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- 1. According to an argumement by the government of Land Thuringia, Highway and Bridge Departant, dated early September 1991, the shortage of cement and Grushed stoneshelted the construction fork on the following bridges for which Bauunion firms in lafurt or other places have contracted:
 - a. Bridge on the Sorge Settendorf highway, built for the Wismut-Company. The bridge is completed except for the reinforced concrete readway; 100 tons of cement are required.
 - b. Arched passage of the Dittrichshuerte bridge on the Schwarza-Blankenberg highway. The temperary structure previously exected on this site has been dismantled. Long detours are required as long as this bridge is out; 55 tons of cement are required.
 - c. Bridge on Motz and Leopoldstrasse in Erfurt; about 138 tons of cement are required.
 - d. Bridge at Mettstaedt on the Meiner-Naumburg highway. The bridge is completed except for the reinforced concrete plates; about 45 tons of cement are required.
 - e. Wagenstedter Bridge in Muchlheusen. The bridge is almost completed. About 80 tons of cement are required. The bridge is built by the Bauunion firm in Nordhausen.
 - f. Road bridge near the viaduct in Gotha. The ditches for the foundation of the structure have been dug and some of the foundations have already been concreted. The ditches cannot remain in the present status as they are prone to be damaged by frost. About 126 tons of cement are required.
 - g. Bridge in Gera-Liebschwitz. The structure is 45 percent completed. The remaining work must be come prior to the Deginning cold weather. The bridge is built by the Bauunion firm in Haumburg. About 45 tams of cement are required.
 - 1. Culvert on the Schwarza-Rudolstadt highway. About 60 tons of cement are required.
 - 1. Retaining walls on National Highway No 85 near Schwarza, National Highway No 90 near the Lichtentanne railroad station, on category II road CLASSIEICATION OF TOTALS OF TOTALS OF TOTALS.

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No 55 near Keonigstal, category I road No 65 near Keenigsee, and category I road No 66 in the vicinity of Keenigsee. A total of 198 tens of cement are required.

- 2. Bucause of a shortage of cament and crushed stone, work on the following wridges in Land Saxony-Anhalt had to be interrupted:
 - a. Bridge across Lake Scholitz. The bridge is completed except for the reinferced concrete readway which was scheduled for completion by late Revember 1951. A total of 202 tens of coment are required.
 - b. Bridge across the Strenge River in Houenklitsche. A total of 30 tens of cement for the bridge readway are required.
 - c. Bridge across the Elster River in Liebenmerda. The piers and abutments of the structure are completed. The scheduled completion date for the bridge was late October 1951. A total of 75 tons of cement for the bridge roadway are required.
 - d. Bridge across the Laucha River near Milzan. About 16 tons of cement are required.
 - e. Railroad overpass on category I road No 176 near Schmiddeberg-Groudmitz. About 55 tons of cement are required.
 - f. Culvert on category I road No 120 near Etteritz-Pieten in the vicinity of Magdeburg.
 - g. North Bridge in Mandeburg. The piers and abutments of this bridge must be completed before this winter. A total of 600 tons of cement are required. 25X1X
- 3. On 1h September 1951, _______ crdered to submit in person two requests for 1,000 tons of cement each to the cement plants in Ruedersdorf and Fiet-loben near Halfe. However, neither plant can deliver the requested amount of cement since the entire output had to be made available to the SCC. Stortage of coal and irregular supplies of electricity hamper the output of cement. After source reported the failure of his mission, Herr Otto, (fnu), Director Ceneral, of the Directorate General, "otor Transport and Highways, informed Pieck and Crotewohl that he could not cuarantee that the bridges 25X1A under construction would be completed by the target dates.*

Cement is a critical item in the Soviet Zone of Cermany, perticularly as large quantities of this commedity have to be shipped to the U.S.S.K. and Polard.

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