

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT NO.		25X1
SUBJECT	The Giurgiu-Ruse Bridge	DATE DISTR.	17 June 1954	
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1. Construction of the Giurgiu-Ruse Bridge across the Danube is proceeding from both the Bulgarian and Rumanian banks of the river. The bridge is being constructed east of Ruse at the east exit of the railroad bridge at Ruse and goes to the terminal point of the rail line leading from Giurgiu along the Danube's bank. It leads precisely to the point where the ferries which transported the railroad cars tied up until recently.
2. The bridge is of multiple level construction or "Kassetten" iron type. The lower level carries a double-track railway line and above that is a motor vehicle road eight meters in width. The length of the bridge, from shore piling to shore piling is 1,210 meters. In addition to the two shore pilings the bridge also has three base pilings.
3. The arch construction between the shore pilings and the outer base pilings has already been erected. (The arches on the Rumanian side are supplied by the Resita factory of the Soviet-Rumanian Metal Works and those on the Bulgarian side are supplied by Soviet and Hungarian bridge building firms.) The assembly and riveting of these parts is nearly completed.
4. From the Bulgarian side, twin tracks lead from the Ruse railroad station on two embankments to the site of the work. This means that these tracks will mark the position of the ultimate rail line. The laying of the highway running east from Ruse in the direction of the bridgehead on the Bulgarian side is also under way. This highway will first be built with an embankment and from the embankment there will be, over the row of tracks of the Ruse Railroad station, a highway bridge of reinforced concrete construction approximately six meters above the rails on the bridge at the bridgehead.

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5. Approximately 80 Soviet specialists have helped in the construction of the bridge on the Bulgarian side. These specialists were, however, called away suddenly and unexpectedly in late autumn of 1953 in order to work on another Danube bridge. On the Rumanian side near the bridge site, a freight station is being built and between the rail lines of Giurgiu, as well as between the now completed freight station, a second set of twin tracks is being laid.

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