

COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Interruption of Construction Work on Bridges in Thuringia and Saxony-

Anhalt by Shortage of Cement

EVALUATION [REDACTED] 25X1X PLACE OBTAINED [REDACTED] 25X1A **238**

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] PREPARED 15 October 1951

REFERENCES [REDACTED] 25X1A

PAGES 2 ENCLOSURES (C. & TYPE)

REMARKS

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1. According to an announcement by the government of Land Thuringia, Highway and Bridge Department, dated early September 1951, the shortage of cement and **crushed stones** halted the construction work on the following bridges for which Bauunion firms in Erfurt 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 roadway; 100 tons of cement are required.
 - b. Arched passage of the Dittrichshuete bridge on the Schwarza-Blankenberg highway. The temporary structure previously erected 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 Votz and Leopoldstrasse in Erfurt; about 138 tons of cement are required.
 - d. Bridge at Wettstaedt on the Weimar-Haumburg highway. The bridge is completed except for the reinforced concrete plates; about 45 tons of cement are required.
 - e. Wagenstedter Bridge in Muehlhausen. 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 done prior to the beginning cold weather. The bridge is built by the Bauunion firm in Naumburg. About 45 tons of cement are required.
 - h. Culvert on the Schwarza-Rudolstadt highway. About 60 tons of cement are required.
 - i. Retaining walls on National Highway No 85 near Schwarza, National Highway No 90 near the Lichtentanne railroad station, on category II road

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Document No. 002
 No Change in Class.
 Declassified
 Class. Control To: TS S **(C)**
 Date: **30 AUG 1978** By: **011**

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No 65 near Koenigstal, category I road No 65 near Koenigsee, and category I road No 66 in the vicinity of Koenigsee. A total of 198 tons of cement are required.

2. **Because of a shortage of cement and crushed stone, work on the following bridges in Land Saxony-Anhalt had to be interrupted:**

- a. Bridge across Lake Scholitz. The bridge is completed except for the reinforced concrete roadway which was scheduled for completion by late November 1951. A total of 202 tons of cement are required.
- b. Bridge across the Strenze River in Neuenklitsche. A total of 30 tons of cement for the bridge roadway are required.
- c. Bridge across the Elster River in Liebenwerda. 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 Schmiedeberg-Groudnitz. 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 Magdeburg. The piers and abutments of this bridge must be completed before this winter. A total of 600 tons of cement are required.

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3. On 14 September 1951, [REDACTED] ordered to submit in person two requests for 1,000 tons of cement each to the cement plants in Ruedersdorf and Lietleben near Halle. However, neither plant can deliver the requested amount of cement since the entire output had to be made available to the SOG. Shortage of coal and irregular supplies of electricity hamper the output of cement. After source reported the failure of his mission, Herr Otto, (fnu), Director General, of the Directorate General, Motor Transport and Highways, informed Pieck and Grotewohl that he could not guarantee that the bridges under construction would be completed by the target dates.

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[REDACTED] Cement is a critical item in the Soviet Zone of Germany, particularly as large quantities of this commodity have to be shipped to the U.S.S.R. and Poland.

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