

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Rumania	REPORT NO.	<input type="text"/>
SUBJECT	Locations of Various Installations and Points of Interest in the City of Cluj	DATE DISTR.	28 May 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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SOURCE:

General Information

1. Cluj is the capital city of the Transylvania Region of Rumania. Its population in 1950 was approximately 120,000. The city, occupying an area of approximately 11 sq. km., is situated on the Someș River, which is not navigable at this point. The city was connected by rail with the major cities of Bucharest, Oradea, Satul Mare, and Sighet. A civilian airfield known as Cluj/Someseni Airfield was located approximately eight miles east of the city and the airline TARS, Rumanian-Soviet Air Transport, serviced flights to and from Bucharest, Oradea, Satul Mare and Sibiu.
2. To my mind, Cluj was not outstanding as an industrial city, though there were, within the city limits, numerous minor industries. I consider Cluj a major educational center in Rumania, especially in the medical field. Residential areas were located in the South, West and North sections of the city limits. The industrial section centered for the most part in the Northeast section of the city. Several military installations were located within and near the city limits and their locations are included in this report.

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- 2 -

List of Installations and Points of Interest:

3. Reference is made to Enclosure A, an overlay of 0251-9992-25 ICM, pinpointing locations of military and industrial installations, bridges, etc.

25X1A

Point # 1. Locomotive Repair Depot: 

- # 2. Railroad Workshop Area: This area was heavily damaged during World War II and was rebuilt in 1946. It consisted of an unestimated number of large metal-walled buildings. The area was enclosed by a wooden fence approximately two m. in height, with the main entrance on the south perimeter, which was adjacent to the main rail line. I cannot estimate the dimensions of the buildings or the number of tracks within the area as I observed it from a train window. Approximately 2,000 workers were employed in this area. I have no further information.
- # 3. Railroad Office Building: This was a single-story building of wooden construction approximately 30 m. long and 15 m. wide. An entrance was located on the south and north sides of the building.
- # 4. Rail Traffic Regulator's Office (for the Cluj area): This two-story building of cement-covered brick, was approximately 12 m. long and 12 m. wide. The building also housed the office of the railroad police, entrance to which was made from the north side. The entrance to the traffic regulator's offices was on the south side. I have no further information.
- # 5. Passenger Station: This cement-covered brick building was approximately 20 m. long, 15 m. wide and 10 m. high. The building could be entered from the north and south sides. It was formerly a section of the original station which was partially destroyed during World War II. I have no further information.
- # 6. Rail Traffic Control (for the Cluj rail yards area): This was a single-story building of cement-covered brick approximately 15 m. long and 12 m. wide.
- # 7. Freight Warehouse: This was a single-story building approximately 25 m. long and 10 m. wide. A loading ramp was adjacent to the rail line.
- # 8. Railroad Bridge: The bridge, which spanned the Somes River, was constructed in 1950 and I believe it carried a double rail line. It was of metal construction approximately 10 m. long and 4 to 5 m. above the Somes River. Its abutments were of concrete construction.
- # 9. Industrial Section: I observed numerous buildings of various sizes and types in this area while passing it on a train. I saw large pieces of machinery through the windows of those buildings adjacent to the tracks.
- # 10. Herbach Shoe and Leather Factory (formerly known as Dermata Factory): I saw four to five buildings. The two- and three-story buildings appeared to be of reinforced concrete construction. The area was observed from a train window on numerous occasions and because of the angle of view, I was unable to determine the exact number of buildings.

SECRET

SECRET

-3-

- # 11. Military Installation: This installation was known to me as Cazarma Someseni and was observed from a train window only. I saw an unestimated number of one- and two-story buildings, constructed of cement-covered brick. One large-type field or AAA gun was observed in the area, which led me to believe that this was an artillery training camp.
- # 12. Military Training Field: The area consisted of an athletic field, obstacle course, and firing range.
- # 13. Cigarette Factory: This factory consisted of four or five two-story buildings constructed of cement-covered brick with tile roofing. I cannot estimate the dimensions of the buildings but I would estimate the factory area to be 100 m. long and 10 m. wide. The area was located on the north side of Strada Armatei Rosii across from Cazarma OILA. A cement wall approximately one meter in height, on top of which was an iron fence one to two meters high, separated the area from Strada Armatei Rosii. The main entrance was on this street.
- # 14. Cazarma OILA (military installation):
- # 15. Military Installation - 10th Inf. Regt.: The installation area was approximately 45 m. sq. and was situated on Strada Dorobantilor two blocks east of the Rumanian Opera House. I cannot estimate the number of buildings but remember that there were one- and two-story buildings constructed of cement-covered brick with tile roofs. The entrance to the area was on Strada Dorobantilor and was guarded at all times by an armed sentry.  At that time, all military personnel in the Cluj area voted at this installation.
- # 16. Military Installation: The area consisted of four or more two-story buildings constructed of cement-covered brick with tile roofs. The area was situated on the east side of "Opera Park" and its main building faced the park. The one entrance observed was on the park side and was guarded by an armed sentry. I believe that one building was used as a stable and that within the area there was known to be a military sports club and weapons storage depot. No military equipment was observed. During 1947-48, the 6th Administrative Battalion occupied this installation. It was rumored that the area housed a battalion of mountain troops in 1950.
- # 17. Military Clothing Warehouse: This area consisted of the warehouse and a small one-story building used as the office. I cannot estimate the dimensions of the buildings or roof types; the buildings were constructed of cement-covered brick. I do not know the street address; the warehouse area was one block south of Strada Avram Iancu and was west of a large cemetery. The main entrance was on the cemetery side and was guarded by an armed sentry.
- # 18. Bridge: This was constructed of concrete and was approximately six meters wide. It spanned the Somes River.
- # 19. Bridge: This was constructed of concrete and was approximately six meters wide.

SECRET

SECRET

-4-

- # 20. Bridge: Strada Garii. This bridge was newly-constructed in 1950. It was approximately 10 m. wide and was constructed of reinforced concrete. I consider this to be the strongest bridge in the Cluj area.
- # 21. Bridge: This bridge was constructed of iron but I cannot estimate its width. Strada General Grigorescu terminated at the north entrance to the bridge. I have no further information.
- # 22. URSU Beer Factory: This factory was located on Strada Manastur and was constructed of cement-covered brick; I cannot estimate the dimensions. I do not know what type roof it had.
- # 23. Two Partially-Completed Buildings: I observed these buildings in 1949. Construction had been halted at that time and the buildings remained unoccupied in their partially-completed state. Each of the two buildings had cement and brick walls, three floors, and partially-completed tile roofs. Large windows were in each building. I cannot estimate the dimensions of the buildings. It is my opinion that the two buildings were being constructed as additions to Cluj University, but they appeared to be suitable for industrial use also.
- # 24. Concrete Construction: I believe that this small construction, most of which appeared to be underground, was a water supply pumping station for the city. I have no further information.
- # 25. Military Installation: I saw this installation, Cazarma Floresti, once in 1950. I had heard that the installation was occupied by an artillery unit. Approximately four two-story buildings of cement-covered brick construction, roof types unknown, and at least ten smaller buildings, appearing to be of concrete construction, were observed. I believe the latter buildings housed field guns. I have no further information.
4. Reference is made to Enclosure B, overlay of 0251-9992-25 ICM, showing the locations of various government buildings, offices, jails, etc., in the city of Cluj.
- Point # 1. Rumanian Railroad (Calle Fe ate Romane - CFR) Engineering Offices and School for Tower Operators and Telegraphers: I cannot recall the street name or the number. The two buildings were situated on a small hill approximately six m. higher than street level. A cement stairway led to the buildings from the street. Each building consisted of three floors, was of brick construction, and had a tile roof. Each was approximately 20 m. long and 8 m. wide and had front and rear entrances. An unarmed doorman was at one front entrance. In 1950, the director of the school was (fnu) FIAT, a known Communist. Thirty students finished this school in 1950 either as tower operators or telegraphers. I have no further information.
- # 2. Finance Office, Rumanian RR: I do not know the address but this office was in the vicinity of the railroad station. The building was approximately 15 m. wide along the street side. I do not know the length. It was of brick construction; I do not know the type of roof.

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SECRET

-5-

All financial matters and much administrative work regarding the Rumanian RR were conducted at this office. I observed an unarmed doorman during the day at the entrance on the street side of the building. I have no further information.

- # 3. Militia: This headquarters was located on Strada Armatei Rosii, formerly known as Strada Marasal Foch. The entire area, which was situated next to Malinovski Park, was approximately 100 m. long and 30 m. wide. A courtyard was located in the center of the area. In the rear section of the area was an office from which identification cards were issued to the public. The building situated on the west side of the area consisted of offices. A garage and small jail were located on the east side of the area. All buildings were constructed of cement-covered brick with tile roofs. All were two-story buildings with the exception of the garage and jail which were one story high. One entrance was located on Strada Armatei Rosii and a second entrance was located at the NE corner of the area. An armed guard was located at each entrance. Prisoners serving short terms were confined in the small jail. The Chief of the Militia in 1946 was (fnu) CRACIUN. I believe that he has been transferred to Constanta, however.
- # 4. Main Offices, Rumanian RR (4th Region): This two- or three-story building was situated on Strada Armatei Rosii adjacent to the NE corner of the Opera House grounds. The main entrance was on this street. The building was constructed of brick with a tile roof. An unarmed doorman was at the entrance. The former director of these offices was a Hungarian named Ioska POP, a "dangerous Communist", who later became Political Chief of the Main Offices of the Rumanian Railroad in Bucharest.
- # 5. Labor Office (Oficiul Muncii): This office was not affiliated with the Rumanian RR. The building in which it was located consisted of other offices, the functions of which I do not know. The two- or three-story building was approximately 20 m. long and 15 m. wide and was constructed of brick. The large entrance was on Strada Armatei Rosii. Cement steps led from the street level to the entrance. A smaller entrance was located on the east side of the building.
- # 6. City Finance Administration Building (Administratia Financiara): This was a two-story building constructed of brick with a tile roof. It was approximately 30 m. by 30 m. and was situated on Strada Dorobantilor. The main entrance was located on the side adjacent to the Opera House ground. An unarmed guard was posted at this entrance. This was the tax collection and price control office for the city of Cluj.
- # 7. Civil and Military Court (Tribunalul Civil si Militar): This three-story building was constructed of brick. I do not know the roof type. The building was located on Strada Dorobantilor with an entrance on this street as well as one adjacent to the Opera House grounds. Within the building area was a jail. A permanent move of a Cluj inhabitant to another city had to be cleared through this office prior to the move. A record was also made of newly-arrived inhabitants. Criminal and other records were maintained in this office.

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-6-

- # 8. Union of the Working Youth (Uniunea Tineretului Muncitoresc - UTM) and General Confederation of Workers (Confederatia Generala a Muncii - CGM): This two-story brick building with tile roofing was located east of the Roman Catholic church. The main entrance was on Piata Libertatii (Liberty Square) in the center of which the church was located. Both organizations were Communist-conducted. All members of UTM and CGM were not Party members but all were subject to Communist indoctrination. I can furnish no information on security measures employed by these organizations.
- # 9. City Council and Advisory Office (Sfatul Popular a Orasului) and Small Jail: This two-story building, located on Strada Regina Maria, was of brick construction and approximately 30 m. long and 30 m. wide. I do not know the type of roof. The jail was located in the NE section of the building. It was possible to walk through the main entrance archway, to continue through the interior courtyard and out again to a rear street. The main entrance doors were located within the archway on either side.
- # 10. Headquarters of the Communist Party (Sediul Partidului Communist): This building was located across the street from the south perimeter of Piata Libertatii; its main entrance faced the Roman Catholic cathedral grounds in the center of the square. The four-story, cement-covered brick building had two balconies located on the second and fourth floors. The front of the building was approximately 12 m. in length. I cannot give further dimensions. The doorman was probably armed. The entrance facing Piata Libertatii consisted of a double door of wood (probably oak) construction. A small bar-covered window occupied the upper portion of each door. To either side of the main door was a large opaque glass window. During the night, the front of the building was patrolled by an armed guard. Adjacent to this building to the east was a hat and fur shop and to the west "ARLUS" /See No. 117.
- # 11. The Soviet-Rumanian Liaison Association (Asociatia Romana Legatura Cu Uniunea Sovietica - "ARLUS"): This four-story building was constructed of cement-covered brick and had a metal plate (tabla) roof. It was approximately 20 m. long and 20 m. wide. The main entrance was on Strada Universitatii. "ARLUS" occupied the second floor. The first floor was a book store.
- # 12. Student Political Office (Biroul Politic Studentesc): This small one-story building was constructed of cement-covered brick and had a tile roof; it was located on Strada Nicolae Iorga, west of Piata Libertatii; I do not know the street number. The entrance was on the east side; I do not know the street name.
- # 13. Road and Highway Construction Direction Office (Directia Generala Drumelor si Soselelor): This was a two-story cement-covered brick building with a tile roof; it was approximately 15 m. long and 15 m. wide. It was located on Strada Avram Iancu, with the entrance on this street.
- # 14. Securitatea: This was a two-story, cement-covered brick building located on Strada Republicii just south of its intersection with Strada Avram Iancu. The area, including the buildings and courtyard, was approximately 20 m.

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-7-

in width adjacent to Strada Republicii and 50 m. in length. The front office building was two stories high and constructed of cement-covered brick with a tile roof. The rear building, constructed in 1948, was somewhat smaller, had two floors, and was constructed of cement-covered brick with a tile roof. The jail of the Securitatea was located below ground level. I do not know the dimensions of the buildings. A uniformed armed guard was posted at the one entrance on Strada Republicii. A brick wall approximately 2½ m. in height separated the area from Strada Republicii.

- # 15. Apartments for Communist Party Activists (Blocul Partidului Communist): This apartment building was located on Strada Republicii across from the termination point of Strada Avram Iancu. It was donated to the Party by an engineer named (fnu) VICIU. The building was approximately 20 m. in length along Strada Republicii and consisted of five floors. It was of modern concrete or cement construction with a metal plate (tabla) roof. The main entrance was on Strada Republicii and a guard was posted at this door. Important Party members and families lived in this building.
- # 16. Sfatul Popular a Regiunea Cluj: This building was located at the SW corner of Strada Manastur and Strada Victor Babes. The building, which had an interior courtyard, was approximately 40 m. long and 30 m. wide and consisted of three floors. It was of cement-covered brick construction; I do not know what type roof it had. Entrances from either street were guarded by a doorman; however, it was possible to enter at any time during the day.
- # 17. Main Office of Unions (Sediul Sindecatelor): The office was located on the second floor of the building which was located at the corner of Piata Libertatii and Strada Nicolae Iorga. The building was approximately 15 m. long and 15 m. wide and was constructed of cement-covered brick. The first floor consisted of the Rumanian RR Travel Office and stores of various kinds. It had two unguarded entrances, one on Piata Libertatii and one on Strada Nicolae Iorga.
- # 18. Electric Office (Biroul Seta): This modern building was approximately 12 m. by 12 m. and was constructed of cement or concrete with a metal plate (tabla) roof. It was located on Strada Memorandu, across from the National Bank.
- # 19. National Bank: This was located on Strada Memorandu. It was a cement-covered brick building with a tile roof, one or two stories high. All windows were barred and a uniformed guard was posted at the entrance on Strada Memorandu. I heard that the main vaults were below ground level. This bank was not the bank used by the public for making deposits, etc. [redacted] referred to the bank described as Banca Nationala, Republica Populara Romana. 25X1A
- # 20. Telephone Office and Exchange: This was a two-story building, approximately 15 m. long and 10 m. wide. It was a comparatively new building of cement construction. It was located on an unidentified street one block north of Piata Libertatii. [redacted] A city plan showed the street to be Strada E. Zola. The main entrance was on this street with a side entrance for employees.

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-6-



- # 21. Post and Telegraph Office (Posta Si Telegraf): An old two- or three-story building constructed of cement-covered brick with an unknown type roof. It was approximately 30 m. long and 20 m. wide and was located on the west side of Strada Garii, approximately two blocks south of the Somes River.
- # 22. Rumanian RR Inspection Office (Inspectorat CFR): This was a two- or three-story building constructed of cement-covered brick; I do not know what type roof it had. It was approximately 15 m. long and 12 m. wide and was located on the east side of Strada Garii and adjacent to the north bank of the Somes River. The entrance was on Strada Garii.
- # 23. Inspectoratul Silvic: This office was concerned with forest conservation, etc. The building, which had two or three floors, was constructed of cement-covered brick and had a tile or metal plate (tabla) roof; it was approximately 30 m. long and 10 m. wide. It was located on Strada Garii, one or two blocks north of the Somes River.
5. Reference is made to Enclosure C, overlay of 0251-9992-25 ICM, pinpointing locations of schools, hospitals, churches, etc.
- Point # 1. Epidemic Hospital (Spitalul Epidemie): This was a one-story building approximately 50 m. long and 8 to 10 m. wide. It was constructed of cement-covered brick and had a tile roof.
- # 2. Marianu Institute (Institutul Marianic): Situated on Strada Garii, this three-story building was constructed of red brick with a metal plate (tabla) roof. It was a school for girls and was also used for political studies and lectures by Communist officials in the Securitatea and the CFR.
- # 3. Health Laboratory (Laborator de Igiena): A modern, new, two- or three-story building of concrete construction; I do not know the roof type. The building was approximately 50 m. long and 10 m. wide.
- # 4. Church: This was a small building constructed of cement-covered brick; it had a tile roof. It was situated on Strada Armatei Rosii or the continuation of this street which was known as Strada Somoseni. The street divided at the church, i.e., the church was situated on a so-called "island" in the middle of the street.
- # 5. Veterinary Hospital (Spitalul Veterinar): This consisted of several small one-story buildings of unknown construction. I have no further information.
- # 6. Cancer Institute (Institutul de Cancer): This was situated on Strada Armatei Rosii (possibly Strada Somoseni at this point) across the street from Cazarma OILA (No. 14, Enclosure A, this report). The installation consisted of four buildings. The main office building was one story high, approximately 30 m. long and 10 m. wide. The laboratory building was one story high, approximately 15 m. long and 6 m. wide. Patients were quartered in a two-story building, approximately 25 m. long and 12 m. wide. The fourth building,

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-9-

- quarters for hospital personnel, was two stories high, approximately 15 m. long and 10 m. wide. All buildings were constructed of cement-covered brick and had tile roofs.
- # 7. Hospital for Women's Diseases (Spitalul de boli de femei): Situated on Strada Armatei Rosii, this building was one story high and approximately 50 m. long and 10 m. wide.
  - # 8. Institute for the Blind (Institutul pentru Orbi): Situated on Strada Dorobantilor, this three-story building was approximately 20 m. long and 15 m. wide and was constructed of brick with a metal plate (tabla) roof.
  - # 9. Institute for the Deaf and Dumb (Institutul pentru Surdo-muti): Situated across from the Institute for the Blind on Strada Dorobantilor, this one-story building was approximately 20 m. long and 10 m. wide, and was constructed of brick with a tile roof.
  - # 10. Orthopedic Hospital (Spitalul de Ortopedie): This consisted of two buildings, both of which were of cement-covered brick construction with tile roofs, and approximately 20 m. long by 10 m. wide.
  - # 11. Military Medicine Depot (Depozitul de Medicamente Militar): The area consisted of an old two-story building approximately 30 m. long and 10 m. wide and a courtyard in which were located two storehouses, each approximately 10 m. long and 8 m. wide. All buildings were constructed of cement-covered brick and had tile roofs. I do not know the name of the street.
  - # 12. Military Hospital (Spitalul Militar): This area, located across the street from the Military Medicine Depot, consisted of four cement-covered brick buildings having tile roofs. The two-story office building adjacent to the street was approximately 60 m. long and 10 m. wide. Behind this building were two two-story buildings for patients. Each building was approximately 40 m. long and 10 m. wide. The fourth building, a laboratory, was one story high and approximately 10 m. long and 8 m. wide.
  - # 13. Orthodox Cathedral (Catedrala Ortodoxa): Situated in the north section of Malinovski Square (Piata Malinovski), this building was constructed of concrete and brick and had a metal plate (tabla) roof. It was approximately 30 m. long, and 20 m. wide, and 25 m. high.
  - # 14. Opera House: Situated in Malinovski Square just south of the Orthodox Cathedral, this building was approximately 50 m. long, 25 m. wide, and 20 m. high. It was constructed of brick and concrete and had a metal plate (tabla) roof. Two large statues adorned the roof. In 1950, another building was being constructed to the rear of the Opera House and was to be used as a ballet school.
  - # 15. Student House for Boys (Caminul Studentesc pentru Baieti): Situated in Malinovski Square just south of the Opera House, this three-story building was approximately 50 m. long and 20 m. wide. It was constructed of brick and had a metal plate (tabla) roof.

SECRET

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-10-

- # 16. School Area (Cartier de Scolii): Situated on Strada Avram Iancu, this area contained a grade school and a church. The school, adjacent to Strada Avram Iancu, was approximately 40 m. long and 10 m. wide. It was constructed of cement-covered brick and had a tile roof.
- # 17. Secondary School for Girls (Scoala Medie de Fete): Situated on Strada Avram Iancu across from the school at No. 167, this area consisted of two buildings two stories high, constructed of cement-covered brick with tile roofs. Each building was approximately 20 m. long and 8 m. wide.
- # 18. Roman Catholic Cathedral (Catedrala Romana Catolica): This Gothic-style church was situated in Liberty Square (Piata Libertatii) and was approximately 40 m. long, 20 m. wide, and 43 m. high at the steeple. It was constructed of stone blocks and had a tile roof.
- # 19. Large Statue: This bronze statue depicted Matei CORVIN mounted on a horse, with several soldiers standing alongside. The base was constructed of stone block. It was situated in front of the Catholic Cathedral.
- # 20. Cluj University Administrative Building (Oficiul Universitar): Situated on Strada Universitatii across from the main building of the University No. 217, this building was two stories high, approximately 50 m. long and 20 m. wide. It was constructed of cement-covered brick and concrete and had a metal plate (tabla) roof. It housed offices, a student canteen, and a large concert hall.
- # 21. Cluj University: This area, covering a block, was located on Strada Universitatii. The building or buildings were arranged in a square, in the center of which were interior courtyards. The building area was approximately 100 m. long and 50 m. wide. It was constructed of red brick with tile roofs, and was three stories high.
- # 22. City Hall Annex (Anexa a Primariei): Situated on Strada Universitatii across from the SE corner of the University area, this two-story building was approximately 20 m. long and 10 m. wide. It was constructed of cement-covered brick and had a tile roof.
- # 23. Hungarian Secondary School (Scoala Medie Maghiara): Situated across the street to the south of the University area and adjacent to the City Hall annex, this cement-covered brick building with tile roof was approximately 40 m. long, 10 m. wide, and three stories high.
- # 24. Racovita Student House (Caminul Studentesc Racovita, formerly known as Avram Iancu): Located at No. 11 Strada Avram Iancu, this four-story building was constructed of red brick and had a metal plate (tabla) roof. I would estimate it to be 40 m. long and 25 m. wide.
- # 25. Secondary School for Girls (Scoala Medie de Fete): Located at No. 8 Strada Avram Iancu, this school consisted of two buildings (two-story) which were constructed of cement-covered brick and had tile roofs. Each building was approximately 20 m. long and 10 m. wide.

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SECRET  
-11-

- # 26. Rumanian Orthodox Church (Biserica Ortodoxa Romana): This was a small church located on Strada Bisericii Ortodoxe. It was approximately 20 m. long and 15 m. wide, and was constructed of cement-covered brick with a tile roof.
- # 27. Secondary School, Medical (Scoala Medie Sanitara): Located at No. 4 or No. 6 Strada Republicii, this two-story building was approximately 25 m. long and 10 m. wide and was constructed of cement-covered brick with a tile roof.
- # 28. Clinics District (Cartierul Clinicilor): This area was approximately 500 m. long and 350 m. wide. Within the area were approximately 30 buildings, most of which were constructed of red brick and had metal plate (tabla) roofs. The higher ground of the sloping terraced area was located to the south; in this section were the Pasteur Institute and the Neuropsychiatric Clinic. The newest clinic, constructed in 1937-38, was located in the north section of the area. This building or buildings had four stories and was approximately 80 m. long and 60 m. wide. /See [redacted] 25X1A
- # 29. Institute of Chemistry (Institutul de Chimie): This was a three-story building located in the center of an area approximately 300 m. long and 300 m. wide to the south of the clinic area /No. 28/. The sloping area had a single terraced section in the center on which the institute building was situated. The building was approximately 80 m. long and 20 m. wide. I have no details on the construction.
- # 30. Department of Agronomy (Facultatea de Agronomie): Situated on Strada Manastur across from the URSU Beer Factory /No. 22, Enclosure A, this report/, this area was approximately 300 m. long and 300 m. wide. Three cement-covered brick buildings with tile or metal plate (tabla) roofs occupied the area. The three storied central building was approximately 60 m. long and 15 m. wide. Each of the other two buildings was approximately 40 m. long and 10 m. wide and one or two stories high. Numerous greenhouses were also located in the area.
- # 31. Student Sport Stadium (Stadionul Sportiv Studentesc): Situated along the Somes River and to the west of the city limits, this area was approximately 600 m. long and 350 m. wide. Within the area was a two-story building approximately 20 m. long and 10 m. wide. It was constructed of brick and had a tile roof. The area also included a swimming pool, stadium, shooting gallery, six tennis courts, soccer field, and track.
- # 32. Children's Home (Azilul de Copii): Situated on Strada Grigorescu, this home consisted of five two- or three-story buildings constructed of cement-covered brick and having tile roofs. Each building was approximately 25 m. long and 10 m. wide.
- # 33. Bolyai Hungarian University (Universitatea Maghiara Bolyai): Located on Strada Octavian Goga, SE of the city park, this two-story building was constructed of cement-covered brick and was approximately 50 m. long and 15 m. wide.

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-12-

25X1A

- # 34. Hungarian Opera House (Opera Maghiara): Located to the east of the city park and adjacent to the Somes River, this building was approximately 35 m. long and 25 m. wide; it was constructed of brick and had a metal plate (tabla) roof.
- # 35. Children's Hospital (Spitalul de Copii): Located on Strada Manastur, this area consisted of two cement-covered buildings having either tile or metal plate (tabla) roofs. One building had three or four stories and was approximately 30 m. long and 10 m. wide. The second building was approximately 50 m. long and 10 m. wide. I do not know the number of stories.

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6. Reference is made to Enclosure D, overlay of City Plan - Cluj, utilized by [redacted] in pinpointing the following points of interest, most of which have been pinpointed in Enclosures A, B, and C.

- Point # 1. Student Sport Stadium (31, Encl. C)
- # 2. Children's Home (Azilul de Copii, 32, Encl. C)
- # 3. Street Bridge over Somes River (21, Encl. A)
- # 4. Hungarian Opera House (34, Encl. C)
- # 5. Street Bridge over Somes River (20, Encl. A)
- # 6. RR Inspector's Office (Inspectorat-CFR, 22, Encl. B)
- # 7. Inspectoratul Silvic (23, Encl. B)
- # 8. Street Bridge over Somes River (18, Encl. A)
- # 9. Marianu Institute (2, Encl. C)
- # 10. Locomotive Repair Depot (Depoul de Locomotive, 1, Encl. A)
- # 11. RR Workshop Area (Ateliere-CFR, 2, Encl. A)
- # 12. RR Engineering Offices and Schools (1, Encl. B)
- # 13. RR Office Building (3, Encl. A)
- # 14. Rail Traffic Regulator's Office (Regulatorul de Circulatie, 4, Encl. A)
- # 15. Passenger Station (5, Encl. A)
- # 16. Rail Traffic Control (Biroul de Miscare, 6, Encl. A)
- # 17. Rail Freight Warehouse (7, Encl. A)
- # 18. RR Finance Office (Serviciul Financiar, 2, Encl. B)
- # 19. Epidemie Hospital (1, Encl. C)
- # 20. Street Bridge over Somes River (19, Encl. A)
- # 21. RR Bridge (8, Encl. A)
- # 22 a & 22 b. Industrial Section (9, Encl. A)
- # 23. Herbach Shoe and Leather Factory (10, Encl. A)
- # 24. Health Laboratory (3, Encl. C)

SECRET  
-13-

- # 25. Church (4, Encl. C)
- # 26. Veterinary Hospital (5, Encl. C)
- # 27. Cigarette Factory (13, Encl. A)
- # 28. Cancer Institute (6, Encl. C)
- # 29. Cazarma OILA (14, Encl. A)
- # 30. Hospital for Women's Diseases (7, Encl. C)
- # 31. Military Installation, 10th Infantry Regt. (15, Encl. A)
- # 32. Institute for the Blind (8, Encl. C)
- # 33. Institute for the Deaf and Dumb (9, Encl. C)
- # 34. Orthopedic Hospital (10, Encl. C)
- # 35. Military Hospital (12, Encl. C)
- # 36. Military Medicine Depot (11, Encl. C)
- # 37. Military Installation, unknown (16, Encl. A)
- # 38. Student House for Boys (15, Encl. C)
- # 39. Opera House (14, Encl. C)
- # 40. Civil and Military Court (Tribunalul Civil si Militar, 7, Encl. B)
- # 41. City Finance Administration Building (6, Encl. B)
- # 42. Orthodox Cathedral (13, Encl. C)
- # 43. Rumanian RR Regional Office (4, Encl. B)
- # 44. Militia (3, Encl. B)
- # 45. Labor Office (Oficiul Muncii, 5, Encl. B)
- # 46. School Area (16, Encl. C)
- # 47. Military Clothing Warehouse (17, Encl. A)
- # 48. Secondary School for Girls (17, Encl. C)
- # 49. City Hall Annex (22, Encl. C)
- # 50. Hungarian Secondary School (23, Encl. C)
- # 51. Cluj University Administration Building (20, Encl. C)
- # 52. Cluj University (21, Encl. C)
- # 53. Headquarters of the Communist Party (10, Encl. B)
- # 54. Soviet-Rumanian Liaison Association (ARLUS) (11, Encl. B)
- # 55. Main Office of Unions (Sediul Sindecatelor, 17, Encl. B)
- # 56. City Council (Sfatul Popular a Orasului, 9, Encl. B)
- # 57. Union of the Working Youth - UTM (8, Encl. B)

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SECRET

-14-

- # 58. Large Statue (19, Encl. C)
- # 59. Roman Catholic Cathedral (18, Encl. C)
- # 60. Telephone Office and Exchange (20, Encl. B)
- # 61. Post and Telegraph Office (21, Encl. B)
- # 62. Bolyai Hungarian University (33, Encl. C)
- # 63. National Bank (19, Encl. B)
- # 64. Electric Office (Biroul Seta, 18, Encl. B)
- # 65. Cluj Region Council (Sfatul Popular a Regiunea Cluj, 16, Encl. B)
- # 66. Student Political Office (12, Encl. B)
- # 67. Racovita Student House (24, Encl. C)
- # 68. Rumanian Orthodox Church (26, Encl. C)
- # 69. Securitatea (14, Encl. B)
- # 70. Secondary School for Girls (25, Encl. C)
- # 71. Road and Highway Administration Office (13, Encl. B)
- # 72. Apartments for Important Communist Party Members (15, Encl. B)
- # 73. Secondary School, Medical (27, Encl. C)
- # 74. 75. 76. 77. Clinics District (28, Encl. C)
- # 78. Institute of Chemistry (29, Encl. C)
- # 79. Neuropsychiatric Clinic (28, Encl. C)
- # 80. Pasteur Research Institute (Institutul de Igiena Pasteur, 28, Encl. C)
- # 81. Anti-Rabies Institute
- # 82. Department of Agronomy (Facultatea de Agronomie, 30, Encl. C)
- # 83. URSU Beer Factory (22, Encl. A)
- # 84. Children's Hospital (35, Encl. C)
- # 85. Lake

Transportation Facilities:

7. Rail:

- a. Rail transportation to the city was furnished by the main line between Bucharest and Oradea /4705N-2155E/. A locomotive depot and railroad workshops were located in Cluj. I considered them vital to the rail transportation system of the Transylvania region. In 1950, passenger service to and from Bucharest was furnished by two fast and two slow trains a day. Passenger service to and from Copsa Mica /4607N-2416E/ was furnished by

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-15-

one train a day. One or two trains a day furnished passenger service to and from Deji /4709N-2352E/ and Satul Mare /4748N-2253E/. In 1947-48, a two-car Diesel train furnished rapid transportation to Sibiu /4548N-2409E/; I am unable to say, however, if this particular run was in operation in 1949-50.

- b. I would estimate that 20 freight trains passed through Cluj each day, each having 30 to 40 cars, and occasionally 50 cars. Tank cars were usually consolidated into one train. I never observed military equipment being transported by rail. However, a friend of mine, a tower operator in the Cluj rail yards, informed me on numerous occasions that freight trains transporting military equipment had passed through Cluj in a westerly direction. I observed only semaphore-type railroad signals in the Cluj area.

## 8. Bus:

- a. The "Rata" Bus Lines furnished transportation within the city. The vehicles were small, the majority holding a capacity of 25 persons. I do not know the manufacturer, but I recall seeing one Skoda bus in 1950. Cash fares were paid upon entrance for transportation within the city limits. For travel beyond the city limits, it was necessary to purchase tickets at the Central Bus Station which was located on Strada Dorobantilor across from the 10th Inf. Regt. area /See 31, Encl. D/. The principal motor bus workshops were located at Targul Mures /4633N-2433E/. The motors and chassis for the buses were manufactured in the USSR. Bus transportation within the city stopped each day at approximately 10 P.M.
- b. The routes in 1950 were as follows:
- (1) From Satul Manastur on Calea Floresti (Floresti Highway), Strada Manastur, Strada Memorandu, Piata Libertatii, Strada Doja, and Strada Garii to Cluj RR Station.
  - (2) From RR Station on Strada Garii, Strada Doja, Piata Libertatii, Strada Regina Maria, Piata Malinovski, Strada Pata, to a point near Strada Baltii.
  - (3) From RR Station on Strada Garii, Strada Doja, Piata Libertatii, Strada Iorga, Strada Republicii, Strada Creangu, to the Hospital for the Insane (Spitalul de Nebuni).
  - (4) From RR Station on Strada Garii, Strada Doja, Piata Libertatii, Strada Regina Maria, Strada Muresianu, to Piata Engles.
  - (5) From Piata Marasti on Strada Somoseni, Strada Armatei Rosii, Strada Doja, Strada Docia, Strada Traian, Strada Arbatorului, to Herbach Shoe and Leather Factory /See 23, Encl. D/.
  - (6) From Piata Libertatii on Strada Doja, Strada Garii, RR Station, Strada Locomotivei, to Dambul Rotund.
  - (7) From NE corner of Piata Libertatii to village of Somoseni every one or two hours.
  - (8) From Strada Delaveancea to town of Floresti every one or two hours. Route: Strada Memorandu, Strada Manastur, and Floresti Highway.
- c. In 1947-48, bus transportation was available to Sibiu /4545N-2316E/, Targul Mures /4633N-2433E/, Bistrita /4707N-2430E/, Baia Mare /4740N-2535E/, Turda /4635N-2346E/, and Oradea /4705N-2155E/. This transportation may still have been available during 1951.

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-16-

**9. Other City Transportation:**

- a. Approximately 30 privately-owned taxis operated in the city, plus approximately 30 horse-drawn carriages.

**Communication Facilities:****10. Telephone:**

- a. An automatic exchange system was in use in Cluj during 1951. Although I am not positive, I believe that five-digit numbers were in use. At the Central Telephone Office in Cluj, it was necessary to show identification papers prior to making a long-distance call. The call was placed with a clerk at the desk who then assigned the requestor to a telephone booth for the call. I have no information on calls to points outside Rumania.

**11. Telegraph:**

- a. I have sent telegrams to points within Rumania and was not required to show identification. It was necessary to go to the Post and Telegraph Office in Cluj to send the wires, however. I do not doubt that to send a wire outside Rumania would require proper identification and further investigation. Telegram forms were completed by the sender along with the message. I did not hear of any cases where people were refused or questioned upon requesting to send a wire within Rumania. I cannot recall the rates.

**Physical Characteristics of Cluj****12. Street System:**

- a. Most of the principal streets within the city were constructed of asphalt with cobblestone gutters. Most of these principal streets were lined with locust trees (salcam) and had sidewalks on either side. Streets were illuminated generally by means of electric lamp posts placed at intervals along the curb; I do not know the distance between posts.
- b. The street numbering system is not clear in my mind. I am sure, however, that odd numbers were on one side and even numbers on the other. Piata Libertatii (Liberty Square) was the center of the city with regard to the street system and circulation of traffic. Although not positive, I believe this square was also the central point for the street numbering system.
- c. Street signs were usually found on the corner of the first building or house in a block. House or building numbers were usually accompanied by the name of the street. Storm sewer openings were located near the intersections of streets. I would estimate the average height of curbing to be 10 cm. I cannot recall having seen telephone poles or lines bordering city streets; I believe most lines were underground.
- d. Traffic was controlled at busy intersections by members of the militia. The use of traffic lights in Cluj began sometime during 1950. I recall seeing only five intersections at which traffic lights were installed. The lights (red, amber, green) were hanging from a cable over the middle of the intersections and were located at the following places in December 1950:
  - (1) Strada Armatei Rosii and Piata Libertatii.
  - (2) Strada Garii (Calea Horea) and an unknown street one or two blocks north of the Somes River.

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-17-

- (3) Strada Regina Maria and Piata Malinovski.
  - (4) Junction of Strada Manastur and Strada Memorandu See 65, Encl. D7.
  - (5) Strada Armatei Rosii and ?.
- e. I consider the following streets the most important in the city with regard to traffic circulation and routing to neighboring towns and villages:
- (1) Calea Turzii (Turda Highway) which ran south from the city of Turda and was the main route taken toward Alba Iulia, Sibiu, Brasov, Ploesti, and Bucharest. It was of asphalt construction and had two lanes near the city of Cluj.
  - (2) Strada Manastur was the main route for points west of the city. It began at Sfatul Popular See 65, Encl. D7 and ran west. The continuation of this street east from this point was known as Strada Memorandu, changing to Strada Armatei Rosii and eventually Strada Somoseni, and was the most direct and most frequently-traveled street used for points east of Cluj. This entire route through the city was constructed of asphalt. It had two or three lanes west of Piata Libertatii and three or four lanes east of this point.
  - (3) Strada Garii (known as Calea Horea Ut). This street began at the NE corner of Piata Libertatii and extended north to the Railroad Station. It was a three-lane street to the Somes River, becoming a four-lane street with a center island north of the river. The center island terminated at a point midway between the Somes River and the Railroad Station.

### 13. Residential Sections:

- a. Residential areas were located on the outskirts of the city to the NW, SW, and SE, the latter being the most recently-developed. The majority of the privately-owned houses in these sections were constructed of cement-covered brick with medium pitched gable-type roofs covered with tile. Wall coloring included white, cream, and pale green. The houses had either one or two floors and were located on small lots.
- b. Tenement-type apartments were found in the central section of the city and were two to three stories high. The majority were constructed of cement-covered brick and had low-pitch gable-type roofs covered with either tile or metal plate (tabla). Many apartments were found above shops and stores. In 1950, I read in a newspaper that three-story apartment buildings would be constructed in and near the industrial section to house the industrial employees. I consider the section east of the Somes River, both north and south of the railroad which extends in an east-west direction, to be the industrial section.

### 14. Other Characteristics:

- a. Somes River - this small branch of Somesul River was officially known as Somesul Mic (the Small Somes). It was not used commercially. It flowed in a southwesterly direction through the city, entering in the NE section and leaving the city in the SW section.
- b. Small Lake See 85, Encl. D7 - this lake was located in a small colorful park and was used for boating. It was drained during the winter months.

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-18-

- c. Cultivated areas were located NW, N, E, SE, and S of the city. The areas to the SW and W were less cultivated and consisted of low vegetated hills.

Security Measures and Curfew:

15. There was no occasion during my stay in Cluj when I was approached on the street and asked to produce my identification papers. I believe that as long as a man was able to stay out of trouble in public, it was fairly certain that he would not be asked for identification. A curfew was not employed; I was on the streets after midnight and encountered no trouble whatsoever. If a person had friends with whom he could live in the city, it was possible for him to reside there for an indefinite period without having to report to city authorities for registration just so long as he managed to stay out of trouble. I have no further information.

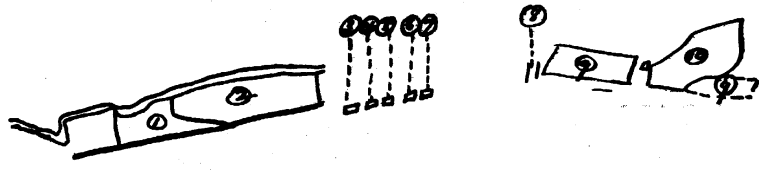
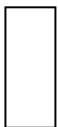
Enclosures:

- A. Overlay of 0251-9992-25 ICM, Pinpointing Military Installations, Industries, etc., in Cluj
- B. Overlay of 0251-9992-25 ICM, Pinpointing Locations of Government Buildings, Jails, etc. in Cluj
- C. Overlay of 0251-9992-25 ICM, Pinpointing Municipal Buildings in Cluj
- D. City Plan - Cluj

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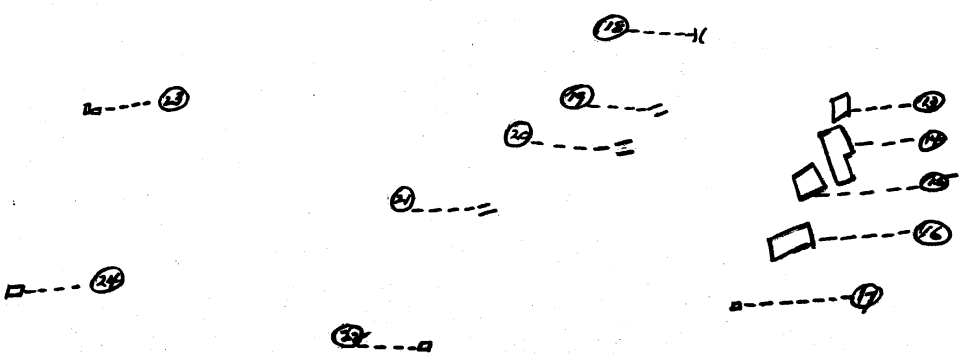
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ENCLOSURE A



4645 N  
2339 E

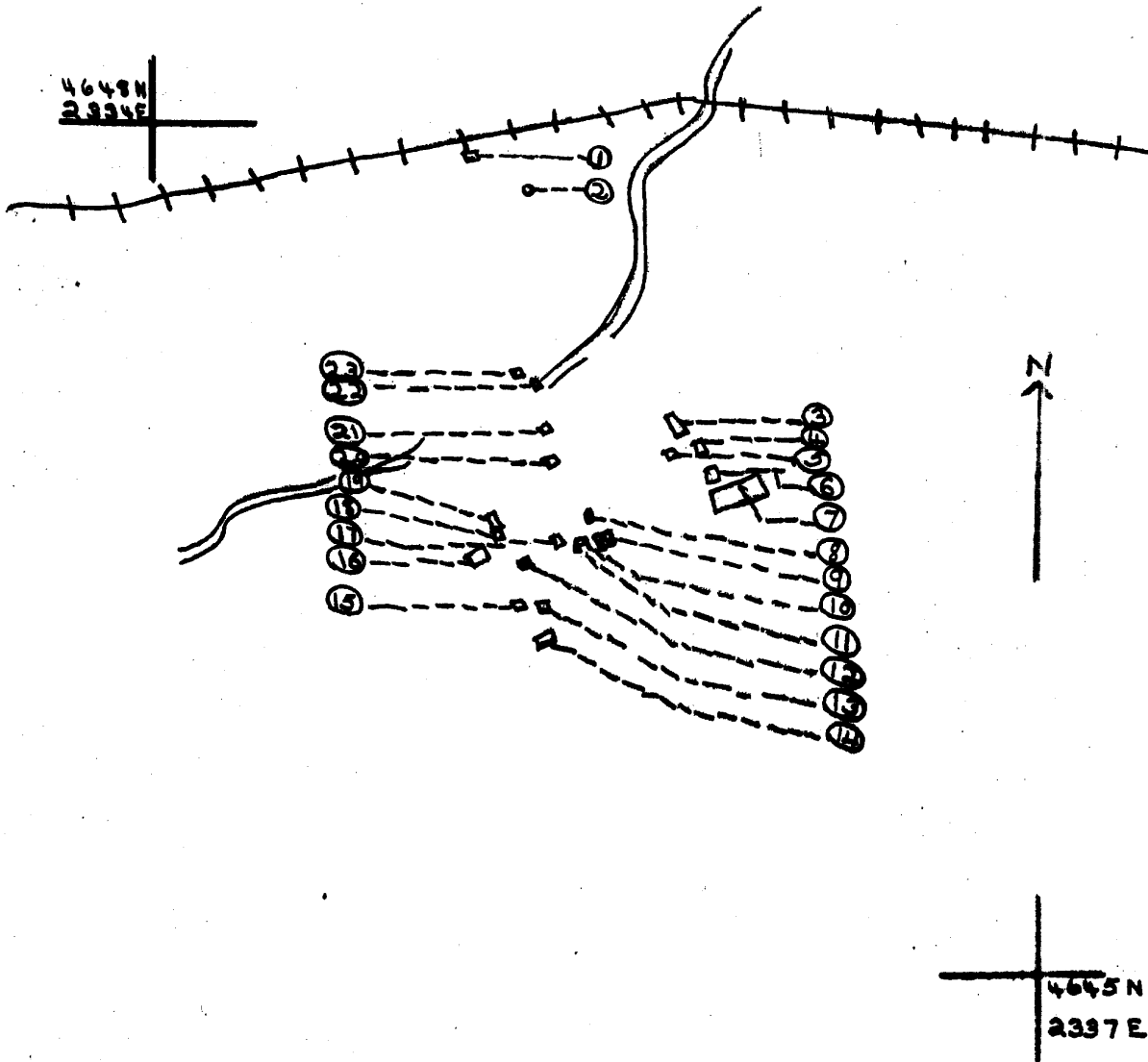
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ENCLOSURE: B

- 20 -

Overlay of 0251-9992-25 ICM Showing Pinpoint Locations of Government Buildings, Securitate, Jails, Etc.



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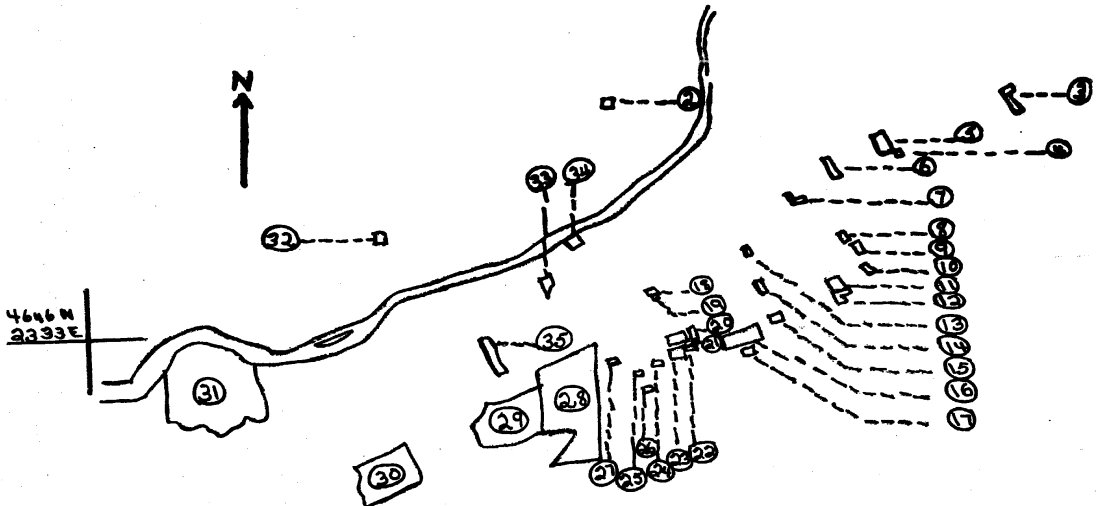


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- 21 -

ENCLOSURE: C

Overlay of 0251-9992-25 ICM Showing Locations of Schools, Hospitals, Churches, Etc. - Cluj

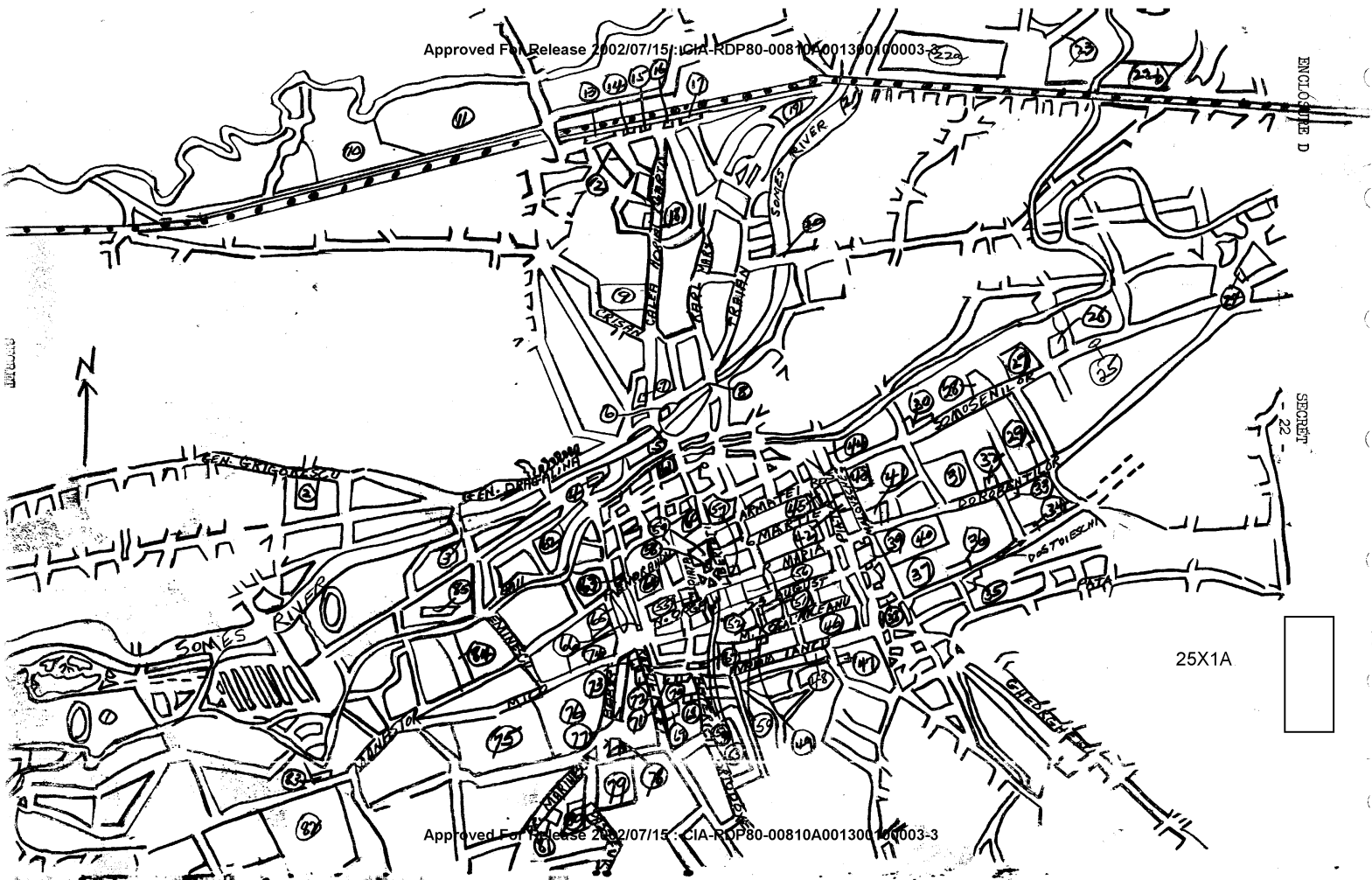


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ENCLOSURE D



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