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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT	[REDACTED]
SUBJECT	Construction of a Large Underground Shelter under Zizkov Hill in Prague	DATE DISTR.	27 March 1957 25X1
		NO. PAGES	1
		REQUIREMENT NO.	RD
DATE OF INFO.	[REDACTED]	REFERENCES	25X1
PLACE & DATE ACQ.	[REDACTED]		25X1

ENCLOSURE ATTACHED

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[REDACTED] report on the construction of a large underground airraid shelter under Zizkov Hill in Prague. The shelter is allegedly to be used for the protection of the employees of several nearby factories. A sketch shows the location of the tunnel and tunnel entrances.

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1. The construction of an air raid shelter under Ziskov Hill was begun by the Germans during WW-II. But it was not finished and after the war a part of it was reported to have sunken in. In 1950, the Barbara construction enterprise began some reconstruction work on the shelter. The building of the shelter was partly carried out under the pretext of making an underground tunnel for the pedestrians; the tunnel was opened to the public use in 1955. It is about 4.5 - 5 meters wide and 2.5 - 4 meters high and leads in a slight curve from Thamova ulice to Ziskové náměstí. 25X1

2. However, even after the tunnel was opened, underground work was continued with about 300 people employed on the construction. The purpose of this construction is the building of an air raid shelter for protection of the civilian population of this industrial part of Prague against atomic and other air attacks. The capacity of the shelter is to be several thousand persons, employees of CKD Dukla, Autorenova, etc. A connecting tunnel is to be built to CKD Dukla and Autorenova so that employees of these factories can proceed straight from their places of work to the shelter. Although work on it still continues, the shelter is said to be already equipped with a hospital, food stores, electricity and artificial ventilation.

3. Legend for the sketch

- (1) Tunnel; about 250-300 meters long, with ventilation shafts on the side nearer to the Karlin railroad station.
- (2) Four wooden gates, behind which are four heavy metal doors on both sides of the tunnel, about 50 meters apart. The wooden gates are quite inconspicuous and give the impression as entrances to some storages.
- (3) Entrance to the tunnel near Karlin railroad station. The entrance is horse-shoe shaped. A narrow gauge railway track leads into the tunnel; the railway is used for transportation of earth out of the tunnel and cement into the tunnel.

4. [redacted] the whole of the hill is to be tunnelled lengthwise and breadthwise. This construction has no connection with the building of a tunnel for vehicles which is being carried out on the east side of Ziskov Hill and is to connect that part of Karlin (Invalidovna) with Ziskov.

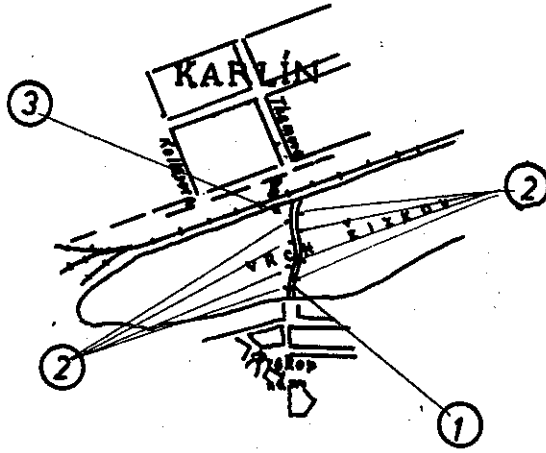
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