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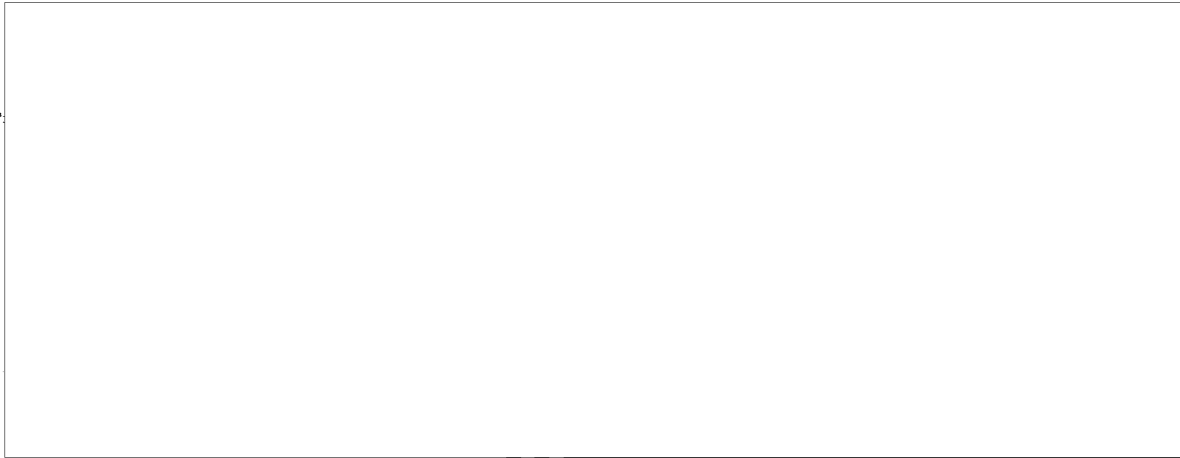
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Subjects: PORTS / HARBOURS / DOCKS.
BRIDGES.
RAILWAYS.
TOWN PLANS.
FACTORIES.

50X1-HUM



2. PORTS / HARBOURS / DOCKS:



(b) [redacted] in WITTENBERGE/Elbe [redacted] there is no proper river port but only a quay (length unknown) with primitive loading facilities on the N bank of the Elbe, S of WITTENBERGE town [redacted]



Contd.

50X1-HUM

The only material [redacted] being handled there was scrap. [redacted] 50X1-HUM

[redacted]
All barges passing WITTENBERGE were thoroughly checked by German water police and by Russian guards. 50X1-HUM

[redacted]

[redacted]

3. BRIDGES:

[redacted]

(b)

[redacted]
at WITTENBERGE [redacted] Early 1951 a second railway track, the easterly one, was relaid and opened. Road traffic was run over the same easterly part of the bridge and was held up, sometimes for hours, when trains passed over the easterly track. There was a small footpath at the upstream side of the bridge in permanent use. [redacted] 50X1-HUM

[redacted]

Contd. *****

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[Redacted]

4. RAILWAYS:

[Redacted]

(b)

[Redacted]

a railway repair workshop in

WITTENBERGE/Elbe

[Redacted]

E of the railway station

[Redacted]

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[Redacted]

was in

operation.

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[Redacted]

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[Redacted]

5. TOWN PLANNING:

[Redacted]

(b)

The main SED offices in WITTENBERGE/Elbe

[Redacted]

were next door

to the town hall, to the left hand side when facing the building.

(c)

New road names:

PLATZ DER REPUBLIK formerly BISMARCKPLATZ,

STALIN-ALLEE " PARKSTRASSE,

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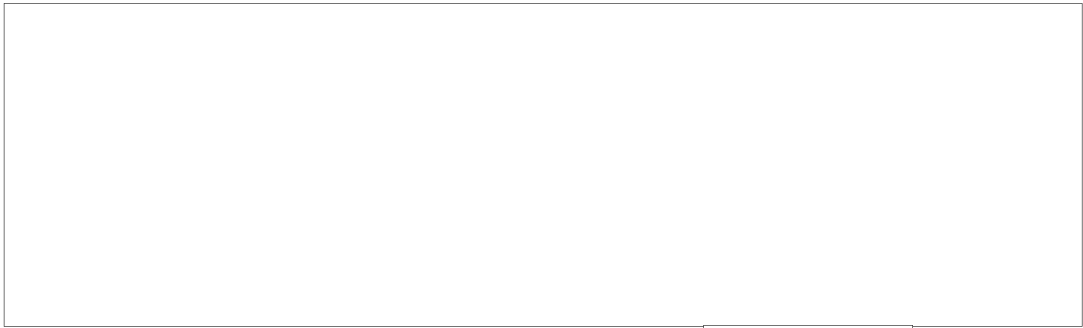
FRIEDENSPLATZ " MOLTKESTRASSE.

[Redacted]

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Country: GERMANY / Russian Zone.

| | |
|----------------------|------------------|
| <u>Subject:</u> | <u>Location:</u> |
| PORTS/HARBOURS/DOCKS | WARNEMÜNDE |
| SKK | SCHWERIN |
| AIRFIELD | GÖRRIES |

1. PORTS/HARBOURS/DOCKS:



[redacted] the "AZIYA" (Asia), formerly "DER DEUTSCHE", actually was in WARNEMÜNDE [redacted] at the time the "KIELER NACHRICHTEN" of 30 OCT 51 reported sabotage to this vessel.

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there had been an act of sabotage but to the gyro compass installations and not with the opening of the sea-cocks.

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The damage was not serious, however, and she has now sailed again.

She was not sunk and [redacted] this would be technically impossible by merely opening the sea-cocks.

(e) The "RUS'", formerly "CORDILLERA", will make her first trial voyage by the end of November or early December at the latest.

(a) The "SOVIETSKII SOYUZ", formerly "HANSA", has arrived in WARNEMÜNDE from ANTWERP and is now lying at the quay of the WARNOW Dockyard to receive installations and equipment.

Contd.

- (e) The gyro compass installations required for vessels both under construction and under repair will probably in future be supplied from one factory only, in LENINGRAD.
- (f) The WARNOW Dockyard will now have nothing more to do with the SKB - SELBSTHILFE KIELER BETRIEBE = KIEL SELF-HELP CONCERNS since their business managers were arrested in October and the firm was placed in the hands of trustees for current business, but also because recent deliveries had given cause for complaint. 50X1-HUM
- (g) The present [] strength of the WARNOW Dockyard is 8000 in addition to which roughly 2000 builders have recently been drafted for carrying out extensions to the dockyard.

[] 50X1-HUM

2. SKK / AIRFIELD:

[]

- (b) [] the whole of the SCHLOSS-VIERTEL (Castle Quarter) and the SCHLIEGMANN-STRASSE in SCHWERIN was to be evacuated of Russian offices and families by 20 NOV 51. The Russian offices were being transferred to the Airfield in GÖRRLES []

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S E C R E T 50X1-HUM



SUBJECT:- INFORMATION ON DISMANTLED RAILWAY LINES FROM WENDISCH TO SEBNITZ
AND FROM WENDISCH TO HOHNSTEIN



50X1-HUM

INFORMATION ON DISMANTLING

1) Location (see attached sketch) 50X1-HUM

a) Railway line (single track) was between WENDISCH-FAEHRE [redacted] and SEBNITZ [redacted]

b) Single track railway line was between WENDISCH-FAERHRE and HOHNSTEIN [redacted] 50X1-HUM

2) Information on Lines

a) The distance between WENDISCH-FAEHRE and SEBNITZ was about 12 Km. Dismantled rails were loaded [redacted] and transported to unknown places. The sleepers remained in their positions [redacted] 50X1-HUM

b) The distance between WENDISCH-FAEHRE and HOHNSTEIN was about 10 Km. Here also dismantled rails were loaded [redacted] and taken away. 50X1-HUM

c) [redacted] railway line from SEBNITZ to NEUSTADT [redacted] No dismantling was carried out in Spring 1951.

d) Dismantling of both lines was completed in May 1951. 50X1-HUM

e) [redacted] dismantling [redacted] rails were to be used for the circular by pass track ('Umgehungsbahn') BERLIN.

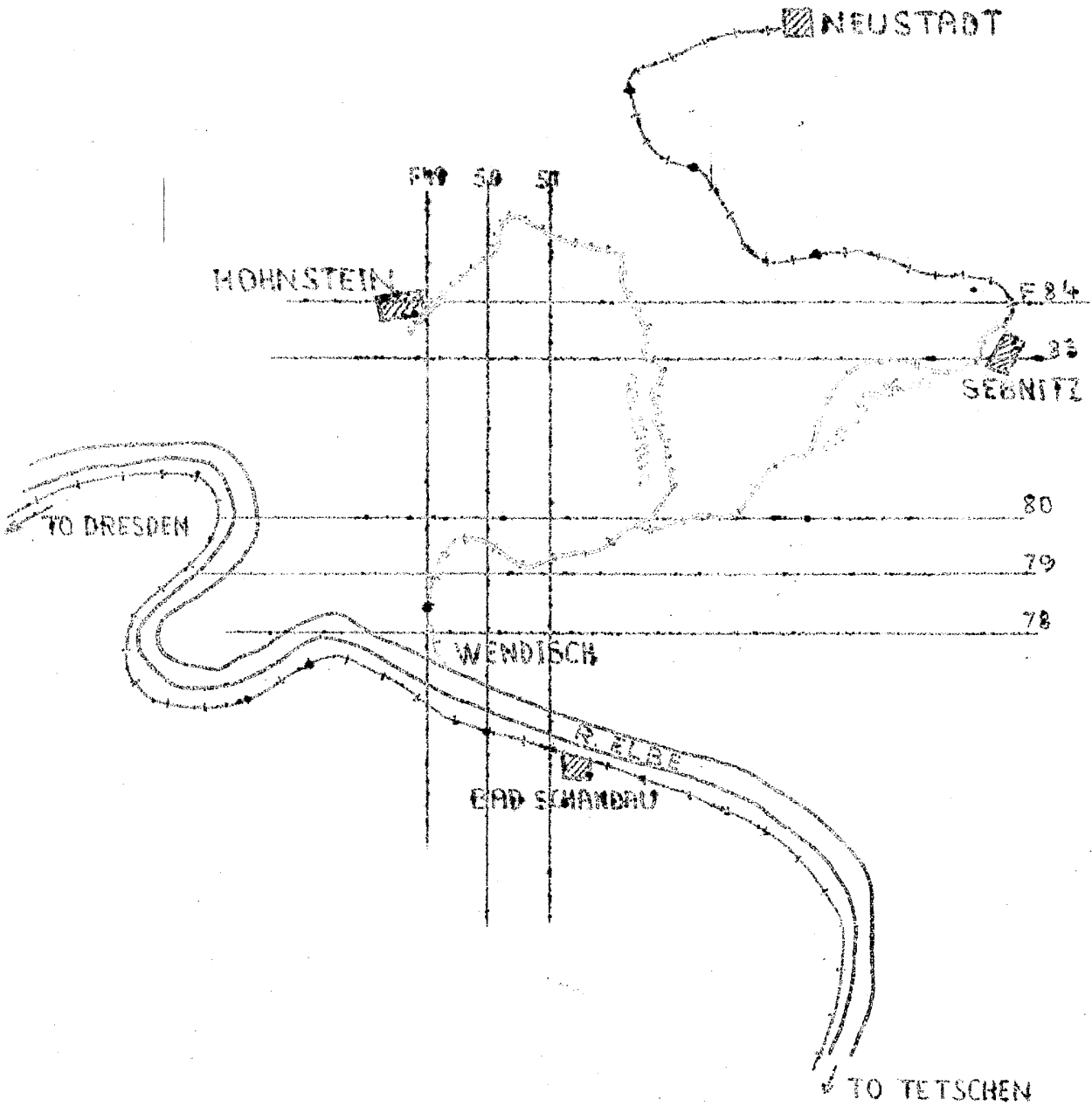
f) It was rumoured that civilian traffic will be maintained by means of buses. 50X1-HUM



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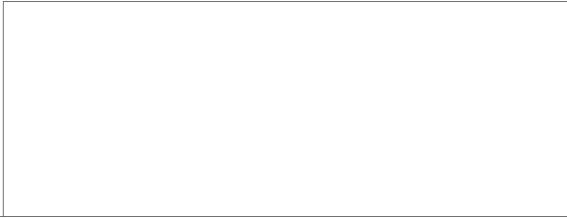
DISMANTLED RAILWAY TRACK

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2. BRIDGES:



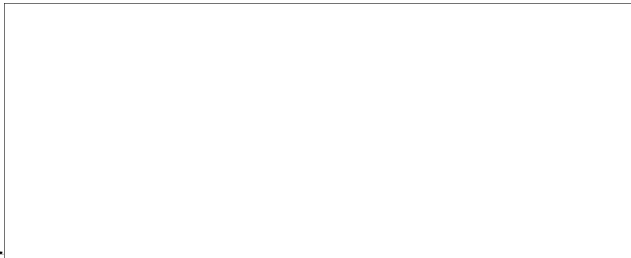
(b) See Point 1 of sketch at Appx. "A" for road bridge over River Saale, NW of NAUMBURG [redacted], at Point [redacted] on the NAUMBURG-ROSSBACH [redacted] - FREYBURG/UNSTRUT [redacted] road. 50X1-HUM
 50X1-HUM
 Old stone arch bridge with 2 river-bed piers and 3 arches.
 Total length between abutments about 60 m.
 Span of arches about 20 m.
 Paved carriageway about 5.5 m wide.
 Footpaths either side about 0.8 m wide.
 Bridge built of limestone.
 No marking of maximum load.
 [redacted] capacity at least 20 tons. 50X1-HUM
 No war damage.

(c) See Point 2 of sketch at Appx. "A" for road bridge over River Saale, NE of NAUMBURG at Point [redacted] on road NAUMBURG-MARKRÖHLITZ [redacted] - MERSEBURG [redacted] 50X1-HUM
 50X1-HUM
 Steel arch bridge with 2 parallel parabolic main girders.
 No river-bed piers.
 Span between abutments 40-45 m.
 Width of carriageway, between the main girders and at their base, about 5.5 m.
 Surface of roadway unknown.
 Foot bridges either side, about 1 m wide, outside main girders. 50X1-HUM
 [redacted]
 [redacted] there was no restriction up to about 20 tons.
 No war damage.



50X1-HUM

Contd.



3. RIVER PORT:



(b) NAUMBURG/Saale [redacted] Kreis WEISSENFELS.

There was no navigation of the River Saale upstream from its confluence with the River Unstrut [redacted] the water being too shallow. In summer the depth was a little over 1 m at only a few places between BAD KÖSEN [redacted] and NAUMBURG; on an average it was under 1 m.

50X1-HUM

50X1-HUM

Even downstream from its confluence with the Unstrut it was navigable only by small barges which occasionally carried bricks or other building materials.

There was no river port with loading facilities in existence in or near NAUMBURG.

Barges were unloaded with the aid of provisional jetties.

50X1-HUM

(c) [redacted] there were no fords across the Saale in the environs of NAUMBURG but, [redacted]

50X1-HUM

[redacted] it might be possible to cross the river in summer-time at about 3.5km W of NAUMBURG Cathedral between the villages of ALTENBURG [redacted] and SCHULPFORTA [redacted] at least with vehicles capable of moving when immersed up to about 1 m.

50X1-HUM

50X1-HUM

The drift of the current at this point was only slight.

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50X1-HUM



Contd.

50X1-HUM

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4. TOWN PLANNING (INCLUDING BARRACKS):

(b) The u/m objects in NAUMBURG/Saale Kreis WEISSENFELS, are 50X1-HUM
 numbered as shown on sketches at Appx. "A" and "B".

- (1) Bridge (details given in Para.2).
- (2) Bridge (details given in Para.2).
- Nos. 3 - 11 are also shown on the enlarged sketch at Appx. "B".
- (3) PLATZ DER EINHEIT, formerly BISMARCK-PLATZ.
- (4) Building, former designation "REICHSKRONE",
 E of PLATZ DER EINHEIT, between junction of GROCHLITZER-
 STRASSE and SCHÖNBURGER-STRASSE, now SED headquarters with
 offices of all important branches.
- (5) POLIZEIPRÄSIDIUM (Police HQ), German staff only,
 E of WENZELSRING, includes police prison and "Bereitschaft"
 of Schutzpolizei (Security Police) and Verkehrspolizei
 (Traffic Police).
- (5a) Former REALGYMNASIUM (Semi-classical Secondary School),
 now HANDELSSCHULE (School of Commerce).
- (6) Former SCHÜTZENHAUS (Shooting Gallery or Riflemen's Corps Clubhouse),
 now "HAUS DER DEUTSCH-SOWJETISCHEN FREUNDSCHAFT"
 (House of German-Soviet Friendship).
 N of VOGELWIESE, E of WENZELSRING.
 Ground floor: SVK = Sozialversicherungskasse =
 National Insurance Office.
- (7) Former DAF = Deutsche Arbeitsfront = German Labour Front building,
 now used as close-arrest building of the SKK (Soviet
 Control Commission).
 NE corner of VOGELWIESE square.
- (8) Former ERHOLUNGSGESELLSCHAFT = Convalescent Society,
 now Russian officers' mess.
 S of VOGELWIESE.

Contd.

- 5 -

- (9) Party offices of the NDPD = National-Demokratische Partei Deutschlands.
- (10) SKK HQ (Kommandantura).
S of WENZELSRING, nos. 10-12.
- (11) Hotel "SCHWARZES ROSS", reserved for Russian personnel only.
N of WENZELSRING.
- (12) RATHAUS = Town Hall.
Office of VOLKS-KONTROLLE ("People's Control").
- (13) Old Post Office.
Telephone Exchange and Telegraph Office.
- (14) New Post Office.
Corner of MÜNZER-STRASSE (W) and HALLESCHER-STRASSE (E).
- (15) Cathedral.
- (16) Former OBERLANDESGERICHT (Higher Provincial Court).
Now occupied by unknown branch of the SKK.
The only road leading to the building from the cathedral square was blocked.
Access to building only by means of special permit.
- (17) Former KADETTEN-ANSTALT (Cadet Institute),
S of KÖSENER-STRASSE.
Now used as VOLKSPOLIZEI Barracks;
strength of unit unknown.
[redacted] it was a training unit as [redacted] 50X1-HUM
exercises on the fenced-in ground S of the building. 50X1-HUM
- (18) 2 buildings opposite the former KADETTEN-ANSTALT (17),
N of KÖSENER-STRASSE.
Occupied by VOLKSPOLIZEI.
Guarded by Volkspolizei sentries.
- (19) Former "BARBARA" Barracks. Present designation unknown.
SE of HALLESCHER-STRASSE.
Occupied by Russian troops; [redacted] 50X1-HUM
- (20) Old barracks, between SCHÖNBURGER-STRASSE and WEISSENFELSER-STRASSE.
[redacted]
- (21) Another group of barrack buildings 50X1-HUM
E of barracks (20), extending up to the NAUMBURG-TEUCHERN
railway line.
Known [redacted] as "HINDENBURG" Barracks. 50X1-HUM
Built between 1933 and 1939.
[redacted] 50X1-HUM

Contd.

(22) Area of former **HEERESZEUGAMT** (Army Ordnance Supply Office or Depot).
 Area about 500 x 150 m.
 NE of **NAUMBURG-TSUCHERN** railway line,
 S of **SCHÖNBURGER-STRASSE**.
 Former buildings about 90% destroyed.
 From the hills E of the fenced area [redacted] 50X1-HUM
 about 10-15 earth bunkers.

[redacted] ammunition storage
 [redacted] bunkers were guarded by Russian soldiers.

(23) [redacted] barracks in fenced areas on both sides of the
 road leading from **NAUMBURG** in a SW direction to the
 small village of **FLEMMINGEN** [redacted] 50X1-HUM

[redacted]

Barracks built between 1933 and 1939.
 Now occupied by Russian troops,
 [redacted] 50X1-HUM
 Mainly used as winter accommodation, only small groups
 being kept there during the summer.

(24) **Military Training Ground and Summer Camp.**
 (Shown in sketch at Appx. "B" only). 50X1-HUM

In June 1951 [redacted] a summer camp of Russian troops
 [redacted] pioneer training on the E bank of the River Saale,
 S of **DAD KÖSEN**, [redacted] 50X1-HUM

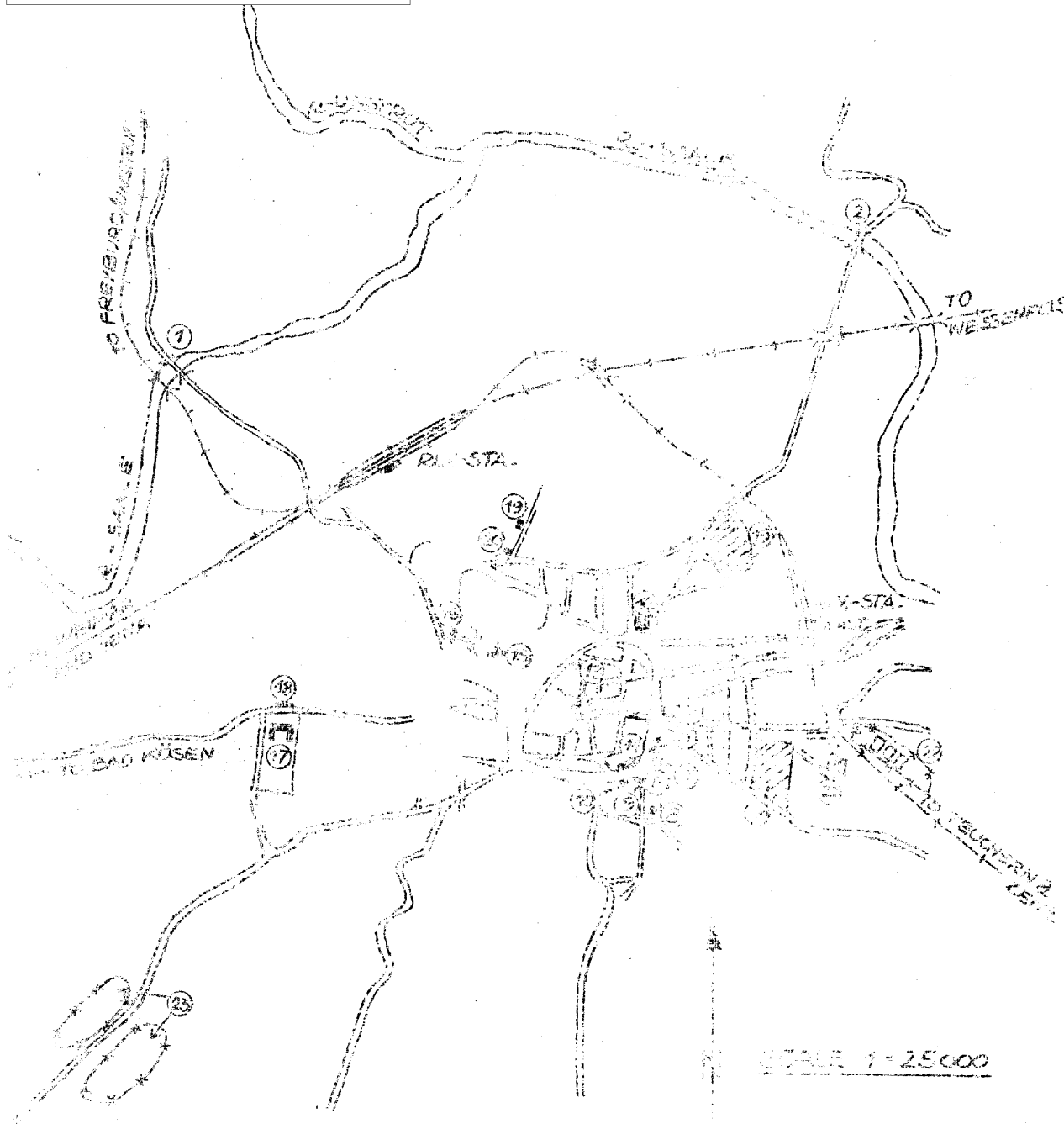
Tents were pitched on a large meadow E of the R. Saale
 and on the slopes of the adjoining hills, hidden in the woods.
 The small road from **DAD KÖSEN** along the E bank of the
 R. Saale to the S was blocked. 50X1-HUM

[redacted]

E.P. WRIGLEY.

APPX. A TO REPORT

50X1-HUM



NAUMBURG/SAALE

50X1-HUM

50X1-HUM

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50X1-HUM



Subject: R.O.Z. Railways: Tunnel, Bridge and Double-track:

50X1-HUM

1. General (see attached sketch)

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The tunnel and bridge were completed in May 1951 and the double track was in use at the end of that month. The length of the track from ERLA Bhf (Railway Station) to the bridge was about 1 Km. The distance from the bridge to the tunnel was approximately 700 m. The tunnel was about 250 m long and it was about 250 m from the north end of the tunnel to SCHWARZENBERG main railway station. The railway track was double from ERLA Railway Station to SCHWARZENBERG Railway Station, and it was generally understood that the line was double from AUE to JOHANNGEORGENSTADT.

50X1-HUM

2. Bridge and Road details

50X1-HUM

The underside of the bridge was about 7 m above the roadway. The position of the road had not been changed. The bridge was approximately 20 m long. The distance between the abutments (at each side of the road) was about 15 m. There were two reinforced concrete piers in the middle of and parallel with the road, under the bridge. The piers were each about 2 x 2 m in cross-section. The abutments were of cemented quarry stones. The bridge was not arched. The double track was carried on "double T" shaped iron girders of 24 cm in vertical cross-section. The girders were embedded in concrete. The road had been widened to almost the same width as the underside of the bridge at both sides of it and it had been re-surfaced with concrete and tarmac.

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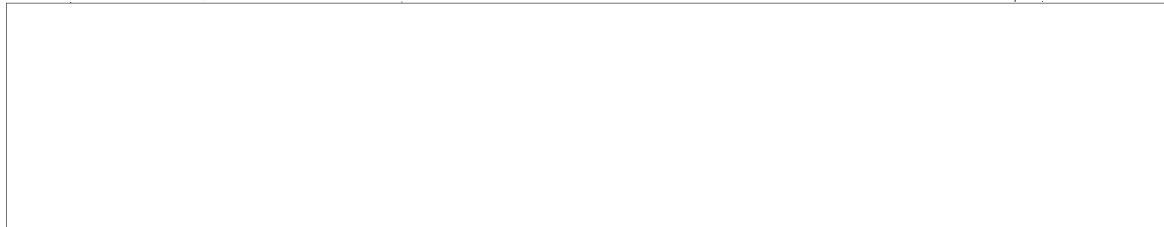
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The bridge was only wide enough to take the double railway track.

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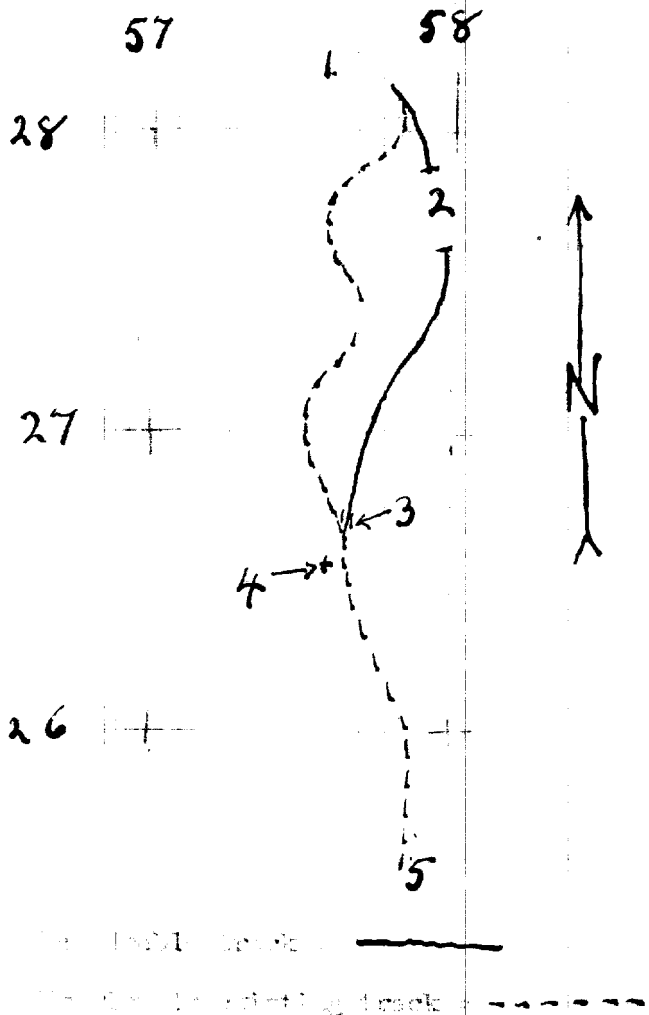
Legend to Sketch

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1. Railway Station at SCHWARZENBERG
2. Site of tunnel
3. " " bridge
4. Factory
5. Railway Station at ERLA.

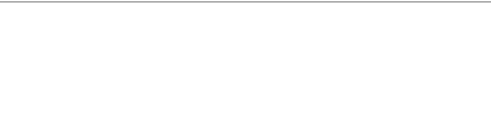
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Attachment: [Redacted]
[Redacted]
[Redacted] SCHWARZENBERG.



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50X1-HUM

ZENTRALSTELLE FÜR HYGIENE, (formerly Robert Koch Institute)
FRÄPFERODE, MÜHLHAUSEN, Thüringen

1. The Institute is headed by three Doctors of Medicine and employs also about 45 assistants, laboratory workers, and clerks. The heads are:

Dr. METZGER, [redacted] He is in charge of hygiene throughout Thüringen, acting through inspectors in each Bezirk. 50X1-HUM

Dr. BIERSCHENK, [redacted] Was a medical practitioner in CHEMNITZ. He is chiefly concerned with hygiene and general administration. 50X1-HUM

Dr. BLAUROCK, [redacted] In charge of bacteriological examinations and research. [redacted] 50X1-HUM



FUNCTIONS OF BACTERIOLOGICAL SECTION

50X1-HUM

2. This is divided into a sub-section for tuberculosis, for typhus, for diphtheria, and a sub-section for sundry other illnesses.

Work consists of a routine examination of specimens (throat-swabs, blood, urine, etc.) sent in by hospitals and doctors, and research laid down by Dr. BLAUROCK. 50X1-HUM

[redacted] new methods for the detection and recognition of micro-organisms, such as the use of ultra-violet radiation for the detection of the tuberculous bacillus and dyeing the bacillus with auramine to facilitate its examination under the microscope.

[redacted] there was no evidence of Russian control of research work [redacted] 50X1-HUM

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50X1-HUM

Subject:- TOWN DETAILS OF BERLIN.



50X1-HUM



2. The following street name changes have occurred:-

| <u>Old name</u> | <u>New name</u> |
|-------------------------|---------------------|
| Elsässer-Lothringerstr. | Wilhelm Pieckstr. |
| Danzigerstr. | Dimitrovstr. |
| Dorotheenstr. | Klara Zetkinstr. |
| Frankfurter Allee | Stalin Allee |
| Kaiser Wilhelmstr. | Karl Liebknechtstr. |
| Landsberger Allee | Lenin Allee |
| Lustgarten | Marx-Engelsstr. |
| Weissenburgerstr. | Käthe Kollwitzstr. |

3. In the newly named streets odd and even numbers were on opposite sides. In the Rosenthalerstr. they ran consecutively up one side and down the other.

50X1-HUM

4. The following official and public buildings have recently been constructed, altered, or were under construction

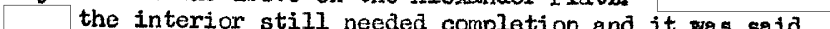


(a) "Handels Organisation Kaufhaus" on the Alexander Platz. A five storied brick building. Construction began in Mar 51 and went on day and night, at night with the help of search-lights until completion in June 1951. The "Hauptgeschäftsstelle der Berliner Stadtbank" was to be accommodated in the top



50X1-HUM

(b) "Haus der Weltjugend". A three or four storied brick building adjacent to the above on the Alexander Platz. the interior still needed completion and it was said that it would be ready for the Berliner Youth Festival at the beginning of August.

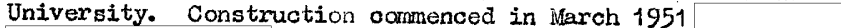


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50X1-HUM

(c) "Handels Organisation Kaufhaus" on the Rosenthaler Platz. Two stories were added to it at the beginning of the year.

(d) A building which it was commonly said was for the Russian Ambassador. it was on the Unter den Linden about 500 m from the Humboldt University. Construction commenced in March 1951



in May 1951 two stories had been completed.

50X1-HUM

50X1-HUM

5. The following public transport services were in operation:-

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(a) Trams. There was a 15 - 20 minutes service. The first tram ran at shortly after 0500 hours and the last one at 2300 hours which was extended to 0100 hours on Saturdays and Sundays. There was a standard fare of 20 pfennigs but if routes were

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changed an additional 10 pfennigs had to be paid.

Route 1.

Commenced at the Haackischer Markt and circled the town to connect all S-Bahn stations.

Route 44.

From Haackischer Markt to Moabit.

Routes 46 and 49.

From Haackischer Markt via Pankow to Niederschoenhausen.

Routes 72, 74 and 76.

From Molken Markt via Weissensee to Karlshorst.

50X1-HUM

(b) Omibuses.

There were two or three routes [redacted] one ran from Robert Koch Platz to the Ost Bahnhof and that three stages cost 20 pfennigs.

50X1-HUM

(c) Trolley buses.

A service was planned. In June 51 [redacted] the overhead wires ending at the Ost Bahnhof had been erected. They came via Berlin-Mitte [redacted]

50X1-HUM

50X1-HUM

(d) Underground.

Between 0530 and 0900 hours trains ran every five minutes, from 0900 to 1200 hours every ten minutes, [redacted] from 1700 to 2000 hours every five minutes, and from 2000 to 2200 hours every ten minutes. There was a standard fare of 20 pfennigs. The following routes were in operation:-

50X1-HUM

Route A.

From Pankow via Vinetastr. to Ruhleben.

Route B.

Not known but ran via the Warschauer Bruecke and the Goerlitzer Bahnhof.

Route C.

From Tempelhof to Seestr.

Route D.

From Leinestr. to Gesundbrunnen.

Route E.

From Alexander Platz to Friedrichsfelde.

50X1-HUM

(e) S-Bahn

[redacted] within the town there was a ten minutes service and for outside twenty minutes. Fares were 20, 30, 40, 50, or 60 pfennigs.

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Subject:- TOWN DETAILS OF DRESDEN.



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2.  the following street name changes:-


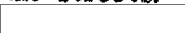
Old name

New name



Albert Platz
August Bruecke
Erfurter Platz
Kaiserstr.
Friedrich Ring
Stuebel Platz

Platz der Einheit
Dimitrov Bruecke
Alexander Pushkin Platz
Karl Marxstr.
Dr. Kuelz Ring
Fouchik (?) Platz

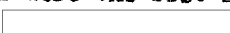

50X1-HUM

3.  odd and even numbers were on opposite sides of the streets. The numbers commenced at the end of the street nearer  the town.

50X1-HUM

4. The Rathaus in the Dr. Kuelz Ring was being rebuilt.  the main building, one wing and the tower had been finished.  another six months would be needed to complete it.

50X1-HUM

5. (a) The tramways were the best source of money for the town and in consequence  the lines were being repaired. Most of the trams were old, but it was noticeable that several had been repaired and repainted by members of the FDJ and were known as "Jugendzuege". The first tram ran at 0330 hours and the last one at 0030 hours. Fares were very cheap and an eleven stage ticket could be purchased for 2 marks. Two stages were sufficient for the longest journey, 27 km, on any of the routes. Depots were situated in Freital, Friedrichstadt, Leipzigerstr. in the Neustadt near the Winterhafen, Tolkewitz, and Waltherstr.  the following routes:-

50X1-HUM

50X1-HUM

Route 3

Freital via Neustadt to Niedersedlitz.

50X1-HUM

Route 9

Niederwarte to Reick (?).

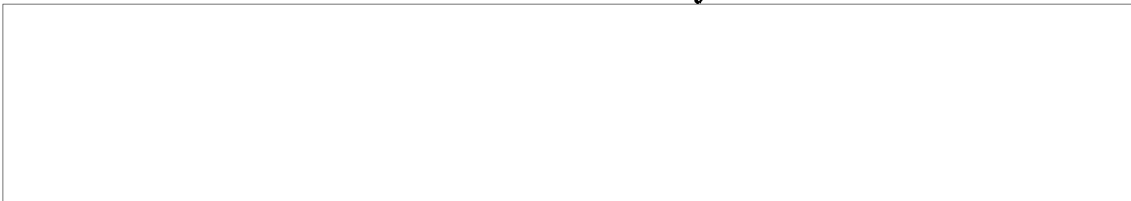
Route 12

Hainsberg to Laubergast and Zachwitz.

(b) An omnibus service operated for the outlying districts. The depot was in the Tharandterstr.

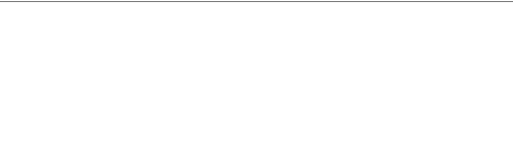
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(c) Taxis were also available but were rarely used.



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50X1-HUM



SECRET



A. TOWN DETAILS (STREET NAMES, STREET NUMBERING, PUBLIC BUILDINGS, PUBLIC TRANSPORT) AT BERTURT

50X1-HUM



1. STREET NAME CHANGES

[Redacted] the following name changes for streets and squares:

50X1-HUM

| <u>Old name</u> | <u>New name</u> |
|-------------------------|----------------------|
| JOHANNESSTRASSE | LENINSTRASSE |
| MÄDEBURGERSTRASSE | STALINALLEE |
| and POSTSTRASSE | |
| DOROTHEENSTRASSE | PUSCHKINSTRASSE |
| FRIEDRICHSTRASSE | STRASSE DES FRIEDENS |
| FRIEDRICH WILHELM PLATZ | DOMPLATZ |
| JOHANNES RING | MAO TSUNG RING |
| KLEISTSTRASSE | MHRINGSTRASSE |
| KOCHLCEFFEL | JOHANNES TOR |
| NETTELECK UFER | GURTELER UFER |
| KÄISER PLATZ | KARL MARK PLATZ |
| HÖHNZOLLERNSTRASSE | STRASSE DER EINHEIT |

The BAHNHOFSTRASSE, which had been the ADOLF HITLER STRASSE until the capitulation, had remained unchanged until the end of the war.

2. METHOD OF NUMBERING ALONG STREETS

The numbers always go up one side of the street and down the other. [Redacted] (new names of streets throughout):

50X1-HUM

Leninstrasse

No. 1 is AM ANGER; numbers run up left side to about 88 and return on right side to about 198.

50X1-HUM

- 2 -

Stalinallee

No. 1 is near the Leninstrasse; numbers run up on the left and back on the right.

Puschkinstrasse

No. 1 is near the Karl Marx Platz; numbers run on left up to the Schillerstrasse and back on the right.

Strasse des Friedens

Numbers run on one side only. The other side is a park.

Strasse der Einheit

No. 1 is near the Flora Gartengastwirtschaft; numbers run up on the right, down on the left.

3. NEW OR REBUILT PUBLIC BUILDINGS

50X1-HUM

[redacted] that the only important public building put up since the war was the HOCHHUS, also called the 'JUSTIZGEBAUDE'. This stood in the ARNSTADTERSTRASSE [redacted] near the STEIGER FOREST. In September 1951 this building was 'nearly ready for occupation'. It stood near another building, called the 'Behoerdehaus', which contained the Kripo.

4. PUBLIC TRANSPORT(a) Tramway lines

There were 5 lines, as follows:

Line 1

ERFURT NORD - HOCHHEIMERSTRASSE

Line 2

FLORA - HEINRICHSTRASSE

Line 5 (same lines as 2)

FLORA - HAUPTFRIEDHOF

Line 3

HOSPITAL, NORDHEUSERSTRASSE - STEIGER FOREST

Line 4

DEPOT, STALINALLEE - THURINGHALLE near STEIGER FOREST

- 3 -

50X1-HUM

- 3 -

Lines 2, 4 and 5 ran single vehicles; lines 1 and 3 ran trailers as well.

All lines ran a vehicle every 6 minutes from 0500 to 2000 and every 10 minutes from 2001 to 0042.

(b) Trolley-Bus lines

There were 2 lines:

ANGER - MELCHENDORF (near the STEIGER)

and

ANGER - HOCHHEIM

(c) Bus Services

Workers' buses fetched workers from the suburbs from 0500 to 0900 and took them home from 1600 to 2000.

The Henry Pels firm ran its own bus.

There was a bus shuttle service for the Volkspolizei only between the ANGER and the HENNEKASERNE.

(d) Long-distance coach services

2 buses a week ran from ERFURT main railway station to:

KASSEL LENZLACH
FULDA FRANKFURT/MAIN
BERLIN

B. BARRACKS AT ERFURT

Brief: Barracks list.

50X1-HUM

| <u>Name and location</u> | <u>Remarks</u> |
|---|--|
| HENNE KASERNE | Volkspolizei |
| BERG KASERNE | Volkspolizei |
| PETERSBERG KASERNE | Volkspolizei |
| BLUMENTHAL KASERNE | Converted into civilian living accommodation |
| GNBISENLU KASERNE (on trolley-bus line on the Melchendorfer Landstrasse) | Converted into a children's hospital |
| FLIEGER KASERNE (near Bindersleben') | Russian Air force and a big military airfield. |

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50X1-HUM

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50X1-HUM

S E C R E T

[Redacted]

SUBJECT: -A. RAILWAY CONSTRUCTION BETWEEN ZARRENTIN AND WITTENBURG

B. MILITARY INFORMATION ON SCHWERIN.

50X1-HUM

[Redacted]

A. INFORMATION ON RAILWAY CONSTRUCTION BETWEEN ZARRENTIN AND WITTENBURG

[Redacted]

50X1-HUM

2. Location

The railway construction was carried out on the railway line between HAGENOW [Redacted], WITTENBURG [Redacted] and ZARRENTIN [Redacted]

50X1-HUM

50X1-HUM

50X1-HUM

3. Details on Railway construction

The second track of this line was dismantled between 1945 and 1947. [Redacted] on 16 Oct 1951 [Redacted] work had begun on re-construction of the second track. Along the line from HAGENOW to ZARRENTIN, sleepers and rails were piled up at frequent intervals. [Redacted] rails were being fixed to sleepers already laid on the section from WITTENBURG in the direction of HAGENOW. Starting at WITTENBURG the first 5 or 8 Kilometers were under construction.

50X1-HUM

50X1-HUM

50X1-HUM

[Redacted]

50X1-HUM

B. MILITARY INFORMATION ON SCHWERIN

[Redacted]

50X1-HUM

2. Details of troops

A Russian tank unit coming from the direction of LUDWIGSLUST and going in the direction of WISMAR passed the main road of SCHWERIN, Gretestrass* - Leninplatz at comparatively high speed. There were about 50 tanks of Type T-34. Some guns were without muzzle brakes, and some were of a larger type with a long gun barrel and muzzle brake. There were about 3 men seen in each of the open turrets.

50X1-HUM

[Redacted]

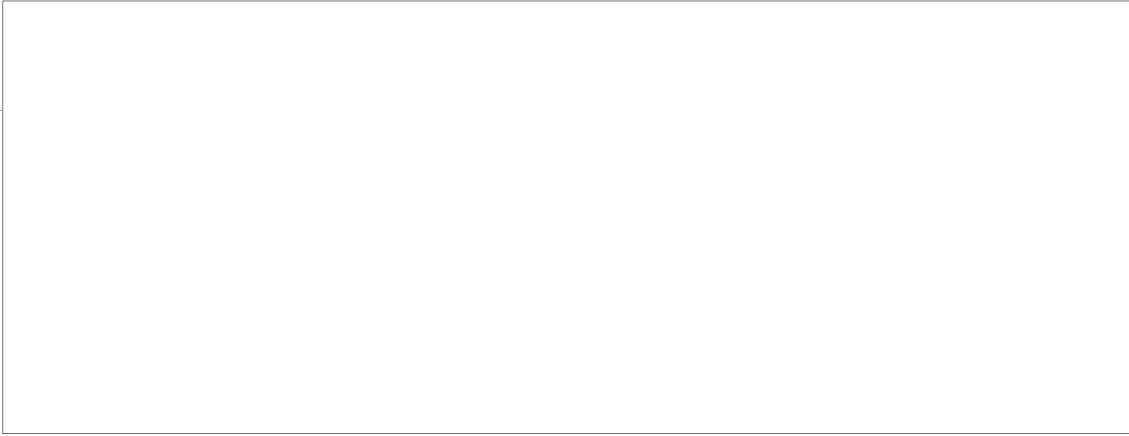
50X1-HUM

[Redacted]

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SECRET

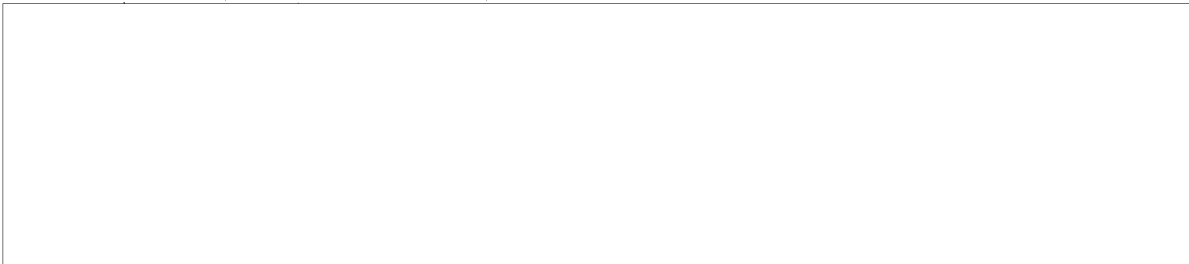
50X1-HUM



Country : Soviet Zone of Germany 50X1-HUM



Subject : Canal port GUSTROW 50X1-HUM



2. Canal port GUSTROW, JIB Soviet Zone of Germany [redacted]

The canal port in GUSTROW is located at the end of the GUSTROW-BUTZOW canal and immediately to the north of it.

The canal port was badly damaged during the war and has not yet been repaired, although there has been talk that it will be restored in the near future.

There has been no ships traffic at all. The width of the canal is estimated at 15 - 20 m.

3. BASIN

The extent of the basin was not known [redacted] as access to the port area itself was prohibited to civilians. 50X1-HUM

4. QUAY

The length of the quay which could be seen from across the canal was estimated to be between 250 - 300 m, including the [redacted] basin.

[redacted] 50X1-HUM
The upper edge of the quay was approx. 2.5 m above water level.

5. STORAGE SHEDS IN THE [redacted] AREA 50X1-HUM

The storage sheds were located opposite the railway station (south and due west of it) and due north of the canal [redacted] basin. 50X1-HUM

[redacted] three storage sheds [redacted] of which one belonged to the firm of MARIENS (Fertilizers) and another one to the firm of HACKERT (agricultural machinery). 50X1-HUM

There were also open storage places for timber.

SECRET

- 2 -

6. RAIL AND ROAD CONNECTIONS

50X1-HUM

There were two branch railway lines, one leading into the so-called "industrial area" (Industriegelände).

Parts of both lines had been destroyed during the war and no repair work had yet been carried out.

50X1-HUM

On the "Industriegelände" was a large storage place for timber.

50X1-HUM