

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

50X1

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

SECRET
NO FOREIGN DISSEM

COUNTRY	East Germany/USSR/Poland/ Czechoslovakia	REPORT		
SUBJECT	Summary Report on Transportation in East Germany/USSR/Poland/ Czechoslovakia	DATE DISTR.	28 APR 1964	50X1
		NO. PAGES	1	
		REFERENCES		

DATE OF INFO. [redacted] 50X1-HUM
 PLACE & DATE ACQ [redacted]

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted] summary report for Februar 1964 on transportation in East Germany, the USSR, Czechoslovakia, and Poland. [redacted] 50X1-HUM

Distribution of Attachments:

[redacted] 50X1-HUM
 ORR: *Loan Release*
 [redacted]
 Army: Retention of Copy #2
 Air: Retention of Copy #3 50X1-HUM

SECRET
NO FOREIGN DISSEM

GROUP 1
Excluded from automatic
downgrading and
declassification

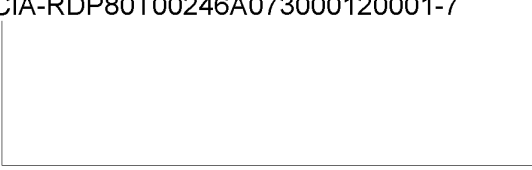
STATE	X	DIA	X	ARMY	#X	NAVY	#X	AIR	#X	NSA	X	XXX	OCR	X
-------	---	-----	---	------	----	------	----	-----	----	-----	---	-----	-----	---

(Note: Field distribution indicated by "#".)

INFORMATION REPORT INFORMATION REPORT

12

SECRET



NO FOREIGN DISSEM

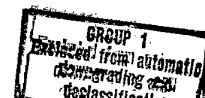
T R A N S P O R T A T I O N S U M M A R Y

for

F E B R U A R Y 1964

SECRET

NO FOREIGN DISSEM



SECRET

- 1 -

I. International Transport Relations

Danube riparian states interested in establishment of Vienna free-port; relevant application and offer for co-financing submitted to Austrian Government.

At December 1963 conference in Berlin, purchase of Western aircraft discussed for satellite countries' civilian airline companies to attract Western air passengers.

Regular Moscow - Mogadisho/Somalia air traffic opened by AEROFLOT.

II. USSR

Average rated speed of freight trains on electrified and dieselized lines about 50 km/h and 44 km/h respectively.

In early 1964, a total of 20,326 track kilometers electrified. By late 1964, another 2,076 kilometers to be put into electric operation.

In 1963, consumption of electric power by train traction approximately 18 billion kilowatt hours.

Beginning of series production of dual-current locomotives (VL-61^d) to overcome different mains voltages at transition points of direct and alternating current.

Change of uniforms and rank insignia of Soviet Zone railroad personnel by 15 April 1964.

Designation, location and area of administration of 25 railroad divisions (See Annex 1).

III. Soviet Zone of Occupation of Germany

For map of Berlin transport situation, see Annex 2.

New Berlin=Adlershof freight station put into service as "Entladezentrum Südost" (Unloading Center Southeast).

Simultaneously, loading discontinued at Berlin=Grünau, Berlin=Schöneweide, and Berlin=Spindlersfeld freight stations.

For map of railroad connections between German Federal Republic and West Berlin, see Annex 3.

In 1963, approximately 1.2 million West German visitors in Soviet Zone.

From 1 April 1964, increase of number of flights between German Federal Republic and West Berlin. So far, 153 special flights provided for Easter traffic. Considerable congestion in Berlin area freight traffic.

Military demands on Reichsbahn averaging seasonally normal. In commercial border crossing, traffic fuel and grain imports by sea via Overseas Harbor and presumably also grain imports by rail. For the first time, grain and presumably fuel shipments observed in transit traffic from presumably Rostock Overseas Harbor to Czechoslovakia.

Since early 1964, three oil trains daily, each of 3,000 tons gross weight, between Schwedt/Oder and Grosskorbetha. Since about November 1963 gross weight of oil trains, running between Rostock and Leuna, increased by about 1,000 tons to about 3,000 tons.

SECRET

SECRET

- 2 -

For railroad bridges over Saale River, see Annex 4.
 In 1964, u/i railroad line to be improved to 160 km/h to begin with, and to 200 km/h at a later date.
 First successful test run of a V-100 diesel locomotive prototype.
 In 1964, fast train steam locomotives of Construction Series 01 to be converted to oil firing (for traction).
 For road bridges over Saale River, see Annex 5.
 Magdeburg-Rothensee shiplift re-opened on 24 February 1964 ahead of schedule.
 Due to Soviet Army and East German Army training activities, Elbe River closed in Rogätz - Kehnert area on 16 and 17 February, and in Ahrensburg - Rogätz area on 21 and 22 February, and Havel River closed in Rathenow area on 20 and 21 February 1964.
 Baltic Sea Airport Barth closed until 15 May 1964, because of "Construction work".
 From 28 February to 12 March 1964, Schkeuditz Airport available for flights to Leipzig Fair.

IV. Czechoslovakia

Plan and performance figures of all public means of transport in 1963.
 Establishment of a railroad division for broad gauge lines in Kosice.
 New transloading station planned at East Slovak Iron Works (VSZ) south of Kosice.
 Operational disturbances caused by drifting snow in Eastern Railroads area.
 1964 supply of rolling stock.
 Establishment of four international bus lines from Kosice to Poland and Hungary.
 Extension of Elbe shipping to Veletov east of Kolin.
 Performance of Czech airline company (CSA) on Prague - Havana route.
 Improvement of Czech civilian airports up to 1970.
 Czech pipe deliveries for new Dashava - Salan natural gas pipeline.

V. Poland

Alleged discontinuation of construction of Rzeszow - Kolbuszow - Deba Rozalin line.
 Data for the last four years on the length of electrified railroad net in operation.
 Increase of electrification quota during period of next Five Year Plan (1966-70).
 Handing over of first Polish produced 800 PS diesel locomotive to Polish State Railroads (PKP).
 1961-1980 plans for road and bridge construction.
 Improvement of access roads to Warsaw.
 Beginning of series production of Star-200 truck.
 Production of first prototypes of passenger trailers for Jelcz buses.
 Delivery of 25,000th ZUK van. 1964 production plan for ZUK vans.
 New Krakow airport under construction.

SECRET

SECRET

- 3 -

I. International Transport Relations1. Interlocking of Traffic Within the Soviet Bloca. Danube Shipping

The Danube riparian states and Yugoslavia represented in the COMECON (Council for Mutual Economic Aid) Inland Shipping Section are interested in the planned free-port near Vienna, where imported goods could be stored duty-free, repacked, finished and later duty-free exported. (See Tpt. Summary for Jan 63, I, 1.b). A relevant application for this project has been submitted to the Austrian Government. In case the proposal will be accepted, COMECON would be willing to co-finance the project via the Danube Commission. The support of the free-port project can be considered a further Soviet step to intensify the control of freight traffic on the Danube.

b. Civilian Air Traffic

At a conference held in Berlin between 15 and 22 December 1963 and attended by representatives of the civilian air lines of the Satellite countries, the problem of a modernization of the present aircraft pool was discussed.

The buying of aircraft from Western countries in order to attract Western air passengers to use airlines of the Satellite countries was also discussed.

2. Traffic Expansion of Soviet Bloc Countries

Regular air traffic between Moscow and Magadisho, Somalia, was opened by AEROFLOT (Soviet State Airline Company), The 7,000 kilometer long route - intermediate landings in Cairo, Egypt, and Khartoum, Sudan, - is being served with aircraft of type Il-18.

II. USSRRailroad Transportationa. Operational Data

The average rated speed of freight trains on electrified and dieselized lines amounts to about 50 km/h and 44 km/h respectively.

b. Electrification

(1) In early 1964, a total of 20,326 track kilometers was electrified. In the course of 1964, 2,076 kilometers of the 4,344 track kilometers scheduled to be electrified are to be put into operation including the last stretch (Kirov - Balezino) of the Moscow - Gorkiy - Kirov - Perm - Sverdlovsk line (See Tpt. Summary for January 1964).

(2) The consumption of electric power by train traction amounted to approximately 18 billion kilowatt hours in 1963. The net of the Soviet State Railroads (SZD) was fed with approximately 26 million kilowatt hours including 5 billion kilowatt hours for Soviet agriculture.

SECRET

SECRET

- 4 -

c. Rolling Stock

In order to overcome the different mains voltages at the transition points of direct and alternating current, the alternating current locomotive of type VL-61 was further developed into the dual-current locomotive of type VL-61^d. After successful trial runs on the direct as well as alternating current Moscow - Osherel's - Pavelec line, the Zaporosh'e maintenance shop for electric locomotives is to construct 10 this type locomotives, each with a performance of 2,400 kilowatts.

d. By order of the Ministry for Traffic, uniforms and rank insignia of Soviet railroad personnel are being changed. The collar patches are to be replaced by distinguishing sleeve marks by 15 April 1964. By the same date all branches of railroad service are to have the same green cap piping.

e. During the past years, the number of railroad divisions has repeatedly been reduced for organizational and operational reasons. The last of these measures became effective on 20 February 1963, when the number of railroad divisions was decreased from 31 to the present 25.

For designation, headquarters and administrative area of the individual railroad divisions, see sketch in Annex 1. (See also Tpt. Summaries for October 1961 and April 1963).

III. Soviet Zone of Occupation of Germany and Berlin Transport Situation1. Berlin Traffic Situation and Interzonal Traffic

a. For map of Berlin transport situation (for S-Bahn net of Berlin, see Tpt. Summary for January 1963, for Subway-net of Berlin, see Tpt. Summary for October 1963) including intra-German traffic on autobahns, thru-ways, waterways and open railroad stretches to West Berlin, see Annex 2.

b. The new Berlin=Adlershof freight station was put into service as "Entladezentrum Südost" (Unloading Center Southeast) on 1 February 1964. Simultaneously, loading discontinued at Berlin=Grünau, Berlin=Schöneweide, and Berlin=Spindlersfeld freight stations.

Within the framework of the extension of "Adlergestell", the arterial road of the Soviet Zone to the south and southeast, the Berlin=Adlershof freight station will be demolished.

c. For map of railroad connections between the Federal Republic of Germany and West Berlin and the border crossing points along the D-Line, see Annex 3.

SECRET

SECRET

- 5 -

A Soviet Zone authority claims that approximately 1.2 million West German travelled to the Soviet Zone in 1963.

e. Air Transport Between Federal Republic of Germany and West Berlin

Air France, British European Airways and Pan American Airways will increase the number of their flights beginning 1 April 1964, so that 188 daily take offs and landings (42 more than during the 1963 summer timetable) will be carried out at Berlin-Tempelhof and Berlin-Tegel Airports.

So far, 153 special flights have been scheduled for Easter traffic between 26 and 31 March 1964.

2. Railroad Transportation

a. Operations and Traffic

(1) In spite of the favorable weather conditions for railroad operations, the operational situation of the Reichsbahn remained tense in February 1964. Especially in the Berlin area, considerable congestion in freight traffic was observed.

(2) Military demands on the Reichsbahn by the Soviet Army did not reveal any special characteristics in spite of training and exercise activities at troop training grounds and at Wustrow AAA firing range.

An increase in transportation was, however, noticed in mid-February as a result of intensified training activity of Soviet Army and NVA (Restricted Areas 2 and 3).

However, compared with the 1963 figures, the military demand on the Reichsbahn can be considered normal.

The loading ban for flat cars in the RBD Berlin which became effective on 17 January 1964 was still valid on 4 February 1964. (See Tpt. Summary for January 1964).

(3) In January 1964, commercial border crossing traffic was characterized by fuel and grain imports by sea via Rostock Overseas Harbor. Presumably because of the cold weather, grain imports by rail were intensified; beginning with 22 January 1964, additional grain shuttle trains crossed RBD Berlin in the direction of Frankfurt/Oder. For the first time grain and presumably fuel shipments were observed carrying consumer goods in transit traffic from overseas harbor, presumably Rostock, to Czechoslovakia.

(4) Since early 1964, three oil trains, each of 3,000 tons gross weight, have been running daily between Schwedt (Oder) (Soviet Zone terminal of the "Friendship" pipeline) and Grosskorbetha, the interchange station for the Leuna Works on Line 180. Trains are running via Angermünde - Berlin-Schöneweide - Jüterbog - Halle (Saale). Since about November 1963, about 3,000 gross weight oil trains have

SECRET

SECRET

- 6 -

been observed in regular traffic between Rostock and Leuna. Until November 1963, only oil trains with a gross weight of a little more than 2,000 tons were observed.

- (5) For railroad bridges over Saale River (with sketch), see Annex 4.

b. Railroad Improvement

In 1964, the Testing and Development Office for Roadbed, Bridges and Superstructure Work (VES-A) in Magdeburg wants to improve an as yet unknown railroad stretch for speeds of 160 km/h and later on of 200 km/h. This test stretch is to be made available to the industry for rolling stock testing.

c. Rolling Stock

- (1) On 5 February the first successful test run of a V-100 diesel locomotive prototype took place. This type of locomotive is to be employed for heavy switching operations, as well as for short-distance passenger traffic and for light freight train traffic.
It was originally planned to put this type of locomotive into series production in 1963.
- (2) After favorable experiences made with the converted freight steam locomotive of Construction Series 44 (including traction of 3,000 tons oil trains), fast steam locomotives of Construction Series 01 are now to be converted to oil firing. For the next years, conversion to oil firing of additional freight steam locomotives is scheduled.

3. Road Transportation

For road bridges over the Saale River (with sketch), see Annex 5. Bridges for pedestrians have not been taken into consideration and have therefore not been marked on the sketch.

4. Inland Shipping

- a. After 14 days of shut-down because of repair works, the Magdeburg-Rothensee shiplift resumed work on 4 February 1964 ahead of schedule. (See Tpt. Summary for January 1964).

SECRET

SECRET

- 7 -

- b. In connection with Soviet Army and NVA (EGA) training activities (Restricted Area 2/64), the following inland waterways were blocked:

Elbe River on 16 and 17 February in Rogätz (PD 8800) - Kehnert (PD 9503) area and from 0000 hrs on 21 February to 22 February between Arensburg (QD 0741) and Rogätz (PD 8800).

Havel River 1600 hrs on 20 February to 1500 hrs on 21 February 1964 near Rathenow between kilometer markers 105 and 110.

5. Air Transportation

- a. Baltic Sea Airport Barth will be closed for air traffic from 1 February until 15 May 1964 (beginning of summer timetable) because of "urgent construction work". Besides the construction work, the lack of passengers on this seaside resort route (Zentralflughafen Berlin=Schönefeld - Barth) with one daily flight in each direction, may be one reason for the temporary closing of the flight route. Since on the other hand, parachuters of the NVA are temporarily transferred to Barth Airport, the closing may also be connected with parachute training.
- b. Schkeuditz Airport (between Leipzig and Halle/Saale) again handles the entire air traffic for the Leipzig Spring Fair (1 to 10 March 1964). From 28/29 February to 12 March 1964, "Interflug" conducts a special daily flight service to Vienna, Copenhagen, Prague (2 daily flights) and to Berlin=Schönefeld Zentralflughafen (7 daily flights).

IV. Czechoslovakia

1. Transportation

The plan and performance figures of all public means of transport in 1963 given in the following surveys indicate that the plan figures could not be met. Despite the revised plan figures for 1963, the performance figures decreased in 1963 compared with the figures of 1962 in tons by 1.6 per cent and in ton/kilometers by 0.5 per cent.

SECRET

SECRET

- 8 -

Freight Transportation

<u>Traffic Units</u>	million tons	% of the 1963- Plan	1963/62 figures in %	billion t/km	% of the 1963- Plan	1963/ 62 figures in % +
State Railroads (CS)	203.1	97.4	99.0	51.7	100.2	99.1
State Motor Vehicle Transport (CSAD)	161.5	99.6	100.5	3.3	103.3	107.7
Inland Shipping (CSPLO + CSPD)	4.1	106.7	103.5	1.9	99.1	97.0
Civilian Air Traffic (CSA)	unimportant, not recorded			0.1	102.7	-
Crude Oil Pipe- lines	appr. 3.0	100.0	-	-	-	-
Total	371.7	97.1	99.0	57.0	100.3	99.5

Passenger Transportation

<u>Traffic Units</u>	million passen- gers	% of the 1963- Plan	1963/62 figures in %	billion passen- gers/km	% of the 1963- Plan	1963/ 62 figures in% +
Railroad	626.2	97.8	97.9	20.5	95.5	96.6
State Motor Vehicle Trans- port	1,503.2	98.7	106.9	15.4	100.5	103.0
Inland Shipping	1.9	-	-	-	-	-
Civilian Air Traffic	1.0	103.0	115.4	0.6	95.2	109.4
Total :	2,132.3	98.4	104.1	36.5	97.6	99.4

+) Comparative figure in per cent for 1962 = 100 per cent.

SECRET

SECRET

- 9 -

2. Railroad Transportation**a. Organization**

The Czech Ministry of Transport has established a railroad division for broad gauge lines in Kosice and made Engineer M. Micka head of this division.

For layout sketch of the planned broad gauge line from the Soviet/Czech border to the East Slovak Iron Works (VSZ) which is to be served with heavy diesel locomotives (3,000 PS) and later with electric locomotives, see Annex 6.

Solid line = Broad gauge track
Dotted line = standard gauge track

b. Line Construction

The planned broad gauge line to the East Slovak Iron Works (VSZ) ends there in a number of trans-loading tracks, which are to be developed into a modern unloading station.

It is planned to build three revolving dump car installations (so-called Rotationskipper) from which the iron ore is to be transported by means of conveyor belts over sorting installations (according to type and uniformity) and into cars for the individual foundries or into storage places. Modern thawing installations for winter operations and dust-separating appliances for summer operations are planned.

Construction work is to start in April 1964 and is to be completed simultaneously with the broad gauge track.

c. Operational Data

As in the preceding years, during the 1963/64 winter, operational disturbances occurred because of drifting snow mostly in the Tatra area and in East Slovakia. In mid-February 1964, 33 freight trains were blocked for several days on the "Friendship Line". In addition to locomotives with snow ploughs and flat cars with mounted aircraft jet power units, civilian and military personnel was employed for the clearing of the line.

d. Rolling Stock

In 1964, the CSD is to receive the following rolling stock

- 65 electric locomotives for direct current, (3,000 kilowatt)
- 10 electric locomotives for alternating current (3,000 kilowatt)
- 287 diesel locomotives for main line service
- 82 diesel-cars
- 4,306 freight cars of all types (including about 2/3 four-axle cars)

In addition 100 steam locomotives are to be converted to oil firing.

SECRET

SECRET

- 10 -

3. Road Transportation

State Motor Vehicle Transport (CSAD) in Kosice is establishing following four international bus lines in order to expand tourist traffic within the satellite countries:

- to Poland : Kosice - Zakopane - Krakow
Kosice - Dukla Pass - Rzeszow
- to Hungary : Kosice - Budapest - Tihany (peninsula in the Balaton Lake
Lake)
Kosice - Miskovec - Tapolca.

Establishment of an additional line from Roznava to Lake Balaton is being considered.

4. Inland Shipping

In 1964, regular Elbe River shipping with 450-ton barges is to be extended to Voletov (WR 2242) east of Kolin. Regulating and technical improvements of the lock chambers have been under way for some time. (See Tpt. Summary for July 1963, Paragraph 2).

5. Civilian Air Traffic

- a. According to a Czech publication, the Czech airline (CSA) has transported so far more than 14,000 passengers on the Prague - La Habana flight route established on 3 February 1962.
- b. By 1970, all civilian Czech airports utilized by the CSA are to receive concrete runways instead of the present grass runways. They are also to be equipped with modern safety and operational installations.
At present, such improvement works are under way at Bratislava - Ivanka and Poprad - Tatra airports (See Tpt. Summary for December 1963, Paragraph 4, b).

6. Pipelines

Czechoslovakia will deliver the 370 kilometers of pipe needed for the section on Czech territory of the Dashawa - Sala natural gas pipeline, which is to be constructed by 1968. In addition, Czechoslovakia will deliver pipe for the Soviet section (See Tpt. Summary for January 1964, Paragraph 5).

V. Poland**1. Railroad Transportation****a. Line Construction**

Construction of the Rzeszow - Kolbuszow - Deba Rozalin line, which has been under way for several years, has reportedly been discontinued since the summer of 1963. (See Tpt. Summaries for March 1963, March 1961, August 1960).

SECRET

SECRET

- 11 -

b. Electrification

- (1) The total length of the electrified net in operation totaled on 31 December 1960 1,026 kilometers (appr. 200 kilometers more than on 31 Dec 1959)
- on 31 December 1961 1,179 kilometers
on 31 December 1962 1,370 kilometers
on 31 December 1963 1,559 kilometers
- (2) During the next Five-Year Plan (1966-1970) the present electrification quota of 200 kilometers per year is to be increased to approximately 350 kilometers per year.

a. Rolling Stock

After successful trial runs, the first 800 PS diesel locomotive produced in Poland will soon be handed over to the Polish State Railroad (PKP) for regular service.

2. Road Transportation**a. Road Construction**

Between 1961 and 1980, the following improvements are scheduled:

State Roads

- Improvement of all dirt roads 6,200 kilometers
- Adaptation to motor vehicle traffic 7,500 kilometers
- Beginning of construction of roads for express traffic 700 kilometers
- Improvement of road surfaces 31,000 kilometers
- Construction and reconstruction of 80,000 meters of bridges and viaducts.

Community Roads

- Extension of roads with solid surfaces 33,000 kilometers
- Construction of dirt roads with improved surfaces 10,000 kilometers
- Construction and reconstruction of 127,000 meters of bridges and viaducts.

The condition of the state roads is to be improved during the next Five-Year Plan as follows:

Good condition	<u>1960</u> 54%	<u>1980</u> 90%
Medium condition	36%	10%
Poor condition	10%	-

The reconstruction i.e. widening and surface improvement of the access roads to Warsaw has been started. It includes roads from the direction of Jablonna (DD 9503), Grojec (DC 905465), Zyrardow (DC 6268), Sochaczew (DC 4887), Radzymin (ED 125078), and Lonianki (DC 9299).

SECRET

SECRET

- 12 -

b. Motor Vehicle Transport

The Starachowice truck factory is soon to start series production of the Star-200 truck. The truck will be equipped with a 130 PS engine and will have a loading capacity of 5 tons.

The Motor Vehicle Works in Jelcz produced the first prototypes of passenger trailers for "Jelcz" buses. The trailer can transport 25 passengers.

The Lublin truck factory delivered the 25,000th truck of type ZUK. In 1964, the production of ZUK trucks is planned to surpass 9,000.

3. Civilian Air traffic

At Balice (DA 1449) near Krakow a new airport is under construction and is to be put into operation in March 1964. The old civilian airport of Krakow (Czeczyny) was closed in November 1963.

SECRET

50X1-HUM

Page Denied

Next 5 Page(s) In Document Denied

SECRET

Annex 4 to Transportation Summary
for February 1964

S A A L E B R I D G E S

(Status of January 1964)

PART a) Railroad Bridges

SECRET

Railroad Bridges Crossing Saale River

Location	On Line	Location UTM	Total Length (in meters)	Width	Carrying Capacity	Type of Construction	Spans in Meters	Piers	Comments
1	2	3	4	5	6	7	8	9	10
Calbe East	Electrified double-track Magdeburg - Kötthen line	PC 933556	About 400	Double-track (two parallel structures)	Heavy Reichsbahn testing train	Thru type, steel, 2 water gaps, trapeze truss girders; joined N by 5, S by 17 deck type spans	2x30 5x14 17x14	23	Part of structure destroyed in 1945 restored in 1960
Bernburg	Partly double-track Götzen - Kötthen line	PC 894427	210	Double-track (two parallel structures) 2 x footways	Heavy Reichsbahn testing train	Deck type, thru steel truss over 4 center spans; joined on both ends by 2 stone arch spans each	4x30 2x20 2x20	7	Destroyed span restored in 1945/46
Alsleben	Single-track local Alsleben - Bebitz line	PC 847324	212	Single-track	16-t axle pressure	Thru type, steel girder, steel trapeze truss across water gap; joined on both ends by deck type truss spans	1x72 4x20 & 3x20	7	
Könnern	Single-track Halle-Sandersleben main line (second track dismantled)	PC 892279	383	Single-track	Heavy Reichsbahn testing train	Part thru type, thru steel girders with multiangular truss across each span	1x34 & 1x37 & 1x72 & 2x36 & 4x33	8	New bridge completed in 1959; foundations laid for double-track improvement

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10
Halle	Bridge across Wilde Saale River and Canal west of it (2 structures one after the other); 1) eastern part; 2) western part on coal carrying Zscherben - Salinen Insel Halle line	QC 052076	1) 97 2) 80	single- track	16-ton axle pressure	1) steel structure 2) thru steel girder	1) 20x77 ? 2) 4x20 ?	1) 1 2) 3	Hinged footway upstream
Halle	Single-track secondary Halle - Hettstedt line across Elisabeth Saale	QC 051077	150	single- track	16-ton axle pressure	Deck type, iron structure	10x15	2	Immediately south of Elisabeth Bridge on Highway F-80
	Single-track secondary Halle - Hettstedt line across Wilde Saale River	QC 049077	126	single- track	16-ton axle pressure	Deck type, iron structure	7x18		Immediately south of Siebenbogen Brücke, on Highway F-80
Halle	Harbor line (Halle Thür. Güterbf. - Halle Kloster- bf.)	QC 054066	84	single- track		Thru type, iron structure, thru plate web girder with mounted lenticular trussing.	1x84		

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10
SW Halle between Angersdorf and Wörlitz	Double-track Eisleben - Halle line	QC 037043	200	Double- track	Heavy Reichsbahn bridge testing train	Deck type, arch bridge, solid masonry	10x20	9	
Schkopau	Electrified double-track Halle-Merse- burg line	QB 081983	79	Double- track	Heavy Reichsbahn bridge testing train	Thru type steel trapeze truss bridge	79		
Leuna	Single-track secondary Merseburg - Leipzig-Leutzsch line	TS 928911	166 & 345 flood arch	Single- track	Up to 18-ton axle pressure	Thru type; river bed arch spans: steel truss, 3 superstruct- ures incl. 1 of war time equipment. Flood arch spans: deck type stone arch bridge	2x23 & 1x30 & 1x60 & 1x30 eastern part: 15x23 western part: 2x23	4 14	
Bad Dürren- berg	Double-track Grosskorbetha - Leipzig line	TS 947873	380	Double- track	Heavy Reichsbahn bridge testing train	Deck type arch bridge, solid masonry; arch reinforced with steel concrete	20x19	19	Reinforced in 1954; electrif- ication under way
Dehlitz	Single-track secondary Grosskorbetha - Pörschen - Deuben line	TS 920803	325	Single- track	Heavy Reichsbahn bridge testing train	Thru type steel truss bridge, 11 superstructures	11x25 & 1x50	11	

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10
Weissenfels	Double-track Halle - Naumburg line with Weissenfels - Zeitz branch line	QB 070768	190	Double-track	Heavy Reichsbahn bridge testing train	Deck type, from W to E 2d,3d, and 6th span: thru steel truss; 1st, 4th and 7th span: stone arch	1x10 & 6x30	6	Electrification planned
Eulau E of Naumburg	Double-track Weimar - Weissenfels line	QB 002733	80	Double-track	Heavy Reichsbahn bridge testing train	Deck type, thru steel girder, plate web beam bridge	4x20	3	Electrification planned
Naumburg	Double-track Weimar - Weissenfels line	PB 980725	72	Double-track	Heavy Reichsbahn bridge testing train	Deck type, solid masonry arch bridge	4x18	3	Electrification planned
Naumburg	Single-track secondary Naumburg - Laucha line	PB 946721	60	Single-track	Heavy Reichsbahn bridge testing train	Thru type, trapeze truss girder bridge, 2 superstructures, steel	2x30	1	
Bad Kösen	Double-track Weimar - Weissenfels line	PB 903688	134	Double-track	18-ton axle pressure	Deck type, solid masonry arch bridge	4x20 & 3x18	6	Electrification planned
Saaaleck	Double-track Weimar - Weissenfels line	PB 894659	200	Double-track	18-ton axle pressure	Deck type, solid masonry arch bridge	4x20 & 8x15	11	Electrification planned

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10
Saaleck	Double-track Weimar - Weissenfels line	PB 889658	72	Double- track	18-ton axle pressure	Deck type, solid masonry arch bridge	4x18	3	Electrification planned
E of Klein- Heringen	Double-track Weimar - Weissenfels line	PB 881656	60	Double- track	18-ton axle pressure	Deck type, solid masonry arch bridge	4x15	3	Electrification planned
Gross- Heringen	Double-track Weimar - Weissenfels line	PB 867653	60	Double- track	18-ton axle pressure	Deck type, solid masonry arch bridge	4x15	3	Electrification planned
S of Gross- Heringen	Single-track Jena - Bad Kösen line (second track dismantled)	PB 870648	275	for two tracks; two parallel bridge structures, one track dismantled	Heavy Reichsbahn bridge testing train	Northern part: u/i type, 5 spans of 2 parallel thru sheet iron girders; southern part: thru type, trapeze steel truss superstructure over water gap.	5x41 1x70	5	
N of Camburg	Secondary Camburg - Molau - Zeitz line dismantl- ed as far as Molau	PB 893603	125			Deck type, steel	3x25 & 1x50	3	Bridge without tracks

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10
Porstendorf	Single-track secondary Porstendorf - Krossen line	PB 869514	105	Single-track	18-ton axle pressure	Thru type, steel, 3 steel truss superstructures	1x45 & 2x30	2	
Göschwitz	Single-track Jena West - Gera Hbf line (2d track dismantled)	PB 827400	170	for two tracks, one track dismantled	18-ton axle pressure	Thru type, 2 parallel steel girders over 4 spans, 1 steel truss superstructure over water gap.	4x30 & 1x50	4	Incomplete planking
Orlamünde	Single-track secondary Orlamünde - Pörsneck line	PB 793280	114	Single-track	16-ton axle pressure	Thru type: center span over water gap, 1 steel trapeze truss superstructure; joined on both ends by thru steel structure, deck type.	1x44 1x30 & 2x20	3	
Rudolstadt - Schwarza	Single-track Jena - Saalfeld line (second track dismantled)	PB 645176	111	for two tracks, one track dismantled	Heavy Reichsbahn bridge testing train	Thru type, steel structure, 3 trapeze truss superstructures; joined on eastern end by 1 deck-type plate web beam span	2x38 1x20 1x15	3	
Saalfeld	Single-track Arnstadt - Saalfeld line	PB 669150	148	Single-track	18-ton axle pressure	Deck type, thru steel girder; center span over water gap; thru type steel trapeze truss superstructure	2x20 3x20 1x48	5	

SECRET

SECRET

50X1-HUM

Page Denied

1	2	3	4	5	6	7	8	9	10
N of Weischwitz	Single-track Saalfeld - Probstzella line (second track dismantled)	PB 694097	110	Single-track, bridge structure for second track destroyed	Heavy Reichsbahn bridge testing for train	Deck type, steel truss, 3 spans	1x35 & 1x40 & 1x35	2	
Eichicht	Dismantled single-track industrial railway	PB 724099	180	Single-track		U/i type, thru steel structure	4x45	3	
Ziegenbrück	Single-track secondary Triptis - Blankenstein line	PB 875090	140	Single-track	16-ton axle pressure	Deck type, solid masonry arch bridge	7x20	6	
Gräfenwarth	Single-track electrified secondary Schleiz - Saalburg line	PB 943006		Single-track					

SECRET

SECRET

SECRET

Annex 5 to Transportation Summary
for February 1964

S A A L E B R I D G E S

(Status of January 1964)

PART b) Road Bridges

SECRET

Road Bridges Crossing Saale River

Location	On Highway	Location UTM	Total Length (in meters)	Width (in meters)	Carrying Capacity (in tons)	Type of Construction	Spans (in meters)	Piers	Year of Construct- ion	Comments
1	2	3	4	5	6	7	8	9	10	11
Calbe	LIO ¹⁾ 110 Aken - Calbe	PC 910527	102	6 m roadway & 2x1.5 m footways	24	Thru type; center span (water gap) .): steel truss trapeze girder; 1 steel beam span each on both ends (deck type)	1 x 56 1 x 23 & 1 x 23	2	1949/50	
Nienburg	LIO 127 Nienburg Gerbitz - Dessau	PC 912470	116	6 m roadway & 2xappr. 2 m footways	40	Thru type, steel, 2 bow string truss super- structures	1 x 67 & 1 x 46	1	1949/50	
Bernburg "Solvey Bridge"	Indust- rial bridge	PC 895427	-	Roadway & 2 x fotways	-	Deck type				For industrial traffic only
Bernburg "Friedens- brücke" (Annen- brücke)	F 71 Magdeburg - Könnern, F 185 Aschersleben - Dessau	PC 892426	127.5	14.10 m incl. 6 m roadway & 2 x 1.35 m cycle path & 2x2.7 m footway (projected)	40	Part thru type, steel, center span (over water gap): bow string truss; joined on both ends by 1 steel beam span each, deck type.	1 x 65 & 1 x 20 & 1 x 20	2	1949/51	Resistant to overload

¹⁾ LIO - Primary road

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Alsleben	F 6 Aschersleben - Könnern	PC 854314	154	6	24	Thru type, center span (over water gap) bow string truss; joined on both ends reinforced concrete arch spans, deck type	1 x 58 2 x 30 & 3 x 12	5	1945	Bridge was slightly damaged
Könnern	L10 162 Nelben - Könnern	PC 897277	234	5	16	Part thru type over water gap, steel arch structure; joined on both ends by reinforced concrete arch spans, deck type	1 x 72 2 x 24 & 2 x 27 & 1 x 30 & (1 x 72) & 1 x 30	6	1946	
Halle "Giebi- chenstein- brücke"	Kröllwitz - Halle (town c brücke"	QC 048101	130	10m road- way and 2x3m foot- way, (2 street- car tracks)	60	Reinforced concrete arch structure	2 x 12 & 1 x 60 & 1 x 20	3	1947/49	Resista to over load
Halle a) "Brücke d.Freund- schaft" (Peissnitz bridge)	town bridge over Schiffs-Saale bridge)	QC 049090	82	5m roadway & 2x1.5m footway	16	Thru type steel suspension bridge	1 x 11 & 1 x 60 & 1 x 11			
b) "Stein- mühlen- brücke"	Peissnitz street over Mühlgraben (E of northern Saale branch)	QC 053090				Stone or concrete arch bridge	1 span			

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Halle "Gimritz- er Guts- brücke"	Over Wilde Saale River	QC 048084				Thru type, steel				1 span
Halle "Pfälzer- Brücke"	Over "Mühl- graben" (E of northern Saale branch), Neuwerk/Robert Franz Ring	QC 056084				Deck type, stone or concrete structure				1 span
Halle "Burg- Brücke"	Over "Mühl- graben" (E of northern Saale branch) Moritzburg-Ring/ Rob.Franz Ring					Deck type, steel				1 span
Halle "Mühl- Brücke"	Over "Mühl- graben" (E of northern Saale branch) Mühl- gasse/Rob. Franz Ring	QC 058081				Deck type				
Halle "Klaus Brücke"	Over "Mühl- graben" (E of southern Saale branch) Mans- felder street					Deck type, stone or concrete arch structure				1 span

SECRET

SECRET

- 4 -

Annex 5 to Transportation Summary
for February 1964

1	2	3	4	5	6	7	8	9	10	11
Halle "Schwarze Brücke"	Across Mühl- graben (E of southern Saale branch) Herrenstrasse	QC 058076				Deck type		1 passage		
Halle a.) Sieben- bogen brücke	Across Wilde Saale River, F-80 (Eisleben- Halle)	QC 049077	105	10m roadway (2 street- car tracks) & 2x2.5m footway	40	Deck type, Reinforced concrete arch	7x14	6 repaired in 1945	Rebuilding planned for 1963/64	
Halle Elisa- beth Brücke	Across Elisabeth- Saale, F-80 Eisleben- Halle	QC 051077	135	10m roadway (2 street- car tracks) & 2x2.5m footway	20	Deck type, reinforced concrete arch	9x15	8 repaired in 1945	Rebuilding planned for 1963/64. No center arches destroyed;	
c) Salinen- brücke*)	Across Kotgraben (Saale branch) F-80 (Eis- leben - Halle	QC 056077	12	12m roadway (2 street- car tracks) & 2 footways		Deck type	1 span			
d) Schiefer- brücke	Across Schiffs- Saale, F-80 (Eisleben- Halle)	QC 056077	40	12m roadway (2 street- car tracks & 2 footways	20	Thru type, steel, 1 superstructure	1 span	1894		
Halle Genzmer- brücke	Stadt- brücke	QC 056072	88	10	20	Thru type, steel arch bridge, 1 superstructure	1x28 & 1x60	1		

*) Not shown on sketch "Road Bridges Across Saale River"

1	2	3	4	5	6	7	8	9	10	11
Rüppzig	LIIO *) Halle- Wörlitz- Hohenweiden	QC 048026								After 1953
Schkopau a) Saale- brücke	F-91 Halle- Merseburg	QB 072996	98	9m roadway & 2x3.5m for pedestrians and cycles	80	Thru type steel bowstring bridge, 1 superstructure	80	-	1954	
b) Flut- brücke	" "	QB 074996	180	9m roadway & 2x2m footway	80	Deck type, plate web beam bridge	9x20	8	1935	
Merseburg a) Waterloo Brücke	F-181 Merseburg- Leipzig	TS 913940	74	6m roadway & 2x1.5m footway	24	Deck type, reinforced concrete & masonry bridge (From W to E)	1x20 & 3x18	3	1950	
b) Hohe Brücke across Kleine Saale	" "	TS 920940	76	6m roadway & 2x1.5m footway	24	Deck type, steel, 1 trapeze truss girder superstructure joined on both ends by 1 stone arch span (52) & 1x3	1x52 1x3	2	1936	
Bad Dürren- berg	LIO 229 Sporgau - Bad Dürrenberg	TS 949872	138	7m roadway & 2x1.75m footway	24	Deck type steel concrete bridge	1x23 & 1x39 & 1x57	2	1950	Resistant to over- load. Second bridge planned.

*) LIO - Secondary road

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Weissenfels	F-91 Halle-Zeitz	QB 073768	105.34 to trailing edge of abutment	Total 15.50 incl. 8.5m roadway & 2x3.25m footway	80	Deck type concrete beam bridge, thru steel girder	1x30 & 1x41 & 1x30	2	1952	
Naumburg	LIO 237 Naumburg- Freyburg	PB 977729	60	7	16	Thru type steel truss bow string girder bridge (1 superstruct- ure)	1x52	-	1890	
Roszbach	F-180/88 Freyburg- Naumburg	PB 946722	84	10	40	Deck type, concrete arch bridge	1x15 & 3x18 & 1x15	4	1945	
Altenburg	LIIO 04 Nieder- müllern- Altenburg	PB 935705	160	6		Deck type concrete arch bridge faced with freestone	10x16	9		Bridge was part- ially destroyed; probably restored now.
Bad Kösen	F-87 Bad Berka- Naumburg	PB 903686	137	8	60	Deck type, masonry arch bridge; tower with trapeze roof on center pier of SE part of bridge.	1x35 & 1x45 & 2x28	3	1890	
Lengefeld	LIO 257 Lengefeld- Grossherin- gen	PB 893660	152	6	30	Deck type masonry arch bridge (possibly reinforced concrete faced with freestone)	4x18 & 5x16	8	1890	

SECRET

SECRET

- 7 -

Annex 5 to Transportation Summary
for February 1964

1	2	3	4	5	6	7	8	9	10	11
Saaleck	LIO 257 Lengefeld- Grossheringen	PB 889659	70	9	40	Deck type, masonry arch bridge (possibly reinforced concrete faced with freestone)	1x23 & 1x24 & 1x23	2	1895	
Saaleck	LIO 257 Lengefeld- Grossheringen	PB 885653	72	7.5	60	Deck type, masonry arch bridge (possibly reinforced concrete faced with freestone)	3x24	2	1895	
Gross- heringen	LIO 257 Lengefeld- Grossheringen	PB 867655	65	8	16	Thru type, steel truss bow string bridge	60	-	1939	
Weichau	LIIO Weichau- Tultewitz	PB 881641	48	4	3.5	Deck type, concrete plate web beam bridge	1x12 & 1x24 & 1x12	2		
Camburg	LIO 161 Bad Sulza- Camburg	PB 899595	90	9	60	Concrete bridge	3x30	2	1957/60	
Dorndorf/ Dornburg	F-88 Naumburg- Jena	PB 876542	125	9	10	Thru type, steel, 3 super- structures of multiangular truss girders	1x28 & 1x16 & 2x44	3	repaired in u/i year	
Kunitz	LIIO Zwötzen- Kunitz	PB 849483	30			Thru steel girder	5x6	4		
Jena	Town bridge to Saal- Bahnhof	PB 824461	85	8	5	Deck type, wooden	17x5	16		

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Jena Camsdorfer Brücke	Town bridge on F-7 (Weimar- Gera)	PB 825453	102	10m road- way (1 streetcar track)& 2x2.5m footway	60	Deck type, reinforced concrete arch bridge	1x31 & 1x40 & 1x31	2	repaired in 1946	
Jena Paradies- Brücke	Town bridge	PB 821448	95	10m & 2x1.5m footway	80	Deck type, reinforced concrete plate web beam bridge	1x15 & 1x20 & 1x25 & 1x20 1x15	4		
Lobeda	LIO Lobeda - F-88	PB 828418	140	8m road- way (1 streetcar track & 2x2m footway	60	Deck type, reinforced arch bridge	1x20 & 1x50 & 2x25 & 1x20	4	repaired in 1946	
Burgau	LIIO Burgau- Lobeda	PB 828416	115	5	2	Deck type arch bridge	6x15 & 1x9 & 2x8	8	2d-4th arch (counted from W) destroyed, replaced by wooden structure (deck type)	
Göschwitz	Eisenach- Chemnitz autobahn	PB 828392	700	18.8	60 (also 80)	Deck type, reinforced concrete arch bridge faced with freestone	17x41	16	1938 repaired in 1953/54	Two arches were blasted
Maua	LIIO Maua - Rutha	PB 834387	54	5		Deck type wooden beam bridge	6x9	5		Center pier of masonry, presum- able remainder of former bridge.

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Rothenstein	LIIO Rothen- stein - Olknitz	PB 834363	appr. 115							Construction of temporary bridge under way in early 1962. In late 1962, old bridge dis- mantled
Gross Pürschütz	LIIO Gross Pürschütz - Kahla (F-88)	PB 824334	45	4m & 1.5m footway	4	Deck type wooden beam bridge	3x15	2		
Kahla	LIO 99 Löbschütz - Kahla	PB 826310	110	8m & 2x2m footway		Deck type concrete arch bridge	2x9 & 2x10 & 1x30 & 3x14	7	Repaired in 1946	No full military carrying capacity
Orlamünde	LIO 96 Freien- orla - Naschhausen (F-88)	PB 786279	80	8m & 2x1.5m footway	60?	Deck type reinforced concrete arch bridge	2x40	1	1950	
Zeutsch	LIO 95 Nieder- krossen - Zeutsch (F-88)	PB 771256	55	6m	6.5	Deck type wooden beam bridge		7	1946/47	
Uhlstädt (F-88)	LIIO Uhlstädt - Ober- krossen	PB 742237	41	4	4	Deck type wooden beam bridge	7x5	6		

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Weissen	LIIO Etzelbach (F-88) - Weissen	PB 729234	54	6	3	Concrete, beam bridge (only eastern span complete; otherwise destroyed)	1x22 & 2x17 (incl. 1 double pier of wood)	2		2 western spans of wooden temporary structure
Rudolstadt	Town bridge Rudolstadt - Cumbach	PB 656213	67	7	3	Deck type wooden beam bridge	30x2.5	29		
Rudolstadt Elisabeth Brücke	Town bridge Rudolstadt	PB 648211	110	2	2	Deck type concrete bow string bridge with resting-on roadway	5x22	4		
Rudolstadt Volkstedt	LIIO Rudolstadt - Cumbach - Volkstedt F-85/88	PB 644201	65	4m & 2x0.5m footway	1.5	Deck type wooden beam bridge	10x6.5	9		
Rudolstadt Schwarza	F-85/88 LIIO Schwarza airport	PB 642172	72	3	16	Deck type, concrete, beam bridge (only the 2 end spans complete)	3x24	2		Center part replaced by wooden deck type struct- ure.
Remschütz	F-85-LIIO Wöhlisdorf - Remschütz	PB 665160	appr. 70	appr. 1.2m 2x1.5m footway	10	Deck type, concrete, beam bridge		2		U/i construction work from 1959 - fall 1961 (Recon- struction of partly destroyed bridge?)

SECRET

SECRET

- 11 -

Annex 5 to Transportation Summary
for February 1964

1	2	3	4	5	6	7	8	9	10	11
Saalfeld	Town bridge F-85 Rudol- stadt - Probstzella & F-281 Pössneck - Eisfeld	PB 674137	100	10m & 2x2.5m footway	60	Deck type masonry arch bridge (possibly faced with freestone)	1x10 & 5x16 & 1x10	6	Before 1900	The two outer arches carry lanes
Saalfeld	Town bridge Saalfeld East - Saalfeld West	PB 675135								
Saalfeld	Town bridge "Ködditzer- brücke"	PB 681120	90	5m & 2x1m footway	12	Deck type, reinforced concrete bowstring bridge with resting-on roadway	1x15 & 3x20 & 1x15	4		
Fischers- dorf	LIIO Fischers- dorf - Breternitz	PB 701101	102	6	60	Deck type, concrete, beam bridge on solid piers	6x17	5		
Eichicht	F-85 Saalfeld - Probstzella	PB 720100							After 1956 replaced by new structure	
Kaulsdorf	LIIO Kaulsdorf - Eichicht	PB 723100							Built after 1956	

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Hohenwarte	Road on dam crest of Eichicht equalizing basin	PB 732100								Constructed after 1956
Hohenwarte Equalizing Basin	Road Hohenwarte - factory area	PB 760096								
Hohenwarte Dam (western end)	Road on crest of dam	PB 764101								
Ziegenrück	Road	PB 874102					Deck type, wooden beam bridge, on 10 supports including (from W to E) supports No 1,2,4,6,and 8 (wooden piles), and Nos 3,5, 7, and 9 (stone piers) (probably faced with wood)	10x7		
Ziegenrück	LIIO 326 Ziegenrück- Lobenstein	PB 878089	95	6	10	Deck type, concrete, faced with stone, arch bridge. 3d and 5th arch (from E to W) destroyed *)	2x15 & 6x5 & 1x15	8 (five of wood)	Repaired in 1945	Deck type tempor- ary wooden struct- ure replacing 3d and 4th arch; new structure planned.
Walsburg	LIIO Walsburg - Essbach	PB 896066	53	5		Concrete bowstring bridge				

SECRET

SECRET

- 13 -

Annex 5 to Transportation Summary
for February 1964

1	2	3	4	5	6	7	8	9	10	11
Burgk	LIIO Burghammer - Burgk	PB 926036								
Burgk	LIIO 83 Remptendorf - Mbschlitiz	PB 932033	90	10	20	Steel, box girder truss bridge 4x22.5 From S to N: 1st, 3d and 4th span thru type, and 2d span deck type	3			Second span replaced by temporary steel truss box girder structure
Bleiloch Dam	LIIO Remptendorf/ Mbschlitiz - Grafenwarth on dam crest	PB 925007								
Saalburg via Saale Reservoir	LIIO Pbritzsch - Saalburg	PB 935978								Reconstruction begun in 1963.
Saaldorf	F-90 Lobenstein - Hirschberg	PA 912923	190	About 12m & 2 footways						In 1961/63 repair and reinforcement to 60 tons
Harra	LIIO 104 Harra - Birkenhugel	PA 908891	72	8		Steel, 1 large and 1 small superstructure	1x48 & 1x24	1		

SECRET

SECRET

1	2	3	4	5	6	7	8	9	10	11
Blankenstein	LIO 87 Blankenberg - Blanken- stein Factory	PA 922873								
Blankenstein	LIO 87 Blankenstein - Blanken- berg	PA 920871	140			Wooden bridge		2	1950	
Blankenberg	LIO 133 Blankenberg - Issigau	PA 932867						2		
Rudolphstein	LIIO Pottiga - Rudolph- stein	PA 963878	60				4x15	3		
Sparnberg	LIIO Rudolphstein - Sparnberg	PA 969882								
Lehesten (Demarcation Line Soviet Zone/West Germany)	Halle - Nürnberg autobahn	PA 977888	300			Solid arch bridge faced with concrete		7	1936	Destroyed

SECRET

SECRET

50X1-HUM

Page Denied

Next 56 Page(s) In Document Denied