

File 73

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Bulgaria/Rumania	REPORT NO.	[REDACTED]
SUBJECT	The Ruse-Giurgiu Bridge	DATE DISTR.	13 October 1953
	25X1	NO. OF PAGES	2 25X1
DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	[REDACTED]
PLACE ACQUIRED	[REDACTED]	REFERENCES	

- 25X1 1. Construction of the Ruse-Giurgiu bridge, known as Project 889, is headed by Longu (fnu), a Rumanian engineer. His assistant is Dikov (fnu), formerly head of the Bulgarian Commercial Fleet. Offices of the project are in the former commercial exchange on Red Square in Ruse.
2. Terms of the agreement between Bulgaria and Rumania specified that Bulgaria would build the sections in Bulgaria and over the river, and that Rumania would build the remainder. Work was to begin simultaneously in the two countries, and the bridge is to be completed in 1955, or possibly even in 1954. Work on the Bulgarian side was begun in May 1952.
3. The bridge will be 10 kilometers long--one and one-half kilometers in Bulgarian territory, three kilometers across the river and the river islands, and five and one-half kilometers in Rumanian territory. It will have two levels, the lower for rail traffic and the upper for other vehicles. One section will be a drawbridge.
4. The bridge will consist of a single row of large pillars of reinforced concrete with an elliptical cross-section. Pillars will in some places go down to a depth of 35 meters to reach bedrock. A height of 10 meters above water level was agreed upon for the bridge, but this is not believed to be final.
5. In January 1953, all pillars on the Bulgarian shore had been completed, and several had been completed in the river. Two of the river pillars were later washed away.
6. Three thousand to 3,500 workers are employed on the Bulgarian side; of these, 2,000 are Trudovaks. They are assisted by 250 Soviet specialists, such as draftsmen, engineers, and clerks. A "far larger" number of workers is employed on the Rumanian side.

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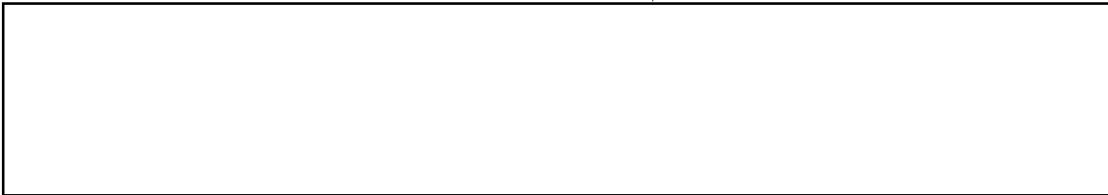
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7. Heavy industrial equipment in use on the project includes the following:
 - a. Five to 10 Hungarian bulldozers with shovel capacities of one-half to one meter;
 - b. One hundred and twenty Skoda trucks with capacities of five and 10 tons;
 - c. Ten Czech trucks with vertical forklifts; and
 - d. Two Czech trucks with lateral forklifts and tipping equipment, which arrived in 1953.
 8. On the Bulgarian side, a worker earns 20 leva per day, and an engineer earns 50 leva per day. A Soviet engineer receives free housing and 300 to 500 leva per day.

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