean drainage system and was lined with asphalt sidewalks on both sides and had intermittent streetlights. The numbering on this street began at the Volga River and continued on with the odd numbers on the north side and the even numbers on the south side of the street. In the center of the street, there was a double track streetcar line on which traveled three separate streetcars. These streetcars were marked, respectively, "A", No 2, and No 7. See paragraph #3
- #64. SOVETSKAYA ULITSA. This was an asphalt surfaced street approximately 15 m wide. This street started at the Fortress Point #105 and ended with the junction of Stalingradskaya Ulitsa Point #70. It contained a subterranean sewage system, had asphalt sidewalks on both sides, and had intermittent street lights. The numbers began at the Fortress with the odd numbers on the north and the even numbers on the south side of the street. The bus line that ran from the Motion Picture Theater "Rodina" Point #116 to the Fish Combine imeni Mikoyana Point #17 traveled on this street.
- #65. ASTRAKHAN STATE MEDICAL INSTITUTE - (ASTRAKHANSKIY GOSUDARSTVENNIY MEDITSINSKIY INSTITUT). This was a three-story, gray, stuccoed brick building approximately 40 m long, 25 m wide, and 12 m high, with a slightly pitched tin roof, located at No 12 Kamyshenskaya Ulitsa. This school presented a six-year medical course and was staffed by a medical faculty. All applicants to this school had to be between the ages of 17 and 35, must have completed 10 years of school (the middle school), must pass an entrance examination in physics, chemistry, the Russian language and literature, must present an auto-biography, papers showing the completion of middle school, papers stating Army status, three photographs with signatures and identification. Those applicants who completed the middle school with high honors were admitted without the entrance exams.
- #66. STALIN RAYON EXECUTIVE COMMITTEE OF THE COUNCIL OF WORKERS' DEPUTIES, AND THE RAYON COMMUNIST PARTY HEADQUARTERS - (Stalinskiy Rayonnyy Iсполnitel'nyy Komitet Soveta Deputatov Trudyashchikhsya). This was a white, three-story, stuccoed brick building, 50 m long, 12 m wide, and 12 m high, with a slightly pitched tin roof, located at No 34 Spartakovskaya Ulitsa Point #76. This building was located in the center of a residential section, Stalinskiy Rayon. These homes were mostly one-story wooden buildings.
- #67. BRIDGE. This was a wooden pedestrian bridge approximately 30 m long and 10 m wide.
- #68. BRIDGE. This bridge was constructed of a wooden foundation and had a cobblestone roadway. This bridge was approximately 20 m long, 12 m wide and had asphalt sidewalks. It was a vehicular and a pedestrian bridge and had two streetcar tracks in the center used by streetcar "A".

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- #69. BRIDGE. This was a wooden pedestrian bridge approximately 20 m long and 10 m wide.
- #70. STALINGRADSKAYA ULITSA. This was a part asphalt, cobblestone, and dirt street approximately 12 m wide; had asphalt, cobblestone, and dirt sidewalks; and had sewage system but no street lights.
- #71. FIRST SECTION OF THE MILITIA AND THE ASTRAKHAN PVO HEADQUARTERS - PEROVOYE OTDELENIE MILITSIY I MESTNAYA PROTIVOVOZDUSHNAYA OBOBONA. This was a two-story, dirty, yellow, stuccoed, brick building, 50 m long, 20 m wide, and eight m high with a slightly pitched tin roof. The address was No 13 Ulitsa Voroshilova /Point #72/. The militia was located on the first floor and the MVPO was located on the second floor. There were two entrances to this building; the east entrance was to the militia, and the west entrance was to the MPVO. The militia comprised former servicemen who did not desire to work on the kolkhozy. These men wore a dark blue uniform.
- #72. ULITSA VOROSHILOVA. This was an asphalt-surfaced street from the stadium /Point #109/ to Kirova Ulitsa /Point #39/; from Kirova Ulitsa, the street was surfaced with cobblestone. This street was approximately 15 m wide, had asphalt sidewalks on both sides, had sewage system and intermittent street lights from the stadium to Kirova Ulitsa. The numbers began at that end near the stadium, with the odd numbers on the north and the even numbers on the south side of the street. At the northwest corner of Ulitsy Kirova and Voroshilova was a medium-priced restaurant called Sharlau. It was a one-story, stuccoed, brick building approximately 25 m square with a slightly pitched tin roof. The main entrance to this restaurant was on Kirova Ulitsa, near the corner.
- #73. OFFICE OF THE NEWSPAPER VOLGA. This was a three-story, gray, stuccoed, brick building, 75 m long, 40 m wide, and 15 m high with a slightly pitched tin roof. The first floor consisted of the printing shop and the second and third floors contained the offices. The entrance was located on Shaulnyana Ulitsa /Point #108/.
- #74. BRIDGE. This was a vehicular and a pedestrian bridge, entirely wooden, approximately 20 m long and 10 m wide. It had wooden sidewalks about 1½ m wide with wooden hand rails.
- #75. BRIDGE - KIROVSKIY MOST. This bridge was constructed of reinforced concrete, was approximately 20 m long and 15 m wide. It was a vehicular and pedestrian bridge, had an asphalt road and asphalt sidewalks 1½ m wide with wooden hand rails.
- #76. SPARTAKOVSKAYA ULITSA. This was a part cobblestone and part dirt road approximately 10 m wide with sidewalks on both sides in poor condition. This street contained no street lights or sewage system. The numbers began on the west end, with the odd numbers on the north and the even numbers on the south side of the street.
- #77. DOSARM - ASTRAKHANSKIY OBLASTNOY KOMITET DOBROVOL'NOGO OBSHCHESTVA SODEYSTVIYA ARMIY. This was a two-story, brick building approximately 15 m long, 10 m wide, and eight m high with a slightly pitched tin roof. The first floor of the building contained the offices of DOSARM and the second floor was utilized as living quarters, not necessarily for the personnel of DOSARM.
- #78. LIVING QUARTERS. This was a two-story, white stuccoed, brick building 20 m long, 15 m wide and eight m high with a slightly pitched tin roof. The first floor of this building was occupied by the prosecuting attorney for the lower Volga Basin and the second floor contained the living quarters for the administrative personnel of Reydtanker.

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- #79. POLYCLINIC. This was the Oblastnaya Poliklinika imeni Pirogova. It was a three-story, white, stuccoed, brick building 80 m long, 25 m wide, and 15 m high, with a slightly pitched tin roof. This building had two entrances, one on Voroshilova Ulitsa [Point #72] and the other entrance on Ulitsa Babushkina [Point #107].
- #80. BARRACK BUILDING. This barrack was used by the students of the River Fleet School (Rechnogo Uchilishche). This was a three-story, yellow, stuccoed, brick building 50 m long, 18 m wide, and 15 m high, with a slightly pitched tin roof. This barrack was located at No 13 Oktyabr'skaya Ulitsa.
- #81. MGB CLUB. This was a two-story, white, stuccoed, brick building 30 m long, 20 m wide, and 10 m high, with a slightly pitched tin roof. The address was No 12 Ulitsa Chernyshevskogo [Point #104]. This building contained a movie theater and club facilities for personnel of the MGB. The price of the tickets to this theater ranged from three to five rubles.
- #82. POST OFFICE. This was the main post office in Astrakhan. It was a three-story, white, stuccoed, brick building 60 m long, 60 m wide, and 15 m high with a metal-hipped roof. It was located on the corner of Ulitsy Kirova and Chernyshevskogo [Point #39 and #104]. The main entrance was on the corner and the truck entrance was on Ulitsa Chernyshevskogo. The post office was open from Monday through Saturday from 0900 hours to 1800 hours. The telegraph office, located in this building, was open to a later hour, but
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- #83. ADMINISTRATION OF THE CITY COUNCIL OF WORKERS' DEPUTIES. This was the administration building of the Gorispolkom (Gorodskoy Ispolnitel'nyy Komitet Soveta Deputatov Trudyashchikhsya). It was a three-story, gray, stuccoed, brick building 40 m long, 15 m wide, and 12 m high with a slightly pitched tin roof. This building was located on Ulitsa Chernyshevskogo.
- #84. APARTMENT BUILDING. This building contained apartments for the administrative personnel of Reydtanker. It was a five-story, white, U-shaped, stuccoed brick building 60 m long, 40 m wide, and 20 to 25 m high, with a flat metal roof. It had one entrance on Kirova Ulitsa [Point #39] and two entrances on Ulitsa Chernyshevskogo [Point #104]. It also had three doors directly to the rear of the front doors, leading to the rear of the building. This building contained 33 apartments. Each apartment consisted of two rooms with a kitchen and a bath. It was heated by a central heating plant in the basement of the building and it was the only building in Astrakhan in which hot water was available. Every Friday, and only on Friday, between the hours of 2000 and 2200 the hot water was available. Six to eight apartments were occupied by officials of the Oblast' Communist Party.
- #85. HOTEL. This was the Novoye Moskovskoye Hotel, the second best hotel in Astrakhan. It was a three-story, yellow, stuccoed brick building, 30 m long, 20 m wide, and 12 m high, with a slightly pitched tin roof. The main entrance was located on Sovetskaya Ulitsa [Point #64] beneath a balcony. Rooms in this hotel ranged from 10 to 30 rubles a day. Directly across the street from this hotel was a taxi stand.
- #86. ADMINISTRATIVE BUILDING. This was a two-story, gray, stuccoed brick building 90 m long, 20 m wide, and 10 m high, with a slightly pitched tin roof. The address of the building was No 1 Sovetskaya Ulitsa [Point #64]. Located in this building was the Kirovskiy Rayonnyy Komitet VKP, the Rayispolkom (Kirovskiy Rayonnyy Ispolnitel'nyy Komitet Soveta Deputatov Trudyashchikhsya), and the Telephone Dialing System Center (Avtomaticheskaya Telefonnaya Stantsiya).

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[redacted] the telephone center was located in the eastern half of the building.

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- #87. THEATER. This was an open-air, summer theater located in the Oktyabr'skiy Park. This theater was called Oktyabr and was formerly known as the Modern. This movie theater differed from the other theater called Oktyabr' [Point #61] in that this was an open-air, summer theater and only operated during the months of May through to the month of October. The entrance to this theater was on Kirova Ulitsa [Point #39]. The capacity was 600 and it contained wooden seats. The price of the tickets ranged from four to seven rubles.
- #88. LIVING QUARTERS. This was a three-story, gray, stuccoed brick building 50 m long, 20 m wide, and 15 m high with a slightly pitched tin roof. It was utilized by the students of the Teachers' Institute (Pedagogicheskaya Institute) [Point #150]. The capacity of this building was approximately 500 people.
- #89. RESTAURANT. This restaurant was known as the Voyentorga. It was a two-story, stuccoed brick building 30 m long, 15 m wide, and eight m high with a slightly pitched tin roof. Although this restaurant was open to the public, it contained a small room in the rear which was used as an officer's mess. In this room, there were five tables for four. The main dining room contained 15 tables for four. This establishment opened at 1200 hours and closed at 0200 hours; however, no one was admitted after 2400 hours. It was a rather expensive restaurant.
- #90. THEATER. This motion picture theater was called the 15th Anniversary VLKSM (Vsesoyuznyy Leninskiy Kommunisticheskiy Soyuz Molodezhy). It was a two-story, yellow stuccoed brick building 25 m long, 25 m wide, and eight m high, with a slightly pitched tin roof. The admission prices ranged from three to six rubles. The first show began at 1700 hours and the last show began at 2300 hours.
- #91. LIBRARY. This was the Oblastnaya Biblioteka imeni Krupskogo located at No 18 Ulitsa Trusova [Point #161]. It was a two-story, yellow, stuccoed brick building, constructed in eastern architecture, approximately 20 m long, 10 m high, and 20 m wide with a slightly pitched tin roof.
- #92. VOLODARSKAYA ULITSA. This was an asphalt street 10 m wide, had asphalt sidewalks, sewage system, but had no street lights.
- #93. ASTRAKHAN ELECTRIC POWER STATION (Astrogres) [See Point #8]. This was the Astrogres Electric Power Station located on the banks of the Kutum River and Elektricheskaya Ulitsa [Point #94]. It occupied an area 150 m long and 75 m wide. This area was enclosed on three sides by a fence, part wood and part stone, two m high; and, on the side adjacent to Elektricheskaya Ulitsa, a brick fence two m high. The main entrance to this area was also located on this street. [redacted] it included three buildings. One, the main power building, was a tall, white, stuccoed brick building approximately 50 m long, 20 m wide, and 15 m high, with a slightly pitched tin roof. The second building was the main administration building. This was a two-story brick structure 50 m long, 20 m wide, and eight m high, with a slightly pitched tin roof. The third building was the boiler house, dimensions unknown, with three steel smokestacks. This power station utilized mazut and the electric power produced, 110 volts, was utilized by the city and the populace. This was the main electric power station in the city and it was not guarded.

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- #94. ELEKTRICHESKAYA ULITSA. This was a part asphalt-surfaced and part cobblestone street 12 m wide with asphalt sidewalks part way on both sides. It had a sewage system but had only intermittent street lights.
- #95. HEADQUARTERS MVD, MGB, AND THE OBLAST MILITIA. This was a three-story, gray, stone building 80 m long, 80 m wide, and 15 m high with a slightly pitched tin roof. The address of the building was No 23 Sverdlova Ulitsa /Point #63/. It had two entrances on this street and one entrance on Ulitsa Kirova /Point #39/. The entrances on Sverdlova Ulitsa were for the MVD and the MGB. The other entrance was for the Militia.
- #96. SVERDLOVA ULITSA. /See Point #63/
- #97. BARRACK BUILDING. This was a two-story, white, stuccoed brick building approximately 20 m long, 12 m wide, and eight m high, with a slightly pitched tin metal roof. This building was located on Sverdlova Ulitsa /Point #63/. This barrack was utilized by Navy crew members and the entrance was guarded at all times by a guard armed with a sub-machine gun.
- #98. MILITARY UNIT BUILDING. This was a two-story, green, stuccoed brick building located on Trusova Ulitsa /Point #161/ approximately 30 m long, 25 m wide, and 10 m high with a slightly pitched tin roof. An unknown communications unit, with the approximate strength of a battalion, utilized this building as a barrack. The entrance was guarded at all times with a guard armed with a sub-machine gun.
- #99. VOENMORSE OFFICE. This was a three-story, gray, stuccoed brick building 20 m long, 15 m wide, and 15 m high, with a slightly pitched tin roof.
- #100. OBLAST ARCHIVES. This was a one-story, yellow, stuccoed brick building 10 m long, 10 m wide, and four m high, with a slightly pitched tin roof. All the records of the Oblast' were kept in this building.
- #101. THE RING - (KOL'TSO). This landmark was the starting and terminating point for the streetcars marked Nos 1, 2, 3, 4, 7, and "A". /For streetcar routes, see paragraph #3/
- #102. GARDEN. This garden or park was officially known as Bratskiy Sad and commonly called by the people the Blyadskiy Sad. It consisted of an area approximately 150 m by 200 m. In this park there was a so-called Common Garden which was actually a common grave. An unknown number of people were killed and buried on the spot during the revolution and WW II. During WW II, when the Germans were advancing toward Astrakhan, the people of the city killed a number of the leading Communist officials and these officials were buried in this garden as well. Located in this garden as well was a pavilion restaurant.
- #103. SOVETSKAYA ULITSA. /See Point #64/
- #104. CHERNYSHEVSKAYA ULITSA. This was an asphalt surfaced street 10 m wide. It has asphalt sidewalks on both sides, sewage system, and street lights. The numbering began at the west end of the street, with the odd numbers on the north and the even numbers on the south side of the street.

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- #105. FORTRESS. This was an old three-cornered fortress which covered an area approximately 750 m by 500 m by 300 m. It had no proper name and was just called 'Krepost'. It was constructed of stone and the wall surrounding the fortress, about six m high, was of brick. The fortress was situated between Trusova Ulitsa Point #161, Oktyabr'skaya Ulitsa, and the Stadium Point #109. There were two entrances to the fortress; one on Trusova Ulitsa, which was not being used, and the other on Oktyabr'skaya Ulitsa, the main entrance. This entrance was approximately three m wide and four m high. It consisted of two iron gates. These gates swung into the fortress and they were generally left open during the day. Above this entrance was an arch, two m high, and above this arch was a large brick belfry, 40 m high. The bell or bells in the belfry had long since been removed. Directly adjacent to this entrance was a pedestrian entrance which consisted of a wooden door. The main entrance was guarded at all times by 50X1-HUM guard armed with a sub-machine gun while the pedestrian entrance was guarded by an unarmed guard. [redacted] two water tanks were visible from the street. These tanks were rectangular, approximately eight m long, eight m wide, and 25 m high. Basically, these tanks were constructed of brick although two m from the top were wooden. There was an infantry regiment stationed at this fortress [redacted]
- #106. KRASNOZNAMENSKAYA ULITSA. This was an asphalt-surfaced street 15 m wide with sidewalks on both sides, in poor condition. There was a sewage system on this street but very few street lights if any. The numbers began at the west end of the street, with the odd numbers on the north and the even numbers on the south side of the street. 50X1-HUM
- #107. ULITSA BABUSHKINA. This was an asphalt-surfaced street from the fortress to Kirova Ulitsa Point #39, and from that point on it was surfaced with cobblestone. The sidewalks on both sides of the street were paved with asphalt in the same manner as the street. It also contained a sewage system up to Kirova Ulitsa, but had no street lights. The numbers began at the west end of the street, with the odd numbers on the north and the even numbers on the south side of the street. Most of the homes were wooden. Located on this street was the Public Bath House No 1 and a popular wine bar, the Shanghai.
- #108. ULITSA SHAULMYANA. This was a cobblestone street 10 m wide with sidewalks on both sides of the street, in poor condition. This street had a sewage system but did not have any street lights. The numbers began at the west end of the street, with the odd numbers on the north side and the even numbers on the south side of the street. Most of the homes were two-story wooden structures.
- #109. STADIUM. This stadium was called Trudovykh Rizervov. It was approximately 400 m long and 200 m wide. It was adjacent to the fortress Point #105 on the north side and was enclosed by a wooden fence, two m high, on the remaining sides. The entrance to this stadium was on Oktyabr'skaya Ulitsa, the main entrance, and it also had an entrance at the opposite end. It had wooden seats and a capacity of 1500.
- #110. PRISON. This prison was located in an area 80 m long, 60 m wide on the end near the stadium Point #109, and 40 m wide at the opposite end. The prison building dimensions unknown was constructed of stuccoed brick. It was completely enclosed by a stuccoed brick wall three m high. At each corner of the wall there was a wooden guard tower. The main entrance was on the side facing the stadium,

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- #111. BRIDGE. This was a wooden pedestrian bridge 20 m long and eight m wide with wooden hand rails.
- #112. FIRE HOUSE. This fire house was located in a square (name unknown) near the Russian Orthodox Church (Ioann Zlatoust) /Point #113/. The above-mentioned square was the junction of several streets. The fire house was a two-story, white stuccoed brick building 35 m long, 20 m wide, and eight m high, with a slightly pitched tin roof. This building had three entrances, each approximately three m wide and three m high, and each entrance had two wooden doors. There were six ZIS-5 type fire engines in this fire engine company and all the fire equipment was old. The second floor contained the living quarters for the firemen. Directly above the entrances was a wooden watch tower approximately 2½ m square and 25 m from ground level.
- #113. CHURCH. This was the Ioann Zlatoust Russian Orthodox Church. It was a round-shaped, white, stuccoed brick structure and occupied an area 30 m by 30 m. It had one cupola of metal and one belfry for six bells on the side church. The belfry was wooden with a tin metal roof.
- #114. BAZAAR (MARKET). This market area was called Tatarskiy Bazaar.
- #115. SQUARE. This square was known as Ploshchad' Svobody.
- #116. THEATER. This was the motion picture theater Rodina. It was a new theater, round, orange color, high stuccoed brick building 50 m in diameter and eight m high, with a slightly pitched tin roof. It was located on the Ploshchad' Svobody and the entrance was on Boyevaya Ulitsa /Point #117/. On weekdays, the shows began at 1800 hours, 2000 hours, and 2200 hours. On Sundays, the shows ran continuously from 1200 hours to the last show at 2200 hours. The prices ranged from three to six rubles.
- #117. BOYEVAYA ULITSA. This street was surfaced with asphalt from the Zaton River to Bakinskaya Ulitsa, a distance of approximately 300 m. From that point on, the street was surfaced with cobblestone. This street was 12 m wide and had sidewalks on both sides paved with asphalt as far as the street was paved. From there on, the sidewalks were in poor condition. The numbers began at the north end of the street, with the odd numbers on the east and the even numbers on the west side of the street. [redacted] it had street lights only in a few places. From the Natural Gas Survey area /Point #119/ 50X1-HUM this street narrowed down to six m, was a dirt road, and 50X1-HUM continued on to the Civil Airport /Point #215, Encl (B)7/. On the above portion of the street, there was a double streetcar line on which traveled Streetcars No 3 and "A". Streetcar No 3 turned right at Menzhinskaya Ulitsa /Point #125/ and Streetcar "A" turned left at Bakinskaya Ulitsa. There was also a special airport bus which traveled on this road from the Volga Hotel /Point #197/ to the Civil Airport. The homes on this street were of the one- and two-story variety, 50% of which were wooden and the remaining portion stuccoed brick structures. Eight taverns (Kabakov) were located on this street as well, all commonly called Amerikanka.
- #118. CHURCH. This was the former Prince Vladimir Russian Orthodox Church, which was being used as hay storage. This was a round, yellow, stuccoed brick structure 20 m in diameter and 75 m high to the crucifix, with a tin roof. The church was located in the heart of a residential section, the homes of which were one-story, constructed of wood.
- #119. NATURAL GAS SURVEY AREA - (GAZO RAZVEDKI). This area was approximately 200 m square and was partially fenced in by a wooden fence two m high. This area was being tested for natural gases and, as of June 1951, an insufficient amount had been located for public consumption. Located in this area were two

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wooden derricks 50 m high and four wooden barrack-type buildings 20 m long, eight m wide, and three m high with a slightly pitched wooden roof. These buildings were being used as warehouses and an office for the project. 50X1-HUM

- #120. UNKNOWN ARMY STORAGE AREA. [redacted] it was an Army ammunition dump. It was approximately 200 m square and enclosed by a barbed wire fence 1½ m high guarded by two Army guards armed with sub-machine guns at all times. The area also contained two brick sheds eight m long, four m wide, and three m high with a very slightly pitched tin roof.
- #121. CONCENTRATION CAMP. This area was approximately 500 m long and 400 m wide and enclosed by a barbed wire fence 1½ m high. The area was patrolled constantly by MVD guards armed with sub-machine guns and dogs.
- #122. BRIDGE. This was called the Zhivoy Most. It was a wooden pontoon bridge, 30 m long and eight m wide, with 10 pontoons. It was a vehicular and a pedestrian bridge with wooden sidewalks and hand rails.
- #123. BRIDGE. This was called the Tsarevskiy Most. It was entirely a wooden bridge, 100 m long and five m wide; exclusively a pedestrian bridge with wooden hand rails.
- #124. RING - (KOL' STO). This ring or circle was located in the Stalinskiy Rayon and was the turn-around point for streetcars No 3 and "A".
- #125. ULITSA MENZHINSKOGO. This was a cobblestone-surfaced street 10 m wide with sidewalks on both sides in poor condition. It had no sewage system or street lights. It did have a single streetcar line on which traveled streetcar No 3. This streetcar was in the midst of the [redacted] region and the majority of the homes were one- or two-story wooden structures with wooden roofs.
- #125a. ASTRAKHAN NAVAL INSTITUTE - (ASTRAKHANSKOYE MOREKHODNOYE UCHILISHCHE). This institute consisted of one yellow stuccoed brick building 75 m long, 20 m wide, and 20 m high, with a slightly pitched tin roof. This building contained only the classrooms and the dining hall. The students of this institute were quartered in a barrack building [Point #145]. This school was administrated by the Ministry of the Navy and all instructors were Naval Officers. The director of this school was Contra-Admiral (fnu) Shilov. There were approximately 400 students attending this school, who were being instructed in various courses: mechanics, diesel engines, navigation, radio facilities, military subjects, etc. To enter this school, an applicant must have completed seven years of elementary school and must pass a written entrance examination as well as a physical examination. Sons of naval officers were given a preference; but, nevertheless, they, too, had to complete satisfactorily the above-mentioned examinations. The course was three or four years long and, while the student was attending the school, he was paid approximately 50 rubles a month, once every week. Reveille was at either 0600 or 0700 hours, after which the students marched in formation, led by their own band, to the school. There, they breakfasted and began classes at 0830 hours. Each class was 45 minutes long. At 1600 hours they returned to the barracks and at 1800 hours returned to school, where classes were resumed until 2200 hours, after which they returned to the barracks. The school year began in September and ended in May. From May to August, they had practical training, after which they were given an examination. All practical training was accomplished on ReydTanker ships. During the month of August, they were on leave. Upon completion of the course and after graduation in May, they received reserve commissions in the Navy as either Mladshiy Lt or Lt, according to their scholastic standing, and were employed with

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either ReydTanker or KaspTanker as civilian technicians. Some were called to active duty in the Navy, in which case they assumed the rank and duties accredited to them. Each student had two sets of uniforms, both winter and summer. The winter uniform consisted of black navy pants, a dark blue shirt (typically Navy with a stripped undershirt showing at the V neck), black shoes, a black wool overcoat with gold colored buttons and a black leather belt with a metal buckle embossed with an anchor and star, and a typical Navy cap with a black ribbon and "Astrakhanskaya Morekhodnyye Uchilishche" printed in gold letters on the band (front) of the cap. In cold weather they wore a fur-lined cap. The summer uniform consisted of dark blue navy pants, a white shirt with white and blue stripped cuffs, black shoes, and they attached a white cover to the top of the cap. The director of the school, Admiral Shilov,

- [REDACTED]
- #126. STREETCAR TERMINAL POINT. This was the end of the line and turn-around point of streetcar No 4. 50X1-HUM
- #127. OIL STORAGE BASE NO 8.
- #128. HOSPITAL. This was the Infektsionnaya Bol'nitsa imeni Bekhtereva. This hospital was for patients with contagious diseases. The hospital comprised two buildings, both of which were constructed of brown stuccoed brick. One building was three stories high and measured approximately 40 m long, 12 m wide, and 15 m high, with a slightly pitched tin roof. The other building was two stories high, approximately 15 m long, 10 m wide, and eight m high, with a slightly pitched tin roof. The entire area was enclosed by a wooden fence two m high. This was also the last stop for streetcar No 4.
- #129. RESIDENTIAL AREA. [REDACTED] 90% of the homes in this area were of wooden construction, one story high, 10 m long, four m wide, and four m high, with a slightly pitched wooden roof. The majority of these homes were privately owned. 50X1-HUM
- #130. FORMER AREA OF THE CASPIAN FLEET SHIPYARD. This shipyard was moved to a new point on Zayachiy Ostrov /Point #213, Encl (B)/ to make room for the new Astrakhan Bridge /Point #131/.
- #131. NEW ASTRAKHAN BRIDGE. [REDACTED] 50X1-HUM
- #132. PIER. This was a wooden pier for the Oil Storage Base No 8 /Point #127/. 50X1-HUM
- #133. RADIO STATION. This was the Volga Tanker Steamship Company Radio Station. This station was located in two red brick buildings, both of which were two-story structures 20 m long, 15 m wide, and eight m high, with a slightly pitched tin roof. [REDACTED]
- #134. LANDING AREA. This landing area was used by the K. Marx Shipyard /Point #135/. This area was used to beach all the ships that came to the shipyard for repairs and was approximately 200 m long.
- #135. KARL MARX SHIP REPAIR YARD (SUDO REMONT'NYY ZAVOD). [REDACTED]
- adjacent to the shipyard was a residential area, the homes of which were occupied by the employees of this shipyard. Approximately half the amount of the homes in the area were constructed of brick and the other half were of wood. The brick homes were two-story, white stuccoed brick buildings 30 m long, 10 m wide, and eight m high with a slightly pitched tin roof. These homes were owned by the shipyard. As long as a man was employed at this shipyard, he was provided with housing. The wooden homes, located closer to the shore of the Volga River, were mostly privately owned.

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These were one-story buildings 10 m long, four m wide, and four m high, with a slightly pitched wooden roof. The homes were overcrowded and living conditions were poor.

- #136. SAWMILL. This sawmill had no proper name and was situated on both sides of 2ya Kontrol'naya Ulitsa [Point #143]. Along this street, which split the area in half, there was a single-track streetcar line on which traveled streetcar No 4. The area on both sides of the street was enclosed by a wooden fence two m high. This area consisted of an unknown number of buildings, all wooden, except one, the boiler house [dimensions unknown].
- #137. MOTOR FACTORY. The official name of this factory was Zavod Ryb Sudo Motor and it was at No 8 Babefa Ulitsa. This factory made small parts and engines for fishing craft. It comprised four stuccoed brick buildings, two stories high, with slightly pitched tin roofs.
- #138. WHARF. This was a wooden wharf made from a barge and tied to the shore permanently for use by ReydTanker only. The capacity of this barge wharf was 100 tons and it measured approximately 40 m long and four m wide.
- #139. ULITSA SEN-SIMONA. This was a dirt road 10 m wide with sidewalks in poor condition. It had no sewage system or street lights. The numbers began on the north end of the street, with the odd numbers on the east and the even numbers on the west side of the street.
- #140. ADMINISTRATION OF THE NAVAL REGISTRAR. This was a two-story white stuccoed brick building 20 m long, 10 m wide, and eight m high, with a slightly pitched tin roof. This office gave all ships the authority and clearance to sail. The director of this office was Engineer Captain of the Merchant Marine Fleet (fmu) Larkin. [redacted]
- [redacted] Located in this building, as well, was the Prom 50X1-HUM Razvedka Glav Kasp Ryb Proma. This organization spotted the fishing areas for the fishing fleets. The registrar's office had the responsibility to inspect ships at all times and especially after repair.
- #141. METAL FACTORY. This factory made hulls for launches and cutters, which were transported later to the various shipyards for completion. This installation consisted of four stuccoed brick buildings, one and two stories high, with slightly pitched tin roofs. This area was enclosed by a wooden fence two meters high.
- #142. ADMINISTRATION OF THE REYD TECHNICAL FLEET - (Upravleniye Reydovoye Tekhnicheskogo Flota). This was a two-story stone building approximately 50 m long, 10 m wide, and 10 m high, with a slightly pitched tin roof. There were approximately 15 windows on each floor, with each window measuring one m wide and two m high with two m between each window. The main entrance and only entrance consisted of two wooden doors, each one m wide and two m high. The address of this building was No 1 Sen-Simona Ulitsa [Point #139] and it was located on the corner of Sen-Simona Ulitsa and Kontrol'naya Ulitsa [Point #143].
- #143. 2ya KONTROL'NAYA ULITSA. This was a cobblestone street, 12 m wide, with sidewalks on both sides, in poor condition. It had a sewage system but did not have any street lights. In the center of the street there was a single-track streetcar line on which traveled streetcar No 4. The numbers began on the east end of the street, with the odd numbers on the south and the even numbers on the north side of the street.

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- #144. PIER. This was a wooden pier approximately 100 m long, 20 m wide, and four m above the water level. This pier was used for unloading and loading cargo, mostly salt and wood. Just off the pier there were four open warehouses (roofs only), wooden, 30 m long, 10 m wide, and four m high.
- #145. ADMINISTRATION OF REYDTANKER AND THE BARRACK OF THE MOREKHODNOGO UCHILISHCHE. This was either a blue or green two-story stone building 150 m long, 12 m wide, and eight m high, with a slightly pitched tin roof. The floors and stairways in the building were all constructed of wood. There was no basement to the building. Along the side of the building on each floor there were approximately 50 windows arranged in twos. The windows measured two by two m with 20 cm between the windows and two to three m between each set of two windows. There were approximately five entrances to the building, all of which, with the exception of one, were single doors two m high and one m wide. The other door was a double door with the same measurements. All the doors were constructed of half glass and half wood. One-third of the building, the eastern portion, was occupied by Reydtanker and the remaining portion was utilized as a barrack for the Morekhodnogo Uchilishche. In the portion where Reydtanker was located, there was also the Administration of the 8th VOKHR. The address of this building was No 2 2ya Kontrol'naya Ulitsa /Point #1437.
- #146. BRIDGE. This was called the Pomozhenyy Most. It was a wooden foundation bridge with a cobblestone road and wooden sidewalks. The bridge was 20 m long and 10 m wide. It was a vehicular and pedestrian bridge with a single streetcar track used by streetcar No 4.
- #147. ADMINISTRATIVE BUILDING. This was the Communication Service Building for the Volga Tanker Steamship Company and the Office of the Navy Commandatura. This was a new stone building, constructed before WW II. It was a two-story, gray building, 30 m long, 20 m wide, and 15 m high, with a slightly pitched tin roof. The main entrance to the building was on the east side, facing the lake /Point #1497. At this entrance were four stone columns 50 cm in diameter and 10 m high. Along the length of the building, on each floor, there were five windows, two m square with three m between each window; and, along the width, three windows with the same specifications.
- #148. BRIDGE. This was called the Shaulmyana Most. It was a reinforced concrete bridge 20 m long and 12 m wide with paved asphalt sidewalks 1½ m wide. (All sidewalks unless otherwise specified were 1½ m wide.) This was a vehicular and a pedestrian bridge with a double streetcar track utilized by streetcars No "A", 3, and 4.
- #149. LAKE.
- #150. TEACHERS' INSTITUTE - (PEDAGOGICHESKAYA INSTITUT). This was a two-story, white, stuccoed brick building 50 m long, 20 m wide, and eight m high, with a slightly pitched tin roof. The building was located in the entire area indicated. The students of this institute were mostly women.
- #151. PARK. This was called the 17th Pier Park.
- #152. PASSENGER TERMINAL. This terminal was for second and third class passengers traveling a great distance on the Volga River. It was a one-story wooden building 30 m long, 10 m wide, and eight m high, with a slightly pitched tin roof. The main entrance to this building was almost directly opposite the Volga Tanker Administration Building /Point #1537. This building contained six arched windows on each side, 2½ m wide and two m high with two to three m between each window. The interior of the building consisted of a waiting room, ticket office, restaurant, newspaper stand, and other such installations found at a terminal.

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- #153. ADMINISTRATION BUILDING. This was the Administration Building of the Volga Tanker Steamship Company. It was a two-story, blue, wooden building 20 m wide, 50 m long, and 10 m high, with a slightly pitched tin roof. This building was located on the shore of the Volga River at the 17th Pier /Point #155/. On the northern side of the building there was a wooden balcony along the entire length of the building, five m high, with an unknown number of wooden columns. /Specifications unknown/ and an unknown number of windows two m high and one m wide. The main entrance, two wooden doors, each two m high and one m wide, faced the park /Point #151/. There were no other entrances or any security measures.
- #154. PASSENGER TERMINAL. This terminal was for first class passengers only, traveling a great distance on the Volga River. It was a one-story, stone building eighty m long, 20 m wide, and eight m high, with a slightly pitched tin roof. The interior contained the usual waiting room and other such installations of a terminal. The main entrance faced the 17th Pier Park /Point #151/.
- #155. PIER NO 17. This was a wooden pier, approximately 200 m long, 12 m wide, and three m above the water level. This pier normally accommodated four ships, two broadside along the pier and the other two broadside of those.
- #156. ULITSA KALININA. This was a dirt street 15 m wide with dirt sidewalks, no sewage system or street lights.
- #157. FERRY PIER. This was a small wooden pier approximately 40 m long and was used exclusively for vehicles. The traffic utilizing this ferry was transported across the Volga River from Astrakhan to Trusova /4621N-4800E/ by one Diesel-powered ferry named Pamyat'tov Chugunova and a wooden barge towed by a Diesel-powered tug named Kolumb. The operating hours for this ferry were from 0600 to 2400 hours, beginning in the month of March and ending in December, generally the period of time that the river was navigable. The ferries departed from opposite piers on the hour. The capacity of the Diesel-powered ferry was 150 tons; it was approximately 40 m long and 10 m wide. Both this vessel and the barge were able to accommodate either eight trucks and no automobiles at one time or 12 automobiles and no trucks at one time. The fare for one automobile was 18 to 20 rubles and for one truck 32 to 34 rubles.
- #158. PASSENGER FERRY AND PIER NO 11. This was a wooden pier 40 m long, 12 m wide and three m above the water level. The passenger ferries made three different, distinct runs. One operated between Astrakhan and Trusova, the second operated from Astrakhan and the various plants and shipyards in the area, and the third operated from Astrakhan and the surrounding villages and towns. The Astrakhan-Trusova run was operated by three ferries, all steam-driven with a water wheel on each side. These ships were wooden and were called the Moskva, the Leningrad, and the Odessa. The runs were made every half-hour from 0600 to 2400 hours daily. One way passage took about a half-hour and the fare was 80 kopeks. The runs to and from the plants and the shipyards in the area were made every hour, from 0600 to 2400 hours daily, and utilized the following named ships, all of which were propeller-driven: the Sevastopol', Diesel engine; the Vrazovskiy, steam engine; the Stalingradets, Diesel engine; and the Stalingrad, Diesel engine. The run to the 10th Anniversary of the October Revolution Shipyard /Point #193, Encl (B)/ took about 50 minutes and the fare in one direction was one ruble and 50 kopeks. The run to the 3rd International shipyard /Point #221, Encl (B)/ took about one hour and 10 minutes and the fare in one direction was two rubles. The capacity of all these ships was approximately 250 passengers. The runs to the surrounding areas were also made every hour from 0600 to 2400 hours daily and they utilized the following named ships: the Sgt Paylov, the Shtil', the Marshal Voronov, the Nord, and the former Marshal Zhukov which

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was renamed after an unknown General. All these ships were steamships driven by two water wheels, one on each side, with the exception of the Sgt Pavlov, which was propeller driven. The capacity of these ships was approximately 400 passengers each. All these ferries operated from March to December, the period that the river was navigable.

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- #159.** AREA OF THE RED BARRACKS - (KRASNYE KAZARMI). This area was located between Ulitsa Kalinina /Point #151/ and Ulitsa Trusova /Point #161/ and was enclosed by a wooden fence two m high. [redacted] there were four barrack buildings, each approximately 40 m long, 10 m wide and eight m high. There was also one headquarters building 15 m long, 15 m wide, and eight m high. All the buildings were two-story, stuccoed brick structures with a slightly pitched tin roof. These were military barracks [redacted]. The main entrance to the area was on the side street between Ulitsa Kalinina and Ulitsa Trusova and was guarded by an armed guard (sub-machine gun) at all times.
- #160.** HEADQUARTERS BUILDING. [This headquarters building is the same building as mentioned in Point #159.]
- #161.** ULITSA TRUSOVA. This was an asphalt surfaced street 15 m wide with asphalt sidewalks on both sides. It had a sewage system and had intermittent street lights. There was a double streetcar track from the Shaulmyana Bridge /Point #148/ to the Central Ring /Point #101/, used by streetcars Nos "A", 3, and 4. The numbers began at the end of the street by the bridge, with the odd numbers on the west and even numbers on the east side of the street.
- #162.** PIER. This was a wooden pier for the Volga Cargo Steamship Company. It was approximately 100 m long, 30 m wide, and three m above the water level. Adjacent to the pier were approximately 10 wooden warehouses, each approximately 40 m long, 10 m wide, and four m high, with slightly pitched tin roofs. All sorts of dry cargo were stored in these warehouses.
- #163.** HOSPITAL (BOL'NITSA IMENI SOLVYEVA). This was the best hospital in Astrakhan. It was comprised of three buildings located on Narodno Bul'varnaya Ulitsa /Point #164/. These buildings were all constructed of stuccoed brick. Two buildings were three stories high and the other one was two stories high. The main building was three stories, L shaped, and measured approximately 40 m long in both directions, 12 m wide, and 15 m high. The other three-story building was 30 m long, 25 m wide, and 15 m high. The two-story building was 25 m long, 15 m wide, and nine m high. All the buildings had slightly pitched tin roofs. On the side adjacent to the street, there was a wooden fence two m high.
- #164.** NARODNO BUL'VARNAYA ULITSA. This was a dirt street simulating a boulevard, in the center of which was a double line of trees. The over-all width of the street was 18 to 20 m wide, with sidewalks in poor condition on both sides. There was a sewage system but there were no street lights. The numbers began at the west end of the street by the Volga River, with the odd numbers on the north and the even numbers on the south side of the street.
- #165.** WAREHOUSE. This was a one-story, white, stuccoed brick building 60 m long, 12 m wide, and four m high, with a slightly pitched tin roof. This building was located on Ulitsa Kalinina /Point #156/. General consumer goods was stored in this warehouse.

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- #166. ADMINISTRATION BUILDING. This was the Administration Building of the Volga-Caspian and the Ural-Caspian Fish Combines. It was a three-story, brown stuccoed brick building 30 m long, 30 m wide, and 12 m high with a slightly pitched tin roof. This building was located at No 10/14 Ulitsa Rozy Lyuksemburg Point #169.
- #167. ASTRAKHAN RIVER FLEET SCHOOL - (ASTRAKHANSKOE RECHNOYE UCHILISHCHE). This was a three-story, stuccoed brick building 30 m long, 20 m wide, and 12 m high with a slightly pitched tin roof. It was located at No 6/14 Ulitsa Rozy Lyuksemburg Point #169. This was an Officer's Training School and the students were quartered in a barrack building Point #80.
- #168. ULITSA STEPAN KHALTURINA. This was an asphalt-surfaced street 12 m wide with asphalt sidewalks on both sides. There was a sewage system as well as street lights intermittently spaced. The numbers began at the west end of the street with the odd numbers on the south and the even numbers on the north side of the street.
- #169. ULITSA ROZY LYUKSEMBURG. This was an asphalt-surfaced street 15 m wide with asphalt sidewalks on both sides of the street. This street contained a sewage system and street lights. The numbers began at the west end of the street, with the odd numbers on the north and the even numbers on the south side of the street.
- #170. ASTRAKHAN CITY BANK. This was a three-story, brown stuccoed brick building 30 m long, 20 m wide, and 12 m high, with a slightly pitched tin roof. This building had a basement and was located at No 3 Ulitsa Rozy Lyuksemburg Point #169.
- #171. MILITARY HOSPITAL. This was a three-story, gray, stuccoed brick building 40 m long, 15 m wide, and 15 m high, with a slightly pitched tin roof. This building was located on Ulitsa Rozy Lyuksemburg Point #169 and accommodated military personnel only.
- #172. MINISTRY OF JUSTICE AND THE OBLAST COURT. This was a two-story, gray, stuccoed brick building 30 m long, 25 m wide, and 10 m high, with a slightly pitched tin roof. The address of this ministry was No 9 Ulitsa Rozy Lyuksemburg Point #169.
- #173. THEATER. This was a motion picture theater named Luch. It was a white stuccoed brick building 30 m long, 10 m wide, and four m high, with a slightly pitched tin roof. It was located at No 3 Ulitsa Il'icha Point #175. This theater was more for children and it was open daily from 1200 to 2200 hours, with a show every two hours. The price of admission ranged from three to five rubles.
- #174. HOTEL VOLGA. This was a three-story, gray, stuccoed brick building 40 m long, 20 m wide, and 15 m high, with a slightly pitched tin roof. It was located on Ulitsa Il'icha Point #175. I am unable to offer any information regarding the number of guests that it could accommodate but this was the best hotel in Astrakhan. There was also a restaurant on the street floor.
- #175. ULITSA IL'ICHA. This was an asphalt-surfaced street approximately 15 m wide, with asphalt sidewalks on both sides of the street. This street contained a sewage system but did not have any street lights. The numbers began at the north end of the street, with the odd numbers on the east and the even numbers on the west side of the street.

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- #176. ADMINISTRATION BUILDING FOR DOSFLOT. This was a yellow, two-story, stuccoed brick building 25 m long, 12 m wide, and eight m high with a slightly pitched tin roof. It was located at No 4 Ulitsa Il'icha /Point #1757. The Commanding Officer of this unit was Captain Third Rank (fnu) Kharanin. Located in this building as well was the Radio Club, on the second floor.
- #177. FISH INDUSTRY - (GLAV KASP RYB PROM - GLANOYE UPRAVLENIYE RYBNOYE PROMYSHELENNOSTI). This was a three-story, white, stuccoed brick building eight m long, eight m wide, and 20 m high, with a slightly pitched tin roof. This area where the industry was located was commonly called Strelka because it was situated at the junction of the Volga-Rubyn Rivers.
- #178. MILITARY WAREHOUSE. This was a two-story, yellow, stuccoed brick building 25 m long, 12 m wide, and eight m high with a slightly pitched tin roof. It was located on Ulitsa Il'icha /Point #1757. This building was guarded by a guard (military) armed with a sub-machine gun at all times [redacted] 50X1-HUM
- #179. ISLAND.
- #180. PIER. This was the Trusova Cargo and Passenger Pier. This pier consisted of two wooden barges permanently secured at this point. One barge was used exclusively for cargo and it was approximately 80 m long and 10 m wide. On this barge was a small cargo office. The other barge was used for passengers only and that one was 40 m long and 10 m wide. On the passenger pier (barge) there was a passenger waiting room as well as a ticket booth. This was the terminal point for the Astrakhan - Trusova ferry.
- #181. SAWMILL.
- #182. BARRACK AREA. In this area there were approximately 10 barracks the majority of which were one-story, wooden structures 20 m long, five m wide, and four m high with slightly pitched tin roofs. The remainder were two-story, stuccoed brick buildings 40 m long, 10 m wide, and eight m high with a slightly pitched tin roof. These buildings were utilized by the employees of the Ship Repair Yard imeni Lenina /Point #1837.
- #183. SHIP REPAIR YARD IMENI LENINA. This was the Sudo Remontnyy Zavod imeni Lenina, which belonged to the Volga Tanker Steamship Company.
- #184. OIL BASE NO 5.
- /Editor's Note: From this point on, the following points make specific reference to Encl (B)7
- #185. ROAD. This was mostly a dirt road, five m wide, which led from Trusova to Ikranoye, a small village south along the Volga River. It was surfaced with cobblestone only at Trusova.
- #186. SHIP REPAIR YARD IMENI ARTYEMA SERGEYEVA. This repair yard repaired river passenger ships only.
- #187. PIER. This pier consisted of a wooden barge 20 m long, four m wide, and three m above the water level. This was called the Artyema Sergeyeva Pier.
- #188. PIER. This was a wooden pier which belonged to the Artyema Sergeyeva Ship Repair Yard /Point #1867. It was approximately 60 m long, 15 m wide, and three m above the water level.

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- #189. SAW MILL. [redacted] this mill contained two brick buildings and several wooden buildings. One brick building was 50 m long, 20 m wide, and five m high with a slightly pitched tin roof. The other brick building was 30 m long, 10 m wide, and five m high with a slightly pitched tin roof. Atop the larger building was a brick smokestack approximately 30 m high. [The dimensions of the wooden buildings were unknown.]
- #190. ASTRAKHAN BREWERY. This brewery consisted of two red brick buildings, both of which were two-story structures. One was 30 m long, 15 m wide, and 10 m high with a slightly pitched tin roof. The other building was of the same dimensions. [redacted] this brewery produced the following named beer: Zhigulovskoye, Pizhskoye, and Ukrainskoye. 50X1-HUM
- #191. STREETCAR TRACK. This was a single streetcar track on which traveled streetcar No 6.
- #192. PIER. This pier consisted of a wooden barge 30 m long, five m wide, and three m above the water level. This pier belonged to the Shipyard imeni Stalina [Point #214]. During the winter months when the river was not navigable, this barge (pier) was towed into the Zaton.
- #193. SHIP REPAIR YARD IMENI 10TH ANNIVERSARY OF THE OCTOBER REVOLUTION. (Sudo Remontnyy Zavod imeni 10th Godovshchiny Oktyabr'skoy Revolyutsii). [redacted] 50X1-HUM
- #194. BRIDGE. This was a wooden bridge 50 m long and eight m wide. It was a vehicular and a pedestrian bridge.
- #195. OLD OIL PITS. These oil pits were previously used for storing oil; however, they were completely destroyed and unusable. These pits were made of brick and the good brick was used to build a portion of the Stroitel'stva Slipa [Point #197].
- #196. VILLAGE. This village was known as Krasno Armeyskiy and was formerly known as Obelovskiy. All the homes in this village were wooden.
- #197. STROITEL'STVA SLIPA. This installation was still being constructed but the purpose of this plant was to prepare hulls for the Ship Repair Yard imeni 10th Anniversary of the October Revolution.
- #198. FIRE HOUSE. This was the 8th VOKHR fire station. It was a two-story, stuccoed brick building 40 m long, 15 m wide, and eight m high with a slightly pitched tin roof. This building had three wooden doors three m wide and three m high. This company had three ZIS-5 type fire engines. The second floor of this building was used as living quarters of the firemen.
- #199. DOG KENNEL. This dog kennel maintained approximately 50 Schaeferhunds which belonged to the 8th VOKHR. This area was surrounded by a wire fence 1½ m high.
- #200. LIVING QUARTERS OF THE 8TH VOKHR. (Voenizirovannaya Okhrana Morskoy Otryad). This was a two-story, stuccoed brick building 30 m long, 15 m wide, and eight m high, with a slightly pitched tin roof. This building accommodated approximately 200 men. [See paragraph #2].
- #201. REYDTANKER LUMBERYARD.
- #202. PIER. This pier consisted of a steel barge 100 m long and 12 m wide permanently secured. This pier was used by Reydtanker to unload lumber, then transport it to the lumberyard [Point #201].

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- #203. LANDING PLATFORM NO 6. This landing platform consisted of a wooden barge 100 m long, 10 m wide, and three m above the water level. Built on this barge was a three-story, wooden building 90 m long, eight m wide, and 10 m high with a slightly pitched wooden roof. Located in this building were the offices of the following agencies:
- (a) Astrakhan Port Agency
  - (b) Astrakhan Maritime Oil Agency
  - (c) Reydtanker Steamship Company
  - (d) Reydtanker Ship Engine Repair Service
  - (e) Reydtanker Operation Service
  - (f) Reydtanker Communication Service
  - (g) Reydtanker Maritime Inspection Agency
  - (h) Reydtanker Political Section Office
  - (i) Dispatch Office of the Glavneftesbyt - Administration of Oil Distribution.
- #204. PIER. This was a wooden passenger pier 30 m long, five m wide, and three m above the water level.
- #205. RED SAILOR CLUB (KLUB KRASNYY MORYAK). This was a one-story wooden building 20 m long, 20 m wide, and seven m high, with a slightly pitched tin roof. This was not a private club but it was most frequently patronized by sailors.
- #206. HOSPITAL. This hospital was for Reydtanker personnel. It consisted of two white, two-story, stuccoed brick buildings, each approximately 30 m long, 30 m wide, and eight m high with slightly pitched tin roofs.
- #207. BRIDGE. This was a pontoon bridge, vehicular and pedestrian, 50 m long and six m wide. It consisted of eight metal pontoons and the capacity of the bridge was eight tons.
- #208. BARGE. This was a steel barge 100 m long, 12 m wide, and three m above the water level. This barge was secured at this point permanently and was used as a dispatching point for all the Reydtanker tugs. All the tugs would assemble here and receive dispatching orders.
- #209. LANDING PLATFORM NO 194. This platform consisted of a steel barge 100 m long, 10 m wide, and three m above the water level.
- #210. HOUSE. This was a three-story, stuccoed brick building 40 m long, 12 m wide, and 12 m high with a slightly pitched tin roof. The first floor of this building was occupied by the Water Prosecutor of the right bank region of the Lower Volga Basin as well as the Water Section Representative of the NGB with Reydtanker. The second and third floors of this building were living quarters.
- #211. REYDTANKER SHIP REPAIR WORKS - SUBO-REMONTNIYE MASTERSKIYE. These shops were located on three wooden barges permanently secured at the indicated points. Each barge was approximately 100 m long, 12 m wide, and three m above the water level. The repairs accomplished at these shops were of the minor variety and they did not do any capital repair. There were approximately 200 employees at these shops, of which 40 were highly skilled personnel. They worked eight hours a day, from 0800 to 1700 hours, six days a week. There was no shift work. These shops did about three million rubles' worth of repairs a year. The director of these shops was

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Engineer Captain Third Rank of the Merchant Marine Fleet Mikhail Alekseyevich Zavarin.

- #212. REFUELING BASE NO 129. This was a steel barge, five thousand tons capacity, permanently secured at this point. It was utilized as a refueling base for all ReydTanker ships. 50X1-HUM
- #213. AREA OF THE CASPIAN FLEET SHIPYARD. This shipyard was moved to this area from the old area Point #130 to make room for the New Astrakhan Bridge Point #131. This shipyard employed approximately 250 employees, of which 40 were highly skilled personnel. They constructed wooden launches and wooden schooners at this yard, approximately 100 tons capacity. This shipyard had a mechanical shop, hull shop, blacksmith shop, boiler shop, rope shop, steam power shop, electrical shop, instrument shop, and a labor section; however [redacted] This yard operated six days a week, eight hours a day, from 0800 hours to 1700 hours, and there was no shift work at this yard. This area was guarded by the members of the 8th VOKHR only during the hours of inoperation. 50X1-HUM
- #214. AREA OF THE SHIPYARD IMENI STALINA.
- #215. ASTRAKHAN CIVIL AIRPORT. [redacted] 50X1-HUM
- #216. PIER. This was a passenger, wooden, barge type pier 30 m long, five m wide and three m above the water level.
- #217. PIER. This was a passenger pier for the 3rd International Shipyard. It consisted of a wooden wharf 30 m long, five m wide, and three m above the water level.
- #218. VILLAGE. This village was occupied by the employees of the 3rd International Shipyard Point #221. The homes in this village were mostly one-story wooden structures with slightly pitched wooden roofs.
- #219. OIL BASE IMENI 3rd INTERNATIONAL. This area was enclosed partly by a wooden fence two m high and the remainder by a barbed wire fence 1½ m high. This area contained 25 steel tanks and two brick pits. The steel tanks were 25 m in diameter and 20 m high with a 10-thousand-ton capacity each. The pits varied both in size and in capacity. One was 100 m long, 100 m wide, and three m deep, with a 27-thousand-ton capacity. The other pit was 100 m long, 50 m wide, and three m deep, with a 12-thousand-ton capacity. Diesel fuel, oil, and kerosene were stored in these tanks and pits. There was no fire station at this base but there was one American 100-gallon foamite fire extinguisher near each tank. Any other fire fighting equipment had to come from Astrakhan in the event of an emergency. At this oil base there was one large wooden pier 500 m long, three m wide, and three m above the water level with four pipelines leading from the pier to the tanks and pits. They also had two steam-driven pumps which pumped from 600 to 900 tons of oil per hour. An attendant worked at this base every other day and the base was guarded in a lackadaisical manner by members of the GlavNeftebyt VOKHR in eight-hour shifts. Many times, when it came time to unload oil and oil products at any of the oil bases, both the attendant and the guard were not to be found at the area.

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- #220. PIERS. These wooden piers were both 20 m long, two m wide, and two m above the water level. They were passenger piers formerly used for unloading coal.
- #221. AREA OF THE 3rd INTERNATIONAL SHIPYARD. This shipyard belonged to the Volga Tanker Steamship Company.
- #222. UNUSED EXTENSION OF THE 3rd INTERNATIONAL SHIPYARD. This was a stockpile area for the shipyard.
- #223. OIL PITS. These oil pits were constructed of brick; one was 120 m long, 80 m wide, and three m deep, with a 26-thousand-ton capacity. The other pit was 80 m long, 50 m wide, and three m deep, with an 11-thousand-ton capacity.
- #224. OIL PITS. There were three oil pits, two of which were 80 m long, 80 m wide, and three m deep, and each had a capacity of 17,500 tons. The third pit was 120 m long, 80 m wide, and three m deep, with a 26-thousand-ton capacity. (All the pits were made of brick and and each wall was 30 centimeters wide.)
- #225. VOLGA-CASPIAN LUMBERYARD.
- #226. ROAD. This road led from Astrakhan to Gur'yev and it was the only road connecting the two cities. It was entirely a dirt road, six m wide, and in very bad condition. 50X1-HUM
- #227. CONCENTRATION CAMP. This camp was enclosed by a wooden fence three m high topped with barbed wire. Approximately 1½ m in front of the wooden fence, there was a rolled barbed wire fence 1½ m high. This compound had six wooden guard towers, no lights [redacted] but it was guarded by guards armed with sub-machine guns and dogs. 50X1-HUM
- #228. PIER. This was a wooden barge type pier (wharf) 40 m long, six m wide, and three m above the water level. This was a passenger pier for the people who lived at the village of Bashmakovka.
- #229. BASHMAKOVSKIY GLASS FACTORY. This factory consisted of one red brick, one-story building 50 m long, 15 m wide, and five m high, with a slightly pitched tin roof. Atop this building was a brick smokestack 25 to 30 m high. There was no fence around the building.
- #230. OIL PIT. This was a circular oil pit 120 m in diameter and three m deep with a capacity of 32 thousand tons. Mazut was stored in this pit (the oil was pumped from the tankers to the pits or vice versa by pumps on the tankers at each of the mentioned oil storage points even though some installations had their own pumps).
- #231. OIL PIT. [This pit had the same specifications as the pit mentioned in Point #230.]
- #232. PIER. This was a wooden wharf 60 m long, two m wide, and three m above the water level. This wharf was used by small, local river boats.
- #233. OIL PIER. This was a wooden pier 220 m long, three m wide, and three m above the water level. Located at this pier were two steam-driven pumps used for pumping oil from the tankers to the oil base No 4 [Point #234]. Each of these pumps was able to pump approximately 700 tons of oil per hour.

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- #234. OIL BASE NO 4. This oil base consisted of six circular steel tanks. Two of these tanks were 30 m in diameter and 15 m high, each with a capacity of 10 thousand tons of oil. The other four tanks were 25 m in diameter and 15 m high, each with a capacity of seven thousand tons of oil. All of these tanks were used for storing gasoline. The entire area was enclosed by a barbed wire fence 1½ m high and was attended by an attendant who worked every other day. The security and fire preventive measures were identical to those mentioned above [Point #219]. In respect to each and all the oil bases mentioned, the oil or oil products were delivered to these oil bases by Reydtanker barges. At each base, the product was checked for quantity, quality, and accepted by an agent from the GlavNeftebyt, the Oil Distribution Administration, against that which was requested and as shown on the manifest. From these bases, the oil products were distributed by GlavNeftebyt as required and transferred to barges of the Volga Tanker Steamship Company, which in turn transported the products further up the Volga River to various unknown places. Upon arrival at these points, once again the oil products were checked and received by GlavNeftebyt, who finally sold and distributed the products to various consumers.
- #235. OIL PIER. This was a wooden pier 40 m long, two m wide, and three m above the water level, used for delivering and shipping oil products to and from Oil Base No 4 [Point #234]. No pumps were available at this pier. The oil was pumped to and from the barges by pumps on the tankers.
- #236. OIL PIER. This was the main pier of the Ilinka Oil Base No 6 [Point #239]. This was a wooden pier 550 m long, three m wide, and three m above the water level, with three pipelines. At this pier, there were three steam-driven pumps, each of which pumped 600 tons of oil per hour.
- #237. OIL PIER. This was a wooden pier 120 m long, three m wide, and three m above the water level, with one pipeline to the Ilinka Oil Base No 6 [Point #239]. There were no pumps at this pier. The oil was pumped by pumps on the tankers at the rate of 900 tons per hour.
- #238. PIER. This pier consisted of a steel barge 100 m long and 10 m wide, secured permanently at this point. This pier had one pipeline and neither the pier nor the pipeline was being used.
- #239. ILINKA OIL BASE NO 6. This area was enclosed by a wooden fence two m high in one section, and the remainder by a barbed wire fence 1½ m high. The entire area contained 41 steel oil tanks, four of which were 40 to 50 m in diameter and 25 m high, each with a capacity of 45 thousand tons of oil. The other 37 tanks were 25 m in diameter and 20 m high, each with a capacity of 10 thousand tons of oil. This base stored unknown quantities of mazut, gasoline, kerosene, oil, ligroin, and diesel fuel. The security and fire preventive measures were identical to those mentioned above [Point #219].
- #240. ROAD. This was the Trusova-01'ya road. It was entirely a dirt road four m wide and was a continuation of the Trusova-Ikranoye road [Point #185].
- #241. VILLAGE. This village was called Ilinka and it consisted mostly of one-story wooden homes.

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#242. NOZHOVIYE OIL BASE. This base was so called after the name of the nearby village. The area was enclosed by a barbed wire fence 1½ m high and contained 15 open oil pits constructed of brick. Eight of these pits were 120 m square and three m deep, each with a capacity of 40 thousand tons of oil. Five pits were 200 m long, 50 m wide, and three m deep, each with a capacity of 27 thousand tons of oil. For the other two pits, [redacted] each had a capacity of 200 thousand tons of oil. This base stored mazut and had several movable steam-driven pumps which pumped oil at the rate of 900 tons of oil per hour. The security and fire preventive measures were identical to those mentioned above [Point #219].

Security Measures

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2. Except as [redacted] indicated in the above points, there were no other security measures in Astrakhan. The 8th VOKHR (Voenizirovannaya Okhrana Morskoy Otryad), however, was a civilian para-military unit composed mostly of WW II veterans. Although this unit was not a civilian defense unit, they could, and would, act in that capacity in the event of hostilities. In June 1951, the duties of this organization were twofold: (1) a guard unit and (2) a fire fighting unit. The guard unit comprised approximately 150 men and they were designated to guard certain plants, shipyards, and oil bases in Astrakhan. The fire fighting unit comprised 50 men assigned to various fire stations, generally within the plant, shipyard, or oil base area. During WW II, this unit consisted of men unfit for military duty and women. Since the termination of the war, veterans have been replacing the older men, and only physically fit veterans under 40 years of age who had served honorably were being accepted. The officers of this unit lived in their own private dwellings, whereas the men were quartered in a barrack building [Point #200, Encl (B)] located on Zayachiy Ostrov. The money for the upkeep of this unit, and the salaries of the men, was supplied by the Ministry of the Navy and the plants which the unit guarded. The salary for a man in this unit was 270 roubles a month, plus 125 roubles for quarters and subsistence. The men wore a replica of the navy uniform without the epaulets. While on duty, the men were armed with either a TT pistol or a 7.62 mm rifle. This organization also maintained approximately 50 Schaeferhunds. The commanding officer of this unit was reserve Lt Col Aleksandr Aleksandrovich Koksharov of the Administrative Section (Army).

Transportation

3. [redacted] the following streetcar routes in Astrakhan:

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(a) No 1 Kol'tso - Vokzal. This streetcar travelled along the streets listed below between the Central Ring [Point #101] and the RR Station [Point #21]. The entire route was double-tracked and the fare was 30 kopeks.

- (1) Kol'tso
- (2) Zhelyabova Ulitsa [Point #9, Encl (A)]
- (3) Respublikanskiy Bridge [Point #37, Encl (A)]
- (4) Ulitsa Dzerzhinskogo [Point #27, Encl (A)]
- (5) 1 - ya Stepnaya Ulitsa [Point #1, Encl (A)]
- (6) Vokzal and return

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- (b) No 2 Kol'tso - RybKom imeni Mikoyana Point #77. This route was double-tracked, the fare was 30 kopeks, and there were, generally, two cars hooked together.
- (1) Kol'tso
  - (2) Ulitsa Sverdlova Point #63
  - (3) Krasnyy Bridge Point #46
  - (4) Vokzal Point #21
  - (5) RybKom and return.
- (c) No 3 Kol'tso - Tsarev. This entire route was double-tracked except for Menzhinskogo Ulitsa and the fare was 30 kopeks.
- (1) Kol'tso
  - (2) Ulitsa Trusova Point #161
  - (3) Boyevaya Ulitsa Point #111
  - (4) Menzhinskogo Ulitsa Point #125
  - (5) Kol'tso in Tsarev Point #126 and return.
- (d) No 4 Kol'tso - Hospital imeni Bekhtereva Point #128. This route was double-tracked except for Kontrol'naya Ulitsa and Peschanaya Kosa and the fare was 30 kopeks.
- (1) Kol'tso
  - (2) Ulitsa Trusova
  - (3) Shaulmyana Bridge Point #148
  - (4) Pomozhennyy Bridge Point #146
  - (5) 2-ya Kontrol'naya Ulitsa Point #143
  - (6) Peschanaya Kosa Point #49 and return.
- (e) No 5 Shipyard imeni Kirova - Bol'shiye Isady.  the fare was 30 kopeks. Bol'shiye Isady was that section of the city located in that area included between Points #43, 46, and #70 Encl (A). 50X1-HUM
- (f) No 6 Tsarev - Ship Repair Yard imeni Stalina.  it was a single-tracked line having one car, and that the fare was 30 kopeks. 50X1-HUM
- (g) No 7 Kol'tso - RybKom imeni Mikoyana. This route was the same as for streetcar No 2. See paragraph 3 (b) above.
- (h) No "A". This streetcar followed a circular route which was entirely double-tracked; the fare was 30 kopeks, and there were two cars hooked together.
- (1) Kol'tso
  - (2) Shaulmyana Bridge
  - (3) Boyevaya Ulitsa
  - (4) Bakinskaya Ulitsa Point #44

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- (5) Ulitsa Sverdlova
- (6) Zhelyabova Ulitsa
- (7) Kol'tso

In every case, the fare was paid on entry and the color of the cars was either red or blue. No set schedule was adhered to by any of the streetcars.

### Buses

#### 4. The following are the bus routes of the lines in Astrakhan:

- (a) From the movie theater Rodina to RybKom imeni Mikoyana - there were two new red buses and one old dark green bus on this run, each with a seating capacity of 50 persons. The fare was paid according to the distance traveled, and upon entry. The fare from the theater Rodina to the RybKom was two rubles; the following was the route taken:

- (1) Movie theater Rodina
- (2) Shaulmyana Bridge
- (3) Kol'tso
- (4) Sovetskaya Ulitsa Point #64
- (5) Kommunisticheskoy Bridge Point #40
- (6) RR Station
- (7) RybKom Mikoyana

- (b) Volga Hotel to the Astrakhan Civil Airport - there were two GAZ-AA type buses on this run, each with a seating capacity of 16 persons. The fare was paid upon entry - three to five rubles from the hotel to the airport.

- (1) Volga Hotel
- (2) Ulitsa Rozy Lyuksemburga Point #169
- (3) Kol'tso
- (4) Movie theater Rodina
- (5) Boyevaya Ulitsa
- (6) Zhivoy Bridge Point #122
- (7) Ship repair yard Stalina
- (8) Airport

- (c) Kol'tso to the Beer Factory - there were two old dark green buses on this run and the fare from the above-mentioned points was two rubles paid on entry.

- (1) Kol'tso
- (2) Ulitsa Sverdlova
- (3) Movie theater Rodina
- (4) Boyevaya Ulitsa
- (5) Passed by the Concentration Camp to the Beer Factory.

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- (d) Bol'shiye Isady to the Village of Nachalova - one old, dark green bus which made two round trips daily from Bol'shiye Isady and passed by the Frederick Engels Village and on to the Village of Nachalova, located north of Astrakhan. The capacity of the bus and the fare was unknown [redacted] 50X1-HUM
- (e) Kol'tso to the Village of Kamyzyak - one old, dark green bus which made one round trip daily from the Kol'tso to Kamyzyak, a village south of Astrakhan [The fare and the seating capacity were unknown].
- (f) Trusova to the 3rd International Shipyard - two old buses which made two round trips daily.
- (g) Trusova to Ikranoye - one old, dark green bus which made one round trip daily from Trusova to the village of Ikranoye, south of Trusova and Astrakhan.
- (h) Trusova to Stepnoy [4620N-4417E] - two old buses which made one oneway trip every other day.

Taxicabs

5. There were approximately 10 to 12 taxicabs in Astrakhan. These cabs were all four-door sedans, type Pobeda, assembled at the Gorkiy Automobile Plant, and were either gray or beige in color. Each cab had the word "Taksi" painted on the rear in black letters. The fare was two rubles per km and 25 rubles per hour for waiting for a passenger. Listed below are the taxi stations in Astrakhan:

- (a) No 6 Dzerzhinskogo Ulitsa
- (b) Volga Hotel
- (c) Novoye Moskovskoye Hotel [Point #85]
- (d) Pier No 17 [Point #155]
- (e) RR Station
- (f) Bol'shiye Isady on Nogina Ulitsa [Point #37]

There were approximately 10 cargo taxicabs or delivery trucks. These trucks were of the 1½-ton GAZ-AA variety. The fare was one ruble and 80 kopeks per km and 30 rubles per hour while standing and waiting.

Railroad

6. The following are train routes beginning and ending at the main Astrakhan RR Station [Point #21]:
- (a) Astrakhan to Moscow. This route was train No 49, which departed from Astrakhan at 1750 hours on the odd numbered days of the month.
- (b) Moscow to Astrakhan. This route was travelled by train No 50, which arrived at Astrakhan at 1950 hours on the even numbered days of the month. Both of these trains [See 6. (a) above] were composed of 10 to 12 four-axled, dark green coaches. These coaches included a dining car, car No 4 (for women and children), car No 6 (a pullman), car No 7 (for officers), car No 8 (for soldiers); the remainder were coaches. The locomotive was a steam engine utilizing mazut. The pullman was either painted blue or yellow. The fare for a coach was 105 rubles; for a pullman the price was 140 rubles; plus five rubles for a bed per night. For first class, the fare was 260 rubles, plus five rubles for a bed per night. The entire trip from Astrakhan to Moscow took approximately three days, going via Saratov [5134N-4602E], Michurinsk [5254N-4030E] Ryazan' [5440N-3940E], and Moscow.

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- (c) Astrakhan to Mineral'nyye Vody /4412N-4308E/. This route was travelled by train [ ] which departed Astrakhan at 2125 hours on the even numbered days of the month. 50X1-HUM
- (d) Mineral'nyye Vody to Astrakhan. This route was taken by train [ ] which arrived at Astrakhan at 1630 hours on the odd numbered days of the month. Both of these trains /See 6 (c)/ were composed of 10 to 12 four-axled, dark green coaches. This train was made up in the same fashion as the one mentioned above /See 6 (c) above/ with the exception that this train had no dining car, but did have a buffet car, and the locomotive was diesel-engined. The fare by coach was 80 rubles, by pullman 120 rubles, and five rubles for a bed per night; first class, it was 220 rubles, plus five rubles for a bed per night. This trip was about a day and a half run, via Trusova, Kizlyar /4350N-4645E/, Groznyy /4320N-4542E/, and Mineral'nyye Vody. 50X1-HUM
- (e) Astrakhan to Post Paromnaya /located approximately 10 km north-east of Stalingrad/. This was the route taken by train [ ] which departed Astrakhan at 2300 hours on the odd numbered days of the month.
- (f) Post Paromnaya to Astrakhan. This route was followed by train [ ] which arrived at Astrakhan at 1300 hours on the odd numbered days of the month. Both of these trains /6 (e)/ comprised 10 to 12 four-axled, dark green coaches and were made up in the same manner as the above-mentioned trains /6 (a) - (e)/. The locomotive was a steam engine utilizing mazut. [ ] it was approximately a one-day journey. Reservations and tickets for all trains could only be made seven days in advance of the departing date, and not sooner. These tickets could be purchased either at the RR station (open 24 hours a day) or at the Gorodskaya Kassa, located at No 12 Zhelyabova Ulitsa /Point #9/, open only from the hours of 0900 to 1600 daily. These schedules were <sup>subject</sup> to change periodically. 50X1-HUM  
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Water Transportation

7. The water transportation department was administered by the Astrakhanskoye Rayonnoye Upravleniye Volzhskogo Gruzo-Passazhirskogo Rechnogo Parokhodstvo, which can be broken down into three separate groups: (1) long distance, (2) regional, and (3) local water transportation. The long distance section operated from Pier No 17 with both Diesel and steam-driven ships. These ships departed from Astrakhan for such points as Moscow, Gorkiy /5620N-4400E/, Molotov /5800N-5615E/, and Yaroslavl' /5735N-3950E/ as well as other cities along the Volga and Kama Rivers (price and schedule unknown); capacity one thousand passengers. The regional section operated from Pier No 13 in Astrakhan with both Diesel and steam engines. These ships traveled to such points as Olya /4548N-4731E/, Poldnevnoye /4551N-4757E/, and other such cities not too distant. [ ] These ships could accommodate 500 passengers. The local section operated from Pier No 13 with both Diesel and steam-driven ferries, which went to Trusova and all the other surrounding villages, plants, shipyards, and oil bases. These ferries accommodated approximately 250 passengers; the fares varied. Ferries were supposed to depart every hour on the hour between 0600 hours to 2300 hours, daily, to such points as Baku /4025N-4950E/ and Makhachkala /4258N-4727E/. Diesel-driven ships departed from Pier No 17 (schedule and price unknown); two steel ships of three thousand tons, the Moskva and the Tel'man, and one five-thousand-ton steel ship, the Bagirov, were used on this run.

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Telephone Communication

8. Telephone communication was available from Astrakhan to most places in the USSR when the lines were clear, but the connection in most instances was poor. For a distance up to 600 km the cost was one ruble and 50 kopeks per minute; from 600 km to 1200 km, two rubles and 50 kopeks per minute; and from 1200 to 2000 km, two rubles and 80 kopeks per minute.

Economic

9. Astrakhan was an industrial city with a population of approximately 175 thousand to 200 thousand people. Of that total figure, approximately 75% were Russian, 15% Tartars, 5% Armenian and Georgian, Kazakh 3%, and 2% Jewish and other various nationalities. The industries in Astrakhan consisted principally of the fish industry, ship building and repair yards, and oil bases. Also located in the city were sawmills, wooden barrel factories, a few coat (Karakul) factories, a vodka distillery, fruit conservation factories, and many workmen's associations, ie, barbershops, tailorshops, shoemakers, watchmakers, etc. The largest portion of the population was employed in the fish industry; the second largest in the ship building and repair yards. Generally, the people worked six days a week, eight hours a day - from 0800 to 1700 hours - and were paid an average wage of 600 a month, less 25% deducted for various taxes. Approximately 25 thousand people were employed in the ship building and ship repair yards. Everyone worked six days a week and eight hours a day, with Sundays off, except for personnel who were employed on river and sea-going craft and who were continually sailing.
10. Ship building and repair industry workers earned the following wages:
- (a) Shore workers:
- (1) Laborers - an average laborer received approximately 600 rubles a month, less 25% deducted for various taxes. Union dues and insurance rates were small and the man paid for these from his take-home pay, which was approximately 450 rubles.
  - (2) Office employees - they received an average of 450 rubles a month, less 25% deducted for taxes.
  - (3) Engineers - their salary was between 700 to one thousand rubles a month, less 25% deducted for taxes.
  - (4) Technical personnel - they received between 500 to 700 rubles a month, less 25% deducted for taxes.
  - (5) Directors and higher administrative personnel - these people were paid between one to seven thousand rubles a month, less 25% deducted for taxes.
- (b) Sailing personnel:
- (1) Crew - crew members received between 300 to 400 rubles a month, less 25% deducted for taxes.
  - (2) Commanders - these people received between 500 to 13 hundred rubles a month, less 25% deducted for taxes.

The salaries of the sailing personnel of the Sea Fleet were identical to those of the River Fleet, with the exception that the personnel of the Sea Fleet received approximately 300 extra rubles a month for subsistence while sailing. Personnel,

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however, never received this money, since it was taken from their salary for an unknown purpose.

11. The living conditions were poor in Astrakhan, as they were throughout the USSR, if not a little worse. People lived in their own homes, government quarters, rented rooms from private people, and, in some instances, lived in homes provided by the plant or shipyard where they were employed. The majority of the people, however, either rented from private owners or lived in government quarters. The rent for a room in a private home ranged from 50 to 200 rubles a month. Just to rent a bed in the corner of a room cost 50 rubles a month. For the government quarters, the official price was one ruble and 32 kopeks for one square meter of floor space, eg, one room and a kitchen, unfurnished, cost 25 to 30 rubles a month. The electricity bill was approximately 25 rubles a month, at 40 kopeks per kw hour. Water cost approximately 10 rubles per month, and heat on the average of 60 rubles a month. All the cooking was done by kerosene stove or a wood/coal stove. The price of kerosene was one ruble per liter. Wood sold at 100 rubles per cubic meter, and coal at 100 rubles per ton (wood and coal prices included the delivery). The tenants also were assessed a charge of 10 rubles a month for garbage disposal and the cleaning of outdoor toilet facilities at varying prices. Generally, the people would buy second-hand furniture at the bazaar at a considerable saving, rather than buy new furniture at the stores. Everything was bought for cash; no credit or installment plan was available.
12. A family of four (man, wife, and two children) could eat two meals a day at home for approximately 1050 to 11 hundred rubles a month; this included only the essential items of food. At the plants where there was a cafeteria, the meals were five rubles per person per meal. At a medium priced restaurant in town, a meal was eight to 10 rubles per person, without alcoholic beverage. Most of the people bought their food and other items at the market areas, rather than at the stores, because more was available there. The prices, however, were slightly higher at the markets. There was no rationing system in effect. Aside from a shortage of cash, the most serious food problem was of food items; there was always a shortage of one item or another. The following is an official list of food prices at the time of my departure:
- (a) milk - three to four rubles per liter
  - (b) bread (black) - one ruble, 50 kopeks per kg
  - (c) bread (white) - three to four rubles per kg
  - (d) butter - 32 rubles per kg
  - (e) meat (bull beef) - 18 to 22 rubles per kg
  - (f) pork - 30 rubles per kg
  - (g) lamb - 25 to 30 rubles per kg
  - (h) eggs - 12 rubles per 10
  - (i) potatoes - one ruble, 50 kopeks per kg (official, store)
  - (j) potatoes - three rubles per kg (market)
  - (k) flour - eight to 20 rubles per two kg package. This was sold only four times a year (one package per person as long as the supply lasted) on the evening before the new year, 1st of May, 7th of November, and 5th of December (Constitution Day).

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- (l) sugar - 12 rubles per kg
- (m) tea - 7 rubles, 50 kopeks per 50 grams
- (n) meal (Krupa)
  - (1) poorest quality - 4 rubles per kg
  - (2) best quality - 8 rubles per kg
- (o) macaroni 4 rubles per kg
- (p) various vegetables - two rubles per kg
- (q) cigarettes
  - (1) poorest quality - 70 kopeks per package of 25 (officially known as Raketa, commonly called Proshchay Molodost').
  - (2) poor quality - 1 ruble, 70 kopeks per package of 25
  - (3) better quality - 2 rubles, 30 kopeks per box of 25 (officially known as Belamor Kanal).
- (r) matches - 20 kopeks per box
- (s) soap, toilette - 3 to 5 rubles per bar
- (t) soap, laundry - 3 rubles per bar
- (u) vodka - 50 rubles per liter
- (v) vodka - 5 rubles, 50 kopeks per drink (100 grams)
- (w) beer - 5 rubles, 80 kopeks per liter
- (x) beer - 2 rubles, 90 kopeks per mug (Krushka)
- (y) beer - 3 rubles, 25 kopeks per half liter bottle
- (z) eau de cologne (size of Acqua Velva - called Proinoy) - 11 rubles per flask
- (aa) straight razor- 25 to 60 rubles per razor
- (bb) safety razor (holder) - 12 rubles per razor
- (cc) razor blades (Neva and Standart) - 3 rubles per package of 10
- (dd) haircut with hair tonic - 3 rubles
- (ee) shave with eau de cologne - 2 rubles
- (ff) bath house, general room - 1 ruble, 50 kopeks
- (gg) bath house, private room - 5 rubles
- (hh) men's suit, 50% wool and 50% cotton - 600 rubles (1 pair trousers, no vest)
- (ii) men's suit, gabaradine - 1500 to 2000 rubles (1 pair trousers, no vest)
- (jj) shirt, cotton - 80 rubles
- (kk) shirt, silk - 250 to 300 rubles

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- (ll) tie - 30 rubles 50X1-HUM
- (mm) socks - 12 rubles per pair
- (nn) shoes - 200 to 300 rubles per pair
- (oo) underwear - 30 rubles per pair
- (pp) overcoat, poorest quality - 900 to 1200 rubles
- (qq) overcoat, good quality - two thousand to 2200 rubles
- (rr) ladies' silk dress - 400 rubles
- (ss) silk stockings - 60 rubles per pair
- (tt) undergarments - approximately 150 rubles per item
- (uu) purse - 100 to 300 rubles
- (vv) shoes - 200 to 400 rubles per pair
- (ww) coat, medium quality - 900 to one thousand rubles.
13. Most of the smaller food stores were open between 0800 to 1800 hours; the larger food stores were open between 1100 to 2300 hours, clothing stores between 1000 to 2000 hours, taverns and cabarets between 0900 to 2400 hours, and restaurants (alcoholic drinks available) between 1200 to 0200 hours. Markets were open every day from sun up to sun down and all year round. Entertainment in the city was limited; most of the movie theaters showed either propaganda films or films depicting life as a kolkhoznik. Occasionally, a film with a good story was shown, but such films were rare. Almost everybody drank alcoholic beverages, consequently, to help pass the time away, either at a tavern or in their homes (drinking a home-made brew). [redacted] approximately 50% of the people attended the two churches in Astrakhan (the Ioann Zlatoust Russian Orthodox Church [Point #113, Encl (A)] and the Russian Orthodox Church in the vicinity of the RR Station [Point #21, Encl (A)] especially at Christmas and Easter. 50X1-HUM

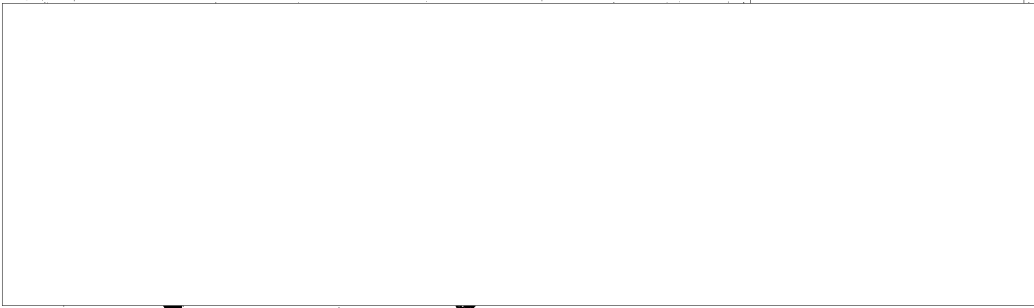
Political

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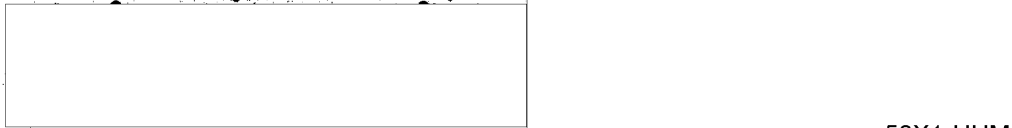
14. The inhabitants of Astrakhan were wholly dissatisfied with the inadequacies of the regime, ie, the unavailability of necessary food items, insufficient money, poor living conditions, the lack of freedom, forced attendance at political lectures, speeches, meetings, and the unfair elections. The elections were a farce, as well as the political lectures, meetings, and propaganda. For fear, however, of losing what little they did have, the people remained silent and struggled to maintain their families. In 1947, the employees of the 10th Anniversary of the October Revolution Ship Repair Yard went out on strike for three days because of the lack of food. As a consequence, the director of the plant and a few of his cohorts (administrative department heads) were replaced, conditions improved for two or three months, after which the previous conditions returned. Of the entire population of Astrakhan, only 10 thousand were Communist Party members; of these, five to 10% were really active in the Party and, as a result, lived fairly decently; the remainder were members because of their desire to better their conditions.
15. [redacted] following Communist Party members in Astrakhan: 50X1-HUM
- (a) Momonov (fnu), who has been the Chief Secretary of the Obkom Party, VKPB, since the early part of 1951. At that time he replaced Feodor Nikolayevich Muratov, who was relieved of his position

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- (b) Georgiy Mikhailov, who has been the Transportation Secretary of the Obkom Party, VKPB, since 1948.



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- (c) V I Rogov, who was the Secretary of the Obkom Party, VKPB, and chief assistant to Mamonov.



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- (d) Linkum (fnu), who was the chief secretary of the Gorkom Party, VKPB, since 1947.



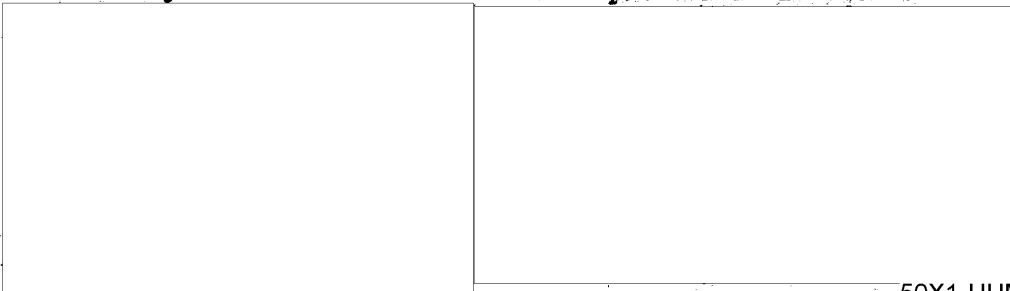
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- (e) Mikhitarov (fnu), who was the chief secretary of the Stalinskii Raykom Party, VKPB.



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- (f) Filipp Feodorovich Dolbnin, former personnel secretary of the Obkom Party and then the assistant personnel director of the



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- (g) Feodor (fnu) Dul'kin was the former director of the Industrial Section of the Obkom Party, and since 1948 Chief Engineer of the Astrakhan Sea Port.



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- (h) German Alekseyevich Zhivulin, who was the former transportation secretary of the Gorkom Party, was promoted in 1950 to the position of Director of the Political Section of the Reydtanker Steamship Company. 50X1-HUM

- (i) Gleb D Lyubimov, who was the Senior Comptroller for River Transportation and was directly responsible to the Senior Comptroller of the Ministry of State Control of the USSR in Moscow. His office was located in the Volga Tanker Building at Pier No 17. 50X1-HUM

- (j) German L'vovich Morekhodov - Senior Comptroller of the Sea Fleet whose duties and responsibilities coincided with those of Lyubimov. /See 5 (i) above/. His office was located at the Reydtanker Building, No 2 - 2-ya Kontrol'naya Ulitsa. 50X1-HUM

- (k) Vladimir Antonovich Polovkov - Director of the Secret Section of the Reydtanker Steamship Company (similar to a secret police organization). 50X1-HUM

- (l) Ivan Dimitriyevich Zhil'tsov, who was the assistant Director of the Reydtanker Steamship Company to 1945, the personnel secretary of the Obkom Party to 1949, and presently was the Director of the Political Section of the Astrakhan Port.

(The apartment houses located at No 20 Ulitsa Kirova, No 6 Ulitsa Burova, and No 2 Ulitsa Sovetskaya were the main residences of the chiefs of the various departments in the Communist Party in Astrakhan.) 50X1-HUM

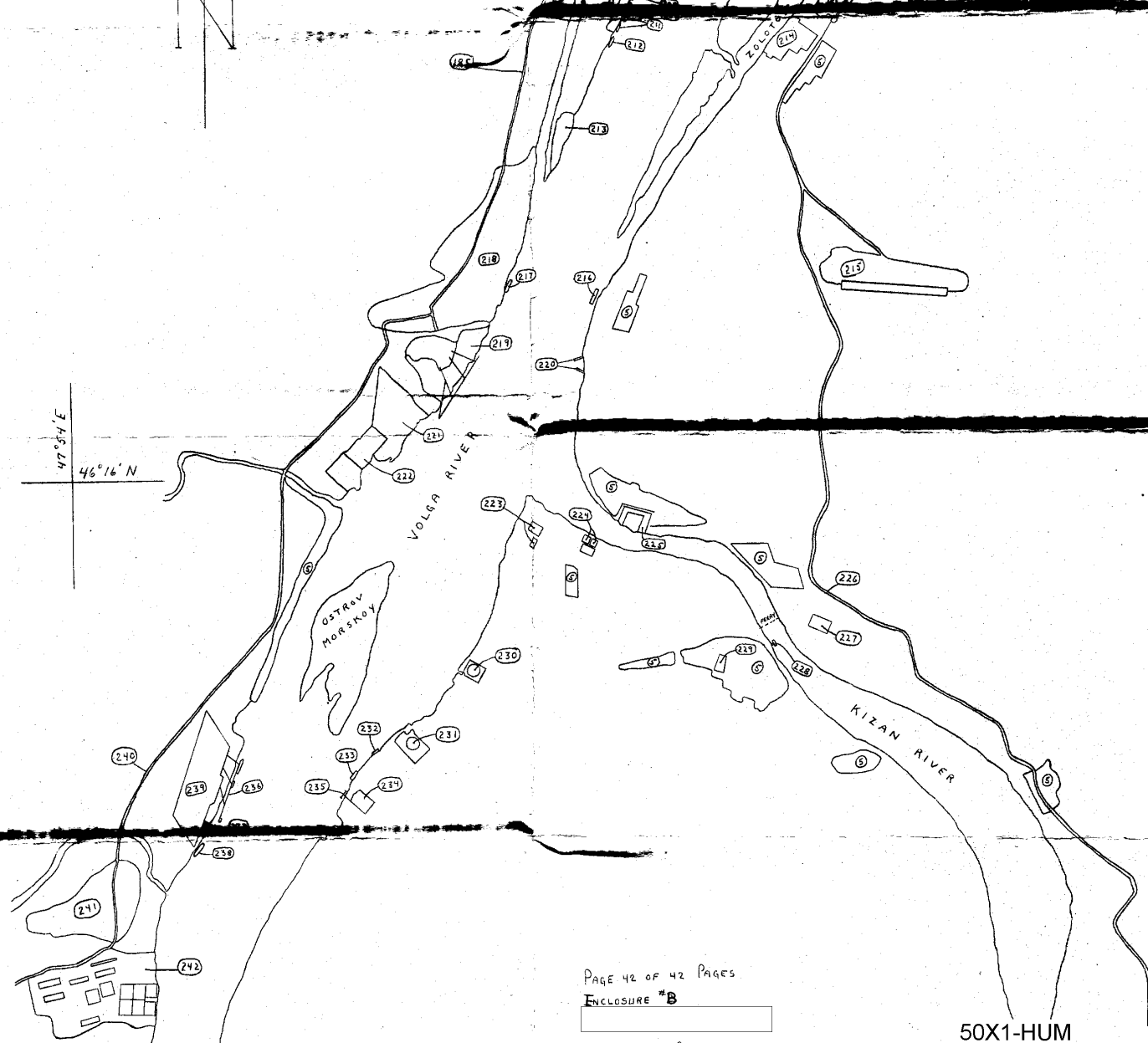
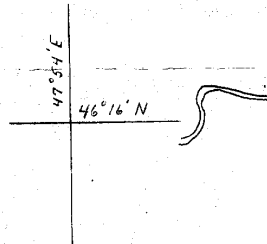
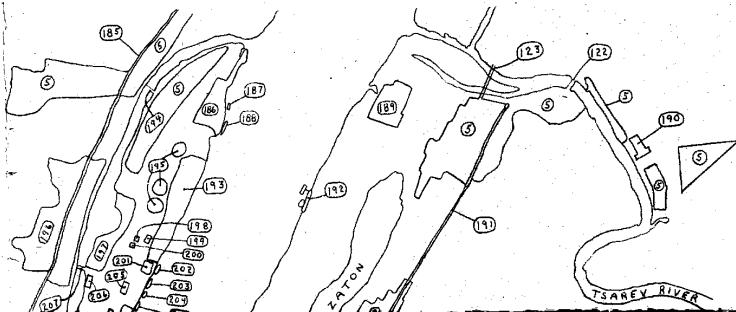
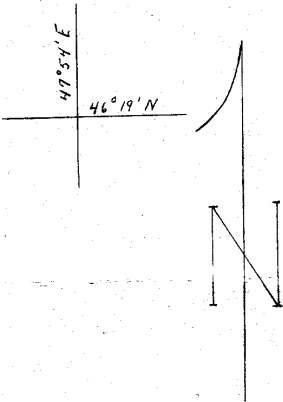
Enclosure A: Overlay of Astrakhan  
Enclosure B: Overlay of Astrakhan

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ENCLOSURE "B"

OVERLAY OF ASTRAKHAN

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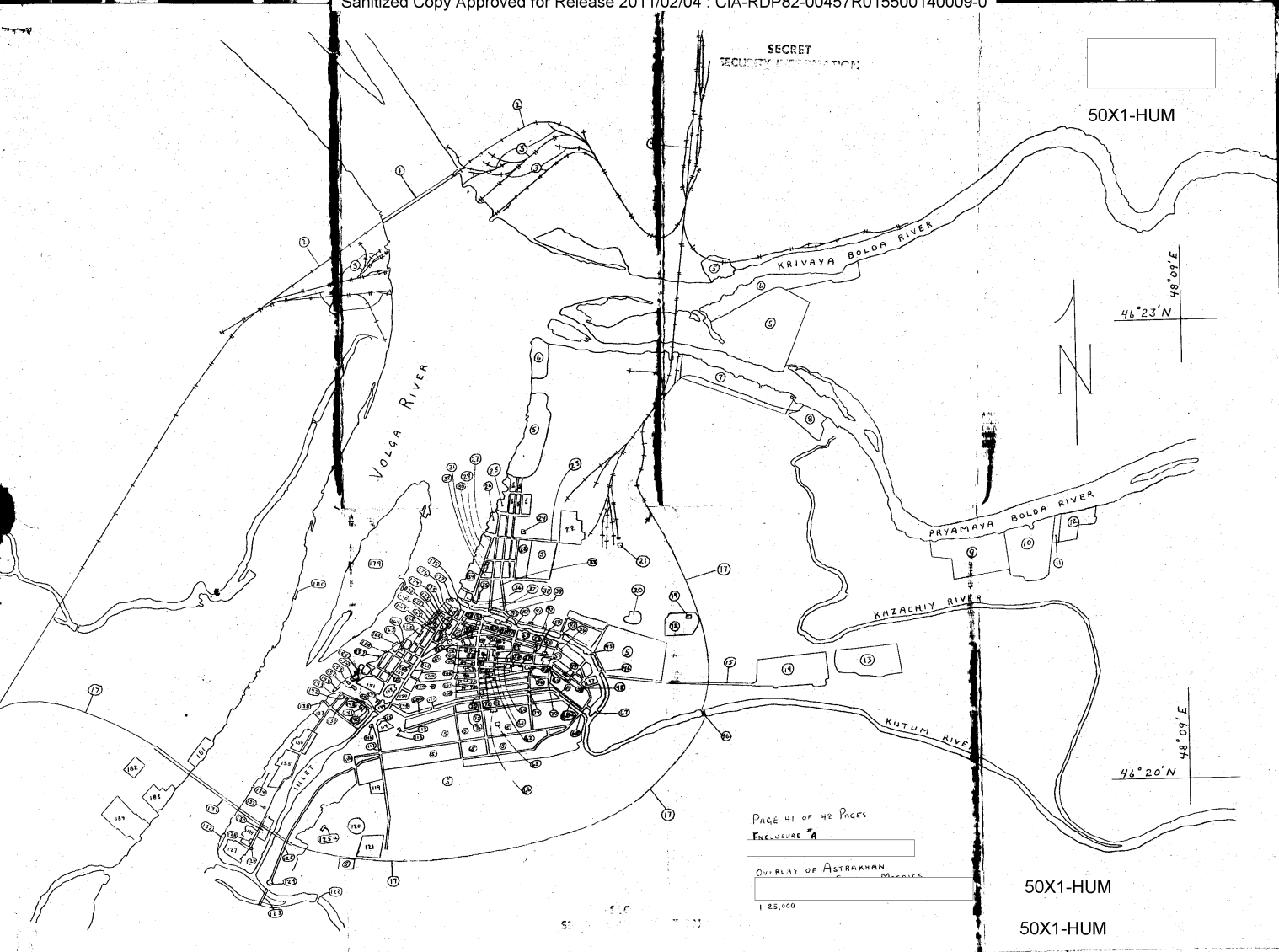
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ENCLOSURE 4

OVERLAYS OF ASTRAKHAN

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