

PLACE: TRONDHEIM

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COUNTRY: NORWAY

Population: 56,000

Province: Sør Trøndelag

Date of Observation: Mar. 15, '51

General Description:

Third largest city in Norway, center of rich agricultural area, ocean gateway to Jamtland in central Sweden, center of coastal shipping, political and agricultural center, increasingly important manufacturing. Two land routes to Oslo. Main base for coastal shipping to North Norway.

Geographic Description:

Western end of Trondheim "saddle" giving access to Sweden. Close interrelationship of sea (fjords) and land (forest and farm). Excellent transport by sea, railroad, road and air.

Occupations:

<u>Agricultural</u>	<u>Fishing</u>	<u>Industrial</u>
Important dairy and grain. Reindeer in interior.	Important, basis for canning	Many machine shops, ship building, iron and steel manufacturing, canning, flour milling, etc.

Natural Vegetation:

Forest, mixed deciduous.

Land Forms and Geology:

Fjords, glacial erosion and deposition. Important moraines south of city. Excellent terraces in Nid valley.

Mining:

Important. e.g. copper at Røros and other mines at Orkla, Kilingdal, Foldal, Kjølvi, Fossdalens Bergverk.

Population (racial, cultural, linguistic): Norwegian. Strong rural influence. High cultural standards.

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Precipitation: Trace of snow,

Clouds: Overcast

Other: Wind east southeast. Local weather forecasts come from Bergen.

Electric Power:

Source: Owned by Fylke, various plants. Serious shortage, power cut nightly at nine o'clock.

Voltage: 230

Cycle: 50

Extent of Grid: Throughout Fylke

Province  
Telephone Yes hdu. Telegraph Yes Hdq. Radio Yes TV             
2 towers on hill behind town.TRANSPORTATION: (From: Trondheim To: Oslo (two routes)  
North Norway and to Sweden.Railway:

Station: Yes, near docks

Ballast: Rock

Power : Steam, to be electrified

Gauge : Standard

Bridges: Important in town where docks and river crossed.

Note: Trondheim is main railroad junction in Norway. Fastest travel from

Highways: Finnmark is by ship to Trondheim thence by train.

Route No's : #50 from south and to north. #720 to Sweden. #670 to southwest coast.

Surface Type: Good, usually hard.

Width : Two-lane on main road.

Seasonal Use: All year

Underpass : New high level road bridge recently completed over river Nid in town.

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~~CONFIDENTIAL~~PLACE (cont'd): TRONDHEIMFerries: None

Location:

Tonnage :

Capacity:

Schedules:

~~SECURITY INFORMATION~~Steamers:Routing: Terminus for express route to North Norway. Important  
foreign connections.

Tonnages:

Capacity:

Schedules: See Rutebok

Bus Routes:Summer: See Rutebok. Good local service with long distance to  
South Norway and to Finnmark. Trondheim streetcars electrified.

Winter:

Other Transportation:

Important airfield east of town.

MAPS

<u>Title</u>	<u>Scale</u>	<u>Date</u>	<u>Publisher</u>
Trondheim Street Plan	1:10,000	1940, '49	F. Bruns
Trondheim Omegn	1:25,000	1936, '39	Nor. Geographical Survey

(Note: four sheets of which #3 covers most of city.)

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Guide and Other Books:

<u>Title</u>	<u>Author</u>	<u>Date</u>	<u>Publisher</u>	<u>Cost</u>
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PERSONAL DATA:

Date of travel to this place: Early  
15 Mar. 1951 Arrived: \_\_\_\_\_  
Starting Point: Kristiansund N Departed: Trondheim  
1240, 16 Mar. '51  
Distance traveled (in kms): \_\_\_\_\_  
Vehicles Used: Coastal steamer Corvus  
\_\_\_\_\_  
\_\_\_\_\_  
Where stayed: Hotel Astoria Comments: Good

CONTACTS:

25X1X6

<u>Name</u>	<u>Address</u>	<u>Position</u>	<u>T.ph.</u>	<u>Comment</u>
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Photographs:

Purchased locally: Postcards, surface and air of city and port.

Taken: Black and white and few color of city. Black and white panorama of harbor works. Note lighting poor.

Sketches Made: None

Location

Description

SUPPLEMENTARY DATA

Industries:

<u>Type</u>	<u>No. of Workers</u>	<u>Products</u>	<u>Power</u>
Lumber and cellulose	}	e. g. coastal vessel Eijnar, Jarl and submarine	
Fish, canning including herring.			
Ship building and repairs.			
Ore processing		e. g. Lilleby Smelteverk Norsk Staal-Traad-Trekkeri Ila-Jern-og-Staalstoperi	

Hdq. for several large cooperative societies.  
Center of several large banking companies.

Special Note re Oil: 3,000 tons of oil go to Sweden each year through an agreement between the Svenska B. P. and Norske Braendseloljje A. S. This uses the Meraaker Railway (which is to be electrified and double tracked). The state highway over Storlien is also used. Trondheim tank farm at Fagervik now holds 15,000 tons. By Sept. 1951, intended to complete special guay 60 meters long and 12 meters deep at low water to receive 25,000 to 30,000 ton tankers. Trondheim is claimed to be, "North Sweden's Best Harbor".

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SEAPORTS:

General Comments: See previous comment on oil shipping. The port has excellent accommodations for ocean going vessels, regular daily express steamers to north and south Norway, local fjord steamers and a large fishing fleet.  
Cargo Handling: Harbor is now being greatly extended. German submarine pens remain.

Wharves: See town plan and harbor reference book.

<u>Name:</u>	<u>Location</u>	<u>Depth</u>
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Lighters:  
Yes

Cranes:

<u>Location</u>	<u>Tonnage</u>	<u>Comments</u>
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Numerous (see photographs of harbor)

Repair Facilities

Machine Shops: Extensive  
Foundries: Yes  
Dry docks: Yes, including construction  
Salvage gear: Yes

Supplies Available

Water <u>Yes</u> _____	Coal <u>Yes</u> _____
Provisions <u>Yes</u> _____	Oil-Fuel <u>Yes</u> _____
Engineering <u>Yes</u> _____	Diesel Fuel <u>Yes</u> _____
Deck <u>Yes</u> _____	

Harbor Information

Good hydrographic charts available in Norwegian and British Coastal Pilots.

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