

620508

CENTRAL INTELLIGENCE AGENCY

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

INFORMATION REPORT

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

COUNTRY	Bulgaria	REPORT	
SUBJECT	The Bulgarian Road Network	DATE DISTR.	25 June 1954
DATE OF INFO.		NO. OF PAGES	10
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. The mountainous nature of the Bulgarian terrain, characterized principally by a mountain chain located northwest of the capital and branching off into three important ranges, has determined the general alignment of the regular communications routes. These mountain chains are as follows:
 - a. The Balkan Mountains (Stara Planina), oriented toward the east;
 - b. The Rhodope chain, which extends in a southeastern direction; and
 - c. The Rila and Pirin Mountains, which project toward the south.
2. The framework of the road system is as follows:
 - a. Three arteries running east-west, from Sofia across the country:
 - (1) Sofia-Ikhtiman-Kostenets-Plovdiv-Khaskovo-Kharmanlii-Svilengrad-Turkish border. This road, continuing northwest to the Yugoslav border, joins Sofia with Slivnitsa and Dragoman, and is, in its entirety, Bulgaria's section of the International highway.
 - (2) Sofia-Pirdop-Karlovo (now Levskigrad)-Kazanluk-Sliven-Aytos-Burgas.
 - (3) Sofia-Botevgrad-Lovech-Turnovo-Omurtag-Shumen (now Kolarovgrad)-Varna (now Stalin).
 - b. Two arteries running north-south (respectively crossing the above-mentioned arteries), cutting across the whole width of the country:
 - (1) Lom-Ferdinand (now Mikhaylovgrad)-Sofia-Dupnitsa (now Stanke Dimitrov)-Gorna Dzhumaya (now Blagoevgrad)-Kulata-Greek border.
 - (2) Ruse-Byala-Turnovo-Gabrovo-Kazanluk-Stara Zagora-Khaskovo-Kurdzhali-Greek border.

SECRET/CONTROL -U.S. OFFICIALS ONLY

STATE	X	ARMY	EV	X	NAVY	X	AIR	X	FBI	AEC	ORR	EV	X
-------	---	------	----	---	------	---	-----	---	-----	-----	-----	----	---

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

SECRET/CONTROL - U.S. OFFICIALS ONLY

-2-

25X1

- 3. From these principal highways, representing those roads herein described as 1st class and having an average roadway width of approximately six meters, other roads secondary in importance to the preceding ones cut off from these major highways. These roads vary in width from four to five meters and link together the major Bulgarian towns.
- 4. Various roads traverse the mountainous areas, sometimes reaching high elevations. Among these, the following are noted as "trunk roads:"
 - a. Iskŭr-Belitsa, which reaches an elevation of 1,950 meters;
 - b. Troyan-Kamare, which reaches an elevation of 1,648 meters;
 - c. Gabrovo-Kazanlŭk (forming part of the principal Ruse-Kŭrdzhali route), which reaches an elevation of 1,329 meters;
 - d. Tvŭrditsa-Elena, a 3rd class road, which reaches an elevation of 1,942 meters; bifurcating at Elena, joining the Sofia-Burgas road with the Sofia-Varna road at Tŭrnovo and Dzhulyunitsa; and
 - e. Tŭrnovo-Gurkovo, which reaches an elevation of 682 meters and, like the preceding trunk, joins the Sofia-Burgas and the Sofia-Varna roads.
- 5. Road surfaces are as follows:
 - a. For 1st class roads or principal highways and 2nd and 3rd class roads: Asphalt (only a few), cobblestones, rolled gravel, or cement; and
 - b. For 4th class roads: Almost all have natural surfaces.
- 6. The map enclosed herewith as an Appendix, pages 3, 4, 5, 6, 7, 8, 9, and 10, shows the entire Bulgarian road network.

ASSEMBLE APPENDIX AS FOLLOWS:

-3-	-4-	-5-	-6-
-7-	-8-	-9-	-10-

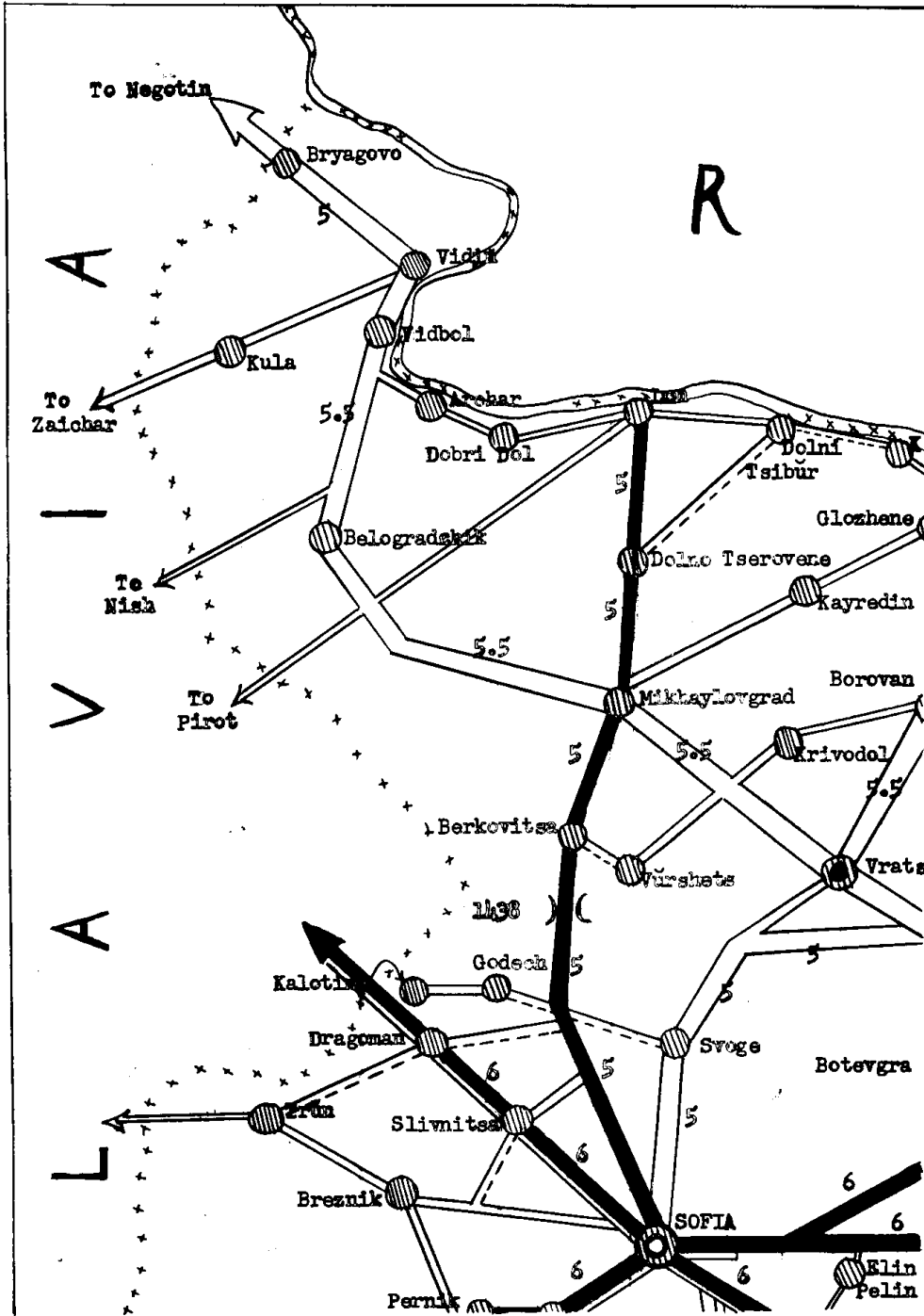
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

APPENDIX

-3-



SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

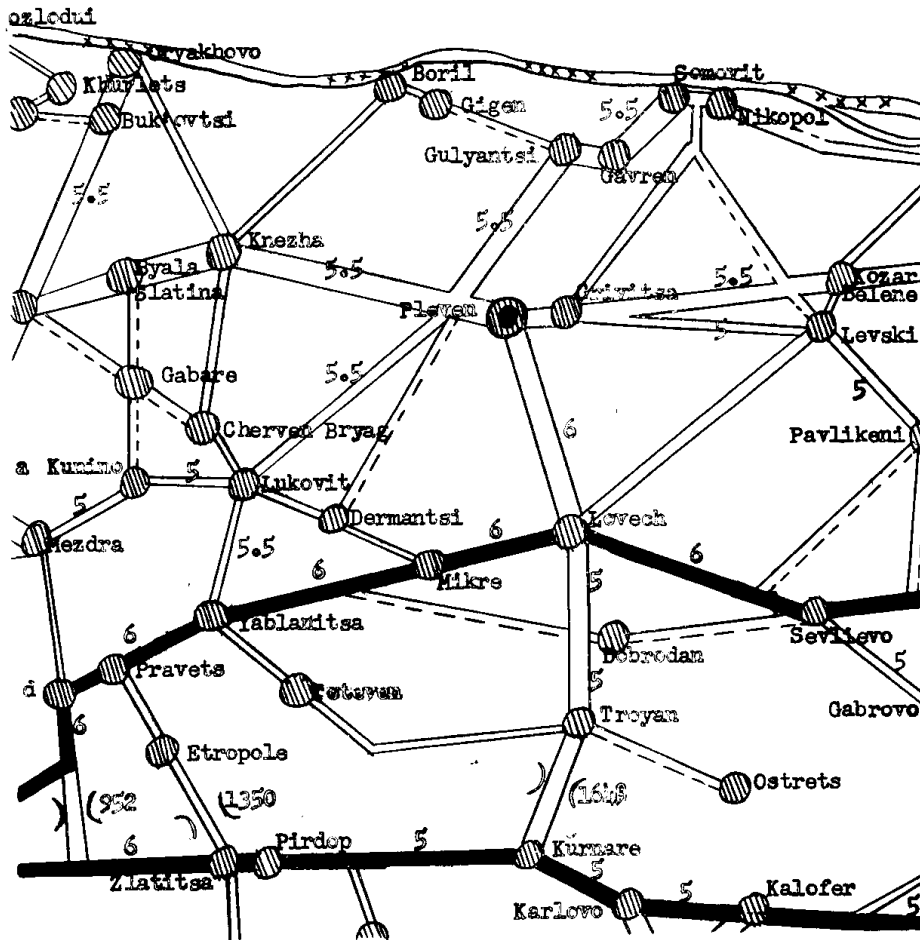
APPENDIX (Continued)

4



25X1

U M A N



SECRET/CONTROL - U.S. OFFICIALS ONLY

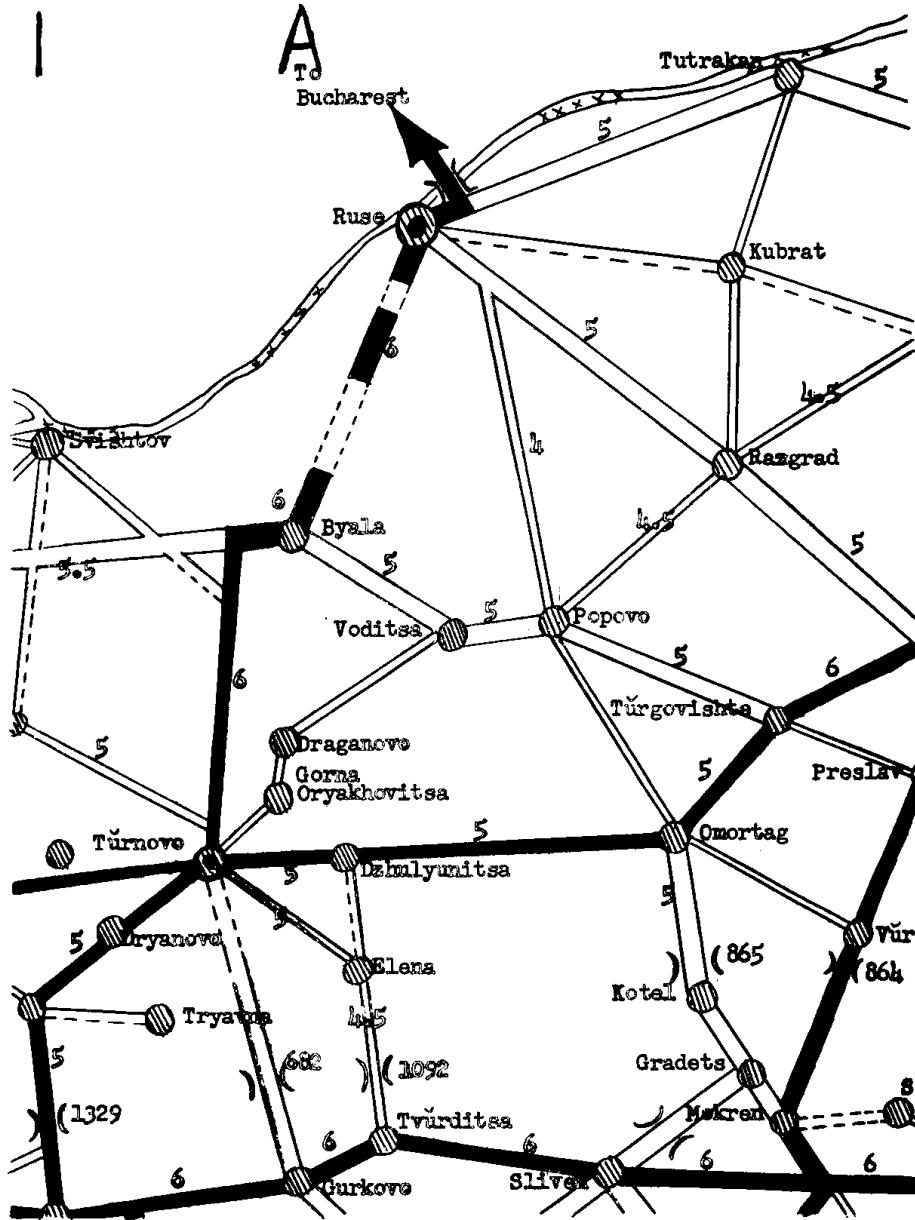
SECRET/CONTROL - U.S. OFFICIALS ONLY

APPENDIX (Continued)

-5-



25X1



SECRET/CONTROL - U.S. OFFICIALS ONLY

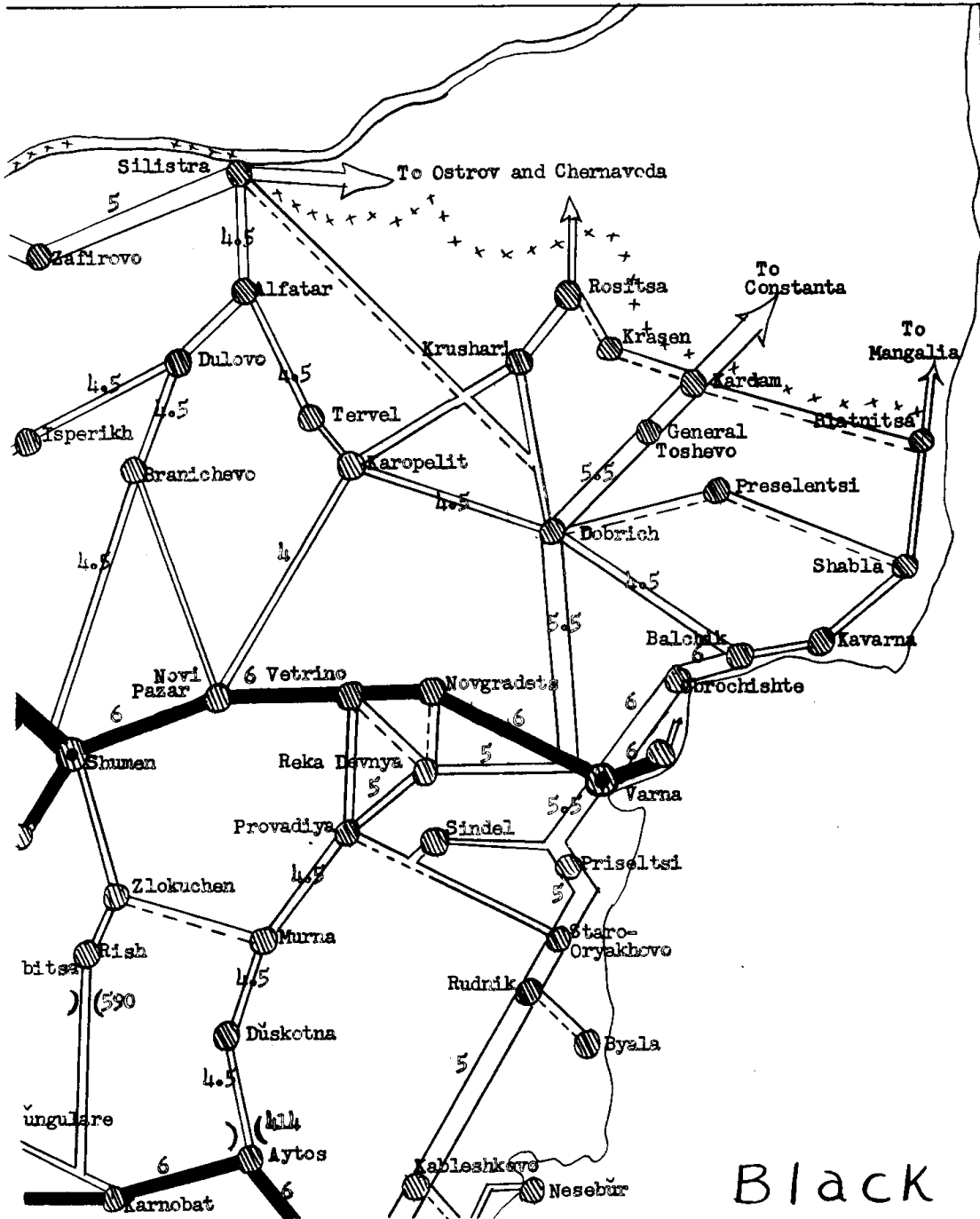
SECRET/CONTROL - U.S. OFFICIALS ONLY

APPENDIX (Continued)

-6-



25X1



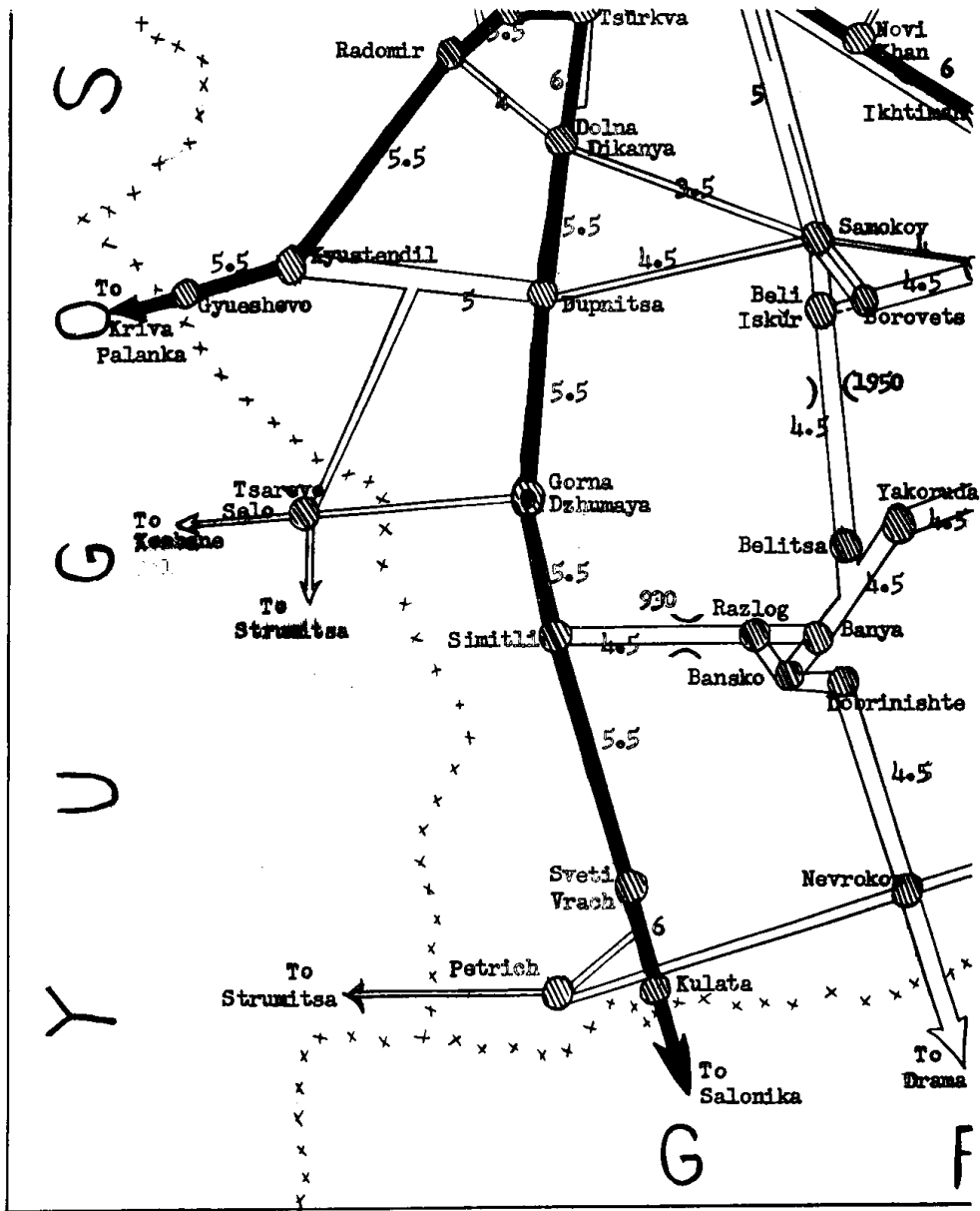
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

APPENDIX (Continued)

-7-

25X1



SECRET/CONTROL - U.S. OFFICIALS ONLY

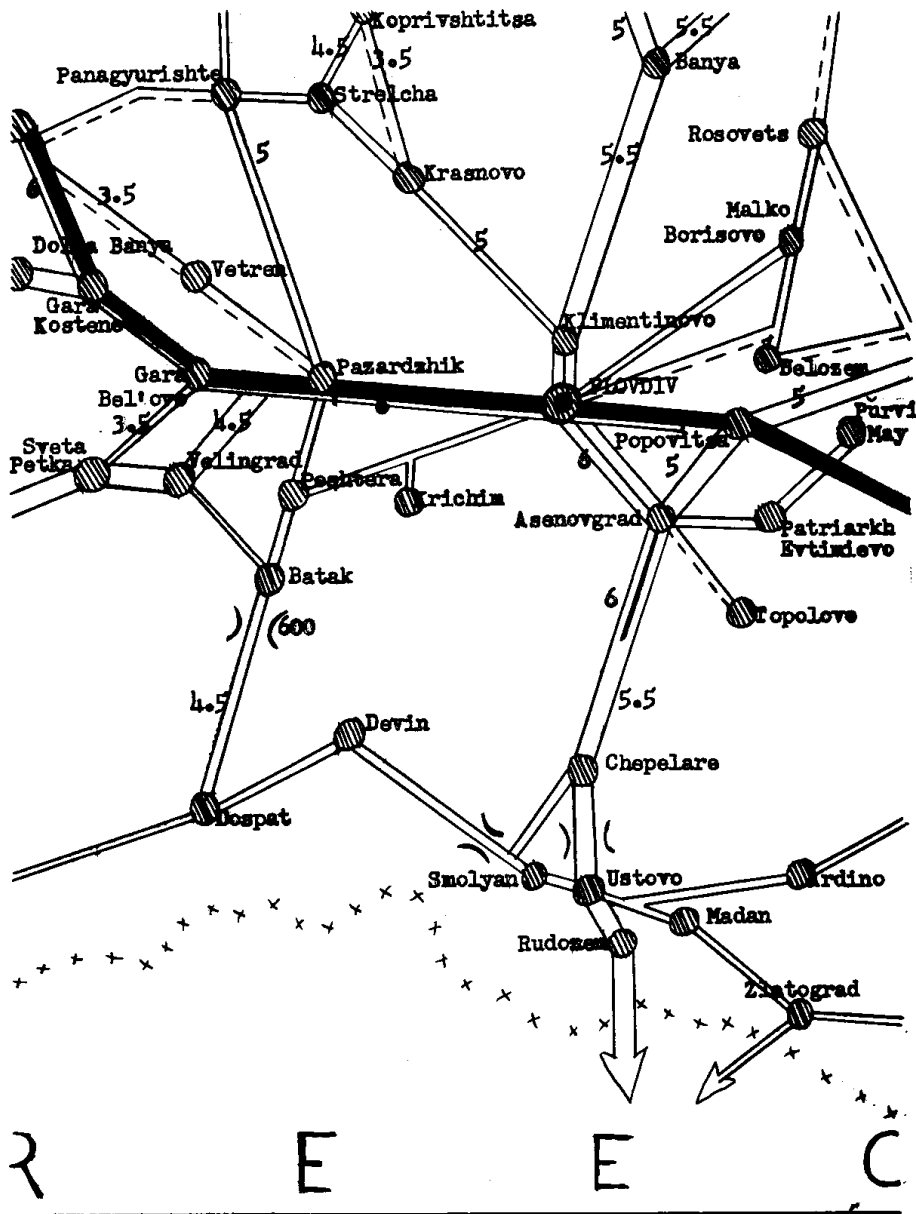
SECRET/CONTROL - U.S. OFFICIALS ONLY

APPENDIX (Continued)

-8-



25X1



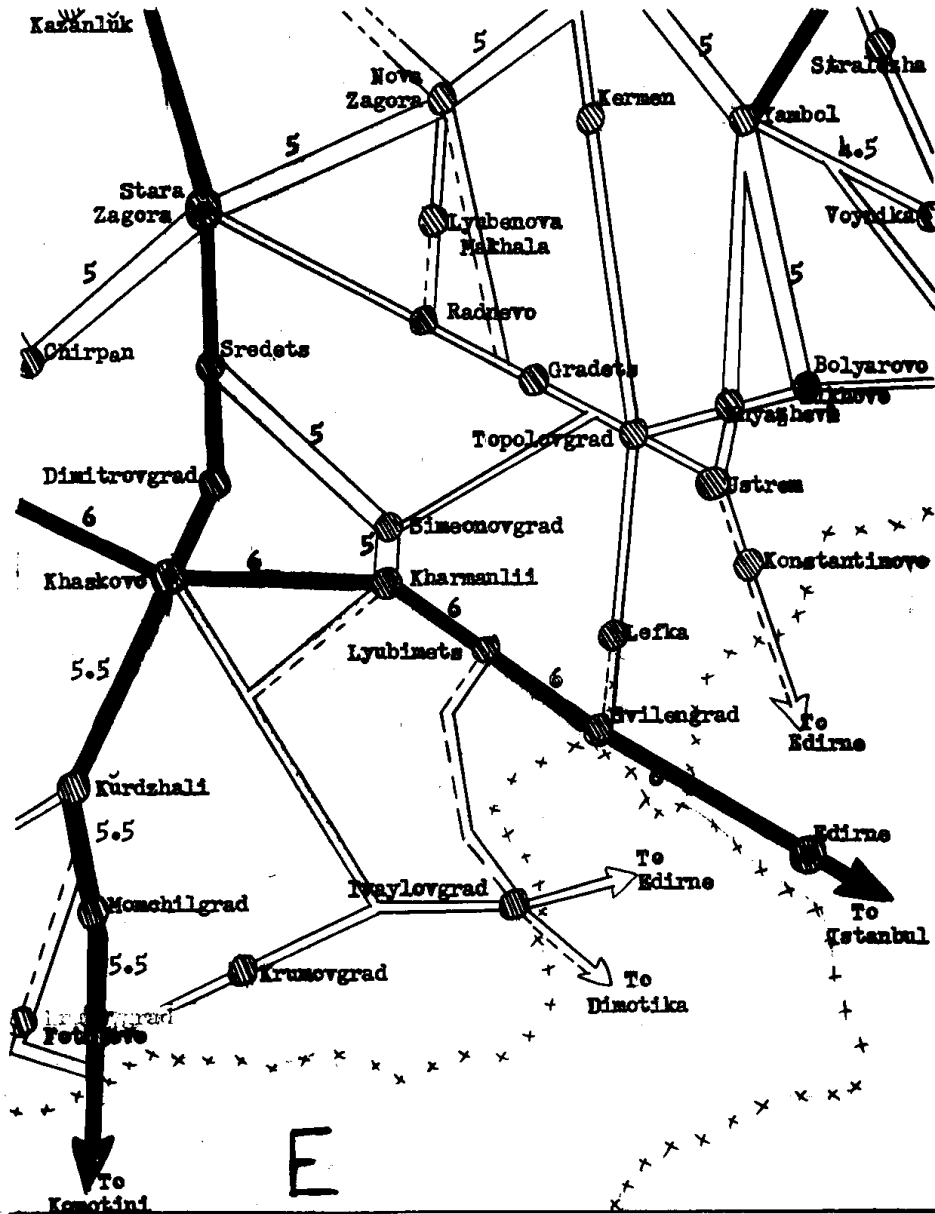
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

APPENDIX (Continued)

-9-

25X1



SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY



APPENDIX (Continued)

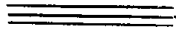

-10-

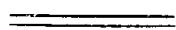

25X1



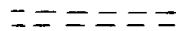
BULGARIAN ROAD NETWORK


 1st class road. — Cement, cobblestones, asphalt, or
 Principal hwy. rolled gravel.

 2nd class road. — Cement, cobblestones, asphalt, or
 rolled gravel.

 3rd class road. — Cement, cobblestones, asphalt, or
 rolled gravel.

 4th class road. — Dirt surface.

 Under construction or being restored.

 Width of roadway, in meters.

 Pass, elevation in meters.

SCALE ca 1:800,000

MARCH 1954

SECRET/CONTROL - U.S. OFFICIALS ONLY