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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY	USSR (Lithuanian SSR)/Rumania	REPORT		25X1
SUBJECT	Military and Economic Data on the Lithuanian SSR and Rumania <i>(Lithuania - munitions depot, barracks, boiler plant, hardware and agricultural tools, roads & bridges; Rumania - airports, rail stations, power plants, communications centers & roads)</i>	DATE DISTR.	9 April 1958	
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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

Soviet Armed Forces in Lithuania and Rumania and topographical and industrial information on these countries. The Lithuanian part of the report includes brief descriptions of the munitions depot, barracks, and industrial plants at Kaunas, the military airfield at Siauliai, the recruit training center at Vilnius, various roads and bridges in the Kaunas - Vilnius area and highways across Lithuania. The Rumanian part of the report briefly describes certain installations at Balti, including the Soviet military headquarters, the airports, railroad stations, a new war plant, industrial mills, and an electric power plant. (A sketch of Balti is attached.)

ENCLOSURE ATTACHED
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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	X	AEC
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

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MILITARY, ECONOMIC DATA ON THE USSR - Lithuania
and on Rumania

A. GROUND FORCES

1. Munitions and Miscellaneous MaterielStorage Depot at Kaunas

(Summer 1957)

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This is an old arsenal located on a small hill in the Shanchiai district (in the southwest section of the city) of Kaunas, to the rear of the "Metalas" plant. During the war, the Germans converted the arsenal into an ammunition depot. There are underground storage facilities and wooden huts which reportedly contain miscellaneous materiel and artillery shells in small boxes, each containing two shells.

The area occupied by the depot is nearly circular in shape, about one kilometer in diameter. The depot is enclosed by a wire fence and has three entrances. There are residential homes in the surrounding area.

2. Recruit Training Center at Vilno

(December 1957)

Subject center is located in the barracks formerly occupied by the headquarters of the 16th Division, which was deactivated about one year ago. Komyaunimo Castle, formerly occupied by 16th Division officers, now houses civilians.

3. Barracks in Kaunas

(Summer 1957)

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Units of all arms are housed in old barracks located in the Shanchiai district of Kaunas. [redacted] these units constitute a mixed brigade. Artillery and tanks were observed [redacted]

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Barracks housing unidentified units are located in the Panemune district of Kaunas.

Lithuania
Rumania

4. Garrison Headquarters at Balti

(June 1957)

Subject headquarters is located on Lenina Street, approximately in the area marked "E" in the enclosed sketch.

It is an old two-story building, with a frontage of about 20 meters. There is a small courtyard where automobiles are parked.

The commanding officer is a colonel.

5. Military District Headquarters at Balti

(June 1957)

Housed in a newly built three-story building, with a frontage of about 30 meters and a large square, located at the end of a street branching off Stalin Gradska Street, in the area marked "F" in the enclosed sketch.

6. Unidentified Paratroop Unit at Balti

(June 1957)

[redacted] such a unit is at the military and civilian airport located in the area marked "Z" in the enclosed sketch.

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7. Barracks Housing Various Units at Balti

(June 1957)

Subject barracks house nearly all the units stationed in Balti. These are old barracks known as Voyenni Gorodog (Military

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Citadel). The units housed there are subordinate to an unidentified headquarters located in Odessa.

The installation is located near the West railroad station and has two entrances: one on a street, about 100 meters long, which branches off 28 June Street; and the other on Voroshilova Street. The installation is marked "A" in the enclosed sketch.

The installation consists of a number of buildings. Immediately to the West there is a very large square (marked "B" in the enclosed sketch).

The highest rank [redacted] in the entire garrison was that of colonel.

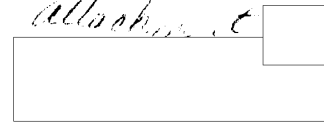
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Units and services [redacted]

1. On 1 May 1957 [redacted] personnel passing in review for a general from Odessa:

- a. About 200 officers at the head of the column.
- b. A unit of Tekhnichiskaya Aviatsya (literally, Technical Aviation, presumably composed of motor mechanics and other specialized personnel attached to the Army), about 180 men strong, composed of six platoons. These men wear the Air Force uniform, with a specialization insignia, but without the eagle on the chest and shoulder boards.
- c. An artillery unit, about 1,700 men strong, marching without weapons.
- d. An infantry unit, about 2,000 men strong, marching on foot, without weapons or equipment.
- e. A column of about 500 (?) motor vehicles, from trucks to automobiles, usually kept in reserve at the barracks.

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2. [redacted] on the large square located west of subject installation ("B" in the enclosed sketch): 25X1

- a. About 12 tanks.
- b. About 500 (?) motor vehicles of various types.
- c. About 50 boat-shaped amphibious vehicles, with caterpillar tracks. There were two types of such vehicles, one of which was about four meters long and about 1.50 meters wide.
- d. Six to eight twin-engine (conventional type) planes, presumed to be used for Army liaison work.

e. Searchlights.

3. [redacted] subject installation has a motor vehicle repair shop called "Tekhniki Pomoc" (literally, technical aid). 25X1

4. [redacted] on Chisinauwska Street (in the area marked "C" in the enclosed sketch), a repair shop for conventional aircraft engines. 25X1

8. Military Hospital at Balti

(June 1957)

There is a military hospital on 28 June Street, in the area marked "P" in the enclosed sketch.

9. Training Area and Firing Ranges

for the Balti Garrison

(June 1957)

This vast area, which has been designated a "military zone" and is enclosed by a wire fence, is located about six kilometers from Balti, on the northern side of the Balti-Soroca road.

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B. AVIATION

1. Armed Military Airfield at Shaulyai

(December 1957)

Subject airfield is located along, and 100 meters from, the northeast side of the Vilno-Shaulyai railroad, about 2.5 kilometers from Shaulyai.

As for runways [redacted] only a large concrete square.

Lithuania

25X1

Aircraft observed [redacted]: MIG jets and various types of conventional aircraft, including single-engine planes popularly known as "Kukurusi" (corn).

2. Airports in the Balti Area

(June 1957)

Armed Military Airfield

[redacted] this is an old airfield which has been modernized. It is located 12 kilometers east of Balti, along the north side of the Balti-Soroca road. There are MIG jets.

25X1

Civil and Military Airport

Located about six kilometers east of Balti, in the area marked "Z" in the enclosed sketch. There are various types of aircraft, including jets; about ten hangars; searchlights; and concrete runways.

Emergency Airfield for Army Liaison Planes

[redacted] six to eight twin-engine (conventional type) Army liaison planes on the large square (marked "B" in the enclosed sketch).

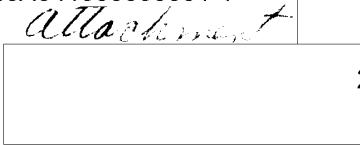
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C. SECRET POLICE

Lithuania

MGB Officers School in Vilno

(December 1957)

Subject school is located on Komsomolkaya Street (formerly Konryaunino in Lithuanian and Zavalna in Russian).

D. TRANSPORTATION

1. Vilno-Klaipeda Road


(Summer 1957)

Vilna-Kaunas Section

This section is 106 kilometers long. The width of the artificial roadway is about five meters; on either side of this there is a natural shoulder, about 1.50 wide, which is accessible to vehicular traffic. The pavement consists of small porphyry blocks; it was built under the German occupation. The Vieris-Kaunas section was asphalted in 1955-1956. The road is flanked by young trees.

Kaunas-Batbai-Raseiniai-Kryzhkalnis Section

The artificial roadway, which is asphalted, is about seven meters wide; on either side there is a natural shoulder, about one meter in width. There are no trees along the sides of the road.

A masonry bridge, scheduled for completion by the end of 1957, was begun in summer 1956 over the Dubysa River, northwest of the village of Ariogala; however, the work was proceeding at a slow pace.  the abutments were made of concrete, as was a central pier; the bridge's height above the water level was about three meters. This bridge is to replace a wooden bridge, located upstream, which is unsafe. The characteristics of the

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wooden bridge are as follows: length, about 50 meters; width, about five meters; concrete abutments; wooden piers; load limit, 10 to 12 tons. The river banks at that point are low.

Kryzhkalnis is located at the point where the Vilno-Klaipeda and Shaulyai-Tilsit roads intersect.

Kryzhkalnis-Rietavas Section

This section is about 60 kilometers long. In summer 1957, traffic on it was interrupted in order to asphalt the entire section. Traffic is being rerouted over a secondary road which leads from the Kryzhkalnis intersection to Plunce. There are no trees along this section.

Rietavas-Klaipeda Section

This section is asphalted. There are no trees alongside. The artificial roadway is about eight meters wide; on either side there is a natural shoulder, about 1.50 meters wide, which is accessible to vehicular traffic.

2. Kryzhkalnis-Riga Road

(Summer 1957)

Kryzhkalnis-Shaulyai Section

This section is asphalted. The artificial roadway is five meters wide; on either side there is a natural shoulder, 1.50 meters wide, which is accessible to vehicular traffic. There are no trees alongside. The road runs on a terrepleim, 50 centimeters to one meter above the level of the surrounding countryside, which is for the most part meadowland.

Shaulyai-Riga Section

This section, 125 kilometers long, is asphalted. It is about 12 meters wide, including the artificial roadway, which is 10 meters wide, and a one-meter natural shoulder, accessible to vehicular

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traffic, on either side. It is not flanked by trees. Starting from Shaulyai, for a stretch of about 40 kilometers the road traverses woodlands first, and then meadowland interspersed with small woods located at intervals of about one kilometer. The road is from 50 centimeters to one meter above the ground level of the surrounding countryside.

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Bridge on Daugava River

In July 1957, a bridge over the Daugava River in Riga was nearing completion. It is located upstream from and very close to the old bridge on the Jelgava-Riga road.

Note: There are no gasoline pumps along the Kryzhkalnis-Riga road.

3. Balti-Cernauti Road

(June 1957)

Rumania

Subject road, which is about eight meters wide, runs via Botosani and Siret. Its pavement consists of small porphyry blocks set with asphalt.

4. Bridges in Kaunas

(December 1957)

Lithuania

The three bridges in existence in Kaunas were more or less destroyed during the last war. They have been rebuilt at their original sites, but on the basis of different engineering criteria. One of them was inaugurated in 1957.

Railroad Bridge Rebuilt on the Nemunas River

This is a steel trellis bridge (shown in sketch on page 9 of original document) with lateral girders about five meters high. Its reconstruction took three years. Its lateral girders are interconnected also by steel bars at the top.

This bridge is 10 meters wide. The railroad line (double-track) runs on the lower level. Other characteristics of the bridge are:

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over-all length, about 400 meters; five rough-concrete piers, of which three are in the river and two on dry land (the piers reportedly rest on a bed of granite slabs); concrete abutments; height of bridge above water level during dry season, about 10 meters, height of bridge above water level during flood season (spring), about 3 meters; approach ramps, almost nonexistent (very slight incline, river banks at these points about 12 meters high); depth of river in the bridge area, about 4 meters. Trains do not reduce speed when crossing this bridge.

Road Bridge Rebuilt on the Nemunas River

This bridge, rebuilt in 1951-1952, is called Alexotinas, bears the name of the locality of the same name in the southern outskirts of Kaunas, where an airport is located. The Kaunas-Mariampole road runs on this bridge, which is located downstream from the railroad bridge described above.

The characteristics of this bridge are: suspension type, with steel trellis superstructure including a continuous cable and 4 arches; 4 rough-concrete piers (two in the river and two on dry land), each 2.50 meters wide; over-all length (including abutments), about 300 meters; width, about 10 meters, plus two sidewalks, each about 2 meters in width; asphalted roadway; load limit, defined as considerable since tanks crossing the bridge, and busses crossing it from both directions simultaneously.

25X1

Road Bridge Rebuilt on the Neris River

This bridge, located in Kaunas' Wiliam Polie district, was inaugurated in 1957. It has the same engineering features and about the same size as the Alexotinas bridge. Some of its girders were made in the Satellite countries, while the majority of them were made in the USSR.

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5. Bridges in Vilno

(December 1957)

New Road Bridge on the Neris River

Called Dyerzinski, because it connects the city district of that name with the rest of Vilno. It was completed in 1956. Its characteristics are: concrete construction; length, about 200 (?) meters; width, about 18 meters, plus two sidewalks, each about 3 meters wide; roadway surface consisting of porphyry bricks set with asphalt.

Footbridge under Construction on the Neris River

This bridge connects the Saltunai district of Vilno with the rest of the city. It has been under construction for a long time. It was said to be scheduled for inauguration by the end of 1957. It is 3 meters wide and is made completely of steel.

Wooden Footbridge on the Wileika River

This bridge, called footbridge "of the children," is [Redacted] [Redacted] on the Wileika River, in the Zakret park area.

25X1

25X1

6. Track Doubled on Tilsit-Klaipeda Line

(1957)

[Redacted] the Tilsit-Klaipeda railroad line was converted to a double-track line at some unspecified time.

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7. Railroad Stations in Balti

(June 1957)

Rumania

There are two railroad stations in Balti: the North (or Slobotsya-Balti) station and the West Station.

The North Station is the main one; most of the passenger traffic is handled there. It has about 8 tracks (each about 600 meters

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long), a steam locomotive depot, and a freight yard. There are no underpasses. Traction is by steam locomotives. Passenger trains consist of about 12 coaches each.

The West Station has about 6 tracks and is used mostly as a freight yard.

8. Bus Depot in Balti

(June 1957)

It is located on Kotovskogo Street, in the area marked "V" in the enclosed sketch. There are about 50 busses and about 25 four-passenger Pobeda automobiles. The latter are used partly as taxis and partly as transportation for local government officials.

E. TELECOMMUNICATIONS

Telecommunications Facilities in Balti

(June 1957)

The Balti radio center is located on Lenina Street. The building is marked "S" in the enclosed sketch. it is identified with the local radio station, which receives and broadcasts radio programs. It is connected to the loudspeakers set up in the streets of the city over which announcements and music are broadcast.

25X1

The central post office, telephone office, and telegraph office are housed in a building located on Leningradskaya Street, in the area marked "T" in the enclosed sketch.

Rumania
Lithuania

F. INDUSTRY

1. War Plant No. 555 in Vilno

(December 1957)

Subject plant is located in the Stalinski district. It is enclosed by a wall, and only its smokestacks are visible from outside.

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*Attachment***2. Industrial Plants in Kaunas**

(Summer 1957)

"Percale" (Victory) Plant

This is the former Tilmans & Co. steam boiler plant. It is located in the Shanchiai district, in the southwestern outskirts of Kaunas. It employs about 2,500 workers in three shifts daily.

"Metalas" Plant

This is a prewar plant which has retained its ^{old} name. It is almost across from the "Percale" plant. It produces aluminum household articles, as well as sheet-metal pails, vats, etc. It employs about 2,000 workers in three shifts daily.

"Koton" Stocking Factory

This is a prewar factory which has retained its old name. It is located in the Shanchiai district. It produces only "caprona" (type of Soviet nylon) stockings. It employs about 1,500 workers in three shifts daily.

3. New Agricultural Implements and**Machinery Plant in Nowa Wilejka**

(December 1957)

This is a postwar plant called "Zavod Zalgiris" (after the name of a famous battle). It is located in the center of Nowa Wilejka. It is being expanded. It produces various farm implements and machines.

*Lithuania**Rumania***4. New War Plant in Balti**

(June 1957)

Subject plant was established recently. It has a numerical designation [redacted]

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[redacted] it is located on 28 June Street, in the area marked "D" in the enclosed sketch. Across from subject plant there is an oil mill (marked "I" in the enclosed sketch).

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The plant has a frontage of about 40 meters and is enclosed by a wall, about 10 meters high. Only a 4- or 5-story building is visible from outside.

The plant employs about 1,000 (?) workers who come from other cities and are all party and Komsomol members; in fact, they are chosen from among the most reliable members of those two organizations. They never go outside the plant area, which reportedly contains shops and places of entertainment.

Subject plant's activities are unknown.

5. Miscellaneous Metalware Factory in Balti

(June 1957)

Subject plant is located on Stalingradskaya Street, in the area marked "M" in the enclosed sketch. It employs about 200 workers in two shifts daily. It produces metal beds, baby carriages, household goods, and oil containers for oil mills.

6. Fur Finishing and Garment Factory in Balti

(June 1957)

Subject installation is a complex of several buildings located in the eastern outskirts of Balti, almost in open country, in the area marked "N" in the enclosed sketch. It is the most important economic resource in the city. It employs about 2,000 workers in three shifts daily. It tans skins and produces furs and fur hats.

7. Sugar Mill Being Expanded in Marculesti



(June 1957)

This is a prewar installation which is being expanded and modernized through replacement of its machinery.

It is said that the Balti sugar mill is to be moved close to the Marculesti mill.

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**8. Civic Sugar Mill in Balti**

(June 1957)

This installation was built sometime after the war. It is located a little over one kilometer south of the North Station, on Leningradskaya Street, in the area marked "G" in the enclosed sketch. It is an 8-story building topped by smokestacks.

9. Distillery in Balti

(June 1957)

Located across from the sugar mill, in the area marked "H" in the enclosed sketch. It produces alcohol and low-grade liquor.

10. Oil Mills in Balti

(June 1957)

There are three oil mills in Balti. Oil Mill No. 1, which extracts oil from sunflower seeds, is located on 28 June Street, across from the aforementioned war plant, in the area marked "I" in the enclosed sketch. Oil Mill No. 2 extracts oil from soya beans. Oil Mill No. 3 is located in the area marked "L" in the enclosed sketch.


11. Flour Mills in Balti

(June 1957)

Balti has 7 flour mills, including one located about one kilometer from the city, on the Balti-Soroca road, near the new electric power plant. Another mill, designated as No. 3, is located on Kisnauska Street, in the area marked "c" in the enclosed sketch.

G. ELECTRIC POWER**1. Nuclear-Powered (?) Electric Power Plant at Balti**

(June 1957)

Subject installation, popularly referred to as "Elektro Stantya," has been under construction since about 1954. A motor was tested in June 1957.  it is to be a nuclear-powered installation.

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It is located on the south side of the Balti-Sorooca road, about
2 kilometers from Balti.

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[redacted] a 3-story main building with
a frontage of about 40 meters; a square extending about 50 meters,
in the rear of said building; a railroad spur line connecting sub-
ject installation to the main line.

25X1

[redacted] the plant is equipped
with several motors, the first of which, now in readiness, was
tested by using coal (?) as fuel. A large quantity of this fuel
was used.

25X1

This plant is to supply electric power to all of Moldavia.
The power lines are to be underground, at least as far as Balti and
its environs are concerned.

2. Thermal-Electric Power Plant in Balti

(June 1957)

This is a prewar installation located in the area marked "a"
in the enclosed sketch.

H. MISCELLANEOUS

1. New Government Office Building

Under Construction in Balti

(June 1957)

Construction of a new government office building, 7 stories
high, was nearing completion in Balti in June 1957. It will house
all local government offices, such as the court, the municipal ad-
ministration, various political offices, etc. It is located on
Leningradskaya Street, in the area marked "R" in the enclosed
sketch.

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2. Civilian Hospitals in Balti

(June 1957)

The internal medicine hospital is located on Lenina Street,
in the area marked "0" in the enclosed sketch.

The contagious disease and surgical hospital, called "Hospital
No. 1," is located on Leningradskaya Street.

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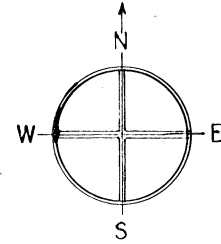
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BALTI

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CERNAUTI



STAZIONE NORD

RIONE SLOBODZIA

F. RAJZUL

FLORESTI

CIMITERO ORTODOSSO

RIONE NAPOMETENE

STAZIONE OVEST

3:6 Km

ULICA XXVII BUEBO

ULICA KOTOVSKOGO

ULICA LENINGRADSKAJA

PIAZZA LENINA

ULICA SORKOVA

ULICA LENINA

PIAZZA KRASHAIA

RIONE KIOSE

ULICA LENINA

ULICA STALINGRADSKAJA

RIONE ZIGANIA

UNGHERI
1954

mercato

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CIMITERO EBRAICO

25X1

SCALA 1:10,000