FORM NO. 51-4A
SEPT. 1948

CLASSIFICATION: ~~CONFIDENTIAL~~

Approved For Release 1999/09/09 : CIA-RDP82-00457R002700020014-9

25X1A2g

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

INFORMATION REPORT

~~SECRET~~

CD NO.

COUNTRY Germany (Russian Zone)

APR 27 12 11 PM '49

DATE DISTR. ~~28 APR 1949~~

SUBJECT Condition of Bridges across the Oder and the Finow Canal

NO. OF PAGES 2

25X1A2g

PLACE ACQUIRED 25X1A6a [redacted]

NO. OF ENCLS. (LISTED BELOW) [redacted]

DATE OF INFO. End 1947 - 1948

SUPPLEMENT TO REPORT NO.

25X1X6

[redacted]

1. The following is the condition of bridges across the Oder and the Finow Canal:

   a. Stettin: Two bridges for local traffic were reopened at the end of 1947. In addition, a new large arched steel bridge on four concrete pillars and with two lanes was opened for motor transport traffic at the end of 1947.

   b. Gradenhagen (Q53): One iron bridge without pillars in one arch crosses the Finow canal, and one iron bridge on four pillars crosses the Oder. Both bridges are new and were opened at the beginning of 1948. They are exclusively for motor transport traffic and have two lanes.

   c. Schwedt (Q31) and Lunow (V29): One iron bridge at each point crosses the Finow canal, without pillars. These bridges are new, replacing the former destroyed bridges, and were completed in 1948.

   d. Hohensaaten (V29): Construction of a new bridge over the Finow canal at its entrance into the Oder was commenced in July 1948 to replace the former bridge which had been destroyed.

   e. Wutzow (M42): The Soviets began constructing a new bridge in August 1948 on the site of the former bridge.

   f. Küstrin: The repaired Autobahn bridge across the Oder was opened for traffic in November 1948. Slightly further upstream, the temporary wooden railway bridge is at present being replaced by a metal bridge. Work will probably be completed by the end of April 1949. The new bridge has four pillars and double track.

25X1A9a

[redacted]

   g. Fürstenberg: The new steel bridge across the Oder was opened for motor transport traffic at the end of 1948.

   h. Frankfurt/Oder: One motor transport and one railway bridge were completed at the end of 1948; the latter is of the same construction as that at Küstrin.

~~CONFIDENTIAL~~

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

Approved For Release 1999/09/09 : CIA-RDP82-00457R002700020014-9

STATE	NAVY	NSRB	DISTRIBUTION									
ARMY	AIR	FBI										

Approved For Release 1999/09/09 : CIA-RDP82-00457R002700020014-9

i. Zackerick (V38): There is a moveable pontoon bridge for motor traffic, on barges of 100 BRT each.

2. Eight Autobahn roads and two railway lines crossing the Finow canal formerly served to connect Berlin with the Baltic coast district. As a result of the destruction of bridges at the end of the war, only the following bridges remained serviceable at the beginning of 1949:

a. Eberswalde-Angermünde railway line crossing the canal through a tunnel.

b. Eberswalde-Angermünde road.

c. Eberswalde-Liepe (V19) road.

d. Road from Bad Freienwalde (V28) via Oderberg (V29) to Angermünde.

3. Because of the small number of bridges available, the Soviets are compelled to run their transports on devious routes and are, therefore, using waterways such as the Oder and Finow canal to a great extent.

4. Sectional levels of the Finow canal vary considerably, and the canal comprises a system of dams, locks, and pumping equipment. One section of the canal is on a particularly high level and contains pumped water only. To destroy the entire canal, it is therefore sufficient to blast this steel section at the point where it crosses the railway line. The railway tunnel is about 12 meters in length and rests on four moveable steel pillars. If this point is destroyed, the canal loses its entire water in this section (from one [redacted]

Document No. 009
NO CHANGE in Class. ☐
☐ DECLASSIFIED
Class. CHANGED TO: TS S C
DDA Memo, 4 Apr 77
Auth: DDA REG. 77/1763
Date: 15 MAY 1978 By: 016

Approved For Release 1999/09/09 : CIA-RDP82-00457R002700020014-9