

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law. **50X1-HUM**

SECRET

COUNTRY	Romania	REPORT	
SUBJECT	Urban Information and Town Map of Cluj	DATE DISTR.	8 July 1955
		NO. PAGES	18
		REFERENCES	RD
DATE OF INFO.			50X1-HUM
PLACE & DATE ACQ.			50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. Cluj, a regional capital (*Resedinta De Regiune*), had a population of 155,000 to 160,000, of whom about 100,000 were Hungarians. The city had a certain measure of administrative autonomy, and its municipal council (*Sfatul Popular Orasenesc*) was directly subordinate to the Ministry of the Interior instead of to the regional council (*Seful Popular Regional*), thus having the status of "*Oras de Subordonare Republicana*." In 1940, the population of Cluj did not exceed 115,000 or 120,000. The increase came about as the result of industrial expansion, the influx from the countryside, and the settling in the town of large numbers of Rumanians who before the war had lived in the southern part of Transylvania.

2. The following street names had been changed (partial listing):

<u>Old name</u>	<u>New name</u>
Piata Garii	No change
Calea Regele Ferdinand (between Piata Garii and the Someș River)	Strada Horea
Calea Regele Ferdinand (between the Someș River and Piata Libertatii)	Strada Dozsa Gyorgy
Strada Rudeanu	Strada Mica
Strada Calvin	No change
Strada Fericirii	No change
Strada Aventurașe	No change
Strada Gojdu	Strada Crisan
Strada Regina Elisabeta	Strada Prof. Emil Racovita
Strada General Dragalina	No change
Strada General Grigorescu	Calea Rakoczi
Strada Certhautii between the railroad tracks and Strada B. in Patita	Calea Deportation

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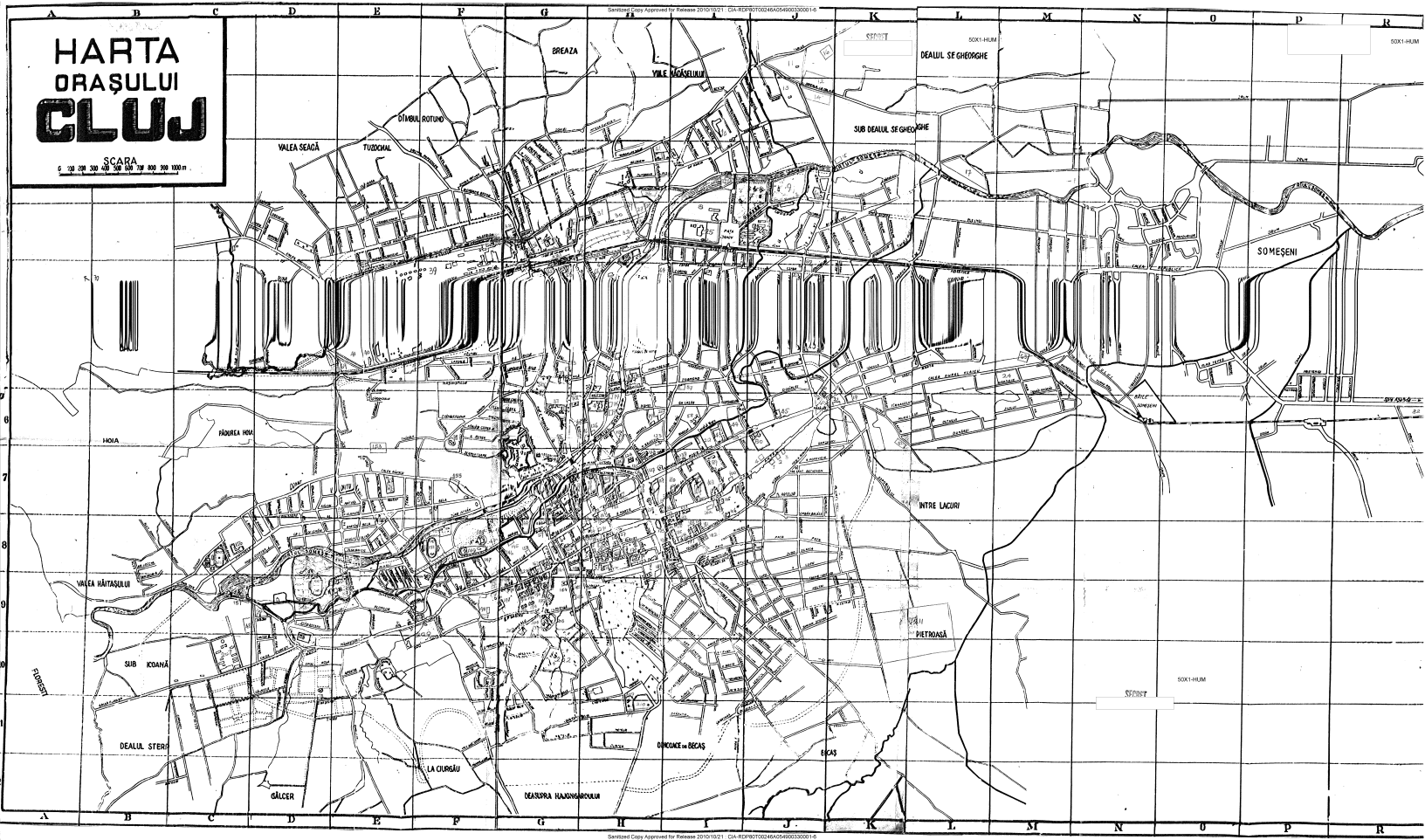
STATE ARMY NAVY AIR NSA FBI

Note: Washington distribution indicated by X. Field distribution by #.

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COUNTRY	Rumania	REPORT	
SUBJECT	Urban Information and Town Map of Cluj	DATE DISTR.	28 July 1960
		NO. PAGES	18
		REFERENCES	RD
DATE OF INFO.			50X1-HUM
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Cluj, a regional capital (Resedinta De Regiune), had a population of 155,000 to 160,000, of whom about 100,000 were Hungarians. The city had a certain measure of administrative autonomy, and its municipal council (Sfatul Popular Orasenesc) was directly subordinate to the Ministry of the Interior instead of to the regional council (Seatul Popular Regional), thus having the status of "Oras de Subordonare Republicana." In 1940, the population of Cluj did not exceed 115,000 or 120,000. The increase came about as the result of industrial expansion, the influx from the countryside, and the settling in the town of large numbers of Rumanians who before the war had lived in the southern part of Transylvania.
2. The following street names had been changed (partial listing):

<u>Old name</u>	<u>New name</u>
Piata Garii	No change
Calea Regele Ferdinand (between Piata Garii and the Somes River)	Strada Horea
Calea Regele Ferdinand (between the Somes River and Piata Libertatii)	Strada Dozsa Gyorgy
Strada Rudeanu	Strada Mica
Strada Calvin	No change
Strada Fericirei	No change
Strada Aventuraosa	No change
Strada Gojdu	Strada Crisan
Strada Regina Elisabeta	Strada Prof. Emil Racovita
Strada General Dragalina	No change
Strada General Grigorescu	Calea Rakoczi
Strada Certnauti, between the railroad tracks and Strada Rubin Patita	Calea Deportatilor

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	NSA	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>				
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Strada Cernauti (between Strada Rubin Patitia - ? - and Strada Hidelve).	Strada Bezeredi
Calea Decebal	Calea Karl Marx
Calea Traian	No change
Strada Moldovei	Strada Terhes Gyula
Strada Sacuiasca	Strada Szekely Mozes
Piata Targul De Vite	No change
Piata Martirilor	No change
Strada Horia	Strada Csaba
Strada Marasesti (between Strada Anton Pan and Strada Paris?)	Strada Proumbeilor
Strada Marasesti (from Strada Paris to Piata Bem)	No change
Strada Paris	No change
Strada General Poetas (from Piata Mihai Viteazul to Strada Iasilor)	Strada Mikes Kelemen
Strada General Poetas (from Strada Iasilor to Strada Paris)	Strada Dijmei
Strada General Poetas (from Strada Paris to Strada Babeuf)	Strada Gheorghe Lazar
Strada Macelarilor	No change
Strada Anton Pan	No change
Strada Massaryk	No change
Unidentified	Strada Closca
Strada Nicolae Balcescu	No change
Strada General Berthelot	No change
Piata Mihai Viteazul	No change
Strada Dubalarilor	No change
Strada David Francisc	No change
Calea Maresal Foch (from Piata Malinovski to Piata Marasesti)	Strada Armata Rosie
Calea Maresal Foch (from Piata Libertatii to Piata Malinovski)	Strada Kossuth Lajos
Calea Motilor	No change
Calea Manasturului	No change
Strada Memorandului	Strada 30 Decembrie
Strada Nicolae Iorga	Strada Jokai Mor
Strada Regina Maria	Strada Petru Groza (until 1957 the street was called Str. Molotov).
Strada Iuliu Maniu	Strada 6 Martie
Piata Unirii	Piata Libertatii
Strada I. G. Duca	Strada Puskin
Piata Cuza Voda	Piata Malinovski
Piata Stefan Cel Mare	No change
Calea Dorobantilor	Strada Budai Nagy Antal
Piata Corvin	Piata Jdanov
Strada Tunari	Strada Dostoievski
Strada Avram Iancu (from Strada Republicei to the entrance to the central cemetery - Cimitirul Centrul)	No change
Strada Avram Iancu (from the central cemetery to Calea Turzii)	Strada Petofi
Strada Regala	Strada Republicei
Strada Bisericei Ortodoxe Romine	No change
Strada Victor Babes	No change
Strada Mico	Strada Miko
Strada Bogdan Petriceicu-Hasdeu	No change
Strada Prof. Marinescu	No change
Strada Alexandru Vlahuta	Strada Bolyai

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Strada Berde Mozes	No change
Strada Zenopol	Strada Guttenberg
Strada Gheorghe Dima	Strada Minoritilor
Strada Feleacului	Calea Turzii
Strada Ion Ratiu	No change
Strada Baii	Strada Pavlov
Strada Vaii	Strada Simidicatelor
Strada Vasile Alecsandri	No change
Strada Mihail Eminescu	No change
Strada Gheorghe Cosbuc	No change
Strada Samuil Micu	No change
Strada Petre Maior	No change
Strada Gheorghe Sincai	No change
Strada Saguna	Strada I Mai
Strada Donat	No change
Piata Caroline	Piata Dimitrov
Strada Iasilor	No change
Strada I.C. Bratiamu	Strada 23 August
No previous name	Strada Rasaritului
Unidentified	Strada Cimpul Piinii
Strada Caramidarilor	Strada La Passionaria
Strada Fabrica De Piele	No change
Strada Dermata	No change
Unidentified	Strada Szabo Ervin
Strada Garii	No change
Unidentified	Strada Maiacovski
A new street	Strada Maxim Gorky
Strada Bob	No change
Strada Baciului	Strada Tudor Vladimirescu
Strada Masinistilor	No change
Strada Martinovici	No change
Strada Kovary Laszlo	No change
Strada Scarilor	No change
Strada Praporgescu	Strada Stalingrad
Strada Macovei	No change
Strada Fintinele (from Strada Parcului to	Strada Jozsa Bela
Piata 14 Iulie)	
Strada Fintinele (from Piata 14 Iule to end	No change
of Street)	
Piata Strajerilor (Fintinele	Piata 14 Iulie
Strada Garibaldi	No change
Izomeo Electric	No change
Unidentified	Strada Moldovei
Calea Floresti	No change
Strada Pasteur	No change
Strada Malalului	No change
Unidentified	Strada Einstein
Unidentified	Strada Gyulai Bal
Strada Calugaritelor	Strada Apacai Oseri
Strada Romai	Strada Babeuf
Strada Miron Costin	Strada I.C. Frimu
Strada Rugului	Strada Scortarilor
Unidentified	Strada Bernard Andrei
Unidentified	Strada Emil Isac
Unidentified	Strada Emile Zola
Soseaua Someseni	Calea Aurel Vlaicu
Strada Dunarei (from Calea Aurel Vlaicu up	Strada Intre Lacuri
to the point where the street turns east)	

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Strada Dunarei (extension)	No change
Strada Timotei Cipariu	No change
Strada Pata	No change
Calea Gheorgheni	No change

3. The area north of the railway tracks and east of Strada La Passionaria as far as the Somes River formed a quarter called by the local inhabitants "Cartierul Bulgaria" which, for the most part, had been constructed in the past 10 to 15 years. The following streets were in that quarter:

Strada Achim Andrei	Strada Bulgarilor
Strada Ierbii	Strada Bobilnei
Strada Lucnii	Strada Plevnei
Strada Margaritarilor	Strada Gelu
Strada Luther	Strada Margaului
Strada Grivita	

4. Public Institutions and enterprises were located as follows:

- a. The regional provincial council (Sfatul Popular Regional) occupied the former Prefectura building at 1 Strada Motilor.
- b. The rayon council (Sfatul Popular Raional) - at 16 Strada Petru Groza, on the former premises of the Rumanian Auto Club.
- c. The municipal council (Sfatul Popular Orasenesc) was in the former Primaria building at 2 Strada Petru Groza.
- d. The municipal repair workshop (Intreprinderea De Reparatii Oraseneascu - I.R.O.C.), which was in charge of the maintenance and repairs of nationalized residential houses and public institutions was on Strada 23 August, in the rear of the military commissariat.
- e. The managing offices of the "local industrial enterprises" (Intreprinderile Locale Industriale - I.L.I.C.) was on the premises of the former gas works, between Strada Dijmei and Strada Massaryk.
- f. The milk collection and processing agency (Intreprinderea De Colectarea Si Industrializarea Laptelui), one of the "local industrial enterprises," was on the premises of the former Arolacta butter factory, on the corner of Strada Armata Rosie and Strada Crinului. About 40 to 50 employees were working in this enterprise.
- g. Another local industrial enterprise, foundry and factory for carpenters' tools and locks (with about 150 workers) was on Strada P. Ilarian, north of the railway tracks.
- h. The construction section of the local industrial enterprises operated three lime kilns which were situated in the north of the town, near the brick factory.
- i. The municipal gardening section (Sectia De Parcuri Si Gradini), which included a large tree nursery, was in an area formed by La Passionaria, Csaba Carutarilor, Gradinarilor and Mocsari Laszlo Streets.
- j. A small automobile repair shop of the local transportation enterprises (Intreprinderile Comunale De Transporturi) was on the left-hand side of La Passionaria Street, between Csaba and Mocsari Laszlo Streets.
- k. The transportation enterprises' central garage and workshop was on the left-hand side of Strada Armata Rosie, approximately 30 to 40 m. before Strada Sfintu Petru and extending up to Strada Scortarilor. The garage has space for 60-70 buses.

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5. The municipal, district and provincial courts, prosecution offices and notaries public were all in their pre-war location in the Palatul Justitiei building on Strada Budai Nagy Antal, corner of Piata Stefan Cel Mare.
6. The prison, a three-story building, was also on Strada Budai Nagy Antal and adjoined the court.
7. Militia and Securitate installations were located as follows:
 - a. The headquarters of the provincial Securitate was at 27 Strada Traian, to which location it moved in 1957 from its previous address on Strada Republicei.
 - b. The provincial militia headquarters was at 29 Traian Street. The provincial headquarters of the militia and the Securitate shared a large four-story building, which extends as far as Strada Karl Marx. This building--originally intended for a secondary school--was begun before the war and completed in 1941. It served as army corps headquarters under the Hungarian regime.
 - c. A Securitate section, about which no details were known, was in a 30-room villa on the left-hand side of Strada Republicei. This building served as the pre-1957 Securitate headquarters and the prewar residence of the general commanding the Cluj garrison.
 - d. The town militia was in the building formerly occupied by the Cluj police at the corner of Strada Cuza Voda and Strada General Berthelot.
 - e. An automobile repair shop of the Ministry to the Interior (Atelier De Reparatii Auto M.A.I.) was on the right-hand side of Strada Budai Nagy Antal, past the "Triumf" factory. The workshop had 40 to 50 employees and carried out repairs of fire engines, passenger cars, jeeps and trucks up to three tons.
 - f. Ministry of the Interior barracks were in the Floresti quarter.
 - g. The fire department, which was also subordinate to the Securitate, was on the left-hand side of Strada Armata Rosie.
 - h. Another unit of the Securitate had its barracks on the right-hand side of Strada Armata Rosie, but exact location was not known.
8. Telecommunication installations were located as follows:
 - a. The central post and telegraph offices were still at 33 Strada Dozsa Gyorgy.
 - b. The telephone exchange was also at its pre-war location on 3 Strada Emile Zola.
 - c. Six telephone booths for local and inter-urban calls were at 5 Piata Libertatii. They were linked to the central exchange and received their connections through it.
 - d. The jamming station was at the radio station on Strada Observatorului, at the corner of the extension of Calea Feleacului. The station was housed in a one-story building, covering an area of approximately 20 x 6 meters with four aeriols, 25 to 30 meters high, which could be seen from a distance.
 - e. The broadcasting studio of the regional provincial radio station was at 60 Calea Rakoczy.

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- f. The regional provincial broadcasting station, designated radio station No. 3 was in the village of Juc, approximately 20 km. north of Cluj. This was a 50-kw station broadcasting on 261 meter medium waves. From 1600 hours to 1800 hours the station broadcast its own program; for the rest of the day it relayed the transmission of Bucharest.
- g. The radio guidance (Gonio) station serving the Someseni Airfield was at the corner of Calea Aurel Vlaicu and Strada Gogol. There were three aeriels and three small rooms with instruments in the courtyard.
- h. The location of the radio-amplifier station was not known, although it was thought to be in the central post office.
9. Locations of Party organizations and installations were as follows:
- a. The regional Party committee was in the building formerly occupied by the Chamber of Commerce and Industry (Camera De Comert Si Industrie) at 58 Strada Kossuth Lajos. It had been in this location since 1957, having previously had its offices on Piata Libertatii. Until 1957, the Chamber of Commerce building was occupied by the municipal council.
- b. The town Party committee was 18 Strada Motilor.
- c. The garage for Party vehicles, holding about 20 automobiles was on the corner of Strada Budai Nagy Antal and Strada Bogdan Duica.
- d. The regional committee of the U.T.M. was in a former private residence on Strada Samuil Micu, which also housed the editorial offices of several newspapers, including the Faalia.
- e. The offices of the district trade union council was located at 31 Piata Libertatii but it was not known whether they are still at this location.
- f. The Soviet-Rumanian friendship League (Asociatia Pentru Stringerea Legaturilor De Prietenie Cu Uniunea Sovietica-Arlus) was at 1 Strada Puskin.
10. The state bank (Banca De Stat) and the investment bank (Banca De Investitii) were in the former Banca Nationala building, a four-story structure on Piata Libertatii. The agricultural bank was on the corner of Strada Duzsa Gyory and Strada Emile Zola.
11. The income tax office (Sectia Financiaria) was in its old offices at the corner of Piata Malinovski and Strada Budai Nagy Antal.
12. Military installations were located as follows:
- a. Headquarters of the Third Military District (Comandamentul Regiunei 3 Militare) was on Strada Budai Nagy Antal.
- b. Garrison headquarters and the Military Commissariat were at the corner of Strada Budai Nagy Antal, and Strada Ernst Thalmann.
- c. The officers' club was at the corner of Strada Petru Groza, and Piata Malinovski. The same building also contained the Tineretului cinema (the former "Royal") which had a seating capacity of about 400.

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- d. Large barracks were at the corner of Piata Stefan Cel Mare and Strada Dostoievski (no details available). These barracks also contained the Armed Forces' Theater which was used for rehearsals and preparations for shows which were subsequently staged at the various army camps. Entrance for theater troupe members was on Strada Dostoievski.
 - e. The offices of the Field Security Service (Serviciul De Contrainformatie) were on the left-hand side of Strada Dostoievski, in a one-story building constructed in 1956-57. The building covered an area of 40 x 50 meters and the windows facing the street were made of opaque glass with wire meshing.
 - f. The military printing press, equipped with two linotype machines, was also located on Strada Dostoievski.
 - g. Two apartment houses for army officers, constructed after the war, were located on Strada Dostoievski near the printing press.
 - h. The former race course had been turned into sports grounds which was also used for ice-skating performances and similar events. The installation belonged to the military but was also frequented by civilians.
 - i. The construction section of the Ministry of the Armed Forces and a workshop for automobile and electrical repairs were also located on Dostoievski Street.
 - j. A dispensary of the Ministry of the Armed Forces was located next to the construction section.
 - k. The military hospital was at its pre-war location, opposite the sports grounds and the military dispensary. The hospital consisted of all the usual departments, including a maternity ward for the wives of army officers and of civilians in military employ.
 - l. Large infantry barracks were on Strada Bogdan Duica, between Strada Armata Rosie and Strada Budai Nagy.
 - m. A lumber yard of the Ministry of the Armed Forces, with a capacity of 150 to 200 tons of lumber, was on the left-hand side of Drumul Borporului, at the beginning of the Intre Lacuri quarter.
 - n. An underground anti-atomic shelter was constructed in 1953-54 near the central cemetery and Strada Balasa. A narrow paved road led from the shelter entrance to Calea Turzii (no further details available).
 - o. Another underground shelter for the same purpose and constructed in the same period was in the area of the Herbak Janos shoe factory (exact location not available).
 - p. The military court and the military prosecution offices were in two buildings in the rear of the civilian court and the prison.
13. **Even** before World War I, Cluj was known as a university town. In the inner-war period, it had one of the three or four universities that existed in all Rumania and the only university in the province of Transylvania (there was a technical college in Timisoara). After World War II, a Hungarian university and a new technical college were established. The total number of students at the various colleges and universities in the town amounted to 15,000 to 18,000. In 1958 there were rumors of an impending merger of the Hungarian University with the Rumanian University and of the transfer of all Hungarian institutions of higher learning in Cluj to Targu-Mures, the center of the Hungarian Autonomous Region (regiunea Autonoma Maghiara). Institutions of

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higher learning in Cluj were located as follows:

- a. The administrative offices and the faculties of arts and natural sciences of the Victor Babes University (the former Regele Ferdinand) were at 1 Strada Mihai Kogalniceanu.
 - b. The management of the medical and pharmaceutical school (Institutul Medico-Farmaceutic) was at 13, Strada 1 Mai. The various departments of the schools were located at the Victor Babes University clinic at 3 Strada Miko. This was also the location of the town's largest hospital.
 - c. The faculty of law (Institutul De Stiinta Juridice) was at the corner of Strada 23 August and Strada Minoritilor.
 - d. The faculty of chemistry of the Victor Babes University was in the old botanical gardens.
 - e. The administrative offices and the faculty of natural sciences of the (Hungarian) "Bolyai" University were on the premises of the former Regina Maria secondary school at 11 Strada Arany Janos.
 - f. The faculty of law and economics of the Hungarian university were in the building of the former commercial academy (Academia Comerciala) on Strada 1 Mai.
 - g. The faculty of arts of the Hungarian University was in the building formerly occupied by the Marianum secondary school.
 - h. The polytechnical institute (Institutul Politehnic) was on the premises of the former Gheorghe Baritiu secondary school on Strada Gheorghe Baritiu. The school of technicians (Conductorii Technici) was also located here.
 - i. The Gheorghe Dima conservatoire was at 4, Strada Matei Corvin.
 - j. The workers' evening university (Universitate Serala Muncitoreasca) was in the building of a former Roman-Catholic school on Strada Mihai Kogalniceanu.
 - k. The college of agriculture (Institutul De Agricultura) occupied the buildings of the former agricultural academy (Academia Agricola) on Strada Manasturului.
 - l. The school of arts (Institutul De Arta) was housed in the Franciscan church on the corner of Piata Dimitrov, and Strada Claustrului.
 - m. The theological seminary of the Reformed Church, Teologie Reformata), which was government supported, was on Strada Cuza Voda.
14. Other institutions and buildings related to the colleges were located as follows:
- a. University house (Casa Universitatilor), which contains a meeting hall and a large technical section, was at 3 Strada Mihail Kogalniceanu.
 - b. The university library (Biblioteca Universitara) was on Piata Sfintul Gheorghe.
 - c. A farm belonging to the agricultural college was at the corner of Strada Maialului and Strada Popoff.
 - d. An experimental station for the hybridization of fruit trees by the Michurin method was set up on extensive grounds in the Pietroasa quarter,

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on the left-hand side of Strada Borhanciu. The station, which formed part of the agricultural college, included a guesthouse with 15 rooms for visitors from abroad and a laboratory.

- e. A student club was in a two-story building, on the left hand side of Calea Avram Iancu. The building used to be the property of the Iron Guard.
- f. Another student club was in the former Parc hotel at the corner of Strada Matoasa and Strada Horea. This was a two-story building with about 30 rooms.
- g. Another student club was in a large three-story building on the corner of Strada Avram Iancu and Strada Puskin.
- h. Around 1955 a student hostel with 250 beds was set up in the rear of the former secondary school on Strada Mihail Kogalniceanu. The entrance to the hostel was on Strada Petofi.
- i. The former teachers club (Casa Invatatorilor) on Piata Stefan Cel Mare became a club of the polytechnical institute.
- j. Two postwar student hostels, both similar in size to the one on Strada Petofi, were in the old botanical gardens (Gradina Botanica Veche).
- k. Two other student hostels were on the corner of Calea Motilor and Strada Gheorghe Cosbuc.
- l. A large exhibition pavilion was set up a few years ago in the new botanical gardens (Gradina Botanica Nova), which was situated between Strada Umroasa, Strada Elena Pavel, and Strada Pasteur, and belonged to the faculty of natural sciences of the Victor Babes University.
- m. The former Regele Carol II sports grounds, now known under the name of "Parcul Sportiv Victor Babes" also belonged to the university.

15. Scientific and research institutions were located as follows:

- a. A branch of the Bucharest chemical research institute (Filiala Institutului De Cercetari Chimice) was on the left-hand side of Strada Bezeredi. The branch was mainly concerned with research on behalf of the Tableta drug factory in Cluj.
- b. The Cluj branch of the Rumanian Academy of Sciences (Filiala Cluj A Academiei Republicei Populare Romine) was located in a former private residence (a 15 to 20 room house) at Strada Pavlov. The administrative sections of the branch and a meeting hall were located there.
- c. The research sections of the Academy of Sciences branch occupied a large L-shaped, three-story building on the right-hand side of Strada Fininele. Scientific work done there included atomic research and the study of radioactive isotopes. Construction of the building was begun before the war and completed in 1948. It was used by the cancer research institute until the Academy branch took it over in 1950 or 1951.

16. Cluj had over 20 Rumanian and Hugarian language secondary schools, of which the following was a partial list:

- a. A coeducational secondary school (language of instruction not known) was on the corner of Strada Paris and Strada Moricz Zsigmond.
- b. A Rumanian language training school for women teachers with the status of a secondary school was on the left-hand side of Strada Babeuf.
- c. A Rumanian coeducational secondary school was on Strada Horea, opposite

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the Bolyai University.

- d. A Hungarian secondary school was at 51 Strada Horea.
 - e. The former training school for male teachers (Scoala Normala De Baieti) on Strada General Berthelot, opposite Dispensary No. 1, became a coeducational Rumanian secondary school.
 - f. The former Colegiul Unitarian building on Strada Kossuth Lajos, opposite the T.B. dispensary, was taken over by a Hungarian coeducational secondary school.
 - g. Another Rumanian coeducational secondary school occupied the premises of the former teachers' training college on the corner of Strada Mihail Kogalniceanu and Strada Minoritetilor.
 - h. Another Hungarian coeducational secondary school occupied the premises of a former secondary school on Strada Mihail Kogalniceanu.
17. Various cultural institutions were located as follows:
- a. The "Palace of Culture" was at 1 Piata Stefan Cel Mare.
 - b. The Rumanian Opera and the National Theater were at their old location on Piata Stefan Cel Mare. The building shared by the two institutions had been enlarged and dressing rooms for the actors had been added. The daily program alternated between operas and plays.
 - c. The Hungarian State Opera and Theater shared a building located at the entrance to the municipal park where operas and plays were likewise shown on alternate days. Before the war the building housed the Hungarian Theater only.
 - d. The archeological museum was at 2 Strada Emil Isac, in the rear of the polytechnical institute.
 - e. The ethnographical museum in the Municipal Park was closed down in 1958, and its premises were taken over for a restaurant.
18. Movie theaters were located as follows:
- a. The Progresul theater (the former Capitol with a seating capacity of 600) was on Piata Libertatii. The former offices of No. 9 Construction Trust (Trustul 9 Constructie) in the same building will reportedly be occupied by a new museum.
 - b. The Tinerutului movie (the former Royal with a seating capacity of 400 was in the officers' club (Casa Armatei).
 - c. The Muncitoresc cinema theater, with 250 seats, was in a building on Strada Sindicatelor, which also contains the offices of the building workers' trade union.
 - d. The 23 August theater (the former Urania, with about 200 seats) was on the corner of Strada Horea and Strada Dacia.
 - e. The Edison theater (which retained its prewar name) was on the corner of Strada Paris and Strada Massaryk. It has about 350 seats.

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f. The Maxim Gorky theater (the former Universitatii) was on Strada Puskin.

19. Medical institutions were located as follows:

- a. The hospital for contagious diseases (Spitalul De Boli Contagioase) was on the right-hand side of Strada Bezeredi. It consisted of two one-story structures and had about 80 beds.
- b. The former Cozmuta hospital on Strada Vinatorului became a hospital for railway workers (Spitalul C.F.R.).
- c. Another hospital for railway workers occupied the two or three-story building of a former private residence on Strada Republicei.
- d. A dispensary and gynaecological and obstetrical wards for the wives of railway workers were located across the street from the railroad hospital on Strada Republicei.
- e. The epidemicological hospital (Spitalul De Epidemii) occupied the former Spitalul Reformat on Strada Calvin. It had about 60 beds. The same building contained a first aid station which had four or five ambulances at its disposal.
- f. The stomatological clinic was on the corner of Piata Sfintul Gheorghe and Strada Victor Babes.
- g. Surgical section No. 3 and internal diseases section No. 3 of the university clinic had two entrances, one on Strada Iasilor and the other on Strada Tukes Kelemen. A new structure had been added in the hospital courtyard. The hospital has at least 200 beds.
- h. A children's hospital occupied the premises of the former Matyas sanatorium between Strada Pavlov and Calea Motilor. It consisted of one four-story building and two two-story buildings.
- i. The following sections of the Victor Babes University clinic were located at 3 Strada Miko: surgical ward No. 1; internal diseases' ward No. 1; gynaecological ward; anatomical section; ear, nose and throat diseases ward; skin and venereal diseases' ward; repatological ward; pharmaceutical section and university pharmacy; and lung diseases' ward (two buildings).
- j. The hospital for mental diseases (Spitalul De Pshiatric) was on the corner of Strada Ion Creanga and Strada Pasteur.
- k. Dispensary No. 1 (Policlinica No. 1) was in the former sick fund building (Casa Asigurarilor Sociale) on the corner of Strada General Berthelot and Strada Apacai Cseri.
- l. Dispensary No. 2, which was established after the war, was at 3, Strada Miko.
- m. Sanepid, the regional office of the Ministry of Health for public hygiene and the prevention of epidemic diseases was on Strada Nicolae Balcescu.
- n. The T.B. dispensary (Dispensarul T.B.C.) for the registration and treatment of T.B. patients and the x-ray institute were on the corner of Strada Kossuth Lajos and Strada Berde Mozes.
- o. The blood bank (Centrul De Colectare a Singelui) was on the corner of the premises of Strada Pavlov and Strada Mihai Eminescu in the former private Jubas hospital.

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- p. The Pasteur serum and vaccine institute (Institutul De Seruri Si Vaccinari) was at its pre-war location on Strada Prof. Marinescu.
- q. The institute of hygiene (Institutul De Igiena) was in a block of four buildings on Strada Pasteur. The institute did research work on the causes and prevention of diseases, on occupational diseases, and on industrial hygiene.
20. The institute of veterinary hygiene (Institutul De Igiena Animala) was on Piata Marasti. The institute carried out laboratory tests of meat and treated diseased horses and cows, etc.
21. The following details were known on industrial establishments:
- a. The Triumf cigarette lighter factory, which had about 150 employees, was on the right-hand side of Strada Budai Nagy Antal.
 - b. The Herbak Janos leather and shoe factory (the former Dermata factory) occupied an area bounded by Piata Jdanov, Strada Fabrica De Piele and the Morii canal. The factory had about 2,500 employees working in three shifts. The factory's administrative building, a two-story structure covering an area of 50 x 50 m. was on the corner of Piata Jdanov and Strada Szabo Ervin. A housing project for the factory workers, a recreation building for the workers' children, and a beach for the employees was situated in the area bounded by Szabo Ervin, Fabrica De Piele, and Dermata Streets and the Somes River. Large stores of raw materials belonging to the factory are situated in the area bounded by Strada Dermata, the Somes River, and the Morii canal.
 - c. The Carbochim grinding and finishing tools factory was on the corner of Strada Szabo Ervin and Piata Jdanov and extended up to the Somes River. The construction of this factory began in 1951 and production was started a year later; it was under constant expansion and construction work was still going on. The factory had about 2,000 employees working in furnaces for Carbura De Silicu and Corindon (the raw materials from which the grinding and finishing tools were made) and two synchronized motors of 2,000 kva each, which were also used by other plants.
 - d. The Iris Chinaware factory occupied an area bounded by Calea Deportatilor, Strada Iris, Strada Treboniu Laurean, and Strada Ion Huss. It produced porcelain tableware and refractory bricks for Siemens-Martin furnaces. Its equipment included nine Hoffmann porcelain furnaces. Some of its products, mainly beautifully decorated tableware, was imported from Communist China, but the Kaolin for locally-marketed products came from Aghires. The factory had 800 to 1,000 employees working in three shifts.
 - e. The brick factory (Fabrica De Caramizi) consisted of three separate enterprises: a roof-tile unit, a brick unit, and stone quarries which supplied the raw materials for the roof, tile and brick units. These three parts of the factory were situated next to each other on the extension of Calea Deportatilor, between Strada Tarcea and Soseava La Coloma. Altogether there were 400-500 workers employed at the factory. So many instances of thefts occurred the letters F.C.C. (Fabrica De Caramizi Cluj) and the year of production were stamped on the bricks to determine whether bricks found on the market or in private possession had been acquired legally. On the bank of the Somes River was a pumping station which consisted of two water pumps, each driven by a 20 kw motor. The water was pumped into a six-inch asbestos pipe and thence into two water tanks, each of 200 cubic meters which were located near the brick factory and provided it with water; the tanks also served as a reservoir in case of fire.
 - f. The Unirea loom factory occupied the premises of the former Energia factory (known during World War II as Magyar Acel). In 1949 or 1950 a new assembly shop was set up in the factory area. The plant had

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approximately 500 employees working in two shifts. One section of the factory, located on the corner of Strada La Passionaria and Strada Albiei, produced such items as water tanks for street sprinkling trucks and garbage trucks.

- g. The Karl Liebknecht cardboard factory was situated on the bank of Nadaselul brook, near the railroad tracks. The factory has 70-80 workers. Nearby there was a supply depot for iron, steel, reinforced concrete and cast-iron pipes, which belonged to the Ministry of Construction, but the exact location was not known.
- h. The Libertatea furniture factory was situated on the west bank of the Somes River, opposite the Carbochim plant. The factory was built in the period 1951-1955 and had about 500 employees. Until 1956 or 1957 it manufactured only luxury furniture for export to the USSR after which it began to supply the local market with dining room and bedroom furniture. A special railway spur led into the factory grounds.
- i. Next to the Libertatea factory was the Armatura factory (the former Ravag) which produced valves for methane gas pipelines and water faucet fixtures. It had 700 to 800 employees working in three shifts.
- j. The Techno-Frig factory was constructed in 1956 on the ruins of a former match factory. It produced ammonia compressors of 5,000 calories for industrial refrigeration units, various containers and tools used in the dairy industry (including separators), and other implements for the food industry. It had about 500 employees. Some of its sections worked in a single shift, while others ran two shifts.
- k. The Mehajul factory for kitchen utensils was located 600-700 m. west of the railway workshops; it had about 400 employees.
- l. The cigarette factory was located at Strada Armata Rosie 43; it has 300 to 400 employees.
- m. The Tableta pharmaceutical factory (the former Napochemia) was on Strada Szekely Mozes. It had about 200 employees and manufactured such items as calcium injections and pills, liver injections, and pills for headaches and colds.
- n. A large brick factory (in addition to e above) was situated at the outskirts of the town, on the extension of Strada Baciului.
- o. An alcohol distillery which administratively formed a part of the brewery, was located on Strada Traian, opposite the provincial Securitate headquarters. It had about 50 employees. The brewery was at its pre-war location.
- p. A large bakery was located on the right-hand side of Strada Traian; it had 70-80 workers.
- q. The printing press (Intreprinderea Poligrafica) was located in an area bounded by David Francisc, Brassai and Guttenberg Streets. All newspapers and periodicals appearing in Cluj were printed on this press, including the Communist party organs Facla and Igazzag. The press also printed propaganda pamphlets, advertising bills, announcements, and various books. It had 300 to 400 employees.

22. Workshops and cooperatives were located as follows:

- a. The Metalurgia cooperative, which manufactured fuel oil injectors and carried out locksmith work, was located on the right-hand side of Strada Budai Nagy Antal. It had about 200 workers. The cooperative had its own foundry located on the bank of the Nadasel brook.
- b. A motor repair shop for the M.T.S. (Centrul Mecanic S.T.M.) was located on Strada Budai Nagy Antal, opposite the Triumf factory. It had about 100 workers.

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- c. Coming from the center of the town, there is a workshop for the repair of telephone and electric equipment, belonging to the railways, and a repair shop and garage for track inspection vehicles were located to the right of the railway station.
 - d. The railway workshops (Atelierele C.F.R.) which had modern equipment for repairs of passenger coaches, freight cars and locomotives, occupied a large area on Strada Tudor Vladimirescu. Between 1,500 to 2,000 workers were employed in three shifts. Adjoining the entrance to the workshops was a theater and movie for the employees.
 - e. Workshops of the mining company (Intreprinderea Miniera), still in the process of construction, were located north of the railway tracks, opposite the Menajul factory.
 - f. The regional workshops and stores of the electric power stations assembly trust (Trustul Electro-Montaj), which had about 60-70 employees, were located on Strada Intre Lacuri, facing the beginning of Strada Dunarii.
 - g. The workshops of the regional trust for local construction (Trustul Regional De Constructii Locale, formerly known as No. 9 Construction Trust) were on the right-hand side of Calea Aurel Vlaicu, near the bridge over the Cluj-Someseni railroad tracks. There were about 500 workers employed by these shops, which included such sections as a mechanical carpentry shop, a locksmith shop, a toolmakers' shop, an automobile repair shop, two or three stores for work tools and raw materials, and a garage for the trust's 98 trucks.
 - h. A water meter repair shop was located on the right-hand side of Calea Floresti.
23. The following details were known about warehouses and wholesale shops:
- a. The central stores of No. 9 construction company and the regional trust for local construction were located on the left-hand side of Strada Stevenson. The stores contain various construction materials (such as timber, reinforced concrete, plumbing and electrical installations, and fans) to a value of 60 to 70 million lei. The warehouses had their own unloading area.
 - b. Stores for fuel wood belonging to the regional fuel company (Intreprinderea Regionala De Combustibil) and shops for the wholesale distribution of wood were located on Strada Garii. Hundreds of carloads of fuel wood were collected there at the approach of winter and the stores were served by the rail spur leading to the Libertatea factory.
 - c. Large grain stores (containing about 2,000 tons of grain) and the rayon grain collection depot (Baza Raionala De Colectarea Cerealelor) were located on Strada Fabrica De Chibriture and Strada Dragos Voda.
 - d. Regional warehouses for textiles and agricultural implements of the union of cooperatives (Ucecom-Uniunea Centrala A Cooperativelor Metstesugaresti) were situated at the beginning of Strada Fabrica De Chibrituri.
 - e. Large warehouses for cotton, hides, cloth and feathers were located on Strada Fabrica De Chibrituri, immediately behind the stores of the union of cooperatives. The courtyard of the building contained a scrap iron store of the scrap iron collection agency (Intreprinderea De Colectarea Metalelor - I.C.M.).

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- f. Fuel marketing depot No. 7 (Baza De Desfacere No. 7 Competrol) was situated on the corner of Strada Maiakoski and Strada Locomotivei. There were eight or nine tanks, with a total storage capacity of 1,500 tons of fuel, for kerosene, benzine, fuel oil, and Motorin.
 - g. No. 7 lubricating oil marketing depot which also belonged to Competrol, was situated south of the railway tracks, near Edison, Lasalle and Kovari Streets.
 - h. Another supply base, about which no details were known, was located next to the 16 Februarie railway workshops.
 - i. Wine, sugar, and food reserves of Alimentarea(State Supply Agency) were stored in a building formerly occupied by the Albina insurance company opposite the railroad station.
 - j. Warehouses of the Comtextil marketing enterprise were located on the corner of Strada Traian and Strada Fabrica De Spirt.
 - k. Marketing depot No. 2 of the electric power department of the Ministry of Heavy Industry was situated in the eastern part of the town, south of the railroad tracks and north of the road to Apahida. Among the items stored at the depot were imported underground electric cables, bulbs, switches, and Bergmann pipes, etc.
- 24. The railway station and its platforms were heavily bombed during the war and had not been completely restored.
 - 25. In 1956 work was begun on the construction of a pumping station for the use of the locomotives in the central railway station and of an underground transformer sub-station for the supply of power to the pumping station. These two adjacent installations were located just past the bridge over the Somes River, near the dam and the beginning of Calea Deportatilor.
 - 26. The offices of the Construction and bridge-building company of the Rumanian Railways were on the right-hand side of StradaBezeredi, near the hospital for contagious diseases.
 - 27. The railway workers' vocational school was also located on Strada Bezeredi.
 - 28. The Rumanian Railways regional agency (Directia Regionala C.F.R.) had retained its prewar offices on Piata Malinovski, at the corner of Strada Armata Rosie. A new wing was added to the building in 1959 on the site facing Piata Malinovski; it was of the same total height and in the same style as the rest of the building, but it had four stories, each of which was lower than the three floors of the old building.
 - 29. Over 80 percent of the public institutions and residential houses in Cluj were heated by methane gas, and a considerable proportion of the town's industry operated on this source of energy. The following details were known about gas installations:
 - a. The gas originated in Cianul Mare or Zamul De Cimpie and was piped in through underground Mannesmann steel pipes with a diameter of 300-400 mm. under a pressure of 17 atmospheres. The pipe line was laid along the railroad tracks, reached the town by way of Calea Aurel Vlaicu, and ran as far as the central gas regulation and distribution station on Piata Marasti. Two pipe lines branched out from the central station, both of which had a pressure of 5 atmospheres only; one passed along Strada La Passionaria and terminated at the Iris brick factory and the Herbak Janos shoe factory, while the other passed along Aramata Rosie and Kossuth Lajos Streets and terminated at Piata Libertatii.

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- b. There was an underground gas regulation and distributing station on Piata Libertatii.
- c. In addition to the pipeline mentioned in a. above, Cluj also received gas by way of an additional conduit, which was located 50 meters east of Calea Turzii and terminated at Strada Observatorului. This conduit also consisted of steel pipes with a diameter of 300 or 400 mm. and operated under a pressure of 17 atmospheres. On Strada Observatorului there was a gas distribution station which was the point of origin for a 5-atmosphere conduit passing along Maialului, Republicei, and Jokai Mor Streets and terminating also at the underground gas station on Piata Libertatii.
- d. The following gas conduits ran from the station on Piata Libertatii: a medium-pressure conduit (Conducta De Presiune Medie--2.5 atmospheres) passing along Dozsa Gyorgy and Horea Streets as far as Piata Garii, from whence it was piped into the railroad workshops and industrial establishments located in this area; another 2.5 atmosphere conduit terminated at the hospitals on Strada Miko, but the route was not known); and a low pressure conduit (Conducta De Joasa Presiune--p.5 atmospheres) passed through all the streets which had been linked to the gas system for domestic use.
- e. The location of the gas distribution station for the 5-atmosphere conduit between Piata Marasti and the Iris and Herbak Janos factories (similar to the station on Piata Libertatii) was not known, but each large plant was known to have a section station (Stati De Sector) which distributed gas at a pressure of 0.5 atmosphere for industrial use. Thus, such local stations existed at the Armatura, Carbochim, Libertate A and the Victor Babes clinics.
- f. Each residential building linked to the supply system had a domestic-use gas regulator (Regulator De Uz Casnic) which reduces the pressure of the gas flow from 0.5 atmospheres to 0.03 atmospheres.
30. The following details of the electrical supply were known:
- a. The offices of the regional electric company (Societatea Regionala De Electricitate) were at the old location on Strada Gheorghe Sincai opposite the "Siesta" cinema.
- b. On the left-hand side of Strada Traian, across the bridge over the Somes River, was a large transformer station which was supplied with high voltage current (110 kv) by the electric power station in Singeorjul de Padure, via the transformer station in Cimpia Turzii.
- c. A large underground transformer station, still under construction, was situated on Strada Taberei, but no details were known.
- d. Another transformer station still under construction was situated on Strada Cuza Voda. It was designed for the use of trolleybuses.
- e. Cluj used 220 V. for domestic purposes and 380 V. for industrial purposes. Since 1955, when the town was linked to the national gas conduit, there had been no shortage of electric power in the town.
31. The following details were known about the water supply installations:
- a. The water works were at their old location on Calea Rakovzi.
- b. The reservoirs from which the water is piped into the town's water system were located on a hill 50 meters high.
- c. In 1958, the construction of a 30 m. water tower, with a capacity of approximately 100 cubic meters, was completed on the left-hand side of Strada Fericirii. The tower was reportedly to receive the water from the railway pumping station mentioned in Para. 25 above.

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32. Hotels in Cluj included the following:
- a. The Continental Hotel (the former New York) was on Piata Libertatii, on the corner of Strada Jokai Mor. A three-story building, it was the largest hotel in Cluj.
 - b. The Prescarus Hotel (the former Central) was at the corner of Strada Kossuth Lajos, and Piata Libertatii.
 - c. The Partizanul Hotel (the former Astoria) was on the right-hand side and at the end of Strada Horea. It had 100 rooms.
 - d. The Transylvania hotel (which retained its old name) was on the left-hand side of Strada Dozsa Gyorgy, near Strada Stefan Octavia Iosif. It was a small one-story building which had 25 to 30 guest rooms.
33. The Rata Autogara (bus station) was on the right-hand side of Strada Budai Nagy Antal, at the corner of Strada Totfalusi Kiss Antal. The Rata garage was on the same street, opposite the bus station. The Rata central repair shop was in the rear of the bus station.
34. The offices of TAROM were on Piata Libertatii, but the exact location was not known.
35. Urban transportation was provided by 13 bus lines, plying along the following routes:
- a. Line No. 1: Calea Manasturilui - Calea Motilor - Piata Libertatii - Strada Dozsa Gyorgy - abattoir - Piata Zdanov and return along the same route.
 - b. Line No. 2: Railroad station - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Petru Groza - Strada La Passionaria - Caramidari suburb and return.
 - c. Line No. 3: Railroad station - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Petru Groza - Piata Stefan Cel Mare - Strada Timoteiu Cipariu - Strada Pata and return.
 - d. Line No. 4: Railroad station - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Armata Rosie - Strada Aurel Vlaicu - workshops of the provincial trust for local construction and return.
 - e. Line No. 5/1: Piata Mihai Viteazul - Strada Gheorghe Baritiu - Calea Rakoczi - Strada Donat and return.
 - f. Line no. 5/2: Piata Mihai Viteazul - Strada Karl Marx - Calea Deportatilor - brick factory and return.
 - g. Line No. 6: Railroad station - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada 30 Decembrie - Strada Republicei - Strada Prof. Marinescu.
 - h. Line No. 7: Piata Libertatii - Strada 30 Decembrie - Calea Motilor - Strada Gheorghe Cosbuc - Parcul Sportiv and return.
 - i. Line No. 8: Piata Libertatii - Strada Armata Rosie - Calea Aurel Vlaicu - public bath (Baile) - Someseni and return.
 - j. Line No. 10: Dimbul Rotund suburb (opposite the railroad workshops) - Calea Maxim Gorky - Piata Garii - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Petru Groza - Piata Malinovski - Piata Stefan Cel Mare - Calea Turzii and return.

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- k. Line No. 11: Dimbul Rotund - Piata Garii - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Jokai Mor - Piata Sfintul Gheorghe - Strada Miko - University Clinic and return.
- l. The routes followed by lines 9, 12, and 13 were not known.
- 36. In 1956 or 1957, work was begun on the construction of two trolley bus lines, which were to be completed in 1959. One line was to follow the route taken by bus line No. 1, and the second line was to follow the route Piata Garii - Calea Horea - Strada Dozsa Gyorgy - Piata Libertatii - Strada Petru Groza - Strada Budai Nagy Antal - Calea Aurel Vlaicu.
- 37. An oversized layout of Cluj, which plots the locations of the various installations in the city,

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1. "TRIUMF" cigarette lighter factory.
2. Automobile repair workshop of the Ministry of the Interior (ATELIER DE REPARATIE AUTO M.A.I.).
3. "METALURGIA" cooperative.
4. Repair shop for tractors of the MRS (CENTRUL MECANIC AL STABILOR DE MASINI AGRICOLE SI TRACTORARE - S.M.T.).
5. "HERBAK JANOS" shoe factory (the former "HERNATA" factory).
6. Administrative building of the "HERBAK JANOS" shoe factory.
7. Bathing beach belonging to the HERBAK JANOS factory, factory workers' housing project and day nursery for the workers' children.
8. "CARBOCEL" factory.
9. Raw materials' stores of the "HERBAK JANOS" factory.
10. "IRIS" chinaware factory.
11. Stone quarries belonging to the tile and brick factory.
12. Roof tile factory.
13. Brick factory.
14. Lime kilns belonging to the "local industrial enterprises" (INTREPRINDEREA LOCALA INDUSTRIALA I.L.I.C.).
15. Pumping station on the SOBIES River.
16. Two water tanks with a capacity of 200 cubic meters.

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meter each.

17. Cattle market and second-hand goods market.
18. School for the deaf-blind.
19. Direction finder station serving the civilian airfield in BOSSONI.
20. Institute of veterinary hygiene (ISTITUTO DI IGIENE ANIMALE).
21. Students' hostel.
22. Automobile repair shop of the local transportation company (INTERPRENDITOREA DE TRANSPORTURI COMUNALE - I.P.C.).
23. Tree nursery and municipal park and gardening section (SECTIA DE PARCURI SI DE GRADINI).
24. Workshop of the provincial construction trust (BUREAU REGIONAL DE CONSTRUCTII P.R.C.).
25. "UNIREA" loom factory.
26. "KARL LIEBNECHT" cardboard factory (FABRICA DE CARTEON).
27. Central stores of the provincial construction trust, containing timber, reinforced concrete and plumbing materials.
28. Factory for locks and carpenter's tools and foundry, belonging to the "local industrial enterprises".
29. "LIBERAREA" furniture factory.
30. Provincial fuel wood stores.
31. "ARLARREA" installation fixtures factory.
32. Railway spur and grain loading and unloading area.
33. Grain collecting station.
34. Repair shop of ~~radio~~ and telephone equipment.

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- and of railway track inspection trolleys.
35. "TECHNOFRIG" factory for industrial refrigeration units.
 36. Cotton, hides, feathers and cloth storage depot; in the courtyard, a scrap iron collection agency.
 37. Provincial stores of the centre of cooperative food shops (UNIUNEA CENTRALA A COOPERATIVELOR DE ALIMENTARE).
 38. Petrol and petrol products marketing depot No.7 (kerosene, benzine, Motorin).
 39. "16 FEBRUARIE" railway workshops.
 40. Supply base (no details available).
 41. "MINABUL" kitchenware factory.
 42. Paraffin, bitumen and lubricating oil marketing depot No.7.
 43. Cigarette factory.
 44. Bus garage of the municipal council.
 45. Butter factory.
 46. Transformer station.
 47. Abattoir.
 48. Transformer station, still under construction.
 49. Provincial SECURITY and militia headquarters.
 50. Protestant cemetery.
 51. Faculty of arts of the BOLYAI University.
 52. "FABRICA" pharmaceutical factory.
 53. Sugar and reserve food stores of the "ALIMENTARA" company.

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55. ~~Large building at [redacted]~~
 Romanian railways (INTREPRINDEREA DE CONSTRUCTII SI PODURI C.F.R.).
56. Dam for the pumping station.
57. Co-educational secondary school.
58. Women teachers' training college (of secondary school level).
59. Seven-grade elementary school.
60. Section of the "UNIERA" factory.
61. Seven-grade elementary school.
62. Foundry of the "METALURGIA" cooperative.
63. Military stores.
64. Small flour mill.
65. Water tower.
66. Vocational school (no details available).
67. Railway workers' vocational school.
68. Branch (FILIALA) of the chemical research institute (INSTITUTUL DE CERCETARI CHIMICE).
69. Workshop (still under construction) of the mining company (INTREPRINDEREA MINIERA).
70. Brick factory.
71. Railway workers' hospital (SPITALUL C.F.R.).
72. Romanian-language co-educational secondary school.
73. Epidemic diseases' hospital and first aid station.
74. Hungarian-language co-educational secondary school.
75. Alcohol distillery.
76. Bakery.

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77. Textile warehouses.
78. Surgical and internal diseases' dispensary No. 3 (CLINICA 3 MEDICALA).
79. Offices of the "local industrial enterprises".
80. Home for the aged; in the courtyard a central incineration station.
81. Workshops and warehouses of the "ELECTRO-MOTORA" factory.
82. Marketing depot No. 2 for underground cables and other electric equipment.
83. MATEI CORVINI statue.
84. SFINTEA MICHAEL church.
85. State bank.
86. "PROGRESUL" cinema.
87. "CONTINENTAL" Hotel.
88. "FESCIARUM" Hotel.
89. Soviet-Romanian friendship League ("ARLUS").
90. Savings bank.
91. District trade union offices (?).
92. Methane gas regulation and distribution station (SEATE DE REGAZI).
93. Underground gas regulation and distribution station.
94. Underground gas regulation and distribution station.
95. Student hostel.
96. "PARTIZANII" Hotel.
97. "TRANSILVANIA" Hotel.
98. Construction timber stocks belonging to the Ministry of the Land Force

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99. Infantry barracks.
100. Home for the blind.
101. Passenger car garage of the communist party.
102. "RATA" bus station.
103. "RATA" garage.
104. Central "RATA" bus service station.
105. Home for the deaf - mute.
106. Orthopaedic hospital.
107. Military commissariat (COMISARIATUL MILITAR) and garrison HQ. (COMANDAMENTUL GARNIZIONULI).
108. Municipal repair shop for the maintenance of residential houses and public buildings (INTREPRIND DE REPARATII ORASENEASCA - CLUJ/I.R.O.C./).
109. Gynaecological and obstetrical hospital.
110. Clubhouse of the "MIRALUL" sports organization.
111. HQ. Third military District (COMANDAMENTUL REGIUNII 3 MILITARE).
112. Prison.
113. Town, district and provincial courts, prosecution offices and notaries-public.
114. "Palace of Culture" (PALATUL CULTURII).
115. Missing on map.
116. Income tax office (SECTIA FINANCIARA).
117. Provincial railway administration (DIRECTIA REGIONALA C.F.R.).
118. Orthodox church (EPISCOPIA).
119. Orthodox cathedral.

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120. **Status of Soviet Heroes.**
121. **Dispensary (POLICLINICA) No.1.**
122. **Rumanian-language co-education secondary school.**
123. **"SANEPID" Ministry of Health office.**
124. **Public bath (BAIA COMUNALA).**
125. **Transformer station for the trolleybus system (still under construction).**
126. **Protestant theological seminary (SINOLOGIE REFORMA).**
127. **Town militia station.**
128. **Provincial Party committee.**
129. **Military club (CASA ARMATEI) and "SINTEZESCU" cinema.**
130. **T.B. dispensary.**
131. **Hungarian-language secondary school.**
132. **Printing press (INTREPRINDEREA POLIGRAFICA CLASA).**
133. **Central post and telegraph offices.**
134. **Telephone exchange**
135. **Branch telephone office - six booths for local and interurban calls.**
136. **Municipal council (SPATUL POPULAR ORASENESCU).**
137. **District council (SPATUL POPULAR RAIONAL).**
138. **"GHORGHE DINA" conservatoire.**
139. **Franciscan church and school of choreography.**
140. **Polytechnical institute.**
141. **Archeological museum.**

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142. Faculty of law and economics of the BUCHAI University.
143. Hungarian opera and theatre.
144. Bolyai University rectorate (administrative offices) and faculty of natural sciences.
145. Administrative offices and meeting hall of the CCPS branch of the Rumanian Academy of Sciences (FILIALA ACADEMIEI REPUBLICII POPULARE ROMINE).
146. Mixed bank.
147. Children's hospital.
148. Restaurant.
149. Lake in the municipal park.
150. Beach.
151. "GHEORGHE GHEORGHIU-DEJ sports grounds.
152. Water works (UZINA DE APA).
153. Water reservoirs (SERVOARII DE APA).
154. Orphanage No. 2 (CAMPUL DE COPILII ORFANE No. 2).
155. Studio of the provincial broadcasting station.
156. Branch of Academy of Sciences.
157. Water dam of the MORII canal (CANALUL).
158. Town Party committee.
159. "MUNCITORESC" cinema and offices of the construction workers' trade union.
160. University library.
161. Provincial council (SPATUL POPULAR REGIONAL).
162. Surgical and internal diseases section No. 2 of the university clinic.

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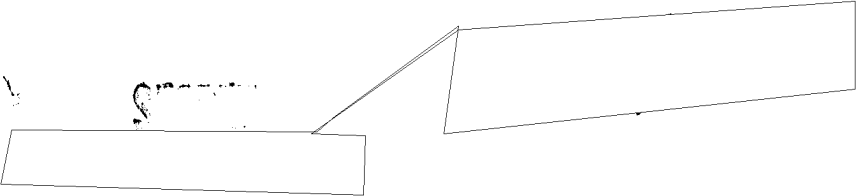
163. Dispensary (POLICLINICA) No. 2.
164. Stomachological clinic.
165. Provincial committee of the URM and editorial offices of "FACLIA".
166. Student hostel.
167. Rectorate of the "VICTOR BAHES" University and its faculties of history, physics, chemistry and mathematics.
168. Workers' evening university (UNIVERSITATEA SEARA MURICTOREASCA).
169. Technical section of the VICTOR BAHES University, a meeting hall, concert halls and canteen (UNIVERSITATEA ILIAR).
170. Romanian-language co-educational secondary school.
171. Hungarian-language co-educational secondary school.
172. Student hostel.
173. Romanian opera and National Theatre.
174. Hotel for students of the polytechnical university.
175. Bureau for military service.
176. Office of the Field Security Service.
177. Military printing press.
178. Military sports grounds.
179. Military sports grounds.
180. Offices of the construction section of the Ministry of the Armed Forces.
181. Military dispensary.
182. Military hospital.
183. Underground anti-atomic shelter.

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184. Railway workers' hospital.
185. Gynaecological and obstetrical hospital and dispensary for railway workers' families.
186. Section of the provincial SECURITARE.
187. Hygiene department of the VICTOR BAHES University clinic.
188. Surgical department of VICTOR BAHES university clinic.
189. Internal diseases' department of the VICTOR BAHES university clinic.
190. Gynaecological department of VICTOR BAHES university clinic.
191. Department of Anatomy of VICTOR BAHES University clinic.
192. Ear, nose and throat department of VICTOR BAHES university clinic.
193. Skin and venereal diseases department of VICTOR BAHES University clinic.
194. Pathological department of VICTOR BAHES University clinic.
195. Department of pharmaceuticals of VICTOR BAHES University clinic.
196. Department of lung diseases of VICTOR BAHES University clinic.
197. Institute of chemistry.
198. Two student hostels.
199. Brewery.
200. Agricultural college.
201. VICTOR BAHES sports park.

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- 202. New botanical gardens and exhibition hall.
 - 203. Mental hospital.
 - 204. Missing on Map.
 - 205. "PASTEUR" institute.
 - 206. Two student hostels.
 - 207. Watermeter repair shop.
 - 208. Agricultural college farm.
 - 209. Observatory.
 - 210. Radio amplifier station.
 - 211. Experimental station for hybridisation of trees and plants.
 - 212. Fire department.
 - 213. Barracks belonging to Ministry of the Interior.
 - 214. Law faculty of VICTOR BABES University.
 - 215. Missing on Map.
 - 216. "23 AUGUST" cinema.
 - 217. "EDISON" cinema.
 - 218. MAXIM GORKY Cinema.
 - 219. Offices of the electric company.
 - 220. "SLESIJA" cinema.
 - 221. Railway station.

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