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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany/USSR/Poland/ Czechoslovakia

SUBJECT Annex (Part A) to June 1964 Summary Report on Transportation in East Germany, USSR, Poland, and Czechoslovakia

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Annex to Transportation
Summary for June 1964

ELBE BRIDGES

[redacted] Railroad Bridges 50X1-HUM

(Status of June 1964)

[redacted] 50X1-HUM

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Soviet Zone Railroad Bridges Across Elbe River

1. At the end of World War II, numerous Elbe bridges were either destroyed or heavily damaged. During the first years after the war, the most important bridges were temporarily restored with detachable and heavy war-time bridge equipment. With the exception of the Wittenberge railroad bridge, this state of affairs has not been changed up to the present time. The 1959 - 1965 Seven Year Plan provides for the removal of all war-time bridge equipment and for its replacement by permanent steel structures. However, the realization of this program appears impossible in view of the fact that, at present, there is not even steel enough available for the planned new bridge structures.

2. River-kilometers counting begins at the Soviet Zone/Czech border and not at the source of the Elbe river in Czechoslovakia.

3. The heavy Reichsbahn bridge testing train 'S' consists of one locomotive with five axle pressures of 25 tons each and a following equally distributed load of 8 - 10 t/km.

Wittenberge (River Kilometer 454.9)

Combination railroad and highway bridge on double track Stendal - Ludwigslust line and Stendal - Perleberg stretch of Highway F-189.

Location: UTM PD 853 743 (River Kilometer 454.5

Length : 1,075 meters.

Width : Double track (2 parallel bridges); East side track (upstream) planked for vehicular traffic; one 2-meter sidewalk.

Capacity: Rail traffic: Heavy Reichsbahn bridge testing train.
Vehicular traffic: 40 tons.

Type of construction and design:

From SW to NE: Deck type, 12-span masonry arches; thru type, 14 span multi-angular steel trusses including one temporary structure of war-time bridge equipment over two spans on roadway side. One towerlike masonry structure each on both abutments and on joint between masonry arch section and steel truss section;
the masonry structures do not overtop the bridge structure.

Piers: 25, solid, faced with freestone.

Width of spans (in meters): 12x24 + 1x40 + 10x53.50 + over water gap: 1x53.50 + 1x84 + 1x42.

Year of construction and/or putting into service: 1884 and 1909; Restoration in August 1946.

Note: Bridge was partially destroyed in 1945. Two temporary spans (1x41 + 1x86.0 meters) of war-time bridge equipment were replaced by steel structures in 1956. Renovation of highway bridge in fall of 1963.

Hämmerten near Stendal (River Kilometer 393.3)

Railroad bridge on single track Stendal - Berlin line.

Location: UTM TU 971 318 (River Kilometer 396.1)

Length : 810 meters

Width : Single track

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design:

From S to N: 1st - 9th span, deck-type steel truss girder bridge;
10th - 12th and 16th - 18th span, thru-type steel structures with six medium-size trusses;
13th - 15th span, thru-type structure with one continuous rectangular truss (about twice as high as in spans 10-12) of heavy war-time bridge equipment.

Piers: 17, solid, faced with freestone (3 river piers).

Width of spans: 8x34 + 1x41 + 3x45 + 1x66 + 1x107 + 1x66 + 3x41 (in meters)

Year of construction and/or putting into service: 1924-26. Reconstruction 1946-47.

Note: Bridge partially destroyed in 1945. Restoration double track, however, temporary structures (war-time bridge equipment) only single track.

Magdeburg (River Kilometers 318.8 - 332.7)

Herrenkrug railroad bridge on double track Magdeburg - Berlin line.

Location: UTM PC 826 811 (River Kilometer 329.6)

Length : 679 meters

Width : Double track

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design:

From W to E: 1st - 4th, 12th and 13th span: thru-type low rectangular 6-span steel truss structures;
5th, 6th, 14th and 15th span: deck-type steel plate web girder structures;
7th - 10th span: thru-type, multi-angular steel truss structures; apex of spans about three times higher over track than upper chords of spans 1-4, 12, and 13.
11th span: thru-type, rectangular temporary structure of heavy war-time bridge equipment; higher than spans 7-10.
16th - 17th span: steel thru-type continuous trapeze truss structure, about twice as high above track than upper chords of spans 1-4, 12, and 13.

Piers: 16, solid masonry (two river piers)

Width of spans (in meters): 4x30 + 2x20 + 3+70 + 2x70 water gaps + 2x30 x 2x20 + 2x30.

Year of construction and/or putting into service: Reconstruction in 1945/46.

Note: Bridge was partially destroyed in 1945.

Magdeburg

Railroad bridges on single track Magdeburg=Buckau - Biederitz line.

From West to East:

a) Buckau railroad bridge across Stromelbe River (Lift Bridge)

Location: UTM PC 806 778 (River Kilometer 325.8)

Length : 205 meters

Width : Single track

Capacity: Heavy Reichsbahn bridge testing train.

Construction and design:

From W to E: 1st span: steel thru-type bowstring girder or multi-angular truss structure.
2d span: steel thru-type semi-parabolic girder or multi-angular truss span; span, suspended between jacking piers of a lift, can be raised 3 meters.
3d - 5th span: thru-type steel trapeze truss structures. Apex of Span 1 about twice, and apex of Span 2 about three times higher above track than upper chord of spans 3-5.

Piers: 4, solid masonry (three river piers)

Width of spans: 1x40 + 1x90 x 3x25 fairway.
(in meters)

Year of construction and/or putting into service: about 1900.

Note: Each one narrow footway on both sides. Speed limit on bridge 30 km/h.

b) Bridge across Alte Elbe River.

Location: UTM PC 816 785

Length : 210 meters

Width : Single track

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design: 9 steel thru-type trapeze truss structures

Piers: 8, solid masonry.

Width of spans: 9 x 23
(in meters)

Barby (River Kilometer 293.4)

Railroad bridge on single track Güsten - Berlin line across Elbe River and floodplain area.

Location: UTM PC 982 628 (River Kilometer 293.6)

Length : 754.45 meters

Width : Single track, one sidewalk upstream

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design:

From W to E: 1st, 4th - 6th span: steel thru-type multi-angular truss or bowstring structures.
2d and 3d span: steel thru-type, spans of heavy war-time bridge equipment; superstructures of spans 1 - 6 about equally high as those of spans 2 and 3;
7th - 16th span: steel thru-type continuous rectangular truss bridge; trusses more than 50 percent lower than those of spans 1-6.
In western abutment one masonry arch spanning road; on both abutments two pairs of towers overtopping trusses.

Piers: 15, solid masonry (4 river piers)

Width of spans (in meters): 1x65.5 - 2x66 (war-time bridge equipment) + 3x65.5 + 10x33.75.

Year of construction and/or putting into service: After restoration, on 1 March 1958.

Note: Bridge was partially destroyed in 1948. Foundations available for a deck to carry second track.

Dessau - Rosslau (River Kilometers Dessau 259.6, Rosslau 257.3)

Railroad bridge on double track Dessau-Rosslau line.

Location: UTM UT 099 516 (River Kilometer 257.7)

Length : 216 meters

Width : Double track

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design:

From W to E: 1st and 5th span: steel thru-type; two X-truss (six angular) structures of war-time bridge equipment.
2d - 4th span: thru-type steel; three multi-angular trusses. Bridge is symmetric.

Piers : 4, solid masonry (4 river piers)

Width of spans (in meters): 1x40 (war-time bridge equipment) + 1x39 + 1x39 + 1x39 + 1x40 (war-time bridge equipment)

Year of construction and/or putting into service: In November 1945, restoration for initially single track operation.

Note: Bridge was partially destroyed in 1945.
Parallel to down-stream side railroad bridge a highway bridge resting on same piers as railroad bridge.

Lutherstadt Wittenberg (River Kilometer 213.8)

Railroad bridge on double track Halle - Berlin line

Location: UTM UT 380 479 (River Kilometer 213.8)

Length: 260 meter

Width: double track

Capacity: Heavy Reichsbahn bridge-testing train

Type of construction and design:

From S to N: 1st span: steel, thru-type, rectangular truss.
2nd span: steel, thru-type, trapeze truss
3rd - 10th span: 8 steel, thru-type trapeze structures.
Upper chord of 2nd span about twice as high above track as upper chords of spans 1 and 3-10.

Piers: 9, solid masonry

Width: (in meters) 2x45 + 8x22

Year of construction and/or putting into service:

In July 1945, restoration of temporary bridge for single track traffic; in June 1947, restoration for double track traffic.

Note: Bridge was partially destroyed in 1945. A highway bridge immediately parallel to upstream railroad bridge. Speed limit on railroad bridge 30 km/h.

Torgau (River Kilometer 154.6)

Railroad bridge on single-track Torgau - Falkenberg line

Location: UTM UT 621 149 (River Kilometer 156.2)

Width: Single track

Length: 350 meters

Capacity: Heavy Reichsbahn bridge testing train.

Type of construction and design:

7-span steel thru-type multi-angular truss structures. On both abutments, tower structures of about same height as apex of trusses.

Piers: 6, solid masonry (3 river piers)

Width of spans in meters: 7x50

Year of construction and/or putting into service:

restoration in September 1945

Note: Bridge was partially destroyed in 1945.

Riesa (River Kilometer 108.3)

Railroad bridge on double track Riesa - Zeithain line.

Location: UTM US 811 861 (River Kilometer 109.1)

Length: 348 meters

Width: double track

Capacity: Heavy Reichsbahn bridge testing train

Type of construction and design:

From W to E:

1st - 3rd span: steel deck-type plate web girder structure.

4th - 6th span: three steel thru-type bowstring truss structures, with each 2 pairs of slim towers on both ends of this bridge portion; towers overtop trusses.

Piers: 5, solid masonry (2 river piers)

Width of Spans: 3x16 + 1x100 + 1x100 (fairway) + 1x100 (in meters)

Year of construction and/or putting into service:
restoration in July 1947.

Note: Bridge partially destroyed in 1945.
Prior to opening of new road bridge on Highway F-169, vehicular traffic routed via railroad bridge; upstream track had been planked. New railroad bridge planned for 1964.

Meissen (River Kilometer 82.0)
Railroad bridge on single track Nossen - Coswig line
Location: UTM US 937 691 (River Kilometer 82.5)
Length: 262 meters
Width: For two tracks; presently only one track available on upstream side.
Capacity: Heavy Reichsbahn bridge testing train.
Type of construction and design:

From W to E:

1st span: concrete deck-type plate web girder structure

2nd and 6th span: steel, deck-type truss structures

3rd - 5th span: steel, deck-type, part through-type structures; track in upper third of truss, therefore especially low superstructure.

7th span: presumably concrete deck-type structure, supported in the center, therefore two partial spans of 8 meters each.

Piers: 4 river piers, solid masonry.
Width of spans (in meters): 1x18 + 1x24 1x60 (river gap) - 1x60 (river gap) + 1x60 + 1x24 + 2x8.

Year of construction and/or putting into service: restoration in November 1945.

Note: Bridge was partially destroyed in 1945. Downstream side of bridge has 1x2-meter footway.

Niederwartha (River Kilometer 69.5)
Railroad and road bridge on single track Dresden-Friedrichstadt-Radebeul-Naundorf line on LIO (primary road) 180.
Location: UTM VS 024 617 (River Kilometer 69.2)
Length: 370 meters
Width: For two tracks; at present only one track available; one track planked for vehicular traffic on downstream side
Capacity: Heavy Reichsbahn bridge testing train
Type of construction and design:

From E to W:

1st - 3rd, and 7th - 10th span: seven steel thru-type rectangular truss structures.
4th - 6th span: steel thru-type truss structures with slightly arched upper chord. Apex of these spans 2 1/2 - 3 times higher above track than upper chord of spans 1 - 3 and 7 - 10.

Piers: 9 (including 3 river piers)
Width of spans (in meters): 3x25 + 3x65 (river gaps) + 4x25
Year of construction and/or putting into service:
restoration after 1945

Notes: Upstream road bridge destroyed to a great extent in 1945; therefore upstream part of railroad bridge planked.

Dresden (River Kilometers 45.3 to 64.0)
Railroad bridge on Dresden=Altstadt - Dresden=Neustadt stretch.
Location: UTM VS 112 576 (River Kilometer 56.4)
Length: 454 meters
Width: four tracks
Capacity: Heavy Reichsbahn bridge testing train
Type of construction and/or design:

From W to E:

1st - 6th and 11th span: deck-type masonry arch structures.
7th - 10th span: (steel) deck-type bow-string truss structures

Piers: 10, solid, faced

Width of spans: 1x20 + 5x36 + 1x37 + 3x65 + 1x22. (in meters)
Year of construction and/or putting into service:
restoration in November 1945.

Note: Bridge was partially destroyed in 1945.

Pirna (River Kilometer 33.5)

Combination Railroad/Highway bridge on single track Pirna - Dürröhrsdorf line and on road connecting Highways 172 and 177.

Location: UTM VS 252 466 (River Kilometer 34.0)

Length: 389.5 meters

Width: One railroad track + 7.5 meter roadway + 3 meter footway, upstream

Capacity: 24 tons (carries up to 80 tons)

Type of construction: deck-type solid masonry arch structure

Roadway: cobblestone pavement

Piers: 9, solid, faced with freestone

Width of spans: 1x25 + 5x30 + 1x28 + 1x26 + 1x24 + 1x22 (in meters)

Year of construction and/or putting into service:
reconstruction in 1948

Note: Bridge slightly destroyed in 1945. Bridge repair in 1962.

Bad Schandau (River Kilometer 10.3)
Combination railroad and highway bridge on single track Bad Schandau - Neustadt line and on Highway 172 (Pirna - Bad Schandau).
Location: UTM VS 390 418 (River Kilometer 11.6)
Length: 264 meters
Width: single track (downstream) + 6 meter roadway + footway (upstream)

Capacity: 16 tons.
Type of construction and design:
1st and 2nd span: deck-type masonry arches.
3rd - 5th span over water gap: thru-type truss structures with slightly arched upper chords.
6th - 9th span: deck-type masonry arches with each two (total 4) towers on waterside ends of northern and southern masonry arch structures outside railing.
Towers overtop upper chords of truss spans 3 and 5 and have about the same height as apex of span 4.

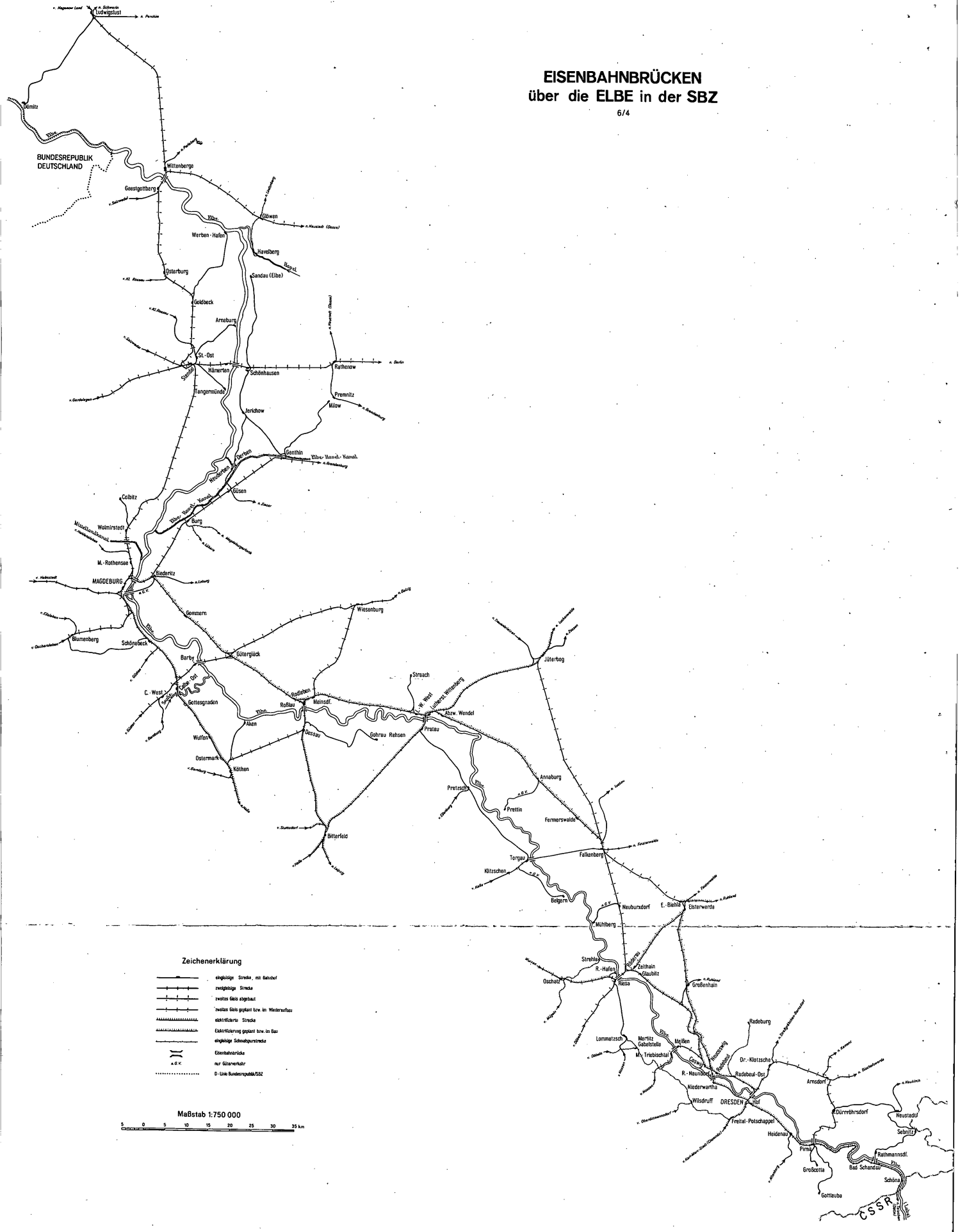
Footway: Planking
Roadway: cobblestone pavement.
Piers: 8, solid masonry
Width of spans: 2x10 + 1x50.0 + 1x80.0 + 1x50.0 + 4x10
(in meters)

Year of construction and/or putting into service:
about 1933

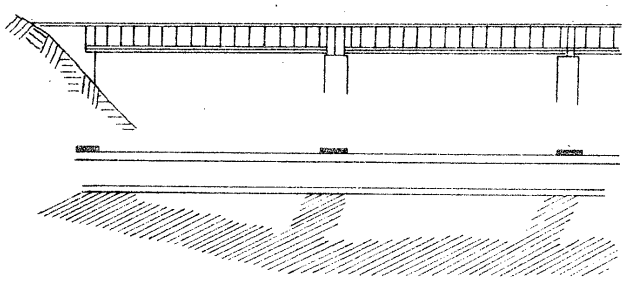
Notes: Bridge in a very poor condition though repeatedly repaired. As of November 1962, bridge closed to vehicular traffic. Speed limit for trains.

EISENBAHNBRÜCKEN
über die ELBE in der SBZ

6/4



Technische Brückentypen



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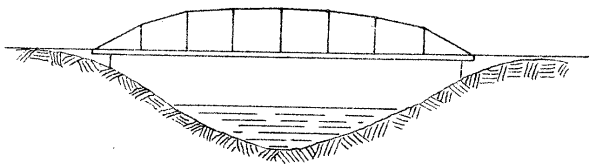
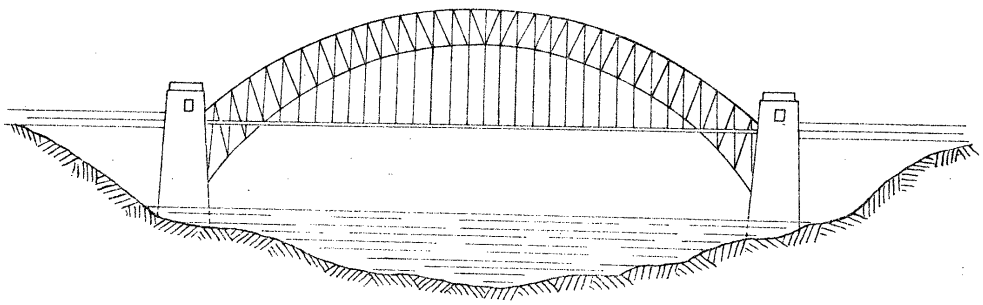


Durchgangstyp



Teildurchgangstyp