

~~CONFIDENTIAL~~

FW
696

CLASSIFICATION ~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 13 December 1950

SUBJECT Road Bridges across the Finow Canal

NO. OF PAGES 2

PLACE ACQUIRED [REDACTED]

25X1A

RETURN TO CIA LIBRARY

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO. [REDACTED]

SUPPLEMENT TO REPORT NO.

25X1X

1. The old drawbridge at Niederfinow (canal km mark 86.32) is partly destroyed and a temporary bridge has been built. Its replacement by a permanent structure is contained in the 1951 program under No 36.
2. The Kuh Bridge (canal km mark 84.11) which is in the course of a field path was repaired in a makeshift way. At present it does not delay shipping.
3. The Semmel Bridge in Eberswalde (canal km mark 77.98), is in the course of a local mudroad. It is 2.3 meters wide and 50 percent destroyed.
4. The former Lifting Bridge at Eberswalde (canal km mark 77.76) was to be reconstructed as a ferroconcrete plate girder bridge in 1950/51. The foundation pits for the abutments are completed.
5. The Wilhelms Bridge on Wilhelmstrasse in Eberswalde (canal km mark 77.02) is destroyed. The debris of the bridge has been cleared from the canal.
6. The Kupforhammer Bridge (canal km mark 75.47) is a temporary bridge of double T girders resting on a log crib which was erected instead of the destroyed center pier. The log crib impedes shipping. It is planned to reconstruct the bridge in 1951.
7. The Eisenspalterei Lifting Bridge (canal km mark 73.51) is to be reconstructed as an elevated ferroconcrete structure in 1951.
8. The Heegermuehle Bridge (canal km mark 71.24) is now being reconstructed. One abutment is completed, another is half completed, and one center pier remains to be erected. It would be possible to mount the superstructure of rolled girders before the end of the year.

~~CONFIDENTIAL~~

STATE #		<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION		Document No.
ARMY #		<input checked="" type="checkbox"/>	AIR #	<input checked="" type="checkbox"/>	FBI			No Change in Class.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2000/05/18 : CIA-RDP82-00457R006300610012-6

CONFIDENTIAL

Declassified
 Class. Changed To: TS, S, C
 Auth: HR 78-2
 Date: 10-6-72
 By: [Signature]

Next Review Date: 2008

CENTRAL INTELLIGENCE AGENCY

-2-

25X1A

9. The Schoepfurth Lock Bridge in Finow (canal km mark 67.56) is 80 percent completed. Only the roadway is missing.
10. The Autobahn Bridge (canal km mark 66.10) is destroyed. A temporary bridge has been built on one of its lanes. The clearing of the debris of the bridge and the construction of a single-lane bridge is recommended for 1952.
11. The Krug Bridge in Marienwerder (canal km mark 61.54) is destroyed but there is an emergency footbridge. The reconstruction of the bridge is recommended for 1952.
12. The Luhlendorf Bridge (canal km mark 59.48) is an emergency bridge which has been built on the remains of the destroyed bridge. The clearing of the debris and the construction of a permanent bridge is recommended for 1952. *

25X1A

Comment. The pin point location of the bridges can be determined from the following map sheets of the series "Germany 1:25,000": sheet 3149 bridges 1 and 2; sheet 3148 bridges 3 to 9; sheet 3147 bridges 10 to 12. Bridge No 4 is on National Highway No 2, from Berlin to Stettin via Angermuende. This highway is important as a north-south connection. Bridge No 9 is on National Highway No 167 which leads from Frankfurt/Oder to Neuruppin via Mberswalde. This road is of importance as an east-west connection by passing Berlin to the north. Bridge No 10 is on the Berlin-Stettin reichsautobahn. All the other bridges are only of local importance.

CONFIDENTIAL

SECRET/CONTROL/US OFFICIALS ONLY