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PHOTOGRAPHIC INTERPRETATION REPORT

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ICBM LAUNCH COMPLEX NEAR SHADRINSK, USSR

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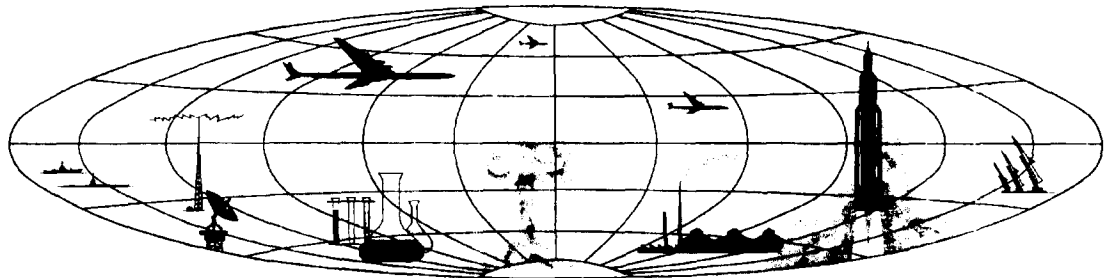
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USSR

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FIGURE 1. LOCATION OF THE SHADRINSK ICBM LAUNCH COMPLEX.



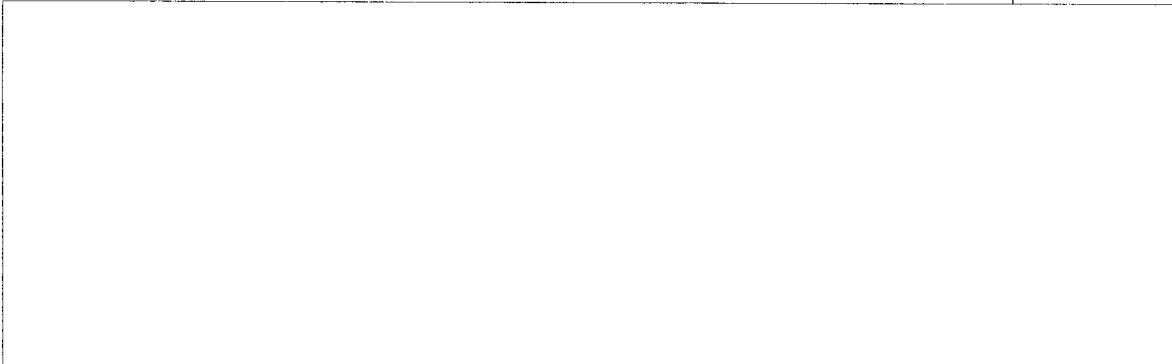
INTRODUCTION

An ICBM launch complex, under construction, was observed near Shadrinsk, USSR (56-05N 63-38E), on photography from KEYHOLE Missions [redacted] (December 1961) and [redacted] (March 1962). Most of the complex is situated in a wooded area generally northeast of Shadrinsk, approximately 110 nautical miles (nm) east of Sverdlovsk (Figure 1).

25X1

The complex consists of two road-served launch areas [redacted] [redacted] 6.25 nm apart, a rail- and road-served complex support facility, and a rail-to-road transfer point (Figure 2).

25X1



25X1

25X1

Two SA-2 surface-to-air missile (SAM) launch sites, deployed for defense of the ICBM complex, have been identified from KEYHOLE photography. SAM site B-31 [redacted] is located 14 nm northwest of the complex support facility at 56-13N 63-17E. This site was in the late stage of construction when observed on photography from [redacted] (September 1961). The status of this site could not be determined from [redacted] because of poor image quality, but it appears to be complete

25X1

25X1

[redacted] SAM site B-02 [redacted] is located 13.5 nm north of the complex support facility at 56-21N 63-47E and appeared complete when observed on photography of December 1961.

25X1

25X1

25X1

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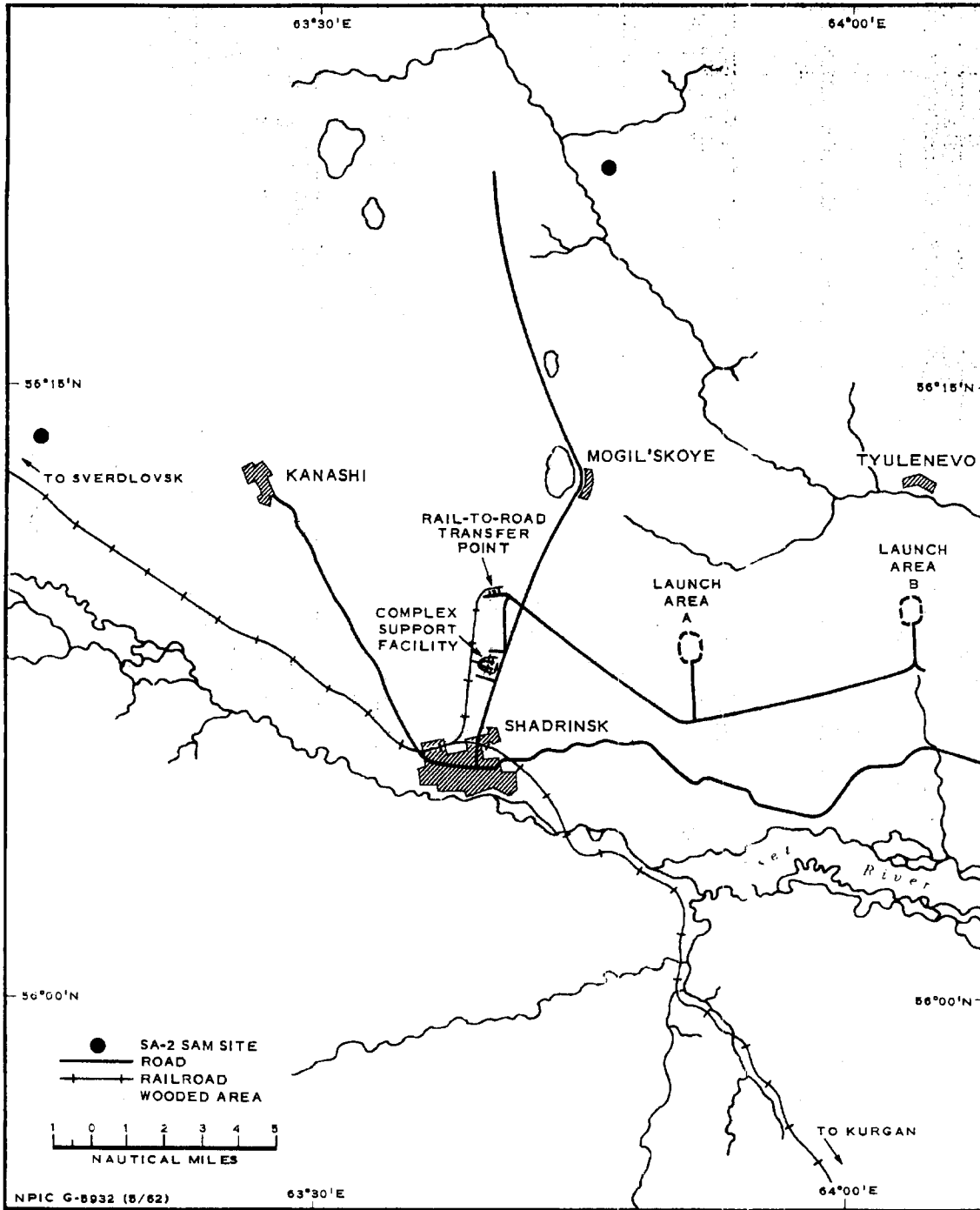


FIGURE 2. SHADRINSK ICBM LAUNCH COMPLEX (December 1961).

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25X1 A rail spur extends approximately 4 nm north-northeast from a
 25X1 point just east of the Shadrinsk Railroad Yards and Shops [redacted]
 [redacted] on the Sverdlovsk-Kurgan rail line. The spur serves the complex
 support facility and terminates at the rail-to-road transfer point. The
 25X1 intersection of this spur and the Sverdlovsk-Kurgan rail line was faintly
 visible at the end of a frame of photography from [redacted] A turning
 wye is located at the railroad yards.

LAUNCH AREAS

25X1 The complex main road is a well-engineered road leading from the
 rail-to-road transfer point to the two launch areas. The road distance
 from the transfer point to the junction of the access road leading to
 Launch Area A is 6.5 nm. The complex main road continues to the east
 for 5 nm to the junction with the access road leading to Launch Area B
 and then extends approximately 1,300 feet farther to the east. [redacted]

25X1 [redacted]
 25X1 [redacted]
 25X1 [redacted] Wooded areas lie generally to
 the east along the Iset River. To the north the land is cleared and there
 are numerous small towns and villages.

Launch Area A

The access road to Launch Area A (56-09N 63-52E) extends approxi-
 mately 1.5 nm north from the complex main road to a cleared area in which
 construction activity is evident. No recognizable pattern has evolved at
 this time (Figure 3).

The launch support area is located north of the complex main road
 and west of the access road. This area contains about 7 barracks-type
 buildings.

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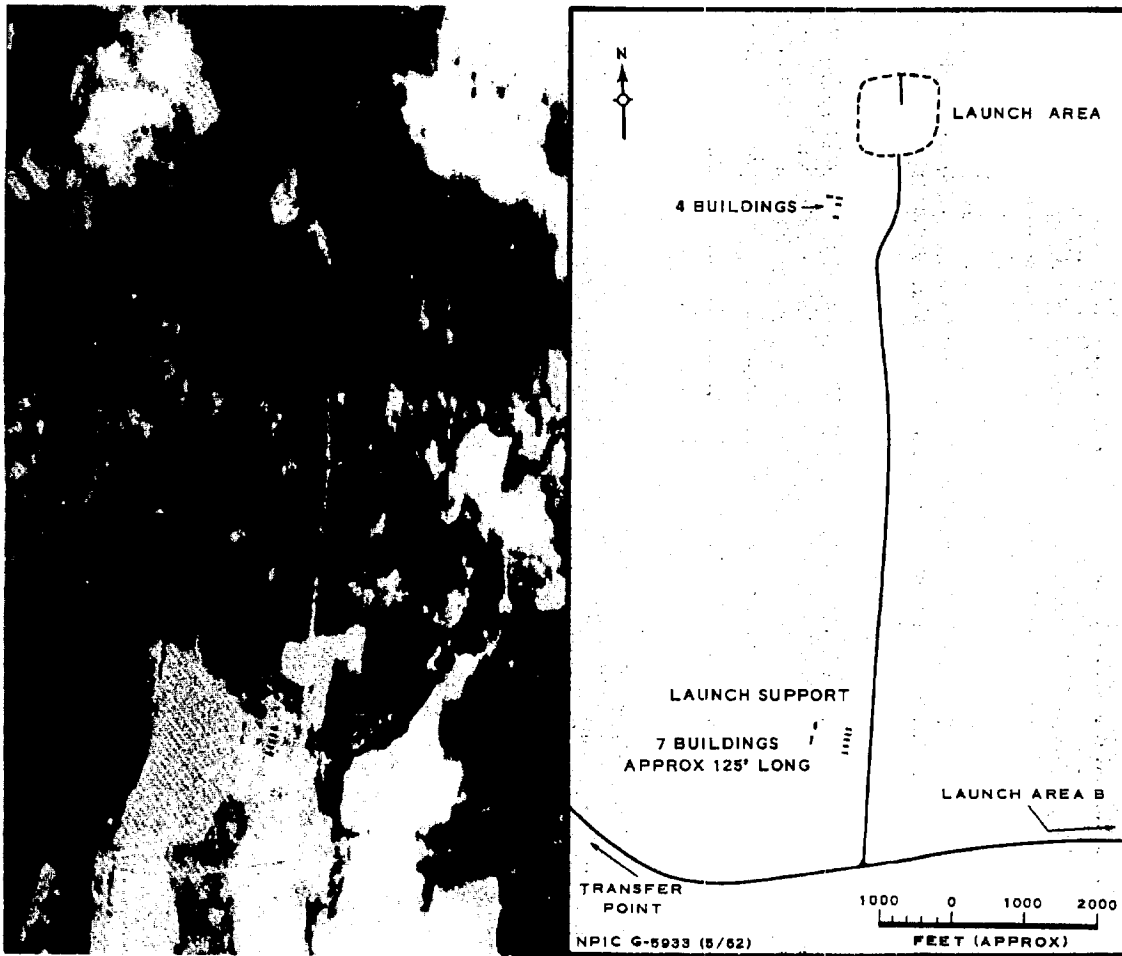


FIGURE 3. LAUNCH AREA A, SHADRINSK (December 1961).

Launch Area B

The access road to Launch Area B (56-10N 64-03E) extends approximately 1.1 nm north from the complex main road into a partly wooded area.

25X1

25X1

The launch support area, located north of the complex main road and west of the access road (Figure 4), contains approximately 11 barracks-type buildings. Two buildings located south of the road junction probably are associated with launch support.

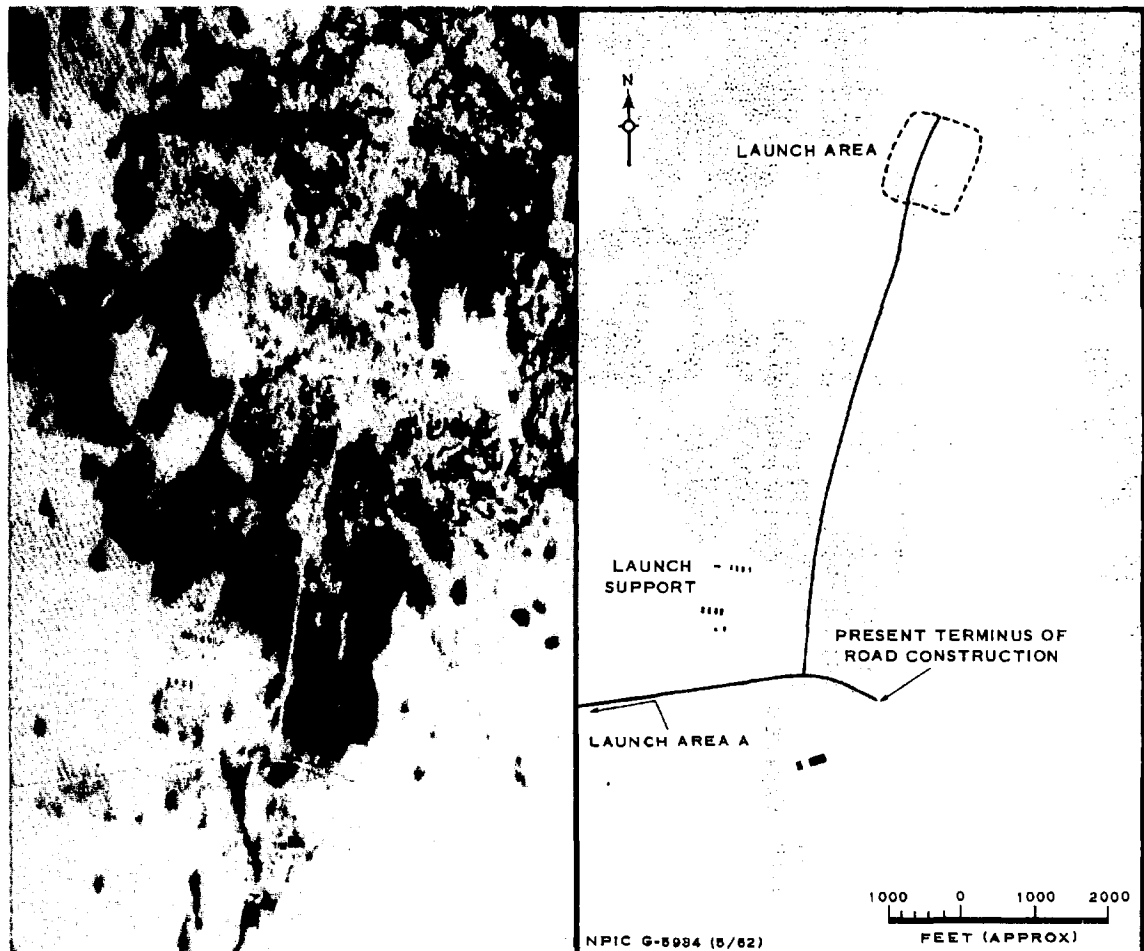


FIGURE 4. LAUNCH AREA B, SHADRINSK (December 1961).

COMPLEX SUPPORT FACILITY

The complex support facility (56-08N 63-40E) is composed of a rail- and road-served storage/support area and two barracks areas. It is located 2.3 nm north of Shadrinsk and is situated east of the main rail spur. A single spur leading into the facility can be entered only from the direction of the transfer point. This spur branches into four spurs within the facility (Figure 5).

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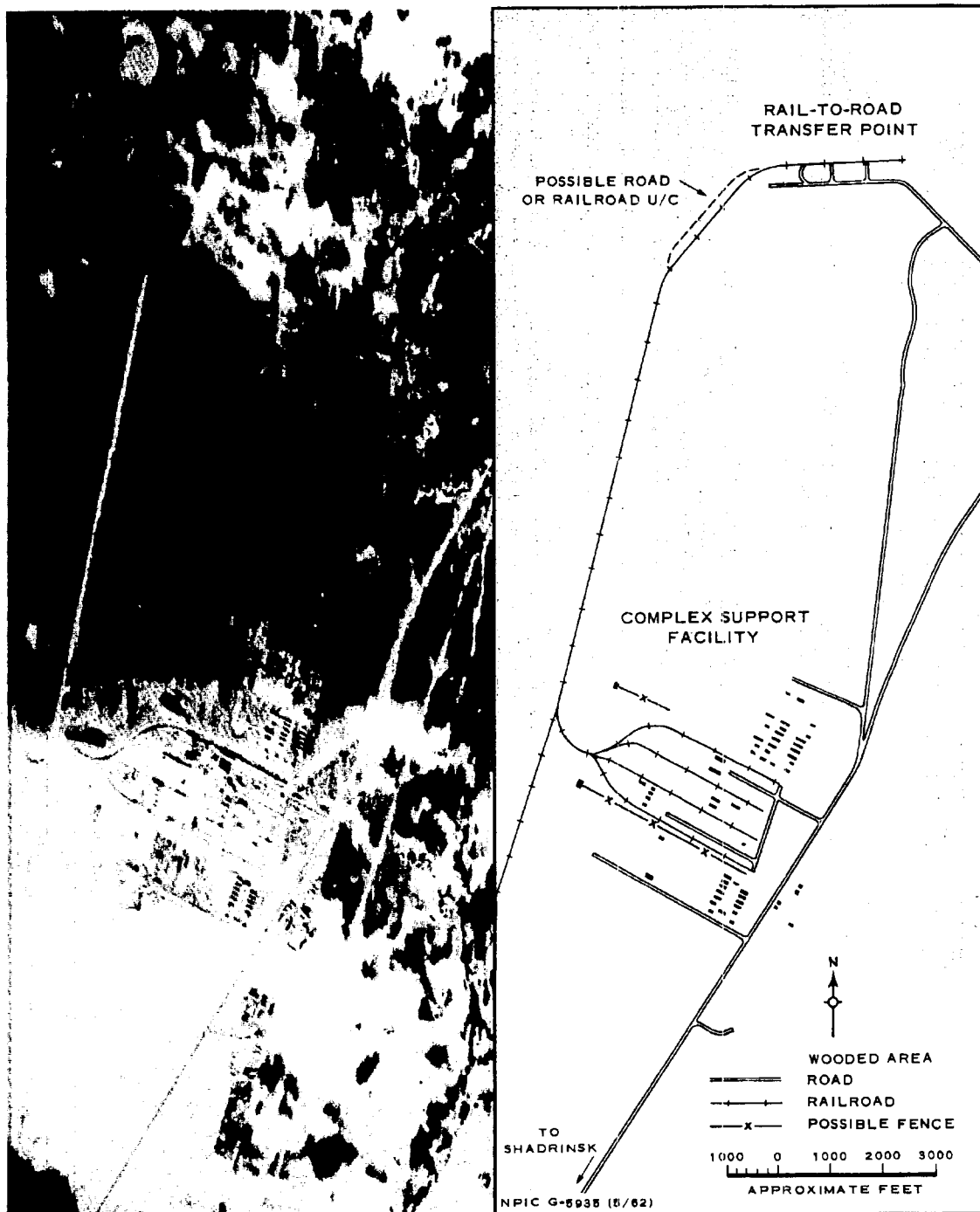


FIGURE 5. COMPLEX SUPPORT FACILITY AND RAIL-TO-ROAD TRANSFER POINT, SHADRINSK.

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Road access to the facility is provided by a well-engineered road that continues north from Shadrinsk to the village of Mogil'skoye. Three roads branch westward from this road into the support facility. Another road extends along the eastern termini of the rail spurs.

The storage/support area contains 11 warehouse-type buildings and numerous scattered piles of materials (Figure 6). Three groups of possible rail cars were seen parked within the facility on the December 1961 photography, but only two on the February 1962 photography. No rail-through buildings are apparent.

The barracks area north of the storage/support area contains 12 barracks and 11 administrative/support buildings. An area of small buildings under construction is located just north of the barracks area, and a new road has been constructed since December 1961 to serve this area.

The barracks area south of the storage/support area contains 12 barracks and 3 administrative/support buildings. Two warehouse-type buildings are located in an open storage area west of the barracks. Across the main road from the barracks are a group of buildings and piles of materials.

Portions of a possible security fence and two possible guard towers are apparent along the northern and southern boundaries of the storage/support area.

A road-served area of unidentified activity is located approximately midway between Shadrinsk and the complex support facility along the eastern side of the main road. This area may be a borrow pit for road fill.

RAIL-TO-ROAD TRANSFER POINT

The rail-to-road transfer point is located at the terminus of the rail spur, approximately 1.7 nm north of the complex support facility in a wooded area at 56-10N 63-41E (Figure 5). The transfer point is oriented with its long axis in an east-west direction, with the rail portion lying approximately

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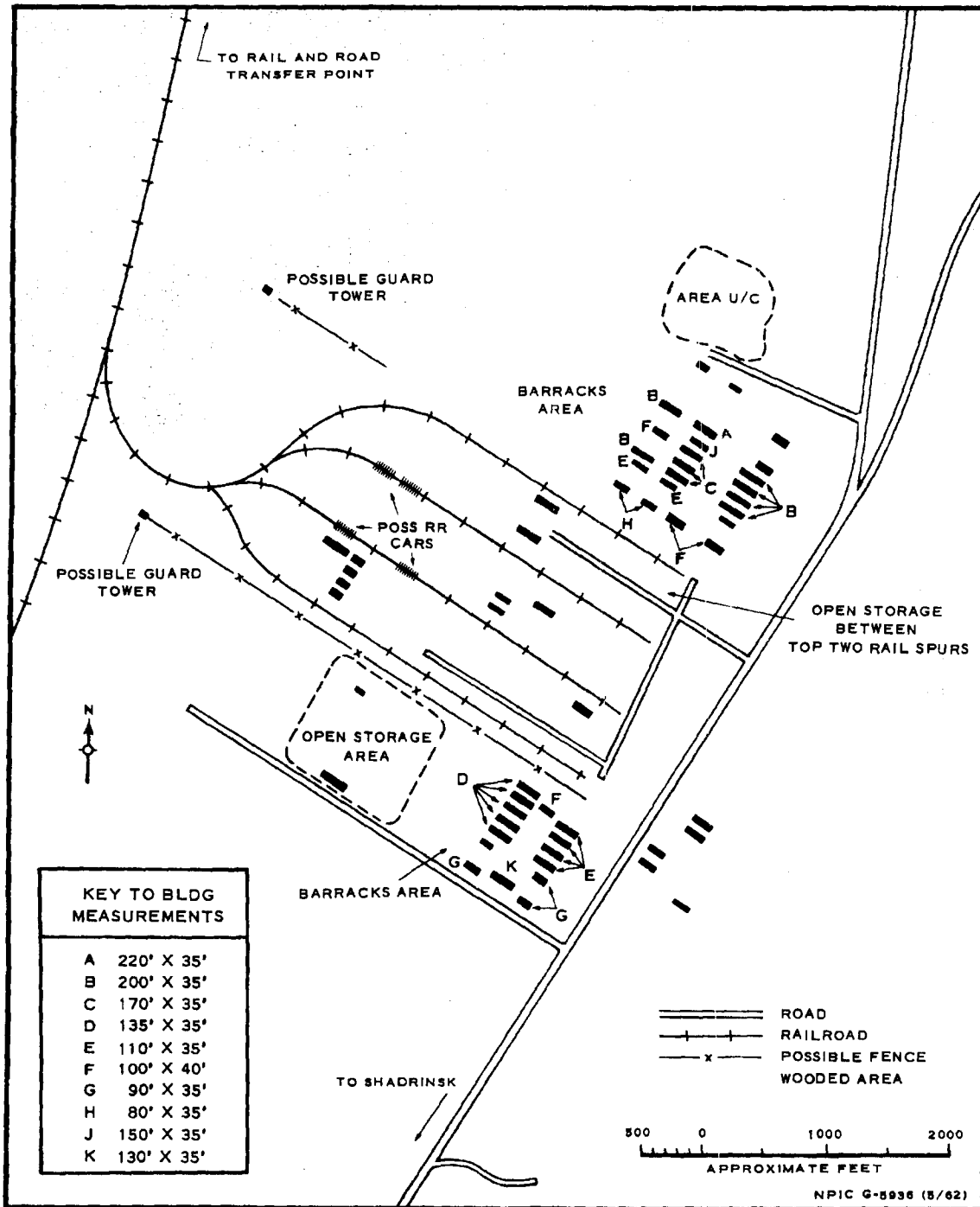


FIGURE 6. COMPLEX SUPPORT FACILITY, SHADRINSK.

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340 feet north of the road portion and parallel to it. Both the road and rail portion of the transfer point are approximately 2,965 feet long. The road and rail are connected by two perpendicular roads and one curved road. At the transfer point at the Yur'ya ICBM Launch Complex there is a road immediately adjacent to the rail line; however, no such road is apparent at the Shadrinsk ICBM Launch Complex. No buildings are visible at the transfer point.

On the section of the rail spur that immediately precedes the transfer point, a possible road or railbed under construction branches slightly to the west of the spur and then parallels it for approximately 3,000 feet before rejoining it at the entrance to the transfer point.

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REFERENCES

PHOTOGRAPHY

<u>Mission</u>	<u>Date</u>	<u>Pass</u>	<u>Camera</u>	<u>Frames</u>	<u>Classification</u>
	Sep 61				TOP SECRET RUFF
	Dec 61				TOP SECRET RUFF
	Mar 62				TOP SECRET RUFF
	Mar 62				TOP SECRET RUFF

MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0156-24A, 2nd ed, Oct 59, Scale 1:200,000 (SECRET)

SAC. US Air Target Chart, Series 200, Sheet 0156-25, 1st ed, Jan 59, Scale 1:200,000
(CONFIDENTIAL)

DOCUMENTS

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NPIC. NPIC/R-1/61, ICBM Launch Complex, Yur'ya, USSR, Jul 61 (TOP SECRET CHESS RUFF)

NPIC. NPIC/B-21/61, Operational Support Analysis; ICBM Launch Complex, Yur'ya, USSR, Aug 61
(TOP SECRET CHESS RUFF)

NPIC. NPIC/B-41/61, Launch Area B, ICBM Launch Complex, Yoshkar-Ola, USSR, Nov 61
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REQUIREMENT

CIA. DDI/RR/E/R-3/62

NPIC PROJECT

JN-27/62

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