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**INFORMATION REPORT INFORMATION REPORT**

**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY	Rumania	REPORT	
SUBJECT	Town Plan of Iasi	DATE DISTR.	30 June 1959
		NO. PAGES	1
		REFERENCES	RD
DATE OF INFO.			50X1-HUM
PLACE & DATE ACQ.			50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

sketch of Iasi, Rumania, with legend attached. Included with the sketch are miscellaneous items of information on the Iasi area.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)					

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INFORMATION ON IASI, RUMANIA



An unidentified army corps headquarters is located on Copou Street (5). It was formerly located on Stefan Cel Mare Street, in a building now occupied by the Municipal Collector's Office and the provincial government office.

An unidentified barracks of an artillery and armored vehicle (?) unit is located on the premises of the corps command just mentioned. The following were observed:

- a. guns; from the description given these might be field guns;
- b. unidentified armored vehicles (possibly tractors for drawing the guns);
- c. ZIS trucks, with a capacity for 4 tons of materials or 24 soldiers; all wheels powered. The soldiers wore green rhomboid collar insignia.

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[redacted] 50X1-HUM  
An unidentified infantry unit is located in a large old barracks  
(37). There were many stables and draft animals. [redacted] 50X1-HUM  
this was the barracks of the 2d Infantry Regiment before World War II.

The district office for the induction of draftees is located on Alba Avenue (50). The recruits called up are sent to the barracks of the unidentified infantry unit just mentioned to get their uniforms and to be sent to the various forces.

The militia command is located on Republica Street in a four-story building (21).

The military hospital is located in the building of the former military college, in a five-story building (30).

The officers' club is housed in a four-story building (16).

The Soviet office for assisting traveling military personnel is located in a four-story building measuring 80 by 30 meters, formerly a residence, surrounded by gardens (49). All traveling Soviet military personnel stop there between trains whenever necessary.

1. Bridges over Bahlui River in IASI:

a. Railroad bridge (75), continuous beam trellis, 40 meters long, widened after the war. There is one span and a single mixed European and Russian gauge track, that is, three rails. The trains do not slow down.

b. Highway bridge (76), over which passes the Sosea Nationala. An old masonry bridge, with cut stone facing, 40 meters long. There are two spans and one stone pier about 3 meters wide. Width of bridge: 6 meters plus two sidewalks of 60 centimeters each. The bridge has a stone pavement, masonry railings, masonry abutments, no concrete bed. Capacity:

tanks and busses pass over it.

c. Wooden footbridge (77), 40 meters long and 1.5 meters wide.

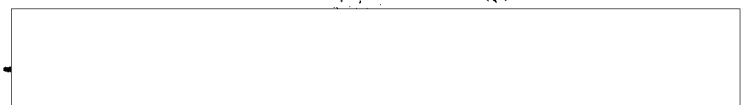
d. Wooden highway bridge (78), 30 meters long, three wooden spans with wooden abutments to break the ice; width: 4 meters. Capacity: light trucks pass over it.

e. Concrete highway bridge (79) called the Podul Rosu (Red Bridge), reconstructed after World War II, 50 meters long and 12 meters wide, including two sidewalks of 1.20 meters each. There are three asymmetrical spans [see diagram on original] and two concrete piers, each 2 meters wide.

Porphyry cube pavement. Tubular steel railings with tubular steel rail posts. Concrete bed. Capacity: not known, but two streetcar lines pass over it.

f. Wooden highway bridge (80), 20 meters long and 6 meters wide, a single span.

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2. Road Conditions. There is a new asphalt road from IASI to TIRGU FRUMOS. It is popularly called the "Speedway" and leads from the PACURARI Raion (northern outskirts of IASI) via PODUL ILONIEI to TIRGU FRUMOS and then (according to hearsay) connects with the previously existing asphalted ROMAN-BACAU-BUCHAREST Road.

D. Economic Information. [redacted]

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1. Food: New refrigerating plant for butchered meat to be sent to the USSR. [redacted] The building measures 100 by 40 meters and is 30 meters high, gray walls. The meat butchered at the municipal slaughterhouse (57) is brought here by trucks. After refrigeration, it is loaded at the SOCOLA railroad station. A railroad connection from the plant to this station is planned.

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IASI has two reservoirs for drinking water. [redacted] the location of [redacted] one, the tower tank at (1).

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2. Industries of IASI [redacted]

a. Pre war metallurgical plant for the production of agricultural implements and cast iron pipes (38), with training school. The plant consists of four three-story buildings. There is a smokestack 30 meters high. The plant produces simple agricultural implements such as plows, harrows, hoes, and rakes, and cast iron pipes for water conduits.

b. Weaving and spinning mill, called Tesitura IASI (55). There are about a dozen buildings and a smokestack 30 meters high. Employees: about 3,000 persons. Raw material: cotton; products: cotton cloth.

c. Jute and hemp spinning and weaving mill, reconstructed plant called Textila Rosie (51). The plant area measures 300 by 200 meters. There is a 30-meter smokestack. Production: jute and hemp sacks.

d. Pre war railroad shop, called Ilie Pintilie (formerly Nicolina), immediately south of the station of the same name (56).

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[redacted]

Sanitized Copy Approved for Release 2010/08/03 : CIA-RDP80T00246A049200720001-6  
Area occupied: 600 by 200 meters along the railroad. There is an undetermined number of buildings, with vaulted and sawtooth roofs. Employees: about 6000 workers in three shifts. The shop repairs railroad passenger coaches and locomotives and manufactures freight cars, all of European gauge.

e. New antibiotics factory (69), which began full-scale operations in 1956, located on a hill 5.5 kilometers northwest of IASI, 100 meters from the road leading to PODUL ILOAEI, and 200 meters from the railroad. This place is called VALEA LUPULUI. Production: penicillin and streptomycin in vials, tablets, and ointments, as well as various other medical products.

f. Mill for carding, spinning, and weaving wool (7). This mill also produces three-quarter working coats for peasants and laborers.

g. Victoria textile mill (68), formerly owned by an Italian.

3. Electric power: Thermal electric power plant at IASI (26). Equipped with diesel engines. Production is insufficient for the needs of the city, which receives electric power from other undetermined sources.

4. Railroad transport: Russian-and European-gauge railroad junction at SOCOLA (65). The IASI station has a Russian-gauge track for passenger trains. The SOCOLA station is the marshalling yard for the transshipment of goods; there are about 20 tracks of alternating gauge. There is a loading platform 80 meters long with a concrete edge one meter wide and an approach ramp of tamped earth. Sheds for freight are in the immediate vicinity. [redacted] trucks and tanks loading and unloading there. The station switches are manually operated.

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5. Miscellaneous: Civilian fuel depot at IASI (72). [redacted] a railroad spur, and steel tanks of varying size. [redacted] there are also underground tanks there.

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E. Rumanian Aviation. Date of information: [redacted]

Civilian airport of IASI (62). [redacted]

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Half a dozen buildings in the southwest corner of the field serve as hangars (62a). There is one concrete runway (62b) 1,500 meters long, width not recalled; unsurfaced (the airport lies on a kind of plateau). Prevailing north wind in the winter.

The airport falls under the jurisdiction of the BUCHAREST-BACAU-IASI civilian airline and is served daily by a conventional twin-engine plane, observing the following schedule:

0630 - leave for BUCHAREST;

1130 - arrive from BUCHAREST;

1330 - leave for BUCHAREST;

1830 - arrive from BUCHAREST.

This is the summer schedule.

The local sports club uses the airport for gliders.

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Legend for Sketch in Attachment No 2

1. Drinking water reservoir
2. Stadium
3. Park
4. Monument to the Soviet soldier
5. Unidentified headquarters of Army Corps and Artillery Regiment
6. Copou public garden
7. Wool carding and spinning mill
8. Former seminary, now technical school
9. Streetcar lines in use
10. Botanic garden
11. University and polytechnical school
12. Textile Institute and part of the polytechnical school
13. Girls' school
14. Houses for railroad workers, built in 1951
15. University student home
16. Armed Forces club building and lodgings for officers
17. Securitatea (Security Service) headquarters
18. University library
19. Soviet consulate
20. Electrically powered roller mill, formerly called Romila
21. Office of Naval Section
22. Steps of the Scara Rapa Galbena (Yellow Bank Stairs)
23. Lyceum
24. Main railroad station
25. Streetcar yard
26. Thermal electric power plant
27. S. Spiridon food market

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28. Pacurari food market
29. Medical Faculty and S. Spiridon civilian hospital
30. Military hospital
31. Statue of A. I. Cuza (being removed for undetermined reasons)
32. Telephone Office building
33. Postoffice building
34. Former Notre Dame Convent, now secondary music school
35. Previously existing National Theater, building measures about 80 by 35 meters
36. C. I. Parhon civilian hospital
37. Unidentified infantry regiment barracks (Graniciari, Border Guards)
38. Metallurgical plant.
39. Open air dump of cast iron piping produced by plant at No 38
40. "English" park
41. Sfatul Popular, municipal building
42. Municipal tax collecting office and building of district government
43. Orthodox Church and office of the Metropolitan of IASI
44. Trei Jerarchi Orthodox Church
45. Catholic cathedral with bell tower
46. Haza food market, very large and partly covered
47. S. Nicolae Orthodox Church.
48. Exposition building
49. Soviet Office for traveling military personnel
50. Military district building
51. Textilia Rosie jute and hemp spinning and weaving mill
52. National Bank
53. Barracks of fire fighters
54. Sanatorium
55. Tesitura IASI, spinning and weaving mill
56. Ilie Pintilie railroad repair and construction yard, formerly Niculina
57. Slaughterhouse

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58. RATA bus yard
59. Brick kiln
60. Niculina railroad station
61. Eternitatea cemetery, for Catholics and Orthodox
62. Airport
- 62a. Hangar area
- 62b. Runway, about 1,500 meters long
63. Insane asylum
64. SOCOLA station railroad junction, for switching from Russian to European gauge
65. Marshalling yard for the transshipment of freight from Russian to European cars and vice versa.
- 65a. Loading platform
66. Brick kiln
67. Target range
68. Victoria textile mill
69. New penicillin factory
70. Cetatuia Orthodox Monastery.
71. Tobacco factory
72. Civilian fuel dump
73. Single-track Russian-gauge railroad line running to the IASI central station
74. New refrigerating plant for export of butchered meat to the USSR
75. Railroad bridge
76. Highway bridge with stone floor.
77. Wooden footbridge.
78. Wooden highway bridge.
79. Podul Rosu concrete highway bridge.
80. Wooden highway bridge

