

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT NO. [REDACTED]

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COUNTRY USSR (Lithuania)
 SUBJECT Road Conditions near Panevežys

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1. There are two good all-weather roads from Panevežys to Kaunas. The most frequently traveled road is the one from Panevežys to Ramygala (55°31'N, 24°17'E) to Kedainiai (55°17'N, 24°00'E) to Bahtai (55°05'N, 23°47'E) to Kaunas. The longer road is the one from Panevežys to Vadokliai (55°29'N, 24°26'E) to Ukmerge (55°14'N, 24°47'E) to Kaunas. Both roads are well graded with smooth curves and gentle slopes. It is easy to drive 50 miles per hour on them. They are made of crushed stone and are at all places at least two lanes wide. The first route does not cross any significant streams. The second crosses the Sventoji River at Jonava (55°04'N, 24°16'E) on a stone and steel bridge which is about 22 feet wide.
2. The road from Panevežys to Kedainiai through Krekanava (55°32'N, 24°06'E) is only fair. It has gravel on it in some of the low places but in general is only graded. It is open about ten months out of the year to automotive traffic.
3. Although there are two ways to go from Panevežys to Biržai (56°13'N, 24°45'E), the one most frequented is the road through Pumpėnai (55°56'N, 24°19'E) and Pasvalys (56°04'N, 24°25'E). It is an all-weather gravel road - two lanes throughout its length. The part between Panevežys and Pasvalys runs through a well drained forest area and is an excellent road. From Pasvalys to Biržai the road parallels a tributary of the Muša River and crosses several small streams. The second road from Panevežys to Biržai goes through Akmeniai (55°47'N, 24°43'E) and Vabalninkas (55°58'N, 24°44'E). It is an all-weather gravel road - but it has not had as much gravel placed upon it or as good care. However, the part from Panevežys to Akmeniai has always been kept in best repair because it is also the road used in going to Daugavpils, Latvia (55°52'N, 26°30'E).
4. It is only possible to reach the village of Vaškai (56°11'N, 23°12'E) by auto during the winter. The roadbed is clay and is seldom graded. Unless the summer is very dry (unusual), cars cannot reach the village in the warmer parts of the year. Certainly the road could only sustain heavy military traffic when the ground is frozen.
5. However, a narrow gauge railroad was built from Vaškai to Gružiai (56°04'N, 24°15'E) to Joniškėlis (56°02'N, 24°09'E) in 1939 or 1940 which makes it easier to travel.

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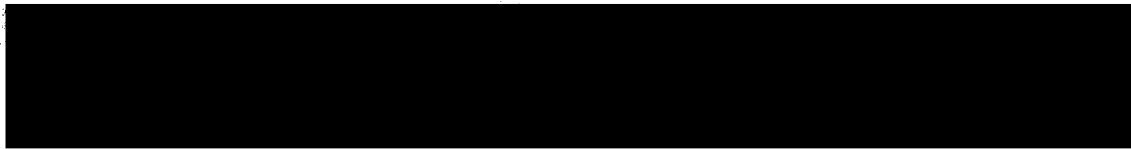
in the rainy months. The road was built to enable the farmers of the area to market their crops and cattle in Panevezys. [redacted] how 25X1X
 often trains run on the line. It was planned that a similar narrow gauge rail-road would be built from Zeimelis (56°16'N, 24°00'E) to Vaikai. No construction 25X1X
 had taken place prior to the fall of 1944 [redacted]

6. In Panevezys there are two bridges which carry all of the traffic across the Nevežis River. [redacted] they are between 250 and 300 feet long. They are built with stone piers and approaches and with two-lane steel decks.

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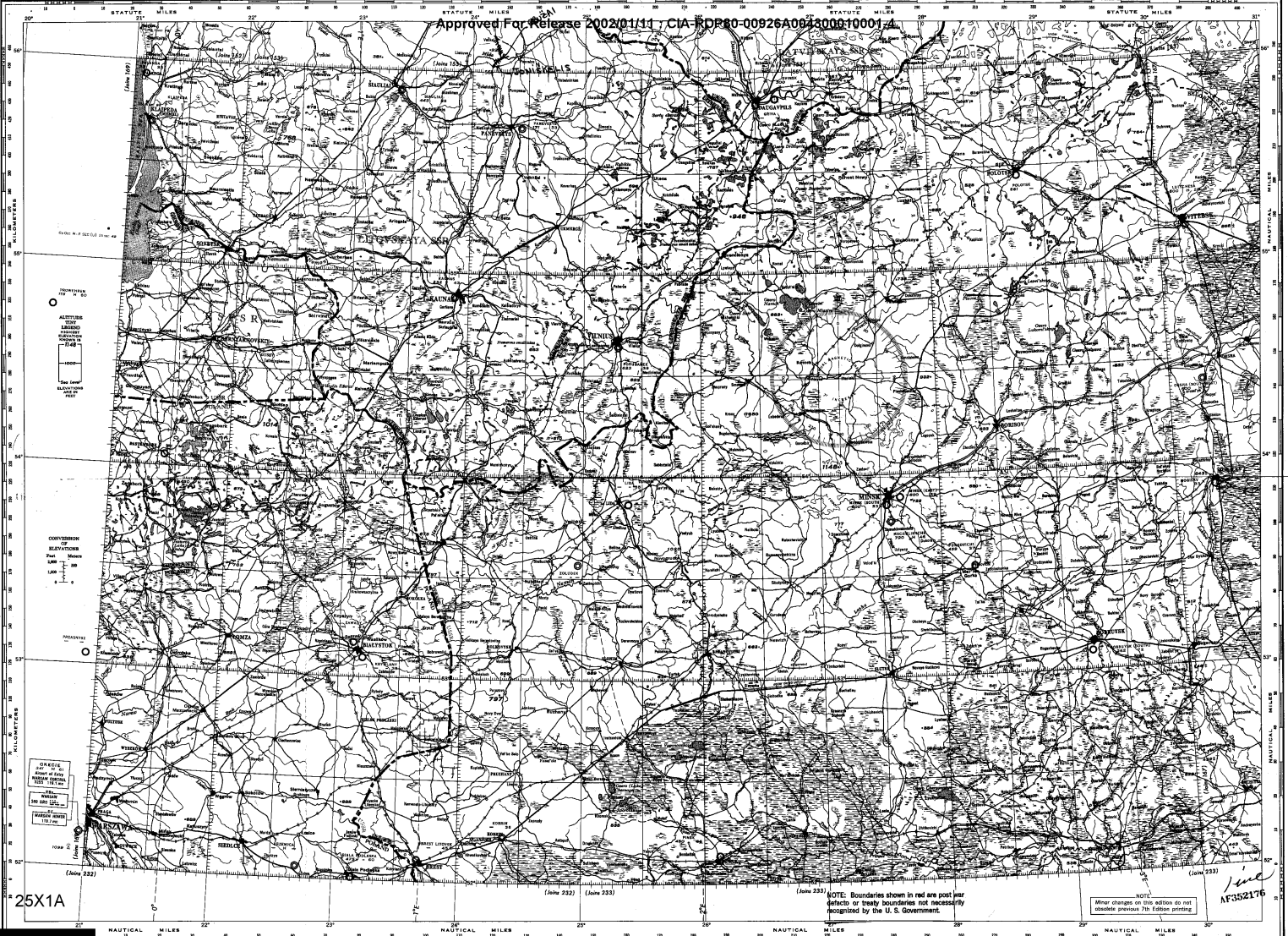
7. Much of the area near Panevezys is heavily forested upon a sandy soil. Secondary roads which wind among the trees are seldom passable for cars or trucks. For example, the road between Krekenava and Ramygala is useable by car only when the ground is frozen. In the spring and fall it is too wet. In the summer sand makes it impassable.

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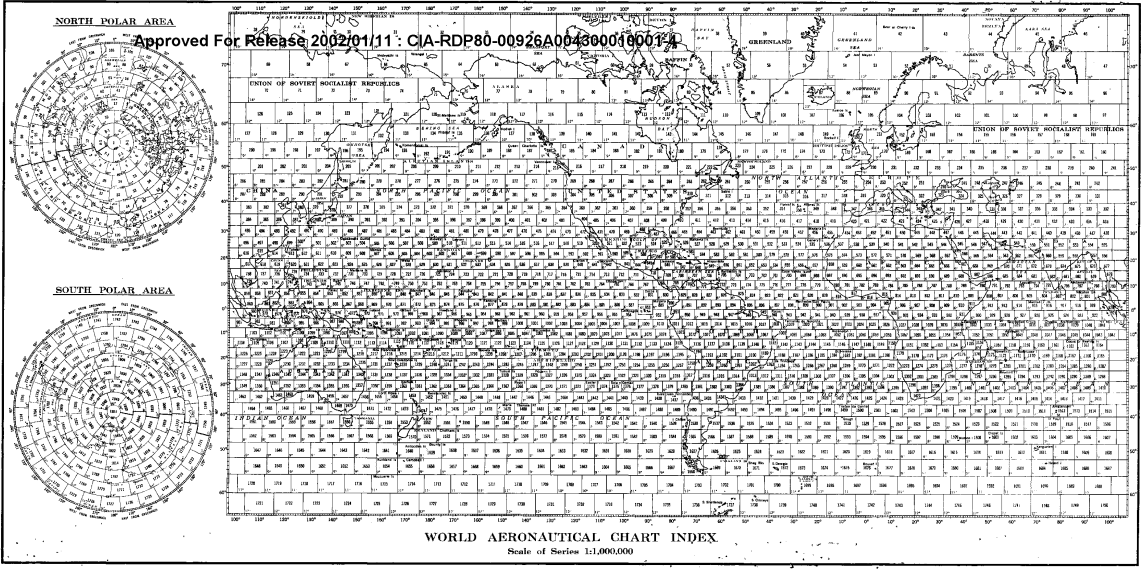
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