



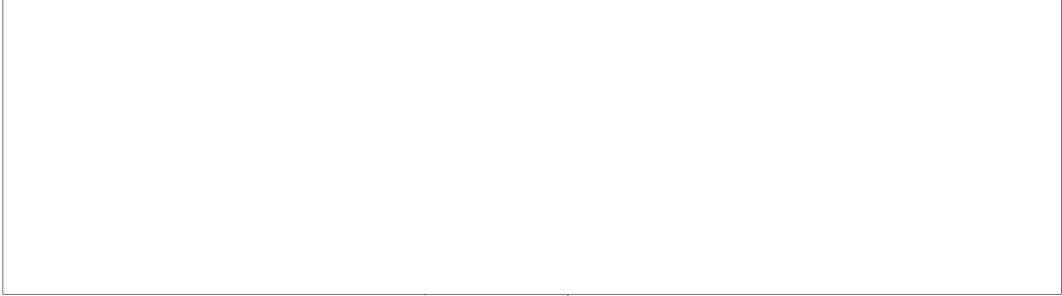
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Subject: Town Details of Dessau

50X1-HUM



(a) Changes of Street Names

Past Name

Present Name

Elballee

Fuschkin Allee

50X1-HUM

(b) Public Buildings Rebuilt or Newly Built

A new "Kulturhaus" was built for the SAC Works Polysius in Eschelhäuserstr. This building also serves as an assembly hall for political meetings and political schooling by the SED. The building was completed in 1950. The Rathaus has been rebuilt.

50X1-HUM

the barracks located at Hochstedt and at Rosslau (both places near Dessau) were rebuilt in 1949

(c) Method of Numbering along Streets

50X1-HUM

The houses are numbered with the even numbers on the right hand side and the odd numbers on the left hand side.

50X1-HUM

(d) Public Transport

There are two tramway routes in Dessau and five bus lines. These are as follows:

Tramways:

No. 1 Dessau-Süd to Dessau Railway Station.

No. 2 Gärungschemie, via Marktplatz, to Railway Station.

Bus Lines

Dessau Railway Station to Alten
" " " " Kochstedt
" " " " Kinnau
" " " " Hildensee
" " " " Tbrfen

The bus lines have no numbers.

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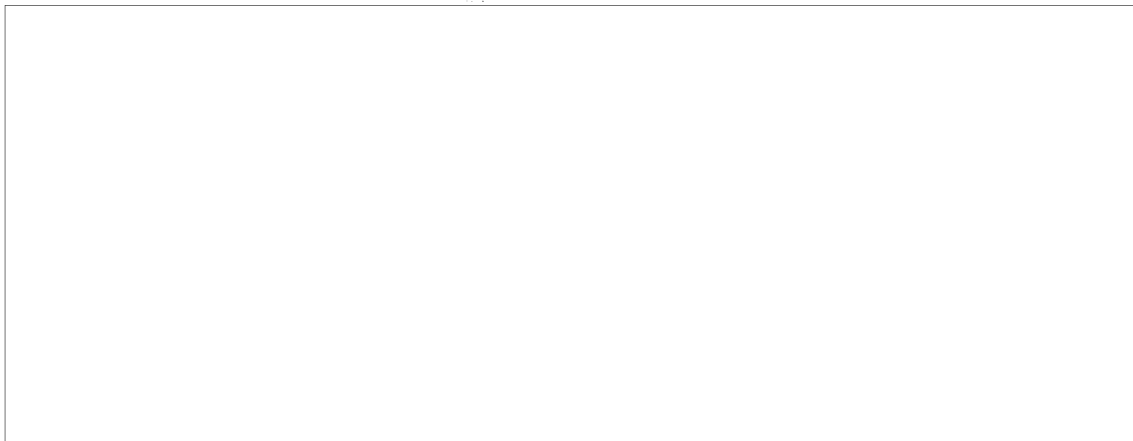
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50X1-HUM



There is a taxi stand at Dessau Railway Station. There are approximately twelve taxis (new BMW models).

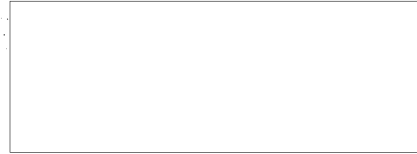
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50X1-HUM

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Subject: TOWN DETAILS OF MAGDEBURG.

50X1-HUM



(a) Street Name Changes.

<u>Past Name</u>	=	<u>Present Name</u>	50X1-HUM
<div style="border: 1px solid black; width: 30px; height: 30px; display: inline-block; vertical-align: middle;"></div> Kaiser Wilhelm Platz Schönebecker Strasse	=	Boleslav Bierut Platz	
	=	Strasse der Deutsch-Soviatischen Freundschaft	
<div style="border: 1px solid black; width: 30px; height: 30px; display: inline-block; vertical-align: middle;"></div> Enke Siedlung Polte Strasse Strombrücke	=	Beims Siedlung	
	=	Otto Richter Strasse	
	=	Erücke des Friedens	

(b) Method of Street Numbering.

There is no uniform method of street numbering. In some streets odd numbers are on the left hand side, and even numbers on the right hand side; in other streets consecutive numbers run along one side of the street until its end, and then run back on the other side.

(c) Public Buildings Newly Built or Rebuilt.

The following public buildings have been rebuilt:

- The S.E.D. H.Q. in Otto von Guericke Strasse.
- The "Gewerkschaftshaus" in Breiteweg.
- The Town House (Rathaus) on Damaschke Platz.

(d) Public Transport.

There were the following tramway routes:

- Line No. 2 )
- Line No. 12 ) Buckau - Hauptbahnhof - Olfenstetterplatz.
- Line No. 14 )
- Line No. 3: Bisdorf - Reform.
- Line No. 4: Krakau - Hauptbahnhof.
- Line No. 6: Herrenkrug - Hauptbahnhof.
- Line No. 9 )
- Line No. 11 ) Industriegelände - Hauptbahnhof.

There was one trolley bus line from Lemsdorf to Buckau.

There were taxi stands:

- On Boleslav Bierut Platz.
- At the Main Railway Station.
- On Hasselbachplatz.

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Subject: TOWN DETAILS OF ERFURT.

50X1-HUM

(i) STREET NAME CHANGES.

<u>Past Name</u>		<u>Present Name</u>
Horst Wessel Strasse	=	Meister Ekkehardt Strasse
Adolf Hitler Strasse	=	Bahnhofstrasse
Magdeburger Strasse	=	Stalin Allee
Hohenzollern Strasse	=	Wilhelm Pieck Strasse
Leipziger Platz	=	Ernst Thälmann Platz
Johannisstrasse	=	Leninstrasse
Oststrasse	=	Rosa Luxemburg Strasse 50X1-HUM

(ii) METHOD OF NUMBERING ALONG STREETS.

In the old streets in the town  numbering commences on one side (consecutive numbers) and is then continued, at the end of the street, on the other side. In the new parts of the town odd and even numbers are on opposite sides.

Numbering commences from the town  where a side street branches off a main street. 50X1-HUM

(iii) NEW OR REBUILT OFFICIAL AND PUBLIC BUILDINGS.

- (a) Ministerium für Wirtschaft und Planung (Ministry of Trade and Planning). Built 1947/8. The new building is located on Domplatz. The building is 5 stories high, its dimensions are 350 x 400 x 20-30 m.
- (b) H.Q. of S.E.D. Landesvorstand, located on Weissenburger Allee. The H.Q. consists of several blocks, some of them 2-storied, some 4-storied. The H.Q. was built between 1947 and 1948.

(iv) POSTWAR DETAILS OF PUBLIC TRANSPORT.

There are 5 tramway lines. These routes have not been altered since the war. They are as follows:-

- Line No. 1 From Bahnhof Nord to Herrenkrug.
- Line No. 2 From Olympiawerk to Bahnhof.
- Line No. 3 From Municipal Hospital (Städt. Frankenhaus) to Schützenhaus 50X1-HUM
- Line No. 4 From Schlachthof to Schützenhaus.
- Line No. 5 From Schützenhaus to Südfriedhof.

There is also one bus-line,  This line was installed after the war.

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Subject: TOWN DETAILS DRESDEN.(a) Street Name Changes.

<u>Former Name</u>	=	<u>Present Name</u>
Kaiser Wilhelm Platz	=	Karl Marx Platz
Platz der S.A.	=	Friedrich Ebert Platz
Königstrasse	=	Friedrich Engel Strasse
Kaiserstrasse	=	Rosa Luxemburg Strasse
Albertplatz	=	Platz der Einheit
Königsbrückerstrasse	=	Strasse der Befreiung
Augustusbrücke	=	Dimitroff Brücke
Fauststrasse	=	Lasalle Strasse
Theaterstrasse	=	Elsa Fenske Strasse
Schlageter Platz	=	Rathenau Platz
Kurfürsten Strasse	=	Rothenburgerstrasse
Wettinerstrasse	=	Schwerinerstrasse
Bismarckplatz	=	Bayrischer Platz
Sedanplatz	=	Förster Platz.

(b) Public Buildings newly built or rebuilt.

The following buildings have been rebuilt:

- (i) Rathaus. This was nearly completed [redacted] 50X1-HUM
- (ii) Schauspielhaus. This was completed in Ostra Allee.
- (iii) Polizeipräsidium in Dr. Rudolf Friedrich Ufer. This building was nearly completed [redacted] 50X1-HUM
- (iv) "Hochhaus der Strassenbahn" (Verkehrsbetrieb) on Platz der Einheit. Completed in autumn 1950.

A new administrative building was erected for the A.T.G. (= Allgemeine Transport Gesellschaft) on Karl Marx Platz. The building had 5 stories, and was approx. 75 - 100 x 10 m. It was completed in August 1950.

A new Stadthaus was built on Friedrich Engel Strasse. It was completed in the summer of 1950. On the site of the Stadthaus there was formerly the "Neustädter Kasino". The building is 4 stories high.

(c) Method of Street Numbering.

Even numbers are on the right hand side, odd numbers on the left hand side. Numbers begin in the town [redacted] at the points where a side street branches off a main street. 50X1-HUM

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50X1-HUM



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(a) Public Transport.

The routes of the tramways were as follows:

Line No. 12 Klein Zschachwitz - Postplatz - Heinzberg.

Line No. 15 Südvorstadt - Postplatz - Radebeul Ost.

Line No. 25 Niedersedlitz - Postplatz - Trachau.

Line No. 19 Niedersedlitz - Postplatz - Cossebaude.

Line No. 7 Wölfnitz - Postplatz - Weixdorf.

There was one trolley bus route operated, which ran from Försterplatz via Schillerplatz - Weisser Hirsch to Weissig.

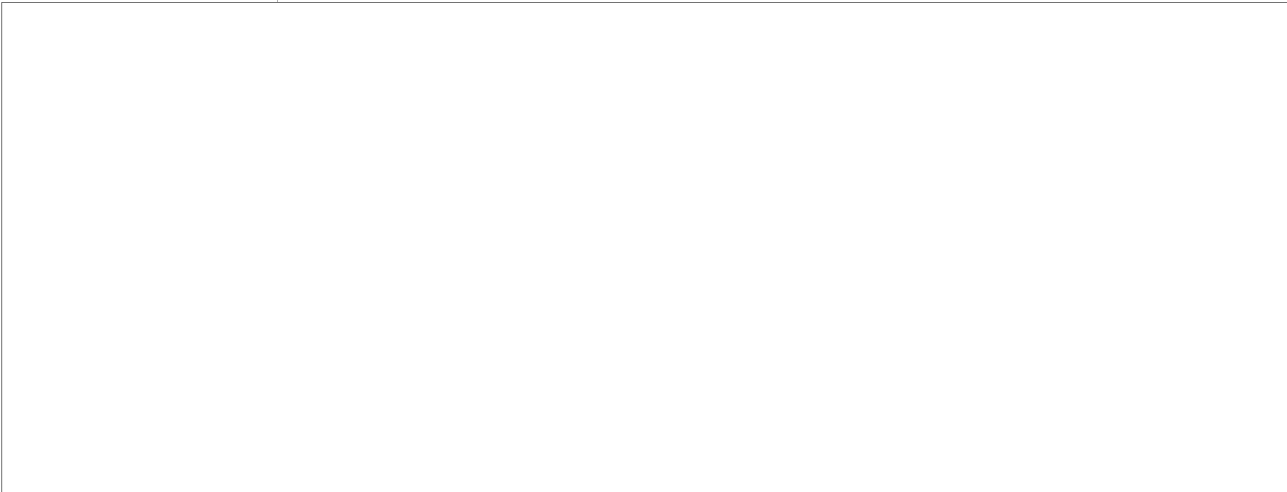
There was a "Taxi-Genossenschaft", the administration of which was at Blumenstrasse No. 3.

Informant estimated the total number of taxis in Dresden at 150. The average year of manufacture of the cars is 1937/38.

Taxi stands were at:

Neustädter Bahnhof,  
Postplatz,  
Schillerplatz,  
Weisser Hirsch (Lupoldstrasse),  
Hauptbahnhof.

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(a) SAG "BRIKENT" work ESPENHAIN, SAXONY.

1. Products.

The 1953 Production Plan provides for the production of about 574,000 tons of tar and light oil; the percentage of light oil amounting to about 21% of the 574,000 tons.

2. Disposal.

The entire 574,000 tons would be sent to the benzine works at BOHLEN and ZEITZ for further processing. The ratio would be about 500,000 tons to ZEITZ, the rest to BOHLEN.

3. Future Developments.

In 1952 the ESPENHAIN works would be allotted about 270,000 DM for investments. It is not yet determined how the money would be spent.

50X1-HUM



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50X1-HUM



(b) SAG "BRIKETT" factory SCHWARZHEIDE, SAARQY.

1. Manpower.

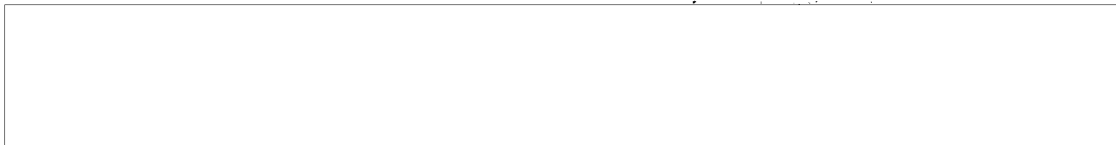
About 2,500 persons are employed, about 300 of whom are on the admin. and clerical staff.

Production work is done in three shifts per day.

2. Products.

The annual production of "Mittelbenzin" amounts to about 40,000 tons. Also produced is ordinary car fuel benzine (amount not known) by the FISCHER-TROESCH method.

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(c) Benzinwerk BÖHLEN, SAXONY.

50X1-HUM

1. General.

The a/in undertaking was placed under the administration of the State Secretariat "CHEMIE" with effect from June 1952

2. Manpower.

There were about 4,800 employees including about 500 admin. and clerical staff.

Production work is done in three shifts per day.

3. Products.

Ordinary auto benzine	100,000 tons per annum.
"Mittelbenzin"	60,000 " " "
A.B. special aircraft benzine	110,000 " " "
A.T. benzine	36,000 " " "
Diesel oil	30,000 " " "
"Treibgas" (Propan and Butan)	30,000 " " "
Sulphur	5,000 " " "
D.H.D. by-product (+)	26,000 " " "

(+) D.H.D. is a by-product which is automatically produced in the processing of ordinary auto benzine and diesel. It is then used as a mixture for the production of A.B. special aircraft benzine. No further details available.

4. Disposal.

To the U.S.S.R.: "Mittelbenzin"  
 " " " A.B. special aircraft benzine.

" " " A.T. benzine.

To the R.G.Z.: ordinary car fuel benzine.

" " " diesel oil.

" " " Treibgas.

Total production of sulphur is also despatched to the U.S.S.R.

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/5. Equipment.**SECRET CONTROL-U.S. OFFICIALS ONLY**

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5. Equipment.

4 Benzine chambers.

4 Tar chambers.

8 Turbo compressors.

6 Hydrogen compressors.

1 Conversion plant.


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3 WINKLER generators for the production of hydrogen gas.

2 or 4 Distilling plants



6. Future Developments.

 it is very unlikely that production could be increased because all the installations were fully in operation.

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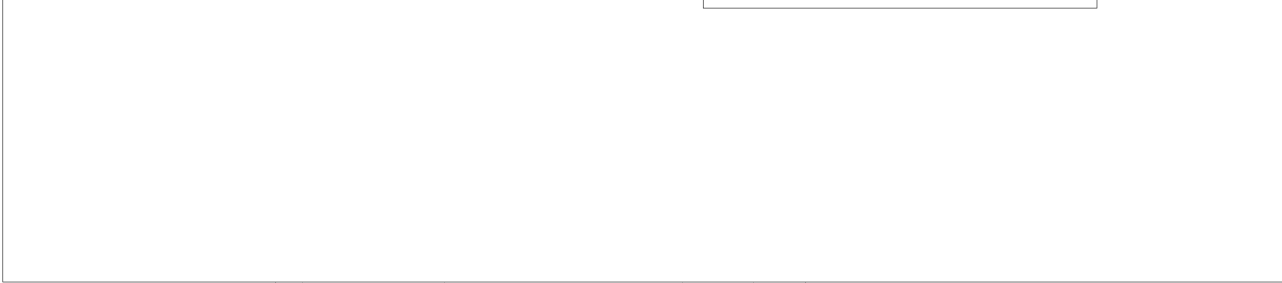


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Subject: TOWN DETAILS OF MAGDEBURG.



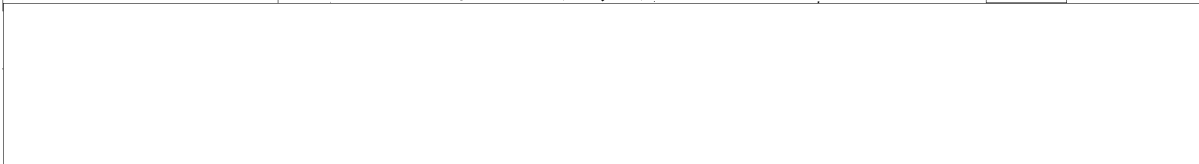
(a) Street Name Changes.

<u>Former Name</u>	=	<u>Present Name</u>
Spielgartenstrasse	=	Maxim Gorki Strasse
Kaiser Wilhelm Platz	=	Boleslav Bierut Platz
Feldstrasse	=	Friedrich Engels Strasse.

(b) Public Buildings newly built or rebuilt.

The "Zentral Theater" has been rebuilt. Reconstruction was completed in December 1950. 50X1-HUM

The "Gewerkschaftshaus" on Ratswaagenplatz was under reconstruction  
Reconstruction was nearly completed.



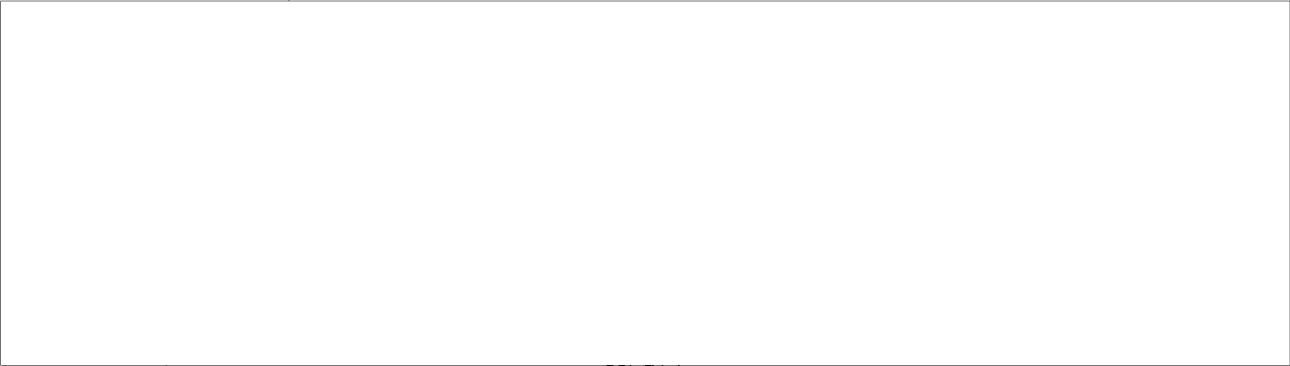
(d) Public Transport.

The following tramway lines

- No. 1 Sudenburg - Hasselbachplatz - Rothensee.
- No. 3 Diesdorf - Hasselbachplatz - Leipzigerstrasse.
- No. 4 Olfenstetterplatz - Stadttheaterplatz - Krakau.
- No. 5 Hauptbahnhof - Stadttheaterplatz - Friedrichstadt.
- No. 6 Hauptbahnhof - Stadttheaterplatz - Herrenkrug.
- No. 12 Olfenstetterplatz - Hasselbachplatz - Schönebeck.
- No. 14 Same as No. 12.

There were no public bus lines.

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JENA - Town planning

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C O N F I D E N T I A L

- (b) Civil [redacted] there are no indications of civil [redacted] preparations or renovation of air-raid shelters.
- (c) Workers' settlements  
No new workers' settlements, public buildings, etc. are under construction.
- (d) Town transport  
The town transport of JENA consists of 6 tramway and 2 bus routes.
- (i) Tramway routes  
The routes are not numbered, but only show the name of the terminus.
- (1) Holzmarkt - Mühlthal, via Teichgraben - Schillerstr. - Johannis-Platz - Wagner-Gasse (not Bachstr. - Quer-Gasse) - Erfurter Str. (ex Kaiser-Wilhelm-Str.).
  - (2) Holzmarkt - JENA-Ost, via Löbder Graben - Der Steinweg - Camsdorfer Brücke - Karl-Liebknocht Str. (ex Bürgelsche Str.) - Eisenberger Str. - Settlements Am Lo.
  - (3) Holzmarkt - ZWÄTZEN, via Löbder Graben - Luther Platz - former Adolf Hitler Str. - Dornburger Str. - LÖBSTEDT.
  - (4) Holzmarkt - LOBEDA, via Neue Gasse - Kahlaische Str. - WINZERLA - BURG AU (farm of Zeiss).
  - (5) Holzmarkt - West Bahnhof, via August Kotthaus Platz - Ernst Haeckel Platz, former Fritz Sauckel Str.
  - (6) Holzmarkt - Saale Bahnhof, via Löbder Graben - Luther Platz - former Adolf Hitler Str. - Saalbahnstr.
- (ii) Bus routes
- (1) Holzmarkt - Magdelstiege, via August Kotthaus Platz - Ernst Haeckel Platz - former Fritz Sauckel Str. - Der Magdelstiege (near Südschule = annotation No. 98.)
  - (2) Holzmarkt - Friedrich Engels Str. via Griet Gasse - Paradies Str. - Paradies Brücke - Friedrich Engels Str. (ex Wilhelm Frick Str.) - Talschule (annotation No. 103.)

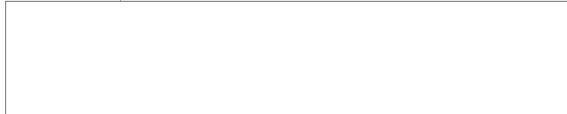
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C O N F I D E N T I A L



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(e) Method of numbering

 all streets in JENA have odd numbers on one side, and even numbers on the other,

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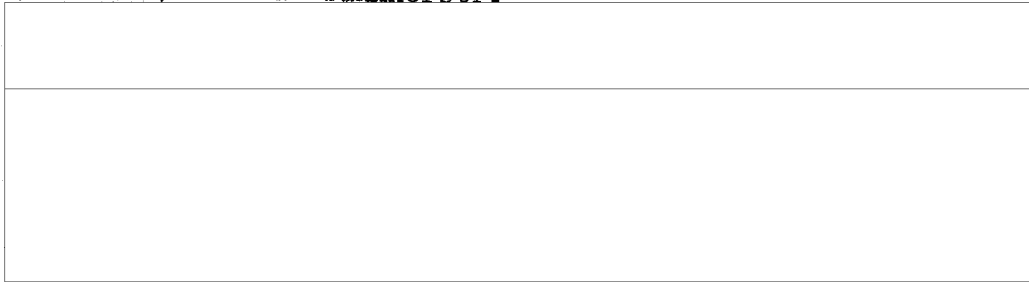
(f) Street name changes

(1) The following names were not changed:  
Holzmarkt, Teichgraben, Schiller Str, Johannis Platz, Wagner Gasse, Bach Str, Quer Gasse, Erfurter Str., L bder Graben, Der Steinweg, Eisenberger Str., Luther Platz, Dornburger Str., Neue Gasse, Kahlaische Str., August Kotthaus Platz, Ernst Haeckel Platz, Der Magdelstieg, Griet Gasse, Paradies Str., Paradies Br cke, Camsdorfer Br cke.

(2) Changes

Kaiser Wilhelm Str. now Erfurter Str., Wilhelm Frick Str. now Friedrich Engelstr., Adolf Hitler Str. between rly station and Dornburger Str., now Saalbahnhofstr.

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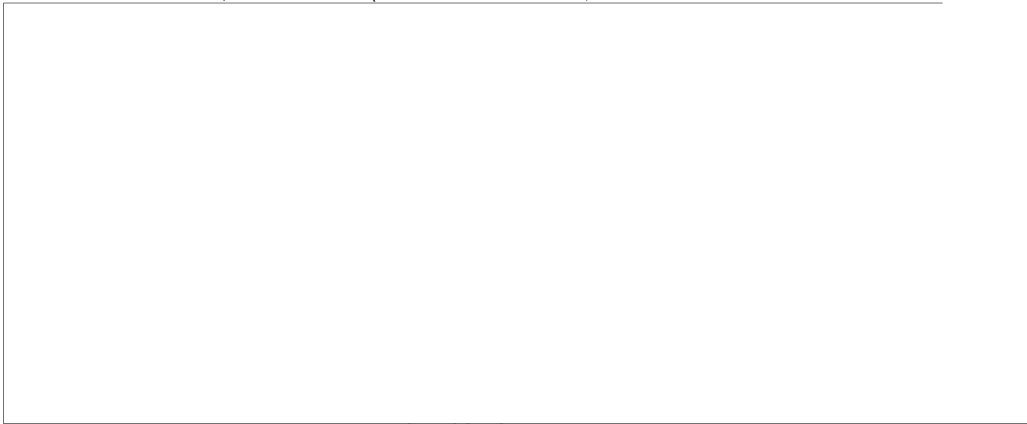
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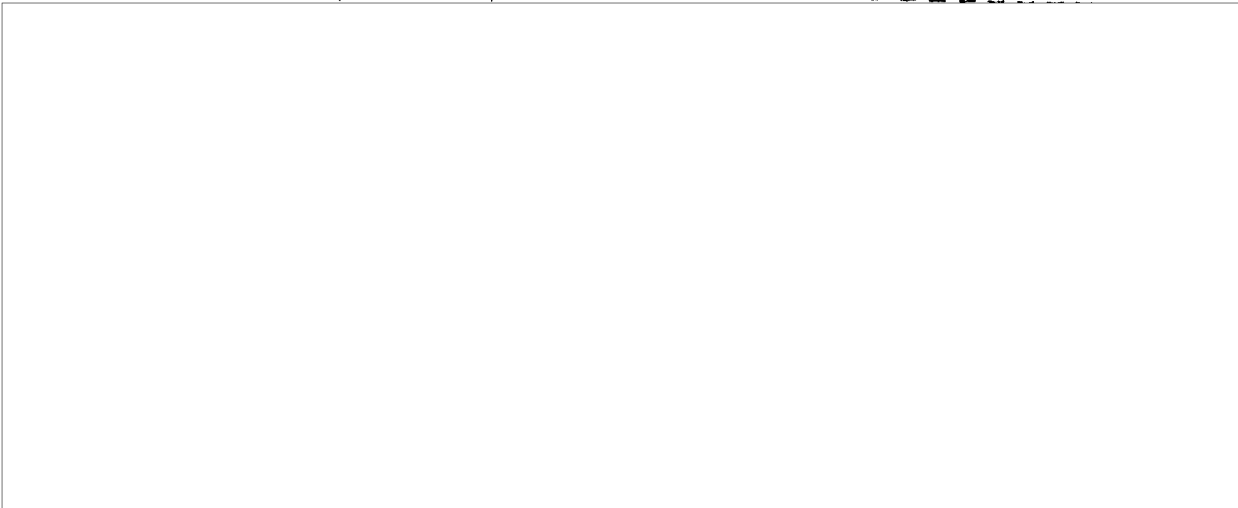
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Subjects: MILITARY & INDUSTRIAL LOCATIONS.

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2. ENGINEERS' OFFICE:

The "INGENIEURBÜRO" of the German Navy which was in ASCHERSLEBEN during the war no longer exists.



it was disbanded by the Russians in 1947.

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3. AIRFIELD:

The former airfield in ASCHERSLEBEN has been put to agricultural use for some considerable time.

4. BARRACKS:

The Barracks, [redacted] is fully occupied by VOLKSPOLIZEI.

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[redacted] the Hutted Camp (BARRACKENLAGER) of the former JUNKERS WORKS (See Para.8), [redacted]

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was completely destroyed by the Russians along with dismantlement of the works itself.

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5. KREIS POLICE STATION:

The KREISPOLIZEIAMT is in the HOHE-STRASSE, NE side of the street, close to the HOHES TOR.

There are no Russian offices in ASCHERSLEBEN.

6. AGRICULTURAL EXPERIMENTAL STATION:

The "TERRA" PFLANZENZUCHT-FORSCHUNGSANSTALT (Plant Cultivation Research Institute) in ASCHERSLEBEN is a VEB ("People's Own" Concern).

As before it is engaged exclusively on peace-time research work such as improvement and perfection methods.

Its offices and laboratories are in the block of houses along the N side of LINDEN-STRASSE opposite the NE corner of the PARK. Its experimentation fields, covering about 500 Morgen (Morgen = slightly more than an acre), are in the fork of the roads from ASCHERSLEBEN

50X1-HUM

7. POTASH WORKS:

The KALLIWERKE, [redacted] show no sign of life at all. 50X1-HUM

[redacted] the whole of the ASCHERSLEBEN Potash Mines were inundated by serious irruptions of water. 50X1-HUM

It is said that ammunition which was stored in some of the shafts is still there under water to this day.

The buildings of the Potash Works are completely intact but are not at present in use.

8. JUNKERS WORKS:

The former JUNKERSWERK, dismantled by the Russians, is now under reconstruction as extensions to the MASCHINENFABRIK BILLETER (Billeter Machinery or Engine Factory), formerly BILLETER & KLUNZ, in the MACDEBURGER-STRASSE, [redacted] 50X1-HUM

5 new sheds have already been erected on the site of the former Junkers Works.

The MASCHINENFABRIK BILLETER is a VEB ("People's Own" Concern).

[redacted] roughly 1200 working in 3 shifts. 50X1-HUM

The firm specializes in the manufacture of precision grinding machines. The whole of production goes to Russia.

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9. BOILER WORKS:

The firm of THIEBE, formerly a copper forge, is now making steam boilers, particularly locomotive boilers, the whole of production going to Russia. [redacted] at present about 500-600.

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The works lies N of the side-line leading to the Potash Works (see Para. 7) S of the churchyard [redacted]

10. PAPER WORKS:

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The very efficient PAPIER- UND KARTONFABRIK BESTEHORN (Bestehorn Paper & Cardboard-Box Factory) survived the war without the slightest damage.

[redacted] at present about 1200, mainly women.

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It is now a VEB ("People's Own" Concern).

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It comprises the whole W half of the block of houses between the BONIFAZIUS Church and HEINRICH-STRASSE.

At the NW corner of the works' installations is the Post Office [redacted]

[Large redacted area]

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- C O N F I D E N T I A L -

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Subject: GENERAL INFORMATION ON SUGAR BEET FACTORY SCHLACKENSLIEDEN

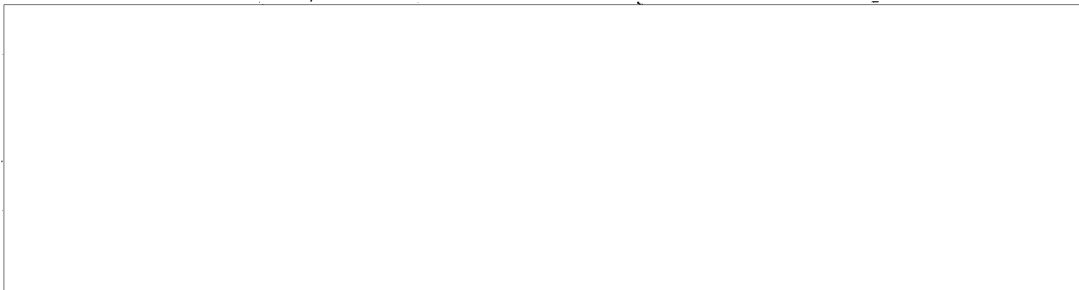
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1. Designation

Zuckerfabrik SCHLACKENSLIEDEN VEB.

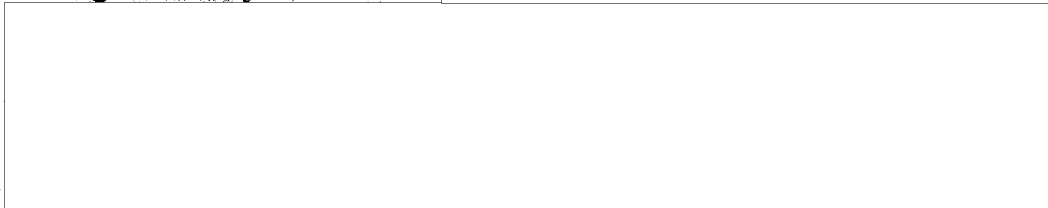
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4. Products

Only raw sugar was produced. During the sugar beet campaign every year between 13,000 and 15,000 tons of sugar beet chips were processed on two shifts working a total of 16 hours per day. Despatch of raw beet sugar was always 1,000 'Zentner' (50 tons) on the first 'Partie' (shift) and 2,000 'Zentner' (100 tons) on the second shift per day. The raw beet sugar was transported by rail to the HALLENSLIEDEN [redacted] where it was loaded on barges and shipped to the sugar refinery at GENTHIN. [redacted]

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6. Electric Power

The factory had its own power generating plant with two 25-atuc high pressure boilers and one steam turbine with an 800 kW generator. [redacted]

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7. [redacted] During the sugar beet harvest season 250 workers were employed on two shifts of 8 hours on 6 days a week. [redacted]

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- C O N F I D E N T I A L -

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- C O N F I D E N T I A L -



8. Installations

[redacted] The factory was housed in one large brick built building and had one 60 m high brick chimney. It had modern installations with large electric conveyor belts, and two large 'Wolfsehe Trommeln' with plate drying devices (Plattentrocknung).

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9. General Information on Organisation

[redacted] the sugar beet industry of the Russian Zone was completely altered in June 1952. Before that date there were the following three divisions:-

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- North:- with offices in ROSTOCK,
- South:- " " " HALLE, and
- Middle:- " " " MAGDEBURG.

The new [redacted] combines the former three divisions to the 'Rohzucker-Kombinat' (raw sugar beet combine) and the 'Weisszucker-Kombinat' (refined sugar beet combine), the offices of the latter being in MAGDEBURG. [redacted]

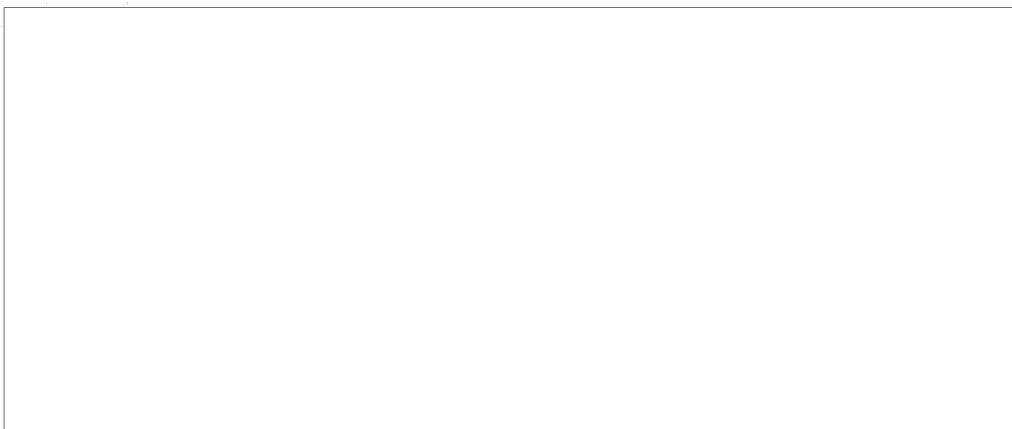
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[redacted] the raw sugar beet factory at SCHLACKENSLIEBEN was fused with the sugar refinery at GENTHIN, which also before the fusion received all raw sugar beet processed by SCHLACKENSLIEBEN.

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10. Personalities



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(b) The former director of the sugar beet factory SCHLACKENSLIEBEN, PAUER lost his position in May 1952 and was transferred to an unknown factory in the Russian Zone [redacted]. His successor was VOGEL,

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- C O N F I D E N T I A L -

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50X1-HUM

SUHL

Ernst Thälmann Kombinat

Werk II, (formerly Fortuna VEB, ex Sauer & Sohn).



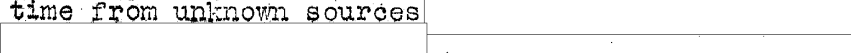
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(i) Number of employees

Approx. 1,300 workers including approx. 200 clerks. The turbine blade department and the drop forge work sometimes two 8 hr shifts when the raw material supply and the target figure allows, otherwise one 8 hr shift is worked in all departments.

(ii) Source of raw material

No exact details available. High quality steel was mainly supplied from own war time stocks. On several occasions part of this material had to be delivered to other factories too. Small stocks only of this material are still available. Small quantities of steel for production process on automatic machines (Automatenstahl) had arrived from Russia. This material was black rolled (schwarz gewalzt). Blank drawn steel (blank gezogener Automatenstahl) of a good quality arrived from time to time from unknown sources



50X1-HUM

Chrome nickel steel for turbine blades was supplied via Bergmann-Borsig and/or Maschinenbau GÖRLITZ.

High quality steel for tools from an unknown source, mainly without any technical data or tempering instructions.

Normal steel was supplied from Maxhütte and Stahlwerk RIESSA.

Sheet metal of a bad quality (Schwarzblech) from Maxhütte. The thickness within the same sheet sometimes differed on one millimeter.

Very small quantities of deep drawing material from unknown sources.

Instead of zinc die castings for calculating machines light metal alloy die castings were supplied which oxidized and therefore caused complaints from the consumers.

All material was supplied in quantities just sufficient to reach the target figure.

(iii) Production

(1) The production of type writers was completely stopped in autumn 1951. The manufacture of component parts for sporting rifles also ceased on this date and for the time being low scale assembly work only is done.

/2....

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C O N F I D E N T I A L

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(2) The machinery of the sporting rifle department which comprises approx. 400 machines out of a total of 800 to 1,000 machines of the whole plant was converted to the manufacture of turbine blades. Approx. 70 machines out of the 400 were replaced by 10 to 12 special milling machines from other ROZ factories and 58 to 60 completely new ones, mainly supplied from the former machine tool factory Wanderer. They were special milling machines and large surface milling machines (Planfräser). The special milling machines are so called Doppel-Gleichlaufräser.

Some of the old 70 machines were transported to the former Greifelt-factory and [redacted]

50X1-HUM  
50X1-HUM

[redacted] suggest that the production of sporting rifles will now be started with former Greifelt.

The turbine blades produced here since summer 1951 were required for two purposes:

(a): For steam vessels. [redacted]

50X1-HUM

[redacted] they were required for two Russian steamers, called "Soviet Union" (ex "Hansa" [redacted]) and Steamer II; [redacted]

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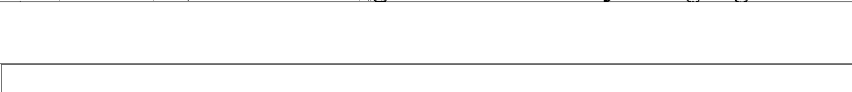
[redacted] approx. 50 various kinds of blades between 60 and 400 mm in length were required per steamer. Total number unknown. The first set was delivered at the beginning of 1952. The works management announced that after the second set have been delivered spare blades have to be produced for the same steamers. Target figure unknown.

(b): For thermal power plants on a large scale production. They were very similar to the blades required for the steamers. Total quantity and target figure per month unknown.

Both types were worked out of the core of chrome nickel steel.

(3) In summer 51 a sample of a single barrelled verey-pistol arrived here according to which new drawings had to be drawn. The order of an unknown contractor was to produce 200 single barrelled and 100 twin barrelled verey pistols (break action) before Christmas 51. They were actually completed in Feb/Mar 52 and were mainly manufactured out of light metal alloy forgings.

50X1-HUM



these verey pistols will probably be manufactured as a large scale project.


/3.....

C O N F I D E N T I A L

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- (4) Since autumn 51 three types of the calculating machine "Melitta", previously manufactured by the August Bebelwerk in ZELLA-MEHLIS (formerly Waltherwerk), are produced here. One type is a simple hand operated one, the second type is also a hand operated machine but with so called "Rückübertragung", and the last type is an electric calculating machine. On a monthly average approx. 20 machines of the first type are produced per day. Large scale manufacture of the two other types has not yet started.
- (5) Mobile pneumatic hammers for mines. Large scale production of various types, all operating as reciprocators (Hubbewegung). Target figure unknown. Occasionally difficulties in raw material supply occurred.
- (6) Component parts for textile machinery, i.e. so called "Pendelhülsen" and assembly of idlers. Large scale production of "Pendelhülsen" had not yet started as the research work had not yet been completed.
- (7) Semi finished forgings for sewing machines and bicycles. This is commissioned work.
- (iv) Destination of goods
  - (a) Turbine blades
    - (1) for steamers: Bergmann Borsig, BERLIN.
    - (2) Power plants: Maschinenbau GÖRLITZ.
  - (b) Verrey pistols: Unknown, according to rumours for Volkspolizei.
  - (c) Calculating machines: DHZ SUHL.
  - (d) Pneumatic hammers:  to MANSFELDER-Kupferbergbau and potash mines.
  - (e) Pendelhülsen: Textima, CHEMNITZ
  - (f) Parts for sewing machines: Haenel, SUHL; Seidel & Naumann, DRESDEN.
  - (g) Parts for bicycles: IFA-Pedalwerk (formerly Luck & Wagner, SUHL) now ZELLA-MEHLIS.
- (v) Leading personalities  
No Russian personnel present.

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/4.....

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C O N F I D E N T I A L

[Redacted]

Director: EBERT, Rudi, present since summer 1951,

[Redacted]

50X1-HUM

Commercial director: HAFNER, f.n.u.

[Redacted]

Chief-engineer: KUMMER, Walter  
(Betriebsleiter) engineer,

[Redacted]

Head of the drawing office: SCHMIDT

[Redacted]

[Redacted]

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B. SUBJECT MATTER OF REPORT

1. [redacted] the re-naming  
of the [redacted] streets in ERFURT :- 50X1-HUM

Formerly named

Johannisstrasse  
Nordstrasse  
Pressburgerstrasse  
Alte Fritzstrasse

Now named

Leninstrasse  
Stalinallee  
Wilhelm Kuelstrasse  
Hans Seilerstrasse.

2. Further to the above the streets RADEWITZSTRASSE and PYRMONT-  
STRASSE had been renamed, [redacted] 50X1-HUM

3. The houses are numbered odd on one side of the street and even  
on the other. 50X1-HUM

4. New and Renovated Buildings

[redacted] 50X1-HUM

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- (a) MUNICIPAL HOSPITAL. This was destroyed during the war. it has now been re-built. [redacted] 50X1-HUM
- (b) A new [redacted] building was being erected in the SCHUETZEN-STRASSE. It was generally known as "Haus der jungen Pioniere". [redacted] it was intended for use by the F.D.J. [redacted] 50X1-HUM  
[redacted] it was nearing completion. [redacted] 50X1-HUM  
Dimension approx. 40 m long, 12 m wide. [redacted]
- (c) Also in the SCHUETZENSTRASSE a [redacted] building had been erected, approx. dimensions 40 m long, 12 m wide. The outer walls were plaster-faced. The building was occupied by the Ministry of Justice [redacted] 50X1-HUM  
[redacted] 50X1-HUM
- (d) In the JOHANNISPLATZ a SED political school had been built, it was finished in 1951. The school consisted of 10 barrack-like [redacted] buildings, set out in a square which occupied the whole of the JOHANNISPLATZ. [redacted] 50X1-HUM  
[redacted] 50X1-HUM

[redacted] 50X1-HUM

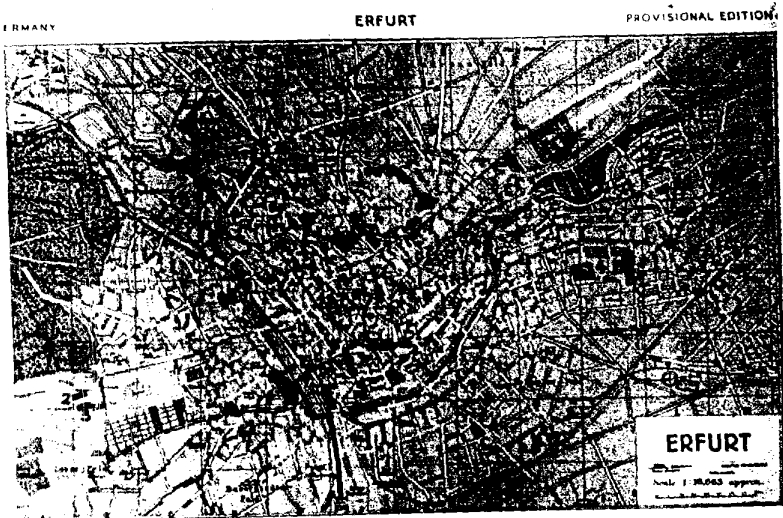
Details of the Town ERFURT

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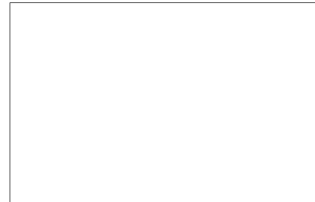


SECRET CONTROLS



Legend:

- 1. Hospital
- 2. High House
- 3. Free-German-Youth Building
- 4. SED Party Political School



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SECRET CONTROLS



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PART 'B'

TOWN OF ERFURT/LAND THURINGEN1. RE-NAMING OF STREETSOld name

Friedrich-Wilhelm-Platz  
Hindenburgstrasse  
Jaegerstrasse  
Johannesstrasse  
Kruppstrasse  
Landgrafenstrasse

New name

Dampplatz  
Arnstaedter Strasse  
Windhorststrasse  
Leninstrasse  
Klausnerstrasse  
Arnstaedter Strasse  
(The former Arnstaedter  
Strasse, Hindenburgstrasse,  
and Landgrafenstrasse  
formed one street)  
Stalin-Allee  
joined with Melchendor-  
fer Strasse (D6 - 7)  
Thaelmannstrasse  
Klara Zetkin-Strasse  
Iderhoffstrasse  
Hermann Jahnstrasse

50X1-HUM

50X1-HUM

Magdeburger Strasse  
Melchendorfer Landstrasse

Moltkestrasse  
Roonstrasse  
Pressburger Strasse  
Radowitzstrasse  
Schloesser Strasse

2. MUNICIPAL AND GOVERNMENTAL BUILDINGS(a) "Behoerdenhaus" in Arnstaedter Strasse

Location: Between Sebastian Bach- and Melchendorfer Strasse  
near the corner of Arnstaedter and Melchendorfer  
Strasse.

After the late war it had housed  
the Kripo and Court administration. Both offices moved to other  
buildings in 1951. The Kripo moved to the Altonaer Strasse  
into the building of the former Police School, locat-  
ed in the area bordered by Altonaer, Hamburger, Lue-  
becker, and Leipziger Strasse. (This building housed also an SED  
Party School at Kreis or Land level)

The "Behoerdenhaus" was used by the Land Ministry for Internal  
Affairs. Next to the "Behoerdenhaus", a new building,  
approx. 20 x 20 m, was constructed in 1952 and accommodated the  
offices of Minister-Praesident ECKERATH.

(b) House of the "Young Pioneers"

Location: Between Sophien- and Gustav Freytag-Strasse at the  
corner of Melchendorfer and Gustav Freytag-Strasse.

In the Arnstaedter Strasse, opposite the "Behoerdenhaus", a  
building, approx. 30 x 12 m was constructed in 1951  
and had accommodated the "Young Pioneers" since March/April 1952.

3. BARRACKS(a) Schwemmbach barracks (Gneisenau barracks) in  
Melchendorfer Strasse

The barracks had been completed between 1934 and 1936, included  
seven buildings, approx. 40 x 14 m, and had accommodated  
an infantry unit.

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After 1945 four 40-m long buildings were divided into two by removing [redacted] section.

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They served as dwelling houses. The remaining three buildings were used as a hospital for children (two buildings) and a nurses training school.

Early in May 1952 the inhabitants of the dwelling houses were instructed to leave the flats some by mid-June and some by mid-July 1952. The families were promised other flats in ERFURT.

(b) Berg barracks near the Tannenwaeldchen

The barracks had originally accommodated a tank unit. They included 5 barrack blocks, approx. 40 x 15 m, 2 administration buildings, 1 workshop, and 8 garages. The internal fitting of the barrack blocks had been completely removed and the other buildings were destroyed. In the middle of 1951 work commenced on the restoration and re-building of the barrack blocks, administration buildings, and workshop. The work was completed by Feb/March 1952.

In May 1952 the garages were being re-built. [redacted] these garages could take tanks.

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50X1-HUM

4. TRAMWAY AND BUS LINES

The routes of the tramways remained unchanged after 1945. Trolley buses with overhead cables were additionally taken into service. The main route was from MELCHENDORF [redacted] along the Schwemmbach and via Klara Zetkin-Strasse - Main station - Bahnhofstrasse - Anger - Dalbergsweg - to HOCHHEIM [redacted]. The other routes were short and served the town only. [redacted]

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5. AIR-RAID SHELTERS

All air-raid shelters were completely destroyed after 1945. The largest underground shelters were near the "Stadion" [redacted] and in the "Stadtspark" near the main station [redacted]. These areas were levelled and used as a playing ground and park respectively.

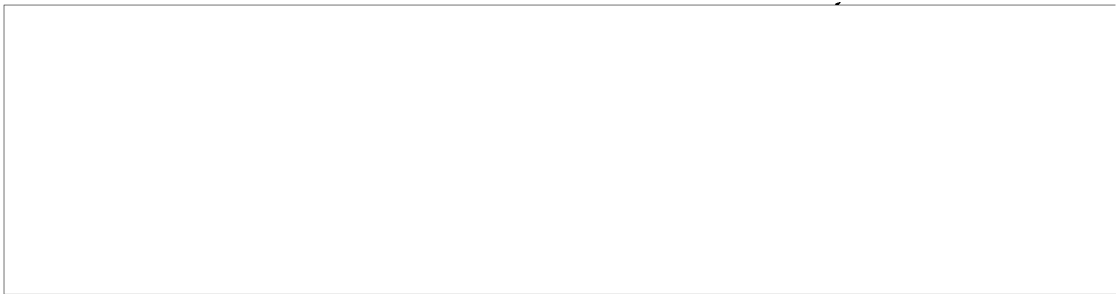
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6. RE-CONSTRUCTION OF DWELLING HOUSES

The town had sustained only slight damage during the war. The debris of the destroyed building had meanwhile been removed. No houses were however re-built and there appeared to be no intention of doing so.



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TOWN OF KOETHEN /SACHSEN-ANHALT

50X1-HUM

1. RE-NAMING OF STREETS

Old name

New name

Buttermarkt  
Dr. Krause Strasse

Dr. Krause Strasse  
Leninstrasse

2. PUBLIC BUILDINGS

[Redacted] These buildings are shown  
on the attached sketch.

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<u>No on sketch</u>	<u>Designation and location</u>
1	Site of the "Abus" crane works
2	Brickworks
3	Municipal bath
4	Power switch station in RATSWALL
5	M.S.S. in Kastanienstrasse
6	Russian HQ in Kastanienstrasse
7	"Bahnhofshotel"
8	Railway station
9	New building under construction, probably for the students of the Polytechnic Institute
10	New Polytechnic Institute in Bernburger Strasse
11	Party school in Bernburger Strasse
12	Old Polytechnic Institute in Bernburger Strasse
13, 14	Elementary schools in Hallstrasse
15	Catholic Children's House in Hallstrasse
16	Former Girls Secondary, now Elementary school.
17	Protestant "Stift" Church in Stiftsstrasse
18	Secondary school.
19	Protestant "Jacobi" Church on Marktplatz
20	Town Hall on Marktplatz
21	Assembly Hall on Marktplatz
22	Mitteldeutscher Druckerei-Verlag" Press of the "Freiheit" newspaper.
23	Regional museum in Museums-gasse
24	Catholic Church in Stift strasse
25	Former riding school, to date stables and police stores. One portion of the building was burnt down before the late war and was not re-built.
26	Police HQ ( The location might not be quite accurate)
27	District councils office in Lindenstrasse
28	Elementary school.
29	Law Courts and some offices of the District councils office. One portion of this former castle was destroyed by a bomb during the war.
30	Prison
31	District savings bank in Lindenstrasse
32	Main Post Office in Lindenstrasse
33	Former "Schwarzer Baer" Hotel, now HO assembly rooms
34	Former "Rumpfs Hotel", now SED or FDJ school.
35	Malt factory in Leninstrasse
36	Gas works with one or two gasometers
37	Fire station in Baerteich Promenade
38	[ ] Exchange in Schillerstrasse
39	Farm
40	District Hospital
41	Post Office in August Bebelstrasse, built before the late war.
42	Water tower in Lohmannstrasse
43	Boys and Girls Secondary School in Lohmannstrasse
44	Protestant "Martins" Church in Leipziger Strasse
45	New [ ] dwelling blocks for workers of the GOELZAU coal mine [ ] work on the construction of the houses began in 1951. Some houses were already occupied. 50X1-HUM
46	Flats in Friedrich Engel-Strasse occupied by Russian officers from the airfield. Formerly more flats in the Friedrich Engel-Strasse had been occupied by Russians but these were returned for German use in Nov/Dec 1951. The building (a) on the sketch was the "Warehouse" of the German-Soviet Friendship Society". The building which is shown on the map southeast of the goods yard and immediately at the railway line to HALLE had been an ammunition or fuel store of the airfield. The building

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No on sketch                      Designation and location

had been completely destroyed during the war and was not re-built.

3. WAR DAMAGE AND RE-CONSTRUCTION

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The town had sustained no damage during the late war except for a portion of the former castle.

The buildings of the former Junkers works ( east of the railway station) and the houses in the works vicinity had sustained war damage. [redacted] in Feb 1952 [redacted] a new building was constructed in the Merziner Strasse. The destroyed dwelling houses were not yet re-built. 50X1-HUM

The road bridges across the railway tracks had sustained little damage but were completely restored.

The railway station had sustained no damage. The second tracks of all lines from KOETHEN were dismantled after 1945.

4. HOUSE NUMBERING

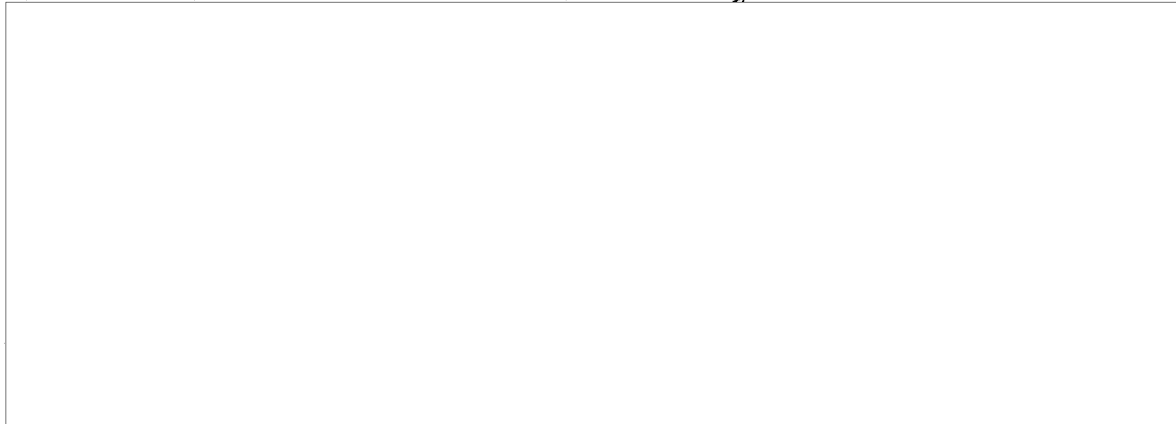
The houses in all streets were numbered in numerical order commencing with No 1 at one end and returning at the other street side with the highest number opposite 1. This system was not altered after the war. No 1 in the Leopoldstrasse was at the northern side on the corner of Neumarkt and [redacted] the house opposite of No 1 was numbered 120. 50X1-HUM

5. TRAMWAYS AND TOWN BUSES

There were none.

6. AIR RAID PRECAUTION

There were no solid air-raid shelters. The air-raid trenches were filled up. There was no indication of new air-raid precautions. 50X1-HUM



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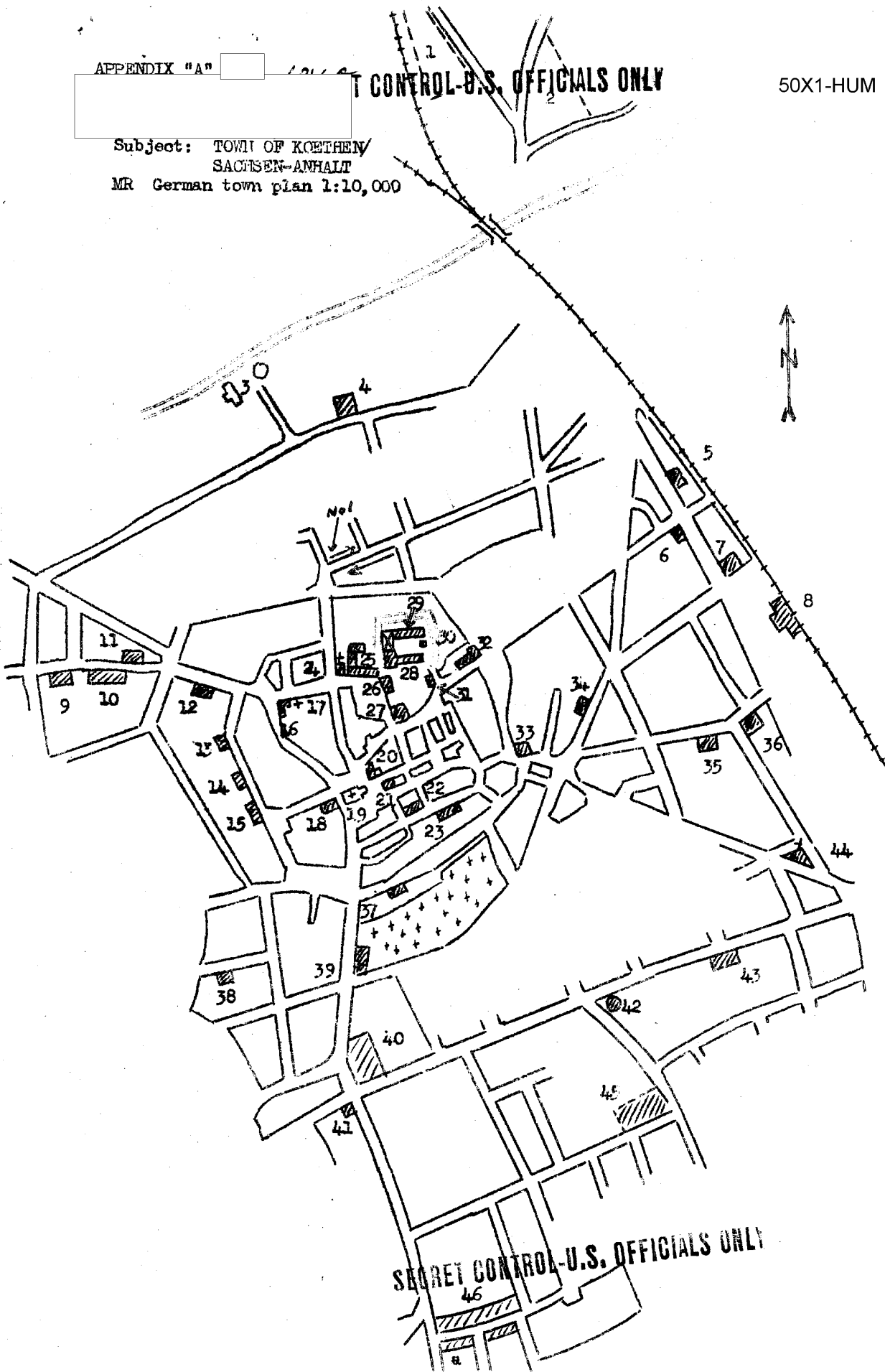
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APPENDIX "A"

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50X1-HUM

Subject: TOWN OF KOETHEN/  
SACHSEN-ANHALT  
MR German town plan 1:10,000



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PART 'B'

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TOWN OF KOETHEN / LAND SACHSEN-ANHALT

1. PUBLIC BUILDING AND FACTORIES

[redacted] the location of some public buildings and factories which are shown on the attached sketch.

50X1-HUM

No on sketch

- 1 "Abus" Crane works
  - (a), (b) Workshops of the former Gensel works
  - (c) New workshop
  - (d) Culture house, constructed in 1952
- 2 Site of the STEUER saw mill
- 3 Chicken farm

This had formerly been a sugar factory. The dwelling house (a) belonged to this factory. There was no longer a street through the factory site as shown on the plan. The "Abus" crane works intended to use this site and that of the saw mill for its own purposes.

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No on sketch

- 4 Main switch plant  
 (a) 30- and 50-kV transformer plant  
 (b) 15-kV transformer plant  
 (c) 2 x 50-kV overhead line to ALTEN  
 (d) 30-kV overhead line to FRASSDORF
- 5 Apprentices workshops of the "Abus" crane works.  
 This had previously been a brick-works.
- 6 "Saubirnchen" wood
- 7 Area with wells for the town's water supply.
- 8 Municipal bath
- 9 Municipal power supply plant ("E-Werk")
- 10 "GUS" works
- 11 M.S.S. office in Kastanienstrasse
- 12 Russian M.V.D. office at the corner of Kastanien- and Friedrich Strasse
- 13 Flat of the Russian Town Commander
- 14 Flat of a Russian officer, probably from the GOELZAU coal plant 50X1-HUM
- 15 Former "Bahnhofshotel", now HO Hotel
- 16 DESSAU-East switch plant under construction
- 17 Stables and garages of the Volkspolizei
- 18 Law Courts and District Councils office. A portion of the building  
 had been destroyed during the last war.
- 19 Women's prison
- 20 Elementary school
- 21 Volkspolizei station and, on the first floor, Kripo offices
- 22 Main Post Office
- 23 Town Hall
- 24 Water tower
- 25 New dwelling blocks under construction at the corner of Juergen Weg  
 and Am Wasserturm. Work on the construction of these [redacted] 50X1-HUM  
 buildings began in 1951. The flats were planned for the workers of  
 the GOELZAU coal plant. 46 families of these workers were so far  
 accommodated in buildings near the "Abus" conveyor plant east of the  
 railway station (the former Junkers works site). These families were  
 not inclined to move because the rents in the new flats were too  
 expensive.

POWER SUPPLY

The KOETHEN switch plant belonged to the grid of the "Energiebezirk West"  
 in HALLE. Three-phase current was supplied from the power plant ALTEN nr. DESSAU 50X1-HUM  
 [redacted] via the ALTEN switch plant on a 2 x 50 kV seven-cable over-  
 head line and from the power plant at BITTERFELD via the FRASSDORF switch plant 50X1-HUM  
 [redacted] on a 30-kV three-cable overhead line. A four-lead telephone  
 cable for duty calls was fixed to the ALTEN overhead line. The incoming 30-kV  
 current was stepped up to 50 kV. All 50 kV current was then stepped down to 15 kV  
 for distribution to the town and vicinity of KOETHEN.

A 15-kV line (partly underground and partly overhead cables) ran to the  
 KOETHEN power supply plant ("E-Werk") in Ratswall 12 (No 9 on the sketch). From 50X1-HUM  
 there an underground cable line ran to the Edderitz coal mine [redacted].  
 For the town supply the 15-kV current was stepped down to 6 kV, conveyed via under-  
 ground cable lines to 40 transformer stations in the town, and finally stepped down  
 to 220/380 Volts.

Power for the industrial works "Abus" crane and "Abus" conveyor plants,  
 "GUS", "EKM", "Nagema", and the municipal water-works and the airfield was con-  
 veyed from the KOETHEN power supply plant via 6-kV underground cables. In the case  
 of power cuts it was not permitted to switch off these cables.

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Separate 15-kV underground cables ran directly from the switch plant to the "Abus" works. It was planned to construct another switch plant, called "Umspannwerk Ost", near the "Abus" conveyor plant east of the railway station. One transformer of 5,000 kVA, was already installed.

The power consumption of the town including the factories etc. amounted to 45,000 kW in 24 hours. The town was divided into two regions which in the case of power cuts were alternately switched off. Power supply was however so short that often both regions, particularly in the evening, had to be switched off.

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3. WATER SUPPLY

There were 7 wells on the area southwest of the small wood called "Saubirnchen" (Nos 6 and 7 on the sketch). Each well was equipped with an electric pump which pumped the water into a collecting well. From the collecting well the water was pumped directly into the water mains of the town. Though the water was pumped from a gravelled subsoil and was clear, chlorine was admixed which made the water unpalatable. It was planned to build a municipal bath near to a machine house for the remote operation of the wells. The old wells at the water works and Edderitzer Strasse near the airfield were used by the Russians. There was hardly any reserves of water in the water tower at the corner of Lohmannstrasse and Am Masserturm.

4. NEW SETTLEMENTS EAST OF KOETHEN

[redacted] new farm houses were under construction southeast of KOETHEN-KLEPZIG on the area between the roads to HOHSDORF and PROSIGK.

50X1-HUM

The buildings east of the former Junkers works, which had been used as ammunition stores, were sold to private buyers. Some of these buildings were already re-built into detached dwelling houses. [redacted] there were a total of approx. 30 - 40 houses. The factory site which, on the map 1:100 000 Q 6, is shown east of the town ran directly to these houses.

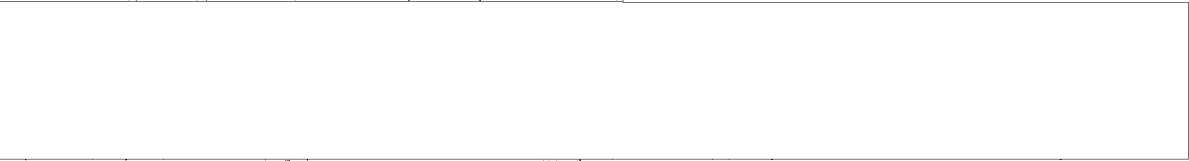
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5. AIR-RAID PRECAUTIONS

All ARP installations had been destroyed after the war and were not re-built. There was no indication of any new ARPs.

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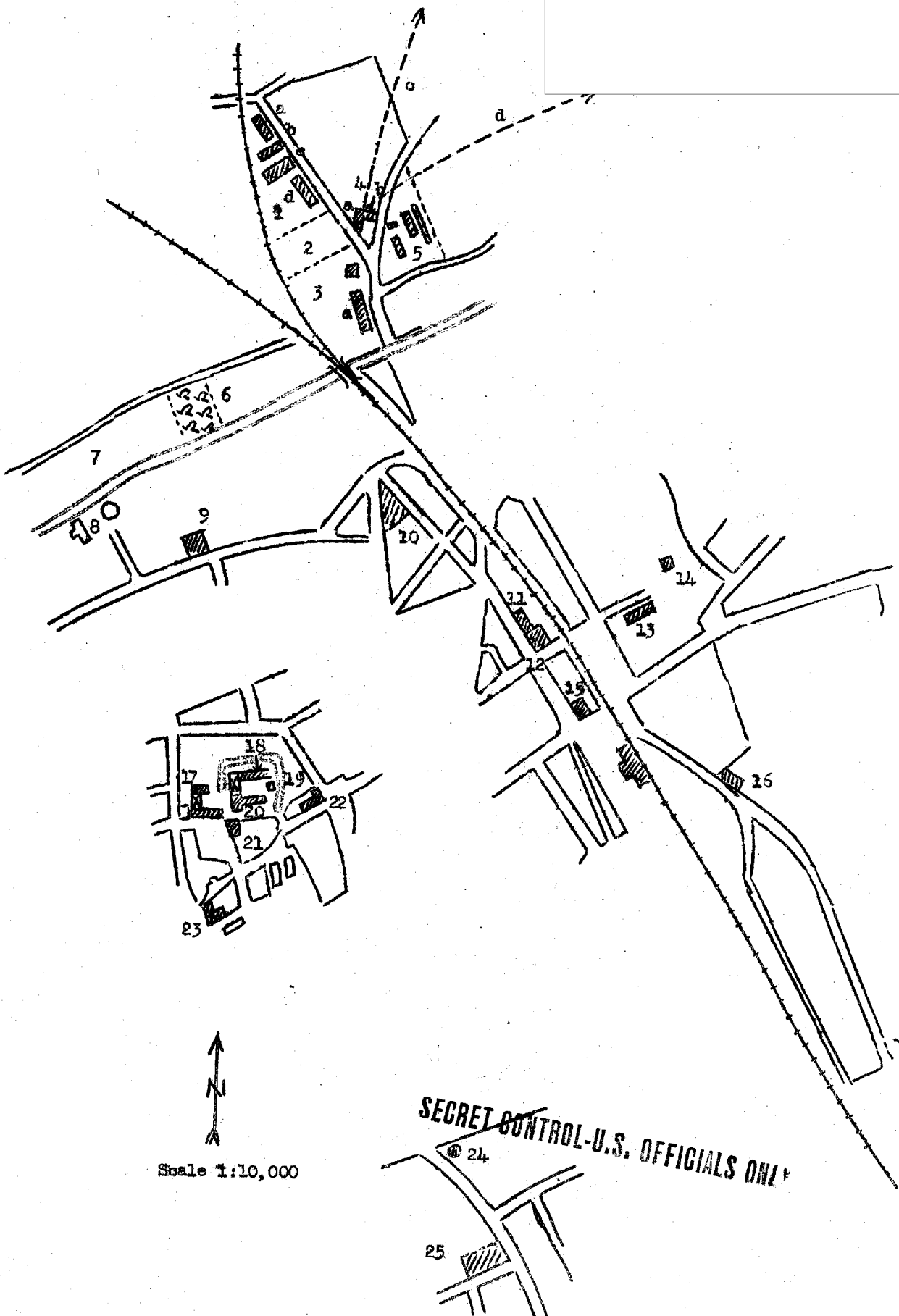
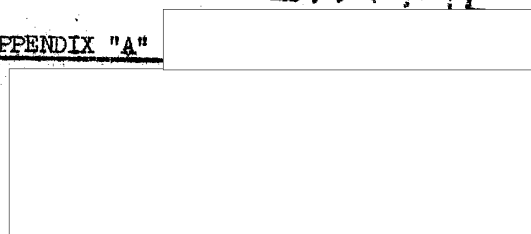
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APPENDIX "A"



Scale 1:10,000

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50X1-HUM



Subject: INFORMATION ON PUNCHING SHOP OF RFT RADIO WORKS IN ERFURT

INFORMATION SUPPLIED

1. Designation

RFT Funkwerk VEB, ERFURT, formerly Telefunken valve works. 50X1-HUM

2. Location

[redacted] The works were located in the Rudolfstrasse.

50X1-HUM



4. Products

50X1-HUM

[redacted] The shop only dealt with parts for normal radio valves i.e. valves of the series UEL, etc., [redacted]

50X1-HUM

[redacted] this shop dealt only with parts for radio valves. Parts for transmitter valves and industrial wireless sets were worked in other punching shops. [redacted]

50X1-HUM

5. Raw Materials

50X1-HUM


[redacted] there were frequent troubles with the inadequate supplies of raw materials. It happened always at least once a month that most of the female workers of this department had to be employed in other depts. or other types of work for a period of at least one or two days because of lack of raw materials. Sub-standard rejects were being obviously produced because on occasions, some of the employed female workers were warned to work more accurately to avoid too much waste.

/2.

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- C O N F I D E N T I A L -


  
6. Description of the Shop

The punching shop was fitted out with about 20 hand lever machines for thin sheet materials, and ten electric punches for thicker materials. About 40% of the hand lever punches were used for punching the desired size out of a strip of sheet material, and the rest was used for shaping the punched pieces of sheet material. Of the ten electric punches, seven were used for shaping the pieces of sheet material which were punched from a sheet strip by the remaining three electric operated machines.

7. 

50X1-HUM

In the punching shop about 70 workers were employed per shift. Of these there were three master-workers and seven male workers who set and controlled the machines. About 27 female and 3 war invalides (male) workers were employed as machine operators. About 20 female workers were employed as inspectors for the punched parts, and the rest was employed in the stores of the shop. These were also female workers. Work was carried out in 2 shifts of 8 hours on 6 days a week, and a total of 48 hours was worked per week. Shifts were from 0600 - 1430 hours, and from 1430 to 2330 hours, Saturdays from 0600 to 1300 hours, and from 1300 to 2100 hours. There was a break of 30 minutes on every shift.

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PART 'B'  
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SCHLEPPERWERK VEB, BRANDENBURG/LAND BRANDENBURG

1. LOCATION

The Schlepperwerk VEB, the former Brennebor works, was located on the eastern edge of the town of BRANDENBURG at the Karl Reichsteinstrasse 33/34, directly on the Schleusenkanal and the northern side of the railway line MAGDEBURG - BERLIN.

50X1-HUM

2. [Redacted]

Approx. 1,500 workers were employed in 3 shifts of 8 hours each, on 6 days per week.

3. LEADING PERSONALITIES

Head: KERNE, fnu, [Redacted]

50X1-HUM

Personal head: SCHUBOTZ, Willi, [Redacted]

His deputy: KOWALSKI, fnu, [Redacted]

EGL: KOSICKE, fnu, [Redacted]

4. GUARD

Until March 1952 the works was guarded by works police but since 1.3.1952 approx. 30 Volkspolizisten were employed.

5. PRODUCTION

Since 1.7.1949 approx. 8 - 12 tractors, exact type unknown were produced daily and distributed within the ROZ. On 25.2.1952 the serial production of this type was discontinued until 1.5.1952 due to material shortage. Since May 1952 chassis for a large tractor said to be named "Rubezahl" with caterpillar tracks of 3.5 m length were produced. Completed items without motors and bodies were parked on the works area. [Redacted]

50X1-HUM

6. RAW MATERIAL

Unknown quantities of iron and iron sheeting were received from the Walzwerk HENNINGSSDORF.

50X1-HUM

[Large Redacted Area]

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50X1-HUM

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PART 'B'

SAG BRAUNKOHLKOMBINAT DEUTZEN KREIS BORNA  
LAND SACHSEN

1. LOCATION

The works was located east of the railway line LEIPZIG - ALTENBURG at the railway station DEUTZEN. A sketch showing its location and the layout of works is attached.

2. 

50X1-HUM



Approx. 2,000 workers were employed in 3 daily shifts of 8 hours each, on 7 days per week.



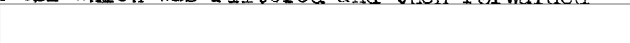
50X1-HUM

The works was guarded by an unknown number of works policemen. 50X1-HUM

3. PRODUCTION

  
 400 tons of brown coal coke were produced in 3 shifts per day. The coke was sieved by special strainers and the coke was forwarded to factories in Thuringen and Sachsen. The powdered coke was forwarded to the power stations at LEIPZIG-ENGELSBURG and LEIPZIG-CONNEWITZ.

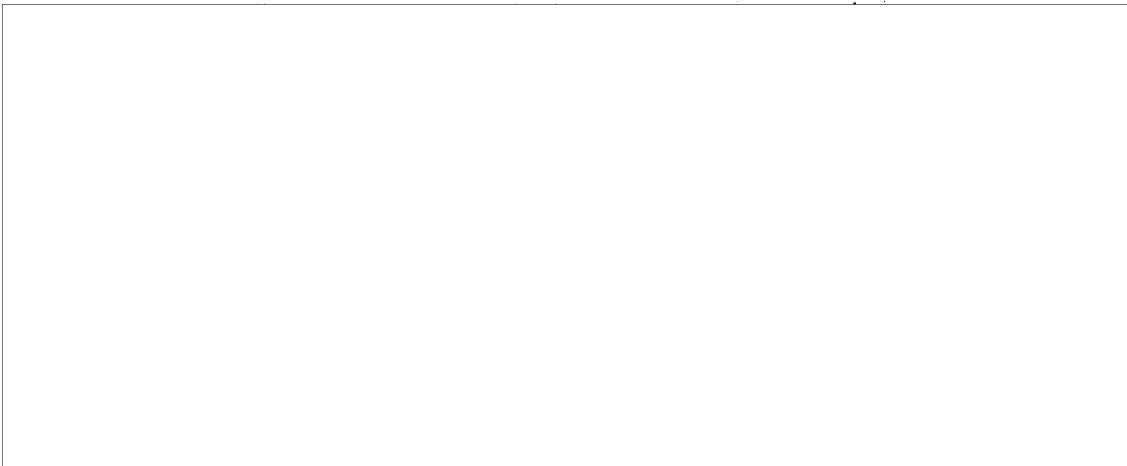
50X1-HUM

Further products were tar and oil which was filtered and then forwarded to unknown synthetic petrol works. 

Residues of the tar and briquette dust were worked to brick-formed briquettes which were sold on free sale to the population.

50X1-HUM

The production per shift amounted to 28,000 briquettes.



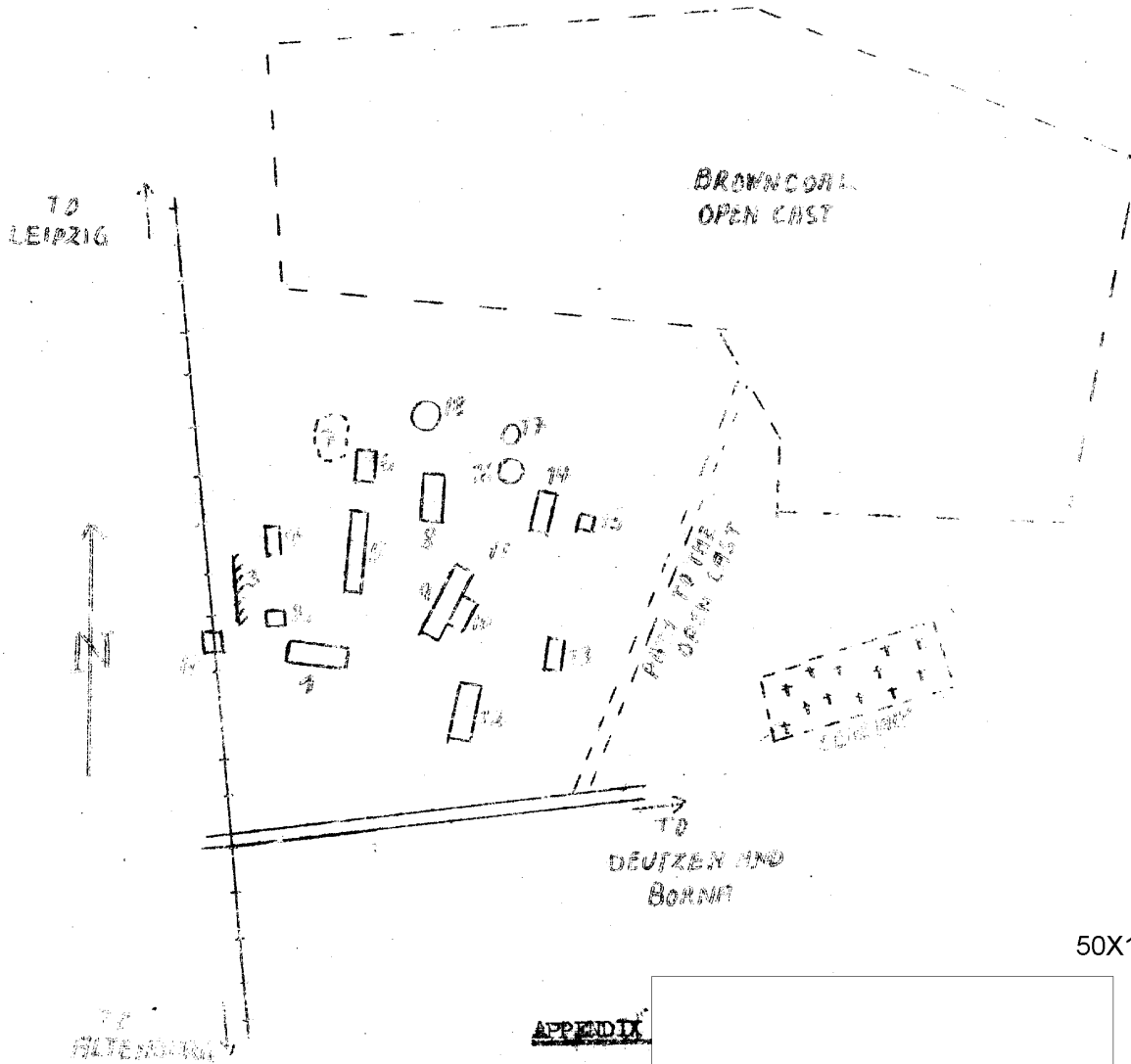
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50X1-HUM

APPENDIX

LEGEND

- |   |   |
|---|---|
| 1 Colliery house                                | 13 Magazine                                   |
| 2 Fire guard                                    | 14 Tar centrifugal machinery                  |
| 3 Loading platform for briquettes               | 15 Combustion of poisonous gas                |
| 4 Briquette press                               | 16 Oil container, 35 m diameter,<br>15 m high |
| 5 Briquette factory                             | 17 Oil container, 30 m diameter,<br>15 m high |
| 6 Loading platform for coke                     | 18 Oil container, 40 m diameter,<br>15 m high |
| 7 Coke dump                                     | 19 Railway station DEUTZEN                    |
| 8 Carbonizing plant                             |   |
| 9 Boiler house                                  |   |
| 10 New boiler house                             |   |
| 11 3 Chimneys of 75 m,<br>85 m,<br>105 m height |   |
| 12 Machine workshop                             |   |

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[Redacted]

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50X1-HUM

[Redacted]

SUBJECT:- WATER SUPPLY - OSTHAUS PROJECT

50X1-HUM

50X1-HUM

[Redacted]

2. Progress plus relative details

[Redacted] 50X1-HUM  
It was generally said that the work would last a few years. The 3 houses at  
MANDELHOLZ [Redacted]

had been torn down (seen) and blasting was in progress (site seen)  
in July/August at the northern side of the road [Redacted] 50X1-HUM

The road there had been partially torn-up, but due to protests by  
the timber-fellers, the torn-up parts were made usable. The timber-fellers  
had complained that a long detour was necessary if the roadway was put out  
use before the new one was ready. The new road was to be built at where the  
blasting was taking place, about 100 m [Redacted] north of the present roadway [Redacted] 50X1-HUM

The new road was to pass behind the cafe/  
restaurant at BASTHAUS (ground clearing seen in the vicinity and also hearsay  
regarding the road). [Redacted] 50X1-HUM

The cafe at BASTHAUS was to remain as such (generally known locally). [Redacted] 50X1-HUM

The first task undertaken by the workers on the project had been the  
construction of wooden hutments for workers' accommodation. [Redacted] 50X1-HUM

- at the north side of the road, approximately the  
same site as where blasting had taken place and where the new road was to be  
built. There was also accommodation hutments (seen) built [Redacted] 50X1-HUM

[Redacted] at both sides of the multiple junction of minor roads  
at south of the Gr. Trogfurter Brücke. It was generally known locally that  
large reservoir had been formed in the valley of the River Rappbode. [Redacted] 50X1-HUM

it was near the Bremsenköpfe on its south and/or south-western side. It was  
said that a tunnel and channel had been made to connect the Bode [Redacted] 50X1-HUM

[Redacted] - west side of the Gr. Trogfurter Brücke - with the  
reservoir in the vicinity of the Bremsenköpfe. [Redacted] 50X1-HUM

[Redacted] the tunnel was through, that it  
in process of being widened and that the tunnel plus [Redacted] 50X1-HUM

50X1-HUM

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50X1-HUM

[redacted] channel was 2 Km. long.

50X1-HUM

3. Other Details.

It was generally said locally that;

- a) a power station was to be built at the side of the reservoir which was in the Rappbode valley.
- b) the highest water would be in the Kaltbode river at and east of MANDEIHOIZ.
- c) the water would flow from the Kaltebode into the Bode forming a reserve of water at the north side of the road which was roughly parallel with the Bode and at the west side of the Gr. Trogfurter Brücke.
- d) the water would run from the Bode at the east side of the Gr. Trogfurter Brücke, through the 2 Km. long channel and tunnel, to the reservoir in the vicinity of the Brensenkuppe.
- e) a dam was to be built across the Kaltbode at west of LUDERSHOF.

[redacted] some ground clearing in progress on the sides of the Kaltbode at roughly north of the Schreiber Berg [redacted]

50X1-HUM

[redacted] boating and bathing was to be allowed on the expanse of water which would be formed at the west side of the Gr. Trogfurter Brücke.

4. Numbers employed.

It was generally known locally that 200 persons were employed at end of July and, that in August, 700 more should arrive and use the accommodation huts. 100 more and not 700 had actually arrived in the first week in August. [redacted]

50X1-HUM

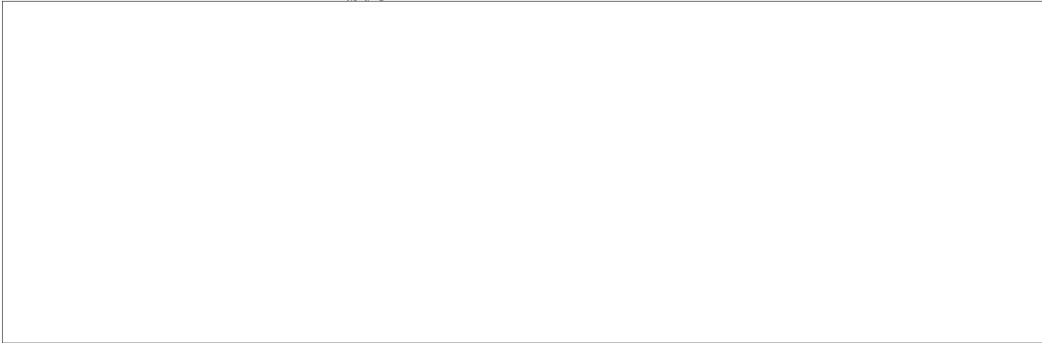
5. Other Notes.

[redacted] dimensions of the reservoirs, [redacted] the water would fill the lowlying land in the areas noted. It was generally understood locally that:

50X1-HUM

- a) the place where the houses were torn-down at MANDEIHOIZ would be underwater.
- b) the Gr. Trogfurter Brücke plus the road crossing it and at the north of it, plus the road at the west of it, and at the south side of the river Bode would remain intact and usable.

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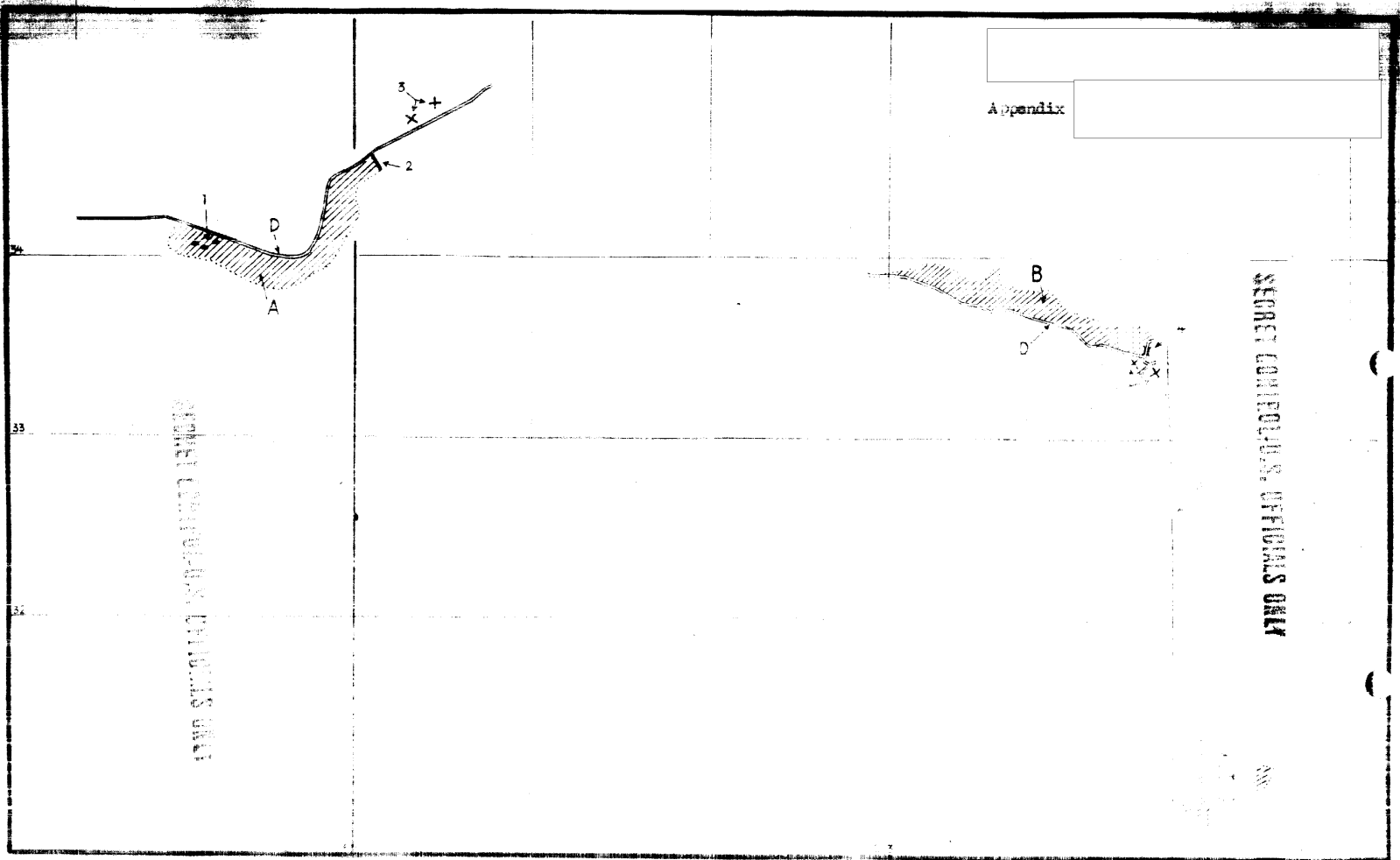


50X1-HUM

7. Legend to Overlay Appendix.

- A.B. Locations to be used as reservoirs. Shaded portion is [redacted] estimation of amount of low lying land which would be covered by water. 50X1-HUM
- C. Shaded portion indicates area where [redacted] there was a reservoir. 50X1-HUM
- D. Roadways also shown on the Map Sheet.
1. Three houses, the dismantlement of which was part of the project.
  2. Approximate location where preparations were being made for the construction of a dam.
  3. Location of workmens living accommodation sheds, in the vicinity of which blasting had taken place prior to road building at north side of the road shown on overlay.
  4. Gr. Trogfurter Brücke.
  5. Workers living accommodation huts.
  6. Assumed position of the cutting (Durchbruch) from east side of the bridge to the reservoir on the Rappode River.

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Appendix



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[Redacted]

Subject: Town Details of Dresden

50X1-HUM

[Redacted]

The following are the details which he was able to supply on the above-named brief.

Towns(i) Street Name Changes

<u>Past Name</u>	-	<u>Present Name</u>
Koenigsburgerstr.	-	Strasse der Jugend
Albert Platz	-	Platz der Einheit
Nord Strasse	-	Doktor Fischer Strasse
Albert Brucke	-	George Dinitrov Brucke
Augustus Brucke	-	Brucke der Einheit
Sadam Platz	-	Furster Platz
Hoch Ufer	-	Kethe Kolbitz Ufer

50X1-HUM

(ii) Method of Numbering along Streets

[Redacted] the houses were numbered with the even numbers on the right hand side and the odd numbers on the left hand side, numbering commencing from the direction of the town [Redacted] which at one time was surrounded by the city wall.

50X1-HUM

(iii) New or Rebuilt Official and Public Buildings

The following were newly built.

- (a) The former DRESDNER BANK on the Ring Strasse.
- (b) The Reichbahn Verwaltungs Gebäude on the main railway station on the WIENER Platz.
- (c) The Schauspiel.- Haus which is now known as the Grosses Haus in the Ostra Allee.
- (d) The Arbeiter und Bau Fakultät in the MOMSEN Strasse.

The following building has been repaired.

The Rathaus in the Ring Strasse.

(iv) Post War Details of Public Transport

Dresden now has the following tramway routes.

- No. 2 From Loschwitz to Schlagthof
- No. 3 From Freital to Radebeul
- No. 4 From Pfotenauerstr. to Radebeul

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50X1-HUM

- No. 5 From Pfortonauerstr. to Radebeul
- No. 6 From Industriegeländer to Plauen
- No. 7 From Industriegeländer to Freital
- No. 8 Laubigast to Leptau
- No. 9 " " "
- No. 10 " " "
- No. 11 From Freital to Pulau
- No. 12 From Heinsberg to Niedersedlitz
- No. 13 From " " "
- No. 14 From Niedersedlitz to Industriegeländer
- No. 15 From " " "
- No. 16 From Niedersedlitz to Laubigast
- No. 17 From " " "
- No. 18 From Pflnitz to Laubigast
- No. 19 From " " "

50X1-HUM



There are also two bus routes which travel as follows:

- Line C From Technische Hochschule to Weisitz.
- Line D From Technische Hochschule to Pulau.

There are taxi ranks at:

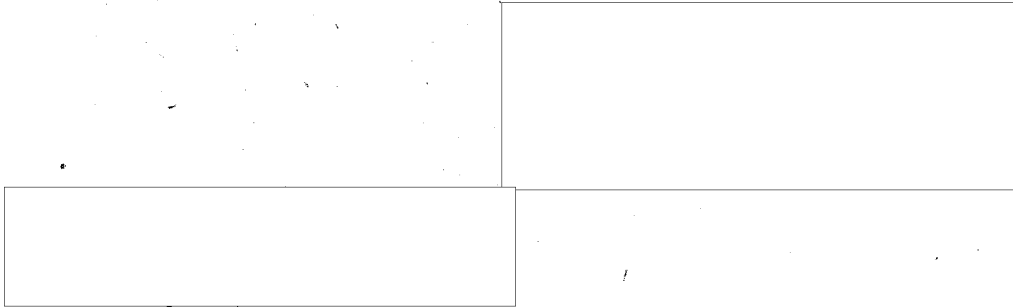
- (a) Neustelle Bahnhof (approximately 12 taxis)
- (b) Hauptbahnhof (approximately 6 taxis)
- (c) Schiller Platz (approximately 4 taxis).

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- 4 -

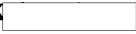



Subject: Water Supply in Dresden

50X1-HUM




(a) Water Works

There are two main water works, the largest of which is in HARTHA which lies slightly south of the Elbe and approximately 15 Km  NNW of the harbour. 50X1-HUM

The second is situated at TOLKEWITZ which lies approximately 7 Km East of the town  50X1-HUM

(b) Reservoirs

The main reservoirs are situated in OSTERBERG which is approximately 2 Km SW of the main water works in HARTHA.

 there are two reservoirs in OSTERBERG but he can give no estimation of their sizes or capacity. 50X1-HUM

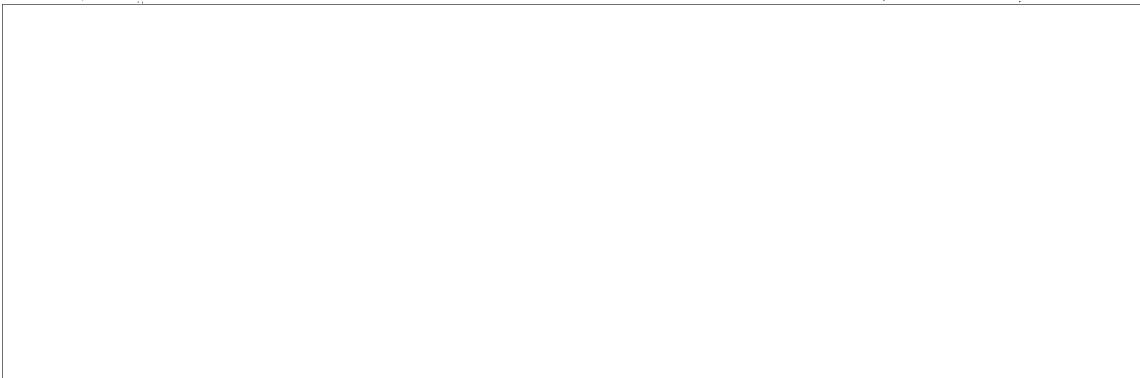
(c) Pumping Stations

No knowledge.

(d) Main Distribution Network

50X1-HUM

No knowledge.



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50X1-HUM

TOWN OF DRESDEN/LAND SACHSEN1. RE-NAMING OF STREETS AND SQUARES

<u>Old Name</u>	<u>New Name</u>
Albert Platz	Platz der Einheit
Stuebel Platz	Fucik Platz

50X1-HUM

2. PUBLIC BUILDINGS

The debris of the destroyed houses in the town [redacted] had been completely removed. There was open ground from the Stuebel-Platz as far as near to the main railway station and the Annen Church [redacted]. The only buildings standing in this area are:-

50X1-HUM

Kreuzkirche [redacted] - Reconstruction in progress.

50X1-HUM

New Town Hall [redacted] - Reconstructed to about 65%

HO Warehouse in Wilsdrufferstrasse [redacted] - Reconstruction completed.

50X1-HUM

West of the Post-Platz [redacted] and towards the ELBE [redacted] undestroyed and reconstructed houses could be seen. The castle [redacted] was being dismantled. The exhibition buildings south-east of the Stuebel-Platz had been completely removed.

50X1-HUM

50X1-HUM

50X1-HUM

Reconstruction work was in progress on the

50X1-HUM

Zwinger [redacted]

50X1-HUM

Reichsbank [redacted]

The buildings of the Police HQ [redacted] were about 90% reconstructed. This was also the case with the ministerial buildings in DRESDEN-NEUSTADT on the ELBE river [redacted].

The Ministries were accommodated in buildings in the Gerhard-Hauptmann-Strasse which had been constructed before or during the last war. [redacted]

50X1-HUM

The buildings had been used by the Luftwaffe Ministry. [redacted] the Ministries for Economy and Industry were accommodated there.

50X1-HUM

3. BUILDING PROJECTS

- (a) [redacted] dwelling blocks were constructed on the northern side of the Grunaer-Strasse [redacted]. Four blocks of 2-3 buildings and one block of 4 buildings were completed. The ground floors were used as Co-operative and HO shops and the upper floors as flats (3 flats on each floor) for Activists and Functionaries. Excavation work was in progress and about 3 further dwelling blocks were under construction on the same street side but nearer to the Pirnaischer-Platz. The area on the southern street side had been cleared up. The building materials were obtained from the debris of destroyed houses and from brickworks [redacted] there were many brickworks located around the town of DRESDEN. [redacted]

50X1-HUM

50X1-HUM

50X1-HUM

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[redacted]

[redacted] the price of an old brick recovered from the debris was higher than of a new brick. For this reason mainly new bricks were used for the public building projects. For private projects the more expensive old bricks had to be used because no new bricks were allocated to private firms.

50X1-HUM

The above-mentioned dwelling blocks were built on a 1-m. high sand-stone base. Timber was in short supply.

- (b) The area west, north and east of the Hepke-Platz [redacted] between the Clauss- and Schlueter-Strasse, except for the sports field [redacted] had been built up before the last war. The houses were destroyed in February 1945. The houses on the southern part of this area were reconstructed and the first flats were completed in about 1950. By 1952 approx. 90% of the houses were finished. In June 1952 the reconstruction of the houses in the northern part was in progress. The houses, generally rebuilt of new bricks [redacted] with few shops on the ground floor. The flats were for Activists.

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

- (c) The destroyed town region between JOHANNSTADT and STRIESEN [redacted] was 50% cleared of the debris. There were no new building projects. Other small building projects in the town appeared to be run by private firms or factories.

50X1-HUM

4. BRIDGES(a) Road Bridges

- (i) IOSCHWITZ Bridge or "BLAUE WUNDER" [redacted]

50X1-HUM

Steel construction. The bridge had sustained no war damage.

- (ii) ALBERT Bridge [redacted]

50X1-HUM

Stone bridge. Completely rebuilt.

- (iii) CAROLA Bridge [redacted]

50X1-HUM

It had been destroyed in February 1945. The stone piers of the bridge remained in a serviceable condition but the steel spans had been removed. It was intended to rebuild the bridge. [redacted]

50X1-HUM

50X1-HUM

[redacted] it was planned to construct a through-road from the main railway station to the CAROLA Bridge in order to relieve the AUGUSTUS Bridge.

- (iv) AUGUSTUS Bridge [redacted]

50X1-HUM

Rebuilt to former design (stone piers and stone spans).

- (v) MARIEN Bridge [redacted]

50X1-HUM

Rebuilt to the former design (stone piers and steel spans).

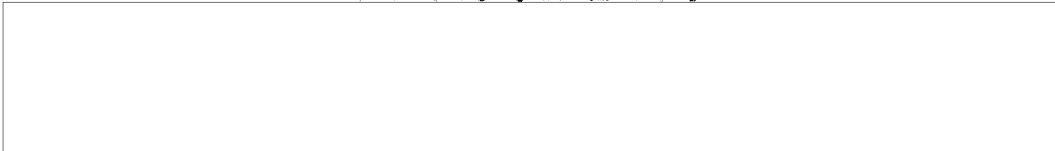
- (vi) Bridge at COTTA [redacted]

50X1-HUM

Concrete bridge in a serviceable condition.

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(vii) Autobahn Bridge [redacted]

50X1-HUM

In a serviceable condition.

(b) Rail Bridge

The rail bridge, which was a flat steel bowstring, was in a serviceable condition. [redacted] there were four tracks as before.

50X1-HUM

5. RAILWAY(a) Railway Stations(i) Main Station [redacted]

50X1-HUM

The main station with its terminus at ground level and two through stations at first floor level was approx. 75% reconstructed. The station was in a serviceable condition but the roof lacked many glass panes. No tracks seemed to have been dismantled. [redacted] 17 platforms were in operation. Traffic had declined owing to the reduced through traffic to the C.S.R.

50X1-HUM  
50X1-HUM(ii) Wettiner or "Mitte" Station [redacted]

50X1-HUM

The station had sustained only glass damage and was in serviceable condition.

(iii) Neustaedter Station [redacted]

50X1-HUM

The station with its platforms at first floor level had sustained only glass damage and was in a serviceable condition.

(iv) The Suburban Stations had sustained no damage during the war and were in a serviceable condition.(b) Railway Lines

The second track of all lines from DRESDEN had been dismantled after 1945. [redacted]

50X1-HUM

The following express lines were in operation from DRESDEN to:-

- (i) BAD SCHANDAU - SCHOENA
- (ii) FREITAL - FREIBERG - CHEMNITZ - PLAUEN
- (iii) MEISSEN - DOEBELN - LEIPZIG  
(Only few express trains were run on this route).
- (iv) RIESA - LEIPZIG
- (v) ZATTHAIN/ROEDERAU - FALKENBERG - BERLIN
- (vi) GROSSENHAIN - ELSTERWERDA - BERLIN

/(vii)



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[Redacted]

50X1-HUM

(vii) RADEBERG - BISCHOFSWERDA - BAUTZEN - LOEBAU

(viii) RADEBERG - BISCHOFSWERDA - NIEDERNEUKIRCH - ZITTAU

[Redacted] the following further standard gauge lines in operation:-

50X1-HUM

(ix) DRESDEN - BUCHHOLZ [Redacted] - RADEBURG

50X1-HUM

[Redacted] this line had been extended beyond RADEBURG in the direction of BEERSTORF - STRASSGRAEBCHEN [Redacted] before the last war.

50X1-HUM

50X1-HUM

(x) DRESDEN - KLOTZSCHE [Redacted]  
KONIGSBRUCH [Redacted]

50X1-HUM

(xi) PIRNA [Redacted] - DUERR/ROEHRSDORF  
[Redacted] - STOLPEN - NIEDERNEUKIRCH

(xii) PIRNA - GOTTLIEUBA [Redacted]

(xiii) BAD SCHANDAU [Redacted] - SEENITZ -  
NEUSTADT [Redacted] - NIEDERNEUKIRCH

(xiv) FREITAL [Redacted] - WILSDRUF [Redacted]

50X1-HUM

(xv) HAINSBURG [Redacted] - KIPSDORF

50X1-HUM

(xvi) NIEDERSEDLITZ [Redacted] - HEIDENAU -  
ALTENBERG [Redacted]

The latter three lines were called "Kleinbahn" but had standard gauge tracks.

The railway line from WEISSIG [Redacted] to DUERR/ROEHRSDORF was dismantled in 1951. It was said that the rails were used for the "Ring around BERLIN". The quarry siding from PIRNA to the quarries at COTTA [Redacted] was dismantled after 1945 because the quarries had long been closed.

50X1-HUM

50X1-HUM

7. TRAMWAY

The tramways were run as before. In addition an overhead cable bus was in operation from 1949/50. The route was from:

50X1-HUM

WEISSIG [Redacted] via BUEHLAU [Redacted] - Grundstrasse - LOSCHWITZ Bridge - Kretschmerstrasse - Pohland Platz - Schlueterstrasse - Zwinglistrasse - STREHLEN - Wasaplatz - Josefstrasse - Zellescher Weg to the Technical High School [Redacted]

50X1-HUM

50X1-HUM

The four bus-lines in operation were:

Line A - DRESDEN/WOELFNITZ [Redacted] to near of PENNRICH

50X1-HUM

50X1-HUM

Line B - No information

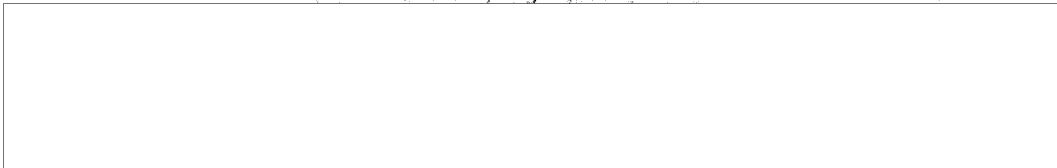
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Line C - The above-mentioned overhead cable bus

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/Line D

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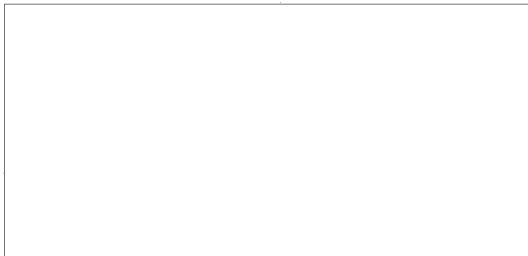
Line D - MOCKREITZ [redacted] - Bergstrasse - Main  
Railway Station - Strehleener Strasse - Teplitzer Strasse  
[redacted] - LOCKWITZ.

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8. AIR-RAID PRECAUTIONS

There had been no air-raid shelters and there was no indication of any new air-raid precautions.



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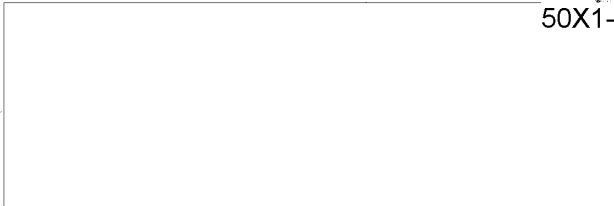


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PART 'B'

TOWN OF SCHOENEBECK ON THE ELBE/LAND SACHSEN-ANHALT

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1. RE-NAMING OF STREETS AND HOUSE NUMBERING

The Wilhelmstrasse [redacted] was re-named into Wilhelma Hellge-  
Strasse. The uneven numbers of the houses in this street commenced with No 1  
on the western street side and the even numbers with No 2 on the eastern street  
side, both from the August Bebel Strasse in B 7.

2. BUILDING PROJECTS

The town sustained little damage during the war except for the Elbe  
bridge and a house in the Elbstrasse.

In 1951 work began on the construction of 5 or 6 [redacted] buildings  
of approx. 40 x 20 m at the northwestern corner of Am Stadtfeld and Rosenstrasse  
[redacted]. The site had been used as allotments. Work on these buildings  
was very much speeded up. Access to the building site was prohibited. [redacted]  
[redacted] the buildings were not designed as dwelling houses but possibly  
as laboratories. The buildings had not been completed by April 1952 [redacted]  
[redacted]

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50X1-HUM  
50X1-HUM  
50X1-HUM  
50X1-HUM

3. ELBE BRIDGE

The road bridge across the Elbe river was re-built with two carriageways  
and a passenger way on either side. The bridge was flat, without arches, and  
rested on concrete piers. It was said that the capacity exceeded the old bridge  
by 5 tons. [redacted] the bridge  
which was called "Otto Grotewohl" bridge, was in use by 1. May 1952 .

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4. FACTORIES

(a) Former "Junkers" works [redacted] 50X1-HUM  
Most of the buildings were blown up after 1945.  
Towards the end of 1951 [redacted] no reconstruction work on  
the Junkers area. 50X1-HUM

(b) VEB Sprengstoff & Zuendmittelwerke [redacted] 50X1-HUM

The Admin building was located at the northwestern corner of the Mag-  
deburger Strasse and the avenue of poplars to the factory [redacted] 50X1-HUM  
[redacted] 50X1-HUM

The new portion of the factory which was completely dismantled by  
the Russians was located in the southwestern part of the works area  
[redacted]. The buildings had not been dismantled and were in a 50X1-HUM  
good condition. The largest of the works three chimneys, approx. 90 m  
high, was also located in this part of the works. At night all three  
chimneys were, at the top, illuminated by red lights.  
In 1951 an area of approx. 150 m length, adjoining the works at the  
North, was fenced in and the old watch towers were replaced. [redacted] 50X1-HUM  
[redacted] approx. 3,500 women and 2,500 men were employed  
at the works. 50X1-HUM

(c) Brewery [redacted] 50X1-HUM  
The brewery was located southeast of the Sprengstoff & Zuendmittelwerke.

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It was in full operation and employed approx. 600 people.

- (d) Brickworks [redacted] 50X1-HUM  
 The brickworks north of the brewery was a small undertaking with [redacted] approx. 30 people. 50X1-HUM
- (e) VEB "Ifa" works [redacted] 50X1-HUM  
 The works was located in Friedrichstrasse at the southwestern corner of Am Stadtfeld and Friedrichstrasse. The works had formerly been called "Weltrad" factory. [redacted] 50X1-HUM  
 [redacted] it did not include bicycles. Approx. 2,000 50X1-HUM  
 to 3,000 people were employed there and milling machine operators and turners were in demand.
- (f) Cement works [redacted] 50X1-HUM  
 The cement works near the Junkers area had been out of operation already before the last war.
- (g) SAG Radiator-Werke [redacted] 50X1-HUM  
 The works was located east of Wilhelm Hellge-Strasse and northeast of Paulstrasse [redacted] It had not been dismantled by the Russians. Its present production included radiators for steam heating installations. [redacted] force at approx. 50X1-HUM  
 2,400 people. The works was operated in two daily 8-hour shifts.
- (h) Fuhrmann cattle food factory, VEB [redacted] 50X1-HUM  
 The factory was located in Paulstrasse, southeast of the Radiator-Werke [redacted] The works employed approx. 60 people and 50X1-HUM  
 produced cattle food of fish flour [redacted] 50X1-HUM
- (i) "Hermania" VEB [redacted] 50X1-HUM  
 The works was located northeast of Koenigstrasse [redacted] 50X1-HUM  
 It had not been dismantled. It produced acid, Sulphur or pyrites was used as a raw material. [redacted] force was approx. 150 people. 50X1-HUM  
 Of the eight chimneys only one or two were in operation.

5. INLAND HARBOUR [redacted]

The quays [redacted] were used for the landing 50X1-HUM  
 of fertilizer and salt from the Stassfurt area. The quays on the southwestern side [redacted] were used for the discharging of Czech coal and open cast 50X1-HUM  
 coal which arrived in barges. This coal was for VEB supply and was dumped on the area southwest of the quay. The coal dumps were guarded by Volkspolizei. [redacted] the Sprengstoff & Zuendmittelwerke were not supplied with 50X1-HUM  
 coal from these dumps.

6. SHIPYARD [redacted] 50X1-HUM

This had been the Weise shipyard but later became an VEB. [redacted] 50X1-HUM  
 force of approx. 200 had declined to approx. 25 people. Only barges were repaired there.

7. RUSSIAN PREMISES

- (a) Town HQ [redacted] 50X1-HUM  
 The Russian HQ which previously had been in SCHOENEBECK-SALZELMEN moved to Koethener Strasse some years ago. [redacted] its 50X1-HUM  
 location on the southwestern street side between Stassfurter Strasse

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50X1-HUM

and An der Seilerbahn.

**(b) Percussion cap works in SCHOENEBECK-SALZELMEN**

The works had sustained no damage but most of the machinery was dismantled after 1945. [redacted] the works was not used for production but only for the storage of ammunition. [redacted] Russian [redacted] travelled often between the Sprengstoff & Zuendmittelwerke and the former percussion cap works. The works were exclusively occupied by Russians [redacted] estimated at approx. 1,500. [redacted] several T-34 tanks on which the Russians drove to the area about the Hummelberg [redacted] and beyond to the West.

**(c) Ration Depot in SCHOENEBECK-FROHSE**

On the area between the former glue factory and the Weise shipyard, six store buildings (Silos) had been constructed about 1938. The buildings were [redacted] approx. 100 x 30 m, and built of ferro-concrete. There were in addition several corrugated sheet and wooden huts. The store buildings were approx. 150 m from the Elbe river and 200 m from the road to MAGDEBURG. The main gate to the stores was from the Magdeburg road. The gate was guarded by two Russian sentries. The guard for the ration depot came from the former percussion cap works every day. The store buildings were used for the storage of tinned food except for one which appeared to be a granary. [redacted] by the use of pipes, grain was unloaded from barges on the Elbe river into one store. It was believed that in this depot food for the Russian forces in Land Sachsen-Anhalt was stored. Food for the units about DESSAU was transported [redacted] to more distant locations by rail. [redacted] ed by rail from sources unknown [redacted] that many Russian officers who previously had been billeted in SCHOENEBECK-SALZELMEN were accommodated at this ration depot.

**8. TRANSPORT****(a) Railway**

The line to MAGDEBURG was a double-track and the lines to HALLE and STASSFURT were single-tracks. The MAGDEBURG and HALLE lines had been electrified lines but the overhead cables were removed after 1945.

**(b) Tramway**

The MAGDEBURG tramway line No 14 ran to SCHOENEBECK, Koenigstrasse, as far as Koenigsplatz [redacted] It was a single track except for a siding at FROHSE. The trams (motor car and trailer) ran at 30-minute intervals.

**(c) Bus lines**

Buses ran from the railway station to BARBY [redacted] BORNE [redacted] and CALBE [redacted] The latter line was in the main used by the workers from the iron works at CALBE-East.

**9. AIR-RAID PRECAUTIONS**

There had been no large air-raid shelters except on the Junkers area. These

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were blown up after 1945. There was no indication of any new air-raid precautions.



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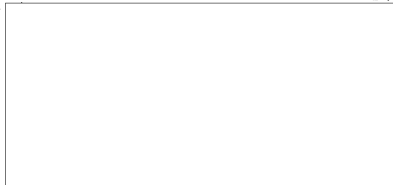
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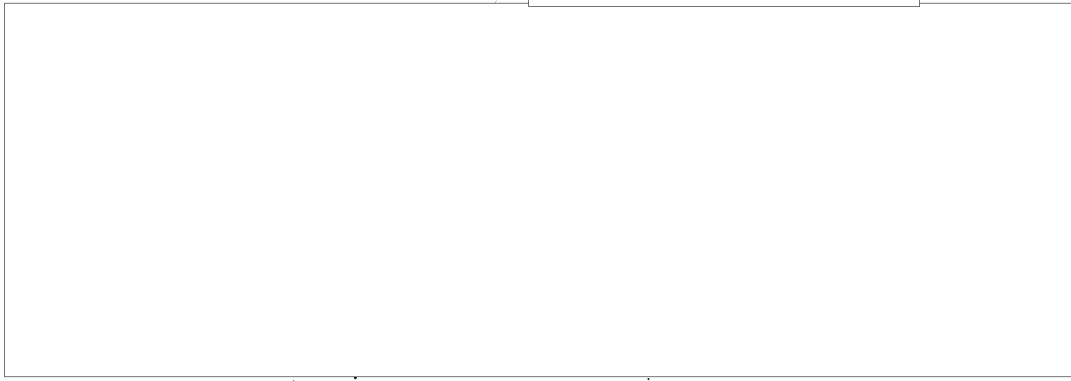


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HALLE - Town plan.



(a) Administrative buildings

The numbers below refer to attached town plan.

(i) Party offices

- 1) SED - Landesleitung
- 2) " - Kreisleitung
- 3) FDJ - Landesleitung
- 4) Landesleitung der Demokratischen Bauernpartei Deutschlands (DBD)
- 5) Vereinigung der gegenseitigen Bauernhilfe (VdgB).
- 6) Newspaper "Freiheit".

(ii) Ministry Buildings

- 7) Landesregierung Sachsen-Anhalt, main building
- 8) " , Agriculture and Forestry,
- 9) " , Trade, Supply and Planning
- 10) " , visitors' hotel, formerly owned by Graf Luckner.
- 11) Soviet Control Commission (SKK).

(iii) Municipal, police, judicial and railway offices

- 12) Town administration
- 13) Police HQ
- 14) Landgericht, (assizes), municipal Food Office, Savings Bank,
- 15) Remand prison. The remaining part is still destroyed.
- 16) Oberlandesgericht (Supreme court)
- 17) Oberstaatsanwaltschaft (Attorney Generals' office).
- 18) Penitentiary, under control of Russian and ROZ authorities.
- 19) Rechtsbahndirektion Halle
- 20) Reichsbahnbezirksdirektion Halle.

(iv) Security police

- 21) SSD,
- 22) Private accommodation for the German head of the SSD.

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(v) Fire brigade

- 23) Fire brigade HQ
- 24) " " section (Wache)

(vi) Post Office

- 25) General Post Office and Telephone Exchange.
- 26) Branch Parcel Post Office (Thielenpost)

(vii) Hospitals

- 27) Hospital for Russian personnel.
- 28) Diakonissenhaus.
- 29) Public dental clinic (university)
- 30) Public clinics (university); surgical, medical, clinics I and II, forensic medicine, eye-clinic, gynaecological, anatomical, bacteriological and physiological institutes.
- 31) Skin clinic.

(viii) Barracks

- 32) Klüber-Kaserne, occupied by Volkspolizei.
- 33) Reil-Kaserne, occupied by Russian units and families.
- 34) Former "Nachrichtenschule", occupied by Russian units.
- 35) Airfield, very seldom used. Guarded by Russian soldiers.
- 36) Residential area occupied by the Russians.


(ix) Further annotations

- 37) University, main part
- 38) University library.
- 39) Franckesche Stiftung, Educational faculty.
- 40) Agricultural faculty.
- 41) Julius Kühn-Feld, research and testing site of the Agricultural faculty.
- 42) Vocational teachers' training institute, and vocational school.
- 43) Physical Institute
- 44) Chemical Institute
- 45) Zoological and Geological Institute
- 46) Botanical Institute
- 47) Botanical Gardens
- 48) Theatre
- 49) Roter Turm
- 50) Church (market)
- 51) Cathedral
- 52) "Landessender Halle" (Provincial broadcasting station)
- 53) Town heating plant (Fernheizwerk)
- 54) Slaughter house
- 55) Locks
- 56) Weir.

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- 57) Former airfield of Siebel aircraft factory, now used for agricultural purposes.
  - 58) Getrauden Cemetery
  - 59) Rly line to former Siebel aircraft plant. Line dismantled.
  - 60) Paulus Church
  - 61) Nord-Friedhof (North cemetery)
  - 62) Tramway depot
  - 63) Stephanus Church
  - 64) Provincial stud farm
  - 65) Tank training site.
  - 66) Leipziger Turm (Leipzig tower)
  - 67) Institution for aged people
  - 68) Water tower
  - 69) Machine tool factory "Weise & Söhne"
  - 70) Tea factory
  - 71) Machine tool factory "Wegelin & Söhne"
  - 72) NAGEMA, formerly "Hallesche Maschinenfabrik"
  - 73) M/T repair plant Sachsen-Anhalt", formerly Opel.
  - 74) "Kornfrank"
  - 75) Karosseriewerk Halle
  - 76) Workers' settlements
  - 77) Brown coal open cast mine
  - 78) Johannis Church
  - 79) Brewery
  - 80) Moritzburg
  - 81) Glebichenstein
  - 82) Tramway depot
  - 83) School
  - 84) New settlements for university professors, engineers, doctors, artists, "Helden der Arbeit". Still under construction; several brick built two-family houses have already been completed.
  - 85) Temporary M/T race track.  
The area enclosed by dotted lines is mainly destroyed. No reconstruction work was done but the area had been cleared up.

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(c) Street names

For corrections, changes, and especially new insertions please see attached town plan.

(d) Public transport

The network of the public transport consists of one bus and 10 tramway routes.

(i) Tramway routes

No. 1: Damaschkestr. - Frohe Zukunft, via  
Elsa Brandströmstr. - Boesenerstr. -  
Rannischer Platz - Markt - Gr.Steinstr. -  
Paracelsusstr. - Dessauerstr.

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C O N F I D E N T I A L

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- No. 3: Damaschkestr. - Zoological Garden, via Markt (as route No. 1) - Gr. Ulrichstr. - Geiststr. - Reilstr.
- No. 4: AMMENDORF - Heide (Hubertusplatz), via Stalinallee - Thälmannplatz - Leninstr. - Marx-Engels-Platz - Markt - Mansfelderstr - Hettstedter Bf. - Gimritzer Damm - Heide Allee.
- No. 5: Main rly station - rly station TROTHA, via Thälmannplatz - Leninstr. - Marx-Engels-Platz - Ludwig Wuchererstr. - Reilstr. - Trothaerstr.
- No. 6: Böllbergerweg - Reileck, via Torstr. - Lindenstr. - Ernst Tollestr. - Thälmann Platz - Delitzscherstr. - Freimfelderstr. - Berliner Brücke - Berlinerstr. - Ludwig Wuchererstr.
- No. 7: Main rly station - Brandberge (Döblauerstr.) via Thälmann Platz - Leipzigerstr. - Markt - Gr. Ulrichstr. - Reileck - Richard Wagnerstr. - Gr. Brunnenstr. - Giebichenstein - Kröllwitzerstr.
- No. 9: Thälmann Platz - REIDEBURG, via Delitzscherstr.
- No.14: AMMENDORF (north border) - Thälmann Platz, via Stalinallee (as No. 4).
- No.17: Markt - Seebenerstr, via Gr. Ulrichstr. - Guststr. - Mühlweg - Burgstr.
- No.24: Rosengarten - Heide (Hubertusplatz), via the same route as No. 4.

(ii) Bus route

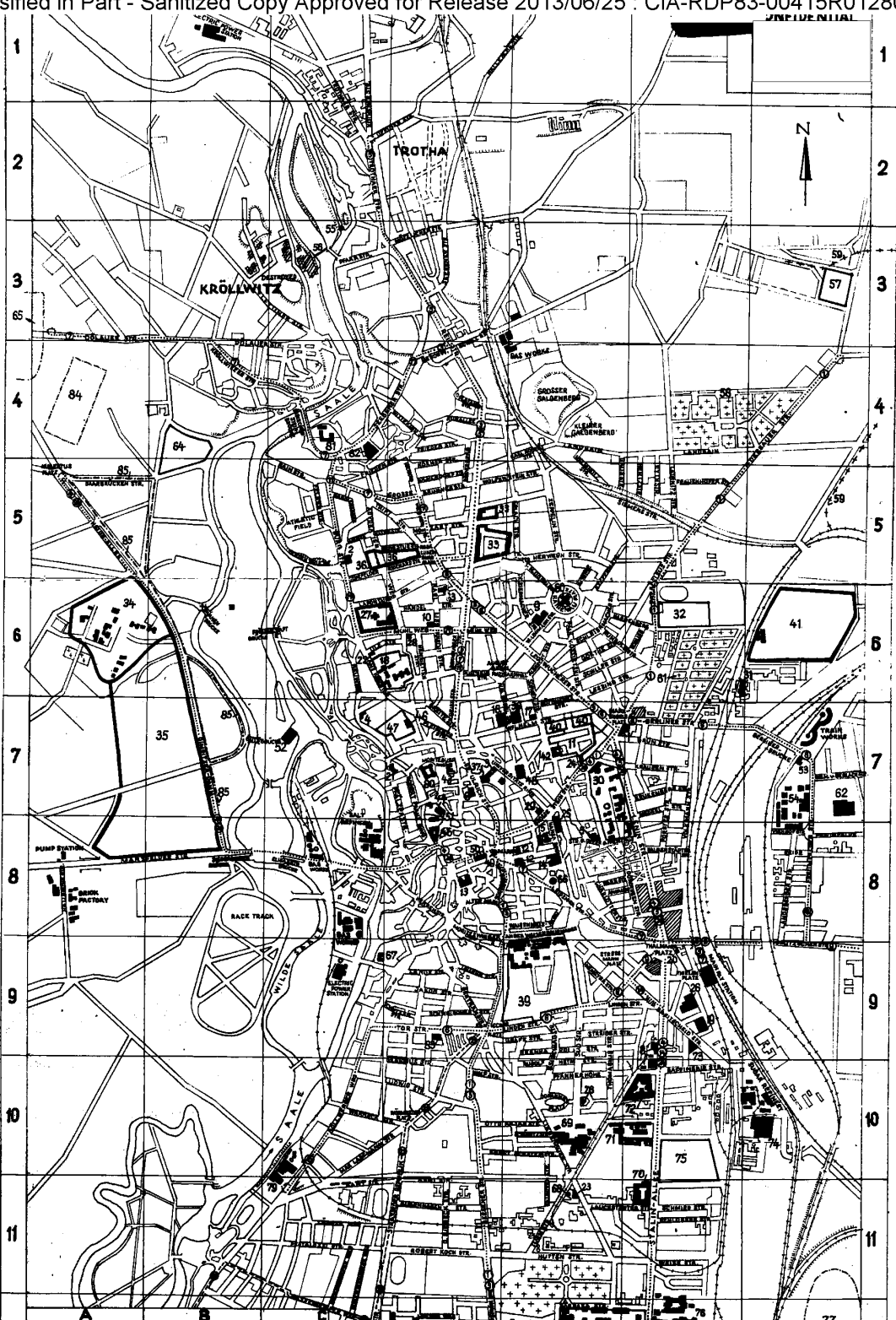
Rannischer Platz - WÜRMITZ, via Wörmlitzerstr. - Strasse der Republik - Friedrich Ebertstr. - Passendorfer Weg - Böllberger Weg.

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C O N F I D E N T I A L

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# HALLE TOWN PLAN

SCALE 1:15,000

1 SED - LANDESLEITUNG	E/F-7	21 SED	D-7	32 FRANKISCHE BÜROTRUM	DE-8	37 FORMER AIRFIELD OF	G-8	76 ROSENFRANK	G-10
2 SED - KREISLEITUNG	C-8	22 SED CHIEF (PRIVATE)	C-9	40 ANATOMICAL FACULTY	E-7	38 DIESEL AIRCRAFT FACTORY	F-10-4	78 HAUPTSTADTWERKWERK HALLE	F-10
3 FDJ - LANDESLEITUNG	D-7	23 FIRE BRIGADE HQ.	E-11	41 JULIUS HINNEN-FELD	G-8	39 BERTHOLDEN COUNTRY	F/8-4	79 WORKERS SETTLEMENTS	F-11/12
4 LANDESLEITUNG DER DEMOKRAT. BAUERNPARTEI DEUTSCHLAND (DBD)	C-7	24 FIRE BRIGADE SECTION	E-7	42 VOCATIONAL SCHOOL	E-7	40 RAY LINE DISMANTLED	G/7-3/4/8	77 OPEN CAST MINE	G-11/12
5 VEREINIGUNG DER GEGENSEITIGEN BAUERHILFE (VGBH)	F-8	25 S.P.O. & TELE. EXCH.	E-7/8	43 PHYSICAL INSTITUTE	G-7	41 HALLUS CHURCH	E-8	78 JOHANNES CHURCH	E-10
6 NEWSPAPER "FREIHEIT"	D-7	26 BANKING POST OFFICE	F-8	44 CHEMICAL INSTITUTE	D-7	42 WORKS PRESBYTER	F-8/7	79 BREWERY	C-10/11
7-10 LANDESBERECHNUNG SACHSEN-ANWALTE (L.S.A.)	D-8, E-8, D-8	27 BANKING HEADQUARTERS	C/8-8	45 ZOOLOGICAL G.	F-8	43 TRAMWAY DEPOT	G-7	80 HINDELBERG	G-7
11 SOVIET CONTROL COMMISSION (SKK)	E-7	28 DIACONISSIEN-HALF	D-8	46 BOTANICAL INSTITUTE	G-8	44 REPHALUS CHURCH	D-8	81 BRECKENSTEIN	C-4
12 TOWN ADMINISTRATION	E-7	29 PUBLIC DENTAL CLINIC	D-7	47 BOTANICAL GARDENS	C/7-7	45 LAND STUD PARK	G-4/5	82 TRAMWAY DEPOT	C-4
13 POLICE HQ.	E-8	30 PUBLIC CLINIC	D/7-8	48 BOTANICAL GARDENS	C/7-7	46 TANK TRAINING SITE	A-4/4	83 SCHOOL	D-9
14 LANDESRICHT	E-8	31 BANK CLINIC	F-8	49 THEATRE	E-7	47 LEIPZIGER TURM	E-8	84 NEW SETTLEMENT	A-4
15 PRISON	E-8	32 KILGERA-HAARBENNE	F-8	50 BIER TOWER	F-8	48 INSTITUTION FOR	C-9	85 TERRACE 14/7	A/8-3/8/7
16 OBERLANDERSRICHT	E/7-7	33 KILGERA-HAARBENNE	F-8	51 CATHEDRAL	D-7/8	49 Aged PEOPLE	E-7	86 RACE TRACK	
17 OBERLANDERSRICHTSCHAF	E-7	34 EL. MACHINERY-SCHULE	A/8-8	52 LAND BROADCASTING BLDG.	D-7	50 WATER TOWER	E-11		
18 DENTIST CLAY	C/8-8	35 AMPHITHEATRE	A/8-8/8	53 PERMANENT BLDG.	E-7	51 WIFE & SONNE	E-10		
19 RBD HALLE	F-8	36 OCCUPY AREA	C/8-8	54 SLAUGHTER HOUSE	G-7/8	52 TEA FACTORY	F-11		
20 R.B. BEZIRKSWOHNUNG HALLE	F-8	37 UNIVERSITY	D-7	55 LOCAL	D-7	53 WEDDUM & HUBNER	E/7-10		
		38 LIBRARY	E-7	56 WEIR	C-9	54 NABEMA	F-10		
						55 14/7 REPAIR PLANT	F-8		

AREA DESTROYED  
 TRAMWAY LINE  
 BUS LINE  
 ABRIDGED FROM TOWN PLAN HALLE  
 © 1955 4-100

50X1-HUM

PART 'B'

TOWN PLANNING OF DRESDEN

1. TOWN PLANNING

On the right hand side of the Seidnitzer Strasse between Albrechtstrasse and Blochmannstrasse construction of a block of flats, approx. 300 - 400 m long and 12 m wide [redacted] was started in 1951. The flats were built for SED functionaries. The building [redacted] was completed in March 1952 (see Appx. "A").

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50X1-HUM

2. TRAMWAY LINES IN DRESDEN

The tramway traffic in DRESDEN was regular. By Feb/March 1952 newly built tramways (Hechtwagen) were also in use. [redacted]

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DESTINATION OF TRAMWAY LINES

Linie 2	Schlachthof Loschwitz
3	Hainsberg Tolkowitz
4	Treuenbergo Mockritz
5	Uebigan Reick
6	Suedvorstadt Industriegelände
7	Weisedorf Woelfnitz
8	Hellewan Leutowitz
9	Hauptbahnhof Wildermann
10	Uebigan Striesen
11	Buhlau Coschuetz
12	Klein-Schachwitz Heinsberg
13	Coswig Leubnitz
14	Radebeul Niedersedlitz
15	Suedvorstadt Weinboehla
16	Wildermann Laubegast
17	Wolfnitz Leuben
18	Pillnitz Cotta
19	Niedersedlitz Cossebaude
20	Gohlis Johannstadt
31	Niedersedlitz Kraischa

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[Redacted]

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3. RAILWAY STATIONS IN DRESDEN

- (a) Main station - [Redacted] - 20 tracks
- (b) Wettiner Street Station - [Redacted] - 10 tracks 50X1-HUM
- (c) Neustaedter station - [Redacted] - 10 tracks

(a) Main railway station

War damage had been repaired. The tracks were in use [Redacted] 50X1-HUM

[Redacted] There were 20 normal gauge tracks on wood [Redacted]  
[Redacted] The railway traffic ran regularly.

(b) Wettiner street station

War damage had been repaired. There were 10 normal gauge railway tracks on wood [Redacted] 50X1-HUM

(c) Neustaedter railway station

10 normal gauge railway tracks on wood [Redacted] were in use. All war damage to the tracks had been repaired. 50X1-HUM

4. GOODS STATION IN FRIEDRICHSTADT, [Redacted] 50X1-HUM

The goods station at FRIEDRICHSTADT was used by the Russian Army as a dispatch station for tanks in April/May 1952. [Redacted] 50X1-HUM

[Redacted]

6. NARROW GAUGE RAILWAY (Kleinbahn)

[Redacted] the single track narrow gauge railway ran from DRESDEN station via FREITHAL to KIPSDORF. 50X1-HUM

7. BRIDGES

50X1-HUM

- (a) "Bruecke der Freiheit" [Redacted] } Stone bridges
- (b) Augustusbruecke [Redacted] } for [Redacted]
- (c) Marienbruecke [Redacted] } trams, 50X1-HUM
- (d) Swing bridge "Fluegelbruecke" [Redacted] } double track
- (e) Suspension bridge (the "Blaue Wunder" in LOSCHWITZ) - steel construction. 50X1-HUM
- (f) Autobahn bridge (completed in January 1952) 50X1-HUM
- (g) Railway bridge (2 tracks, steel construction) - [Redacted] 50X1-HUM
- (h) "Carola" bridge (demolition was still in progress) - [Redacted] 50X1-HUM

The stone bridges as well as the suspension and railway bridge were in good condition. The load capacity of the bridges were unknown [Redacted] 50X1-HUM

[Redacted] 50X1-HUM

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[Redacted]

50X1-HUM

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9. AIR RAID PRECAUTIONS

There was no civilian A. R. P. training in DRESDEN up to the 21.5.1952.

[Redacted]

50X1-HUM

10. FIRE SERVICE

The main fire station of DRESDEN was in the town area of NEUSTADT.

There were 8 fire brigades.

[Redacted]

50X1-HUM

11. BARRACKS

There were Infantry barracks in DRESDEN-NEUSTADT [Redacted] They were built before the last war. Adjacent to the barracks was the HELLER airfield, which was no longer in use. The airfield was used by the Russian Army for tank training.

[Redacted]

50X1-HUM

50X1-HUM

12. PUBLIC BUILDINGS

Hospital Johannstadt [Redacted]  
Technische Hochschule, Suedvorstadt [Redacted]  
Gaswerk, Reick [Redacted]  
Polizei-Ministerium, NEUSTADT [Redacted]

War damage had been repaired. The buildings were in a good condition.

[Redacted]

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13. RE-NAMING OF STREETS

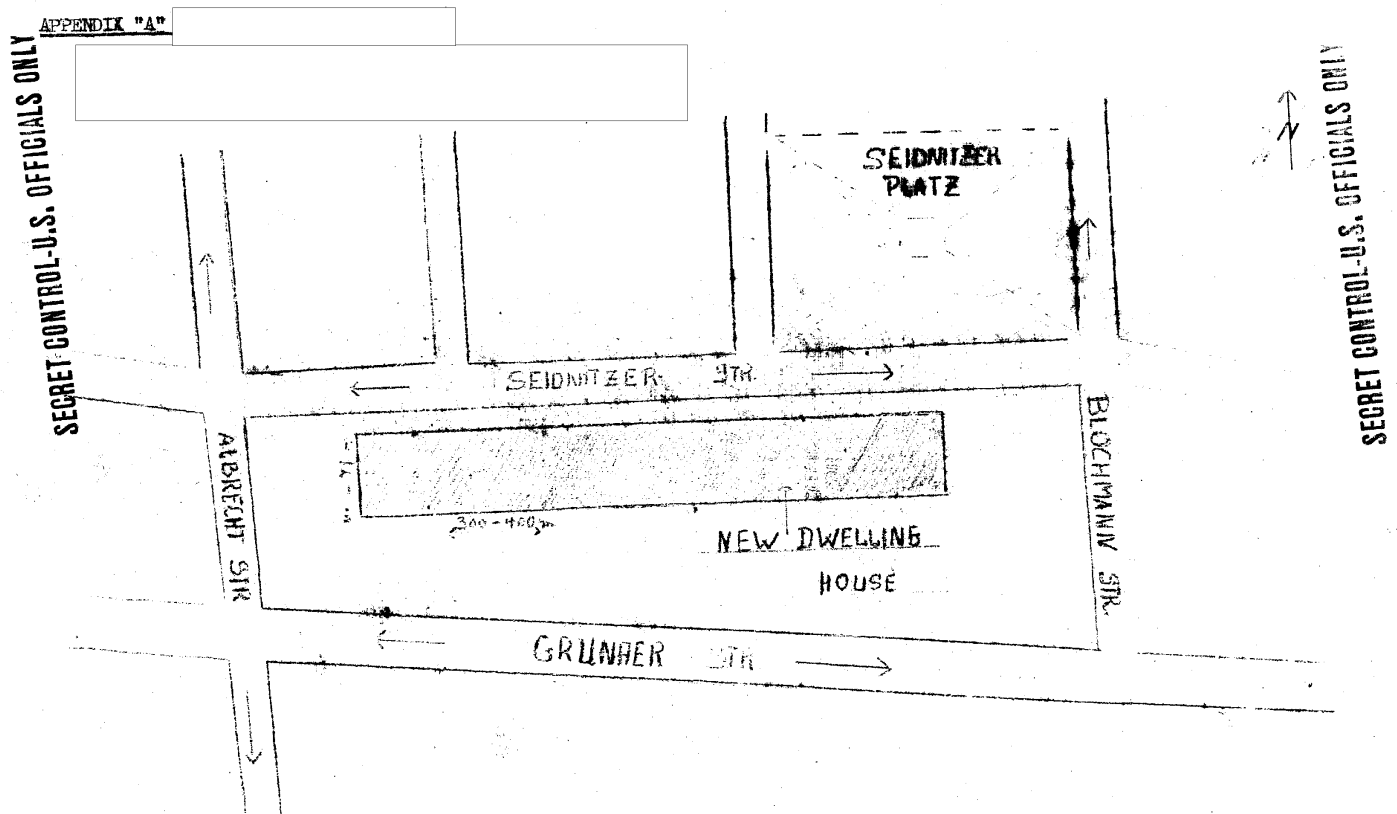
- (a) Hauptstrasse - Strasse der Befreiung
- (b) Leipziger Strasse - Stalinstrasse
- (c) No square had been renamed in the last six months.

14. MISCELLANEOUS

The morale of the population in DRESDEN was rather low as a result of shortage of work and the conscription of youths to the VP.

[Redacted]

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A)

DRESDEN, Sachsenwerk.

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1. Location

The works was situated at Dresden-Niedersedlitz. [redacted]

2. Products

The works produced electric motors of various types and sizes. The smallest motors [redacted] had an approx. diameter of 25 cm and a length of 30 cm, the largest motors had an approx. diameter of 1 m [redacted] and a length of 1.5 m. This large motor had a welded steel casing. The shaft protruded at either end of the motor and had a diameter at these ends of approx. 15 cm. There were no flanges on the shaft. Approx. 25 large motors were produced daily. Most of the electric motors, especially the large ones were despatched to the Soviet Union. The wooden boxes containing the motors were marked with Russian lettering on the outside. [redacted]

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4.

The total [redacted] staff numbered approx. 3000 men and women. They worked in three eight hour shifts on six days per week. [redacted]

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The first director was a Russian civilian. [redacted]

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[redacted] The personnel manager was called MERRITZ. The workshop manager of the punching press shop was called NOAK. [redacted]

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5. Works Installations

[redacted] The buildings were not damaged during the war. A large new workshop building was completed in February 1952. [redacted]

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End of report "A"

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B)

DRESDEN, Bridges.

1. The Autobahn-Bridge over the river Elbe to the west of Dresden was not damaged and was in full use.
2. The Railway-Bridge over the river Elbe was repaired and in full operation again. It is an arched steel bridge with three or four openings and carries two or three rail tracks. [redacted] 50X1-HUM
3. The road bridge immediately south-east of the railway bridge had been only slightly damaged during the war and subsequently repaired. It was a concrete bridge. [redacted] 50X1-HUM
4. The next road bridge to the south east was reconstructed after the war. It was then called DIMITROFF-BRIDGE. It carried a double-track tram-line across the river Elbe. It was built of concrete. [redacted] 50X1-HUM
5. The next road bridge to the east was destroyed [redacted] 50X1-HUM
6. The next road bridge to the east was not damaged and was in full use. [redacted] 50X1-HUM
7. The most easterly road bridge at Dresden was a steel suspension bridge. It was not damaged. [redacted] 50X1-HUM



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c) DRESDEN, Town Details.

1. Barracks

The barracks in the northern outskirts of Dresden and near the airfield Klotzsche were occupied by Russian infantry and tank units.



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The Russian troops, except officers, were not allowed to leave the area of their barracks or to walk about the town.

Families of the Russian officers lived in houses near the brewery "Waldschloesschen" at the northern end of Dresden-Neustadt.

2. Public Buildings

a) The Polizeipraesidium in Schliessgasse Dresden-Altstadt housed the Geheime Staats Polizei (Secret state police) as well as the traffic and criminal police.

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b) The Russian Kommandantur was in a villa near the courthouse in Dresden-Neustadt.



c) The Main Post Office in Dresden was destroyed during the war.



d) The nearby Telegraph Office and Telephone Exchange also destroyed was subsequently repaired and is in operation again.

e) The old City Hall was reconstructed and completed in the middle of 1951.

3. Streets

a) The even and odd numbers of the houses were on different sides of the streets. In most cases the numbering started at the end of the street nearer the town.



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[Redacted]

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BRIDGES AND TOWN PLANNING OF NAUMBURG/LAND THUERINGEN

[Redacted]

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1. [Redacted] the town was heavily damaged during the last war. Apart from rubbish removal and minor repair work the only building re-constructed since 1945 was the SPARKASSE. All other parts of NAUMBURG were still as they were at the end of the last war.

2. Information was given on the NAUMBURG bridges as follows:-

(a) Road Bridge Over the SAALE River (HENNENBRUCKE)

Situated on the road running from NAUMBURG north-east to MARKROEHLITZ [Redacted] Steel arch bridge in good condition. It was not blown up in 1945. Its load-carrying capacity was about 5 to 8 tons.

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(b) Railway Bridge Over the Road Running from NAUMBURG north-east to MARKROEHLITZ

[Redacted] Sandstone masonry arch bridge which was not blown up in 1945. [Redacted]

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(c) Railway Bridge Over the SAALE River

Situated on the railway line running from NAUMBURG to WEISSENFELS [Redacted] Sandstone masonry arch bridge which was blown up in 1945. Rebuilt in 1945/46 as a reinforced concrete beam bridge with double railway track.

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(d) Railway Bridge Over the SAALE River

Situated on the railway line running from NAUMBURG to WEISSENFELS [Redacted] It was blown up in 1945. Until then it was a masonry arch bridge. In 1945/46 reconstructed as a concrete arch bridge, but further reconstruction work was still carried out.

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(e) Railway Bridge Over the Main Railway Line

Situated on the railway line running from NAUMBURG to WEISSENFELS [Redacted] This was a side-line running from NAUMBURG-MAIN to NAUMBURG-EAST. Steel arch bridge with one railway track. The bridge was not blown up or damaged in 1945.

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(f) Railway Bridge Between the a/m Bridges [Redacted]

[Redacted] This was a sandstone masonry arch bridge which was not blown up or damaged. [Redacted]

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(g) Road Bridge Over the SAALE River

Situated on the road running from NAUMBURG eastwards to FOMNITZ [Redacted] The bridge was blown up in 1945 and not rebuilt since. Traffic runs over a wooden emergency one-way bridge. [Redacted]

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[Redacted]

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(h) Road Bridge in Freyburgerstrasse

On the railway line running from NAUMBURG to KOESEN [Redacted]  
[Redacted] This bridge was not blown up or damaged during  
the war. [Redacted]

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(j) Road Bridge in Freyburgerstrasse Over the SAALE River

Situated on the road running from NAUMBURG northwards to  
FREYBURG [Redacted] It was a sandstone masonry  
arch bridge. Not damaged during the war. [Redacted]

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(k) Railway Bridge Over the SAALE River

Situated on the railway line running from NAUMBURG northwards  
to FREYBURG [Redacted] It was a single-track  
steel girder bridge which was not damaged during the war.  
[Redacted]

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(l) Railway Bridge

Situated on the road running from NAUMBURG north-eastwards to  
MARKROEHLITZ [Redacted] Sandstone masonry  
arch bridge, which was not damaged. [Redacted]

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(m) Railway Bridge in WEISSENFELS

Situated on the railway line running from WEISSENFELS to  
NAUMBURG [Redacted] The bridge was blown up  
in 1945 and still under reconstruction as a concrete arch  
bridge with 3 or 4 arches.

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[Redacted]

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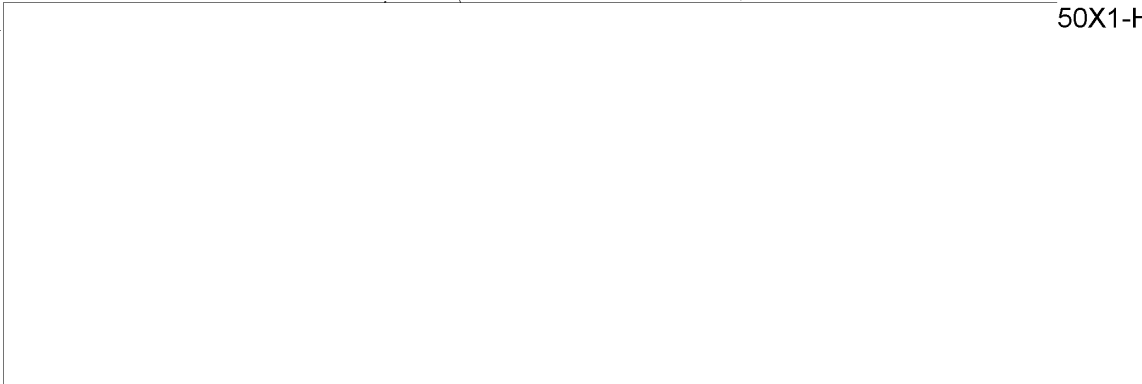
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**Subject: Town Details of Erfurt**



50X1-HUM

**(a) Street Name Changes**

<u>Past Name</u>		<u>Present Name</u>
Magdeburgerstr.	-	Stalin Allee
Johannesstr.	-	Lenin Allee
Louiserstr.	-	Pushkin Allee
Friedrichs Platz	-	Karl Marx Platz
Friedrichsstr.	-	Strasse der Einheit

**(b) The following buildings have been newly built.**

1. Bureau des Minister Presidenten and Innen Ministerium, Hanstädterstr.
2. Wirtschaftsministerium, Am Domplatz. 50X1-HUM
3. Landesleitung der SED in Stalin Allee.
4. Landesvorstand der FDGB, Schillerstr.

[redacted] at the end of this year a new building will be completed in which the Landesvorstand der FDGB and the Vorstand of each individual Trade Union Committee will be accommodated. This building is at present in the process of erection in the Krämpfer Ring.

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**(c) Method of Street Numbering**

[redacted] the southern part of Erfurt, the houses are numbered with the numbers going down on the right hand side and coming up on the left hand side. In the northern part of the town the houses are numbered with the even numbers on the right hand side and the odd numbers on the left hand side.



**(d) Public Transport**

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There are five tramway routes in Erfurt and two omnibus lines. These are as follows:

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- No.1 Ilverskofen to Hochheimerstr.
- No.2 Gotharstr. to Thomaskirche.
- No.3 Krankenhaus to Teppelinstrasse .
- No.4 Breiheitstr. to Thuringen Halle.
- No.5 Gotharstr. to Steiger.

Omnibuses

These travel around the perimeter of the town and connect the various suburbs and villages. There is also a regular service between Erfurt and Weimar. 50X1-HUM

There are also taxi Stands at the main Railway Station, Karl Marx Platz

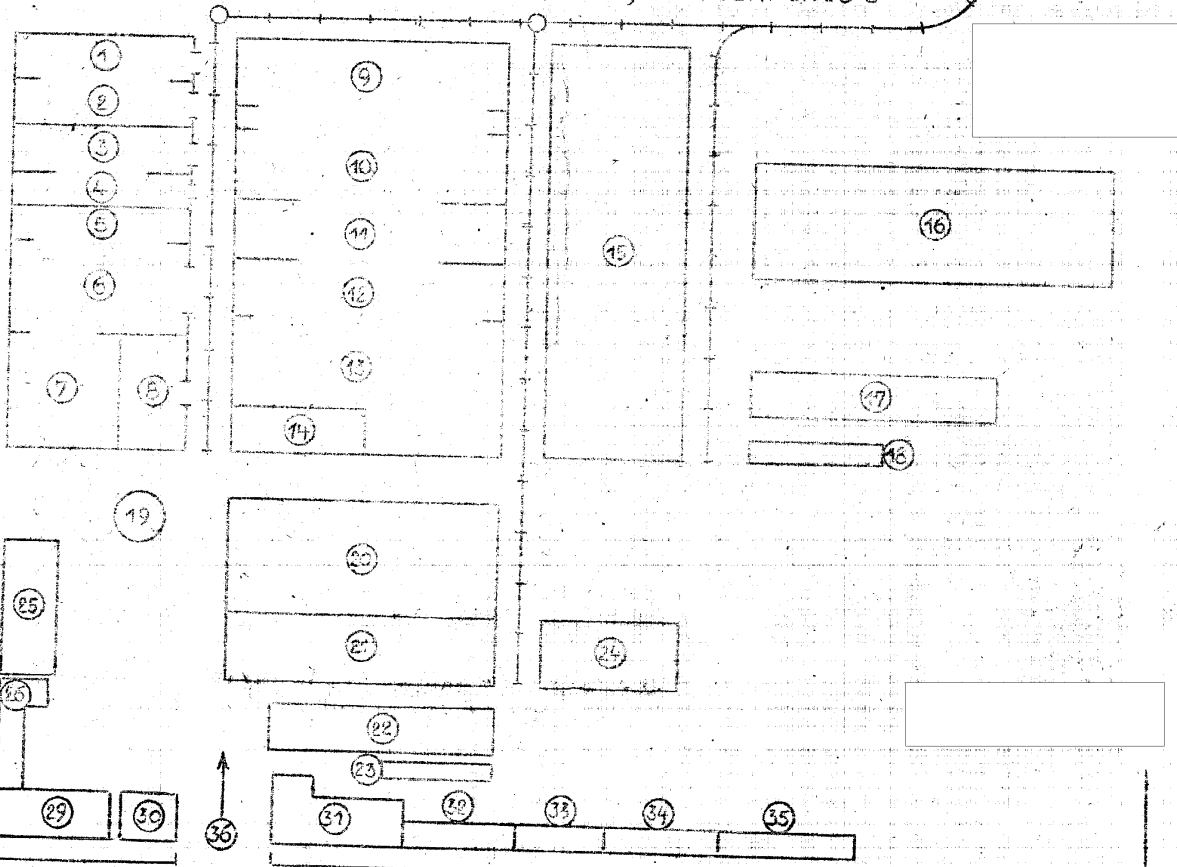


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LAYOUT SKETCH OF 'SALBKE WORKS'  
FORMERLY R. WOLF, MAGDEBURG-SALBKE, ALT-SALBKE STR. 5-6



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TO SCHÖNEBECK

TO MAGDEBURG  
ABT. 1,7 KM TO BUCKAU WORKS

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Legend

to Layout Sketch at Appx. "B"  
of SALBKE Works, formerly R. WOLF,  
MAGDEBURG-SALBKE, Alt-Salbke-Str.5-6.

German:

1. Filtermontage
2. Filterbau
3. Lehrwerkstatt
4. Dreherei
5. Röntgenprüfstand
6. Kesselbau
7. Kesselbau
8. Werkzeugbau
9. Diesel-Prüfstand
10. Lokomobilen Montage und Prüfstand
11. Diesel-Motoren Prüfstand
12. Motoren-Dreherei II
13. Motoren-Dreherei I
14. Konstruktionsbüro Motorenbau Obering. ROST
15. Lager mit Verladerampe
16. Neue Schiffsdampfmaschinenhalle
17. Modelltischlerei
18. Holztröcknererei
19. Springbrunnen
20. Schmiede
21. Gießerei II
22. Gießerei I
23. Gießerei Werkstatt
24. Buntmetallgießerei
25. Werksfeuerwehr
26. Lager
27. Wohnhaus Dir. FORST
28. Kinderheim
29. Baracke für Fahrräder
30. Pförtnerhaus
31. Werksküche + Kantine + Gesellschaftsraum Betriebsrat und SED
32. Direktion
33. Lohnbüro
34. Betriebsarzt
35. Konstruktionsbüro Filterbau
36. Einfahrt
37. Bahnanschluß nach MAGDEBURG

English:

- Filter Assembly
- Filter Construction
- Apprentices' Workshop
- Turning Shop
- X-Ray Testing Stand
- Boiler Construction
- Boiler Construction
- Tool Construction
- Diesel Testing Stand
- Locomotive Assembly & Testing Stand
- Diesel-Engine Testing Stand
- Engine Turning Shop (II)
- Engine Turning Shop (I)
- Engine Construction Designing Office Sen. Eng. ROST
- Stores with Loading Ramp
- New Ship's Steam Engine Shed
- Carpenter's Shop for Models
- Timber Drying Shop
- Well/fountain
- Forge
- Foundry (II)
- Foundry (I)
- Foundry Workshop
- Non-ferrous metal foundry
- Works Fire Brigade
- Stores
- FORST'S dwelling house (Manager)
- Children's Home
- Hut for Bicycles
- Porter's Lodge
- Works Kitchen & Canteen.
- Recreation Rooms of Works Council & SED.
- Management
- Pay Office
- Works Doctor
- Filter Construction Designing Office
- Entrance
- Rail Siding to MAGDEBURG

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