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C-O-N-F-I-D-E-N-T-I-A-L

INFORMATION REPORT

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50X1

REPORT NO.

DATE DISTR.

NO. OF PAGES 3

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SUPPLEMENT TO REPORT #

REFERENCING TO

USSR

Road Data: Stryj, Skole, Bolechow, Zwdaczow and Vicinity

50X1

50X1

THIS IS UNEVALUATED INFORMATION

1. A loose surfaced, graded, all-weather road (No 903 on legend) ran from Stryj (Stry) northward to Lwov (Lwow) and from Stryj southwest to Skole and from Stryj southward to Bolechow (Bolekhov). The road was called the Czar's highway (tsarskaya doroga). 50X1

2. The road was over eight meters wide. It was crowned for easy drainage and shallow drainage ditches ran along both sides of the road. South of Stryj and around Skole and Bolechow the sub-base of the road was of natural stones, rock, and sandy-loam. Bolechow is located approximately 23 kilometers south of Stryj. The road base was of crushed rock and the top layer consisted of crushed rock surfaced with sand. North and northeast of Stryj the sub-base of the road was black dirt. The base was also of crushed rock and the top layer consisted of crushed rock surfaced with sand. The road was designed and constructed for heavy usage. Old-fashioned road rollers were used in compacting and grading the road. During World War II both German and Soviet tanks traveled on this road.

3. The road was periodically inspected and maintained by assigned workmen. Stone, rock, and gravel for the road were brought in from the Carpathian mountains. The mountains began approximately 20 kilometers south of Stryj. Piles of stone and rock were located along certain sections of the road for the workmen to use in resurfacing and regrading the road.

4. A loose surfaced, all-weather road (No 909 on legend) ran from Dobrzany northeast to Zwdaczow, then southward to Zyrawno. Dobrzany is located approximately five kilometers north northeast of Stryj. Another loose surfaced, all-weather, graded road (No 909 on legend) ran from Stryj south southwest to Rozhurce and also south southeast to Lisowice, then up from Lisowice northeast to Zurawno. This same type of loose surfaced, all-weather road (No 909 on legend) ran from St Wierczany eastward to Zurawno and from St Wierczany south southwest to Stahodla. This road also ran from Stahodla southeast to Wlk Dziedzczyce and Lany Sakot. St Wierczany is located exactly four kilometers northeast of Stryj and Stahodla is located approximately three kilometers southeast of Stryj.

5. The above roads were designed and constructed for heavy usage during the Czar's regime. They were periodically inspected and maintained by assigned workmen. Until 1939-41 old fashioned equipment was used in

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13. Bridges were [illegible] in the [illegible] through which the cart traces ran. It was possible to ford the streams during the dry season and walk across on the ice in winter when the streams froze.

[On file in CIA Map Library is a Central Europe Map, scale 1:250,000 AMS Series M-508, Sheet S 50, Lwow, USSR, Poland, Czechoslovakia, indicating the various roads with legend. UNCLASSIFIED]

- end -

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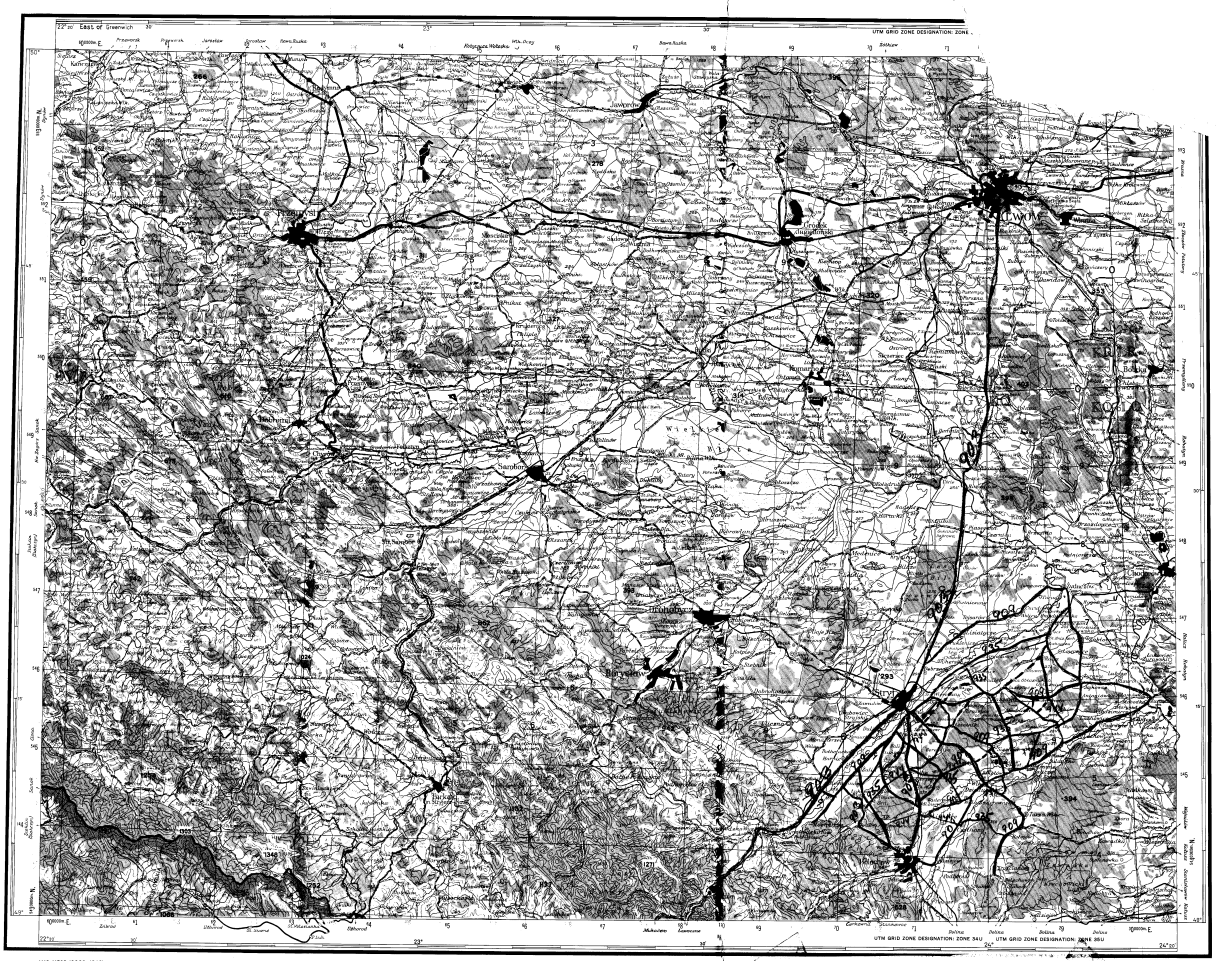
CENTRAL EUROPE 1:250.000

LWÓW

EDITION 3-AMS



Marsh
Lighthouse
Point
Bac, embarcadère à vapeur
Bac, embarcadère à vapeur
Bac: Navigable, Unnavigable
Biefne: Navigable, Non navigable
Canal with lock and sluice
Canal avec écluse et déchargeur
Bridge: Fixed
Pontis: Jõu
Aqueduct
Aqueduct
Marsh
Marais
Vineyard
Vignoble
Cultivation
Courbes de niveau
Heights in meters
Altitudes en mètres
HIGHWAYS (Roads)
ROUTES (Rues-voies)
All weather roads, metalled
Routes à toute saison, empierrées
Primary: more than 8 meters wide
Principales: de 8 mètres de largeur ou plus
Modern dual lane surface
Surface moderne sans séparation
Macadam surface
Surface macadamisée
Secondary: less than 8 meters wide
Secondaires: moins de 8 mètres de largeur
Modern dual lane surface
Surface moderne sans séparation
Macadam surface
Surface macadamisée
Dry weather roads: metalled, of varying widths
Routes à usage sèche: empierrées, de diverses largeurs
Other roads, unmetalled
Autres routes, non-empierrées
Cart tracks
Pistes carrossables

GLOSSARY

Bagno (Bg.)	marsh		marsh
Biała	blanc		white
Bród	gué		ford
Bór	forêt		forest
Brod	gué		ford
Czech. s. -ie	tchèque		Czech
Dolina	vallée		valley
Dolny, -a, -e	inférieur		lower
Drogi	route		way, road
Duży, -a, -e	grand		large, great
Folw., -a	petit ferme		croft, small farm
Gajówka (G.)	maison forestière		forest guardhouse
Gdańsk (Gd.)	Danzig		Danzig
Górny, -a, -e (Górn.)	supérieur		upper
Grobla	digue		dike
Jezioro (J., Jez)	lac		lake
Kąpielisko	plage		bathing beach
Kolonia	colonie de vacances		phalanx's home
Kopalnia (Kop.)	mine		mine
Kościół (Kośc.)	église		church
Lag. (Lag.)	lac, étang		lake, pond
Leśniczówka (Leśn.)	région forestière		forest district
Mały, -a, -e	petit		small, little
Miasto, -a	ville		town
Nadleśnictwo	région forestière		forest district
Nadl., Nadl.)	maison forestière		forest keeper's hut
Niższy	inférieur		lower
Nowy, -a, -e	nouveau		new
Obóz	camp de travail		camp, place
Pastwisko	pâturage		pasture
Polsk. s. -ie (Pol.)	polonais		Polish
Północ	nord		north
Południe, Południowy	sud, du sud		south, southern
Port	port, bassin		port, harbor
Prom (Pr.)	bac à traverse		ferry for vehicles
Przejęcie (Przej.)	passage		pass
Przystanek (Pr.)	arrêt, petit gare		railway halt, small railway station
Ruda, Rudno, -a, -ie	ferrifère, minière		Rudnica, Rudnician
Rzeka	fleuve		river
Ślusa	écluse		lock
Stacja Kolejowa (St.)	station		railway station
Stary, -a, -e (Sta.)	ancien		old
Strażnica	poste de la frontière		frontier guard post
Szosa	route, voie		road, highway
Wielk., -a, -e (Wlk.)	grand		large, great
Wieś	village		village
Wodna	navigable		Navigat
Wschodni, -a, -e	oriental		eastern
Wysepka	îlot		islet
Wyspa	île		island
Wyżny (Wż, Wyż.)	supérieur		upper
Zamek	château		castle
Zamość	Zamościa		Zamosc
Zagroda	ferme, exploit		farm, enclosure
Zatoka	baie, golfe		bay, gulf

KEY TO PRONUNCIATION

a	as French pa (nasal)	f	as w in golf
a	as in bag	g	as in in (argot)
ch	as in loch (ch is lurgh when final)	h	as in hat
ch	as in chin (ch is ch)	i	as in ee in sleepy
ce	as in ce (ce is ts)	j	as in yoke
dz	as in dz (dz is ds)	j	as in judge
dz, dź	as in dz, dź (dz is j when final)	ń	as in ñ (sp)
dż	as in dż (dż is j when final)	o	as in o in ore
e	as in French ce (nasal)	o	as in o in obeyure
e	as in bed before a vowel, as y in carpet	ó, u	as in u in rule
e	as in get after a vowel, as ge in heat	ś	as in sh (as in sh in ship)
ę	as in French ce (nasal)	s	as in s in sat
g	as in g in get	ś	as in sh in sh (when final, as ch in bad)
g	as in g in get before a vowel, as y in yet	t	as in t in tat
g	as in g in get after a vowel, as ge in heat	u	as in u in obeyure
ł	as in w in wet	y	as in ee in sleepy
ń	as in ñ (sp)	z	as in z in zebra
ó	as in u in rule	ż	as in zh in azure
rz	as in zh in azure		

NOTE: When final ń, ó, ą, ę, and ż become n, u, o, an, and z respectively

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Scale: 1:250.000

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERS (AND INDICATE THE 6,000-METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONES ON AND BY INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE QUADRILLAGE MERCATOR DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAU DE 6T DE ELLIPSOIDE INTERNATIONAL

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED
LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

1953 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 7°30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 7°30' EASTERLY FOR THE CENTER OF THE EAST EDGE. ANNUAL CHANGE IS 8'30" EASTERLY

LA DÉCLINAISON MAGNÉTIQUE POUR 1953 POUR CETTE FEUILLE VARIE DE 7°30' VERS L'EST POUR LE CENTRE DU BORD OUEST ET 7°30' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE 8'30" VERS L'EST

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APS OF ENGINEERS, 2-56 .07442

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