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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Bulgaria

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SUBJECT Town Plan Map of Burgas/Highways/Railroads.

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1. My acquaintance with Burgas, Bulgaria, dates back to 1932, when I took six months' military training at the Military Barracks (and on several occasions I made business trips after that date. The last time I visited Burgas was in December 1944 for the purpose of locating industries to help in the program of manufacturing tractor parts. I found no industries in Burgas which could help in this program.
2. Burgas had an excellent seaport, with modern storage and shipping facilities. Approximately 50% of all of Bulgaria's Black Sea exporting and importing was handled through this port, which had the only Bulgarian facilities for the handling of large ocean-going ships.
3. The only industries in Burgas of any importance were flour mills, a sugar beet factory, factories for canning fish, and a soap factory. All of these industries were located along the bay's "industrial quarters"
4. The only military establishments in Burgas were the "Infantry Barracks", which were used for area training purposes, and shore batteries overlooking the Black Sea.
5. The Post Office, which included the Telephone and Telegraph offices was located on Rue Alexandrouska, south of the Town Hall.

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-2-

6. Rue Alexandrouska was Burgas' main street. Rue Odrin extended was the main highway to Aytos (Aitos) and the west. Today's principal highway between Varna and Burgas, which was built during World War II by the Germans, follows the coast-line most of the way. This highway, the travelled part of which was about 20 to 22 feet wide with shoulders and ditches, was constructed of gravel. It crossed the Kamshiya River, over a steel bridge, which if destroyed would necessitate the use of the old route, which ran from Burgas to Aytos (Aitos), then north to Velikovo, Provadiya and Vetrino, and then east to Varna. At Velikovo, this old highway crossed the Kamshiya River. The bridge here was about two-hundred feet high, was made of rock, and was narrow. South of the bridge, the highway entered two tunnels, about 12-hundred to 15-hundred feet in length. This highway was made of gravel, narrow, possibly from 14 to 16 feet wide, and had been kept in very poor repair since the construction of the new Burgas to Varna highway. The highway as it went over the Balkan Mountains was winding and it was very difficult for heavy motor vehicles to use.
7. Prior to 1938, railroad traffic from Burgas to Varna was routed from Burgas, to Aytos (Aitos), to Karnobat, to Stara Zagora, thence north to Gorna Oryakhovitsa, and thence east to Varna. To shorten this route, a railroad was built by the government and completed in 1938 which ran from Varna southwest to Sindel, and connected up with the old railroad line at Karnobat. The building of this railway, in addition to shortening the route between Varna and Burgas, eliminated considerable traffic congestion at Gorna Oryakhovitsa, for it was here that the main line from Ruse south to Stara Zagora crossed with the main line from Sofia to Varna. All railroad traffic between Sofia and Varna is now routed over the new cut-off.
8. Because of the strategic importance of the railroad junction at Gorna Oryakhovitsa, the German Army early during World War II built a cut-off starting from a point about three miles west of the railroad junction, thence running northeast and connecting with the main line to Ruse.

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