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COUNTRY East Germany

SECURITY INFORMATION REPORT

TOPIC Meat and Fat Delivered by the Schwerin Slaughter House to Soviet Units

EVALUATION 25X1 PLACE OBTAINED 25X1

25X1 DATE OF CONTENT

25X1 DATE OBTAINED DATE PREPARED 12 August 1953

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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From March through June 1953, the following quantities of meat, lard, and bacon were delivered by the slaughter house in Schwerin to Soviet units:

1. Unit Petroshin,

6 through 28 March, 44 tons of meat, 8 tons of lard, 0.3 tons of bacon;

1 " 31 May, 79 " " " ,13 " " ", 0.3 " " " ;

1 " 30 June, 95 " " " ,26 " " ", 0.5 " " " ;

Unit Sirobeba:

6 through 28 March, 10.3 tons of meat.

To Magdeburg via Trade Agency No 11:

4 through 15 May , 3.6 tons of meat, 2.8 tons of sausages.

1 " 30 June, 2 " " , 1.2 " " "

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3. For Unit Kudryavtsev (SCC) 108 cattle and 936 pigs were slaughtered in May and then shipped out to an undetermined place by refrigerator car.

25X1 Comment. For lack of comparable date, the report cannot be commented on. Colonel Sirobeba (fnu) is known to be the chief of the trade agency of the Third Shock Army. The two other names mentioned are reported for the first time.

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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO. - 1

COUNTRY	East Germany	DATE DISTR.	21 September 1953
SUBJECT	Railroad Stations at Rostock, Warnemuende, and Wismar	NO. OF PAGES	5
PLACE ACQUIRED		NO. OF ENCLS. (LISTED BELOW)	
DATE OF INFO.	25X1	SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

Wismar Railroad Station.

25X1 1. The railroad station serves industrial requirements besides being a transloading point from rail to water and vice versa. Industrial enterprises existing in the area include the Mathias Thesen Shipyard, which is still in process of expansion, and the Wismar sugar refinery, one of the biggest in East Germany. Most of the traffic handled is connected with the transloading of goods from rail to water. Plans to enlarge the transloading facilities available at the railroad station have not been carried out to date. The port of Wismar has four basins which at present can accomodate ships having a draught of up to 6.3 meters. The basins are to be brought to a depth of 8 meters so as to be able to receive ships of up to 8,000 GRT. Efforts are being made to fully exploit the capacity of the port. After the lighting facilities have been completed from the leading buoy outside Poel Island as far as the harbor basins and after the Timmendorf pilot station on Poel Island has been enlarged, the port may be used at day and night. Transloading operations at the port are exclusively handled by the Deutsch-Russische Handelsgesellschaft (DERUTRA) a mixed Soviet-German enterprise, which employs up to 600 men at Wismar and uses the Industrial Ports, the Coal Port and the socalled Old Port. The Timber Port is exclusively used by the Mathias Thesen Shipyard, which employs about 4,000 men. At present, ships to be used on canals in the USSR are being built there. Railroad installations serving the harbor and shipyard are inadequate. Four shunting locomotives are employed for the port and the shipyard. The sugar refinery processes about 150 railroad carloads of sugar beets daily during the harvest period, not counting the beets arriving by truck or horse cart. Most of the sugar produced was sent by sea to the USSR.

2. Wismar railroad station is a dead-end station on the single track Ludwigslust-Wismar main line and the single-track Wismar-Hornstorf-Rostock/Karo branch line. The station, which cannot be enlarged, has three platforms, including two useable on two sides and one on one side. The station tracks can only accomodate trains of up to 45 axles. Opposite the station building is a circular style maintenance enginehouse with six stalls, one turntable with a diameter of 23 meters and a water point. The layout of tracks is very unsatisfactory. In order to turn locomotives, they must be run across the entire railroad trackage to the turntable. Railroad station trackage permits an axle pressure of up to 22 tons, while spur tracks to the port only permit axle pressures of up to 14 or 12 tons. For this

STATE	X	NAVY	X	NSRB		DISTRIBUTION							
ARMY	X	AIR	X	FBI		ORR Ev	x						DIRECT

reason, only gasoline locomotives or boiler tank locomotives with low axle pressures can be used for shunting operations. Various plans have been made
25X1 for the enlargement or reconstruction of the railroad station. However,
25X1 it doubtful that any of the plans will be carried out. In order to ease the traffic burden on the existing railroad station, two team tracks for trains loaded with potash, each of them 700 meters long, have been built at the Moidentin railroad station, and a special potash unloading plant with sufficient trackage has been built at the Industrial Port in Wismar. New sidings have also been built in the area of the shipyard so that Wismar railroad station is now up to the present requirements.

3. The railroad station daily handles 52 passenger trains and 14 freight trains. Daily through freight traffic amounts to about 40 cars toward Rostock, 23 cars toward Karow, and 170 cars toward Bad Kleinen. Local traffic varies in accordance with the volume of transloading operations at the port. Goods daily handled at the port include:

Exports	Daily Maximum
Potash and Glauber salt	150 carloads of 20 tons each
Briquettes	30 "
Sugar	60 "
Timber	20 "
Miscellaneous goods	15 "

Imports	Daily Maximum
Grain from the USSR	90 carloads
Non-ferrous metals	10 "
Sheets and plates	5 "
Pyrites	30 "
Miscellaneous goods	20 "

While sugar, grain and timber are mainly carried in steamers from 3,000 to 6,000 GRT, the other goods are mainly carried in auxiliary sailing vessels of 200 to 800 GRT, such as they are frequently seen in East Germany ports. Potash and Glauber salt are handled at the potash unloading plant equipped with tipping facilities; briquettes are unloaded at the Coal Port where three bridge cranes are available; sugar and timber are unloaded in the Old Port by means of windlasses. Pyrites and other type goods are transloaded by means of windlasses or conveyor belts, either in the Old Port or Coal Port. Imported grain is first cleaned in elevators before being forwarded by rail.

4. Potash unloading facilities available at the port proved to be inadequate for the rising potash exports of East Germany. This necessitated the creation of a modern potash unloading plant which was established at the Industrial Port in 1949. The plant consists of two arrival and two departure tracks, one special locomotive track and two tracks for the unloading of potash. The latter two tracks are provided with a tilting turntable 9.3 meters in diameter. A total of 480 x 20-ton gondola cars were equipped for the shipment of potash by providing them with a cover plate and a tilting rear wall. Loaded trains which usually consist of 50 cars have a weight of approximately 1,700 tons. Up to three such trains are usually handled every day at the potash unloading plant. Potash trains require about five days for a round trip. A potash storage shed with a capacity of 20,000 tons was also constructed. This shed is to be enlarged to a storage capacity of 40,000 tons. A potash loading bridge with five cranes operating on rails makes it possible to load four auxiliary sailing vessels at the same time. When the railroad car with potash is tilted, the potash is taken on a conveyor belt to the ship's hold or the potash storage shed. As the potash salts corrode the roller bearings and the conveyor belts, the potash unloading plant must stop operating for four to six hours every day. With two tilting turntables in operation, the potash unloading plant has a capacity of 120 tons per hour, while one turntable alone has a capacity of 80 tons per hour. This difference in the capacity is due to the fact that the conveyor belts available do not work evenly so that one of them must stop operating from time to time.

Rostock Railroad Stations.

5. The main railroad station in Rostock mainly serves passenger traffic. The local freight station is a marshalling yard and also serves local freight traffic, particularly to the port of Rostock.
The Rostock Hafen railroad station is the main outlet for reparations deliveries to the USSR and briquette exports to Scandinavia. Imports handled there include grain from the USSR, pyrites from North Africa, ores from Sweden, non-ferrous metals and sheets from Holland and Belgium. Most of the non-ferrous metals and sheets go to Czechoslovakia.
The Rostock-Bramow railroad station is mainly used by the fishing industry, particularly after the center of East German fishing moved from Sassnitz to Rostock.

Exports mainly arrive from Saxony and Middle Germany on the Magdeburg-Wittenberge--Bad Kleinen-Rostock line or the Dessau/Rosslau-Brandenburg-Neustadt on the Dosse River-Karow-Rostock line. While the carrying capacity of these lines is just adequate for the volume of traffic to be handled, the Rostock freight station urgently requires enlargement. As the installation is hemmed in by streets, it is planned to build a modern marshalling yard with a daily capacity of 3,000 cars three km south of Rostock, between the Schwaan-Rostock and the Laage-Rostock railroad lines. The marshalling yard is to be connected to the Buetzow-Rostock, Guestrow-Laage-Rostock and Tessin-Rostock railroad lines. However, so far, no money has been made available for the execution of this project. The double-tracking of the Rostock-Warnemuende line is scheduled to be executed in 1953.

6. The Rostock Main Railroad Station is the terminal of the Buetzow-Schwaan-Rostock line and of lines coming from Warnemuende, Stralsund, Tessin, and Wismar. Derutra traffic and traffic connected with the shipyard in Rostock and the Derutra and Warnow Shipyards in Warnemuende as well as the fishing industry in Rostock is very heavy. Employees, working in three shifts, have to be transported to Rostock from places up to 50 km distant from the town. The station daily handles 130 passenger trains, 4 fast freight trains, 6 freight trains, and 8 local freight trains. The capacity of the railroad station is at present only 80 percent utilized. In 1948, the spur track from the main railroad station to the port installations on the Warnow River was dismantled.

7. The Rostock freight station is a dead-end station. It daily handles 10 through freight trains, 2 empty freight trains, 16 local freight trains and 8 light freight trains for parcel goods. The freight station also handles feeder traffic to and from the port of Rostock and Rostock Main Railroad Station. Its daily quota of railroad cars to be dispatched is 800 cars; the actual daily performance is, however, only 710 trains. The hump has a theoretical performance of 870 cars during a 24-hour period. In December 1952, its actual daily performance was 670 cars. The station has 1 freight shed with a daily turnover of 65 tons of piece goods, 2 cart roads, 4 side loading and 3 end-loading ramps. As classification tracks are not available in sufficient number, trains are mostly assembled on arrival or departure tracks. It is planned to build a new track to the port.

8./ The Rostock-Hafen Railroad Station is located on the Warnow River. Trackage available is limited, and its uneconomic layout necessitates the employment of four to five shunting locomotives. The railroad station is connected by one track each to the Rostock freight station and the Rostock-Bramow railroad station. Most of the goods transloaded at the installation are Derutra goods. This firm employs 500 to 600 men at the railroad station.
Goods daily handled at the railroad station include:

Imports	Daily Turnover
Grain from the USSR	up to 100 carloads
Pyrites	" 30 "
Ores	" 30 "
Miscellaneous goods	" 15 "

Exports	Daily Turnover
Machinery to the USSR	up to 60 carloads
Cement and sugar	" 150 "
Briquettes	" 180 "

The railroad station has sidings for about 400 railroad cars. Operational difficulties result when more than 400 railroad cars are to be handled. As the station cannot be enlarged, other Baltic Sea ports also most be utilized for transloading operations. Thus for instance, most of the coal to be transloaded is now directed to the port of Warnemuende.

9. The Rostock-Bramow railroad station is located on the Rostock-Warnemuende railroad line. The station serves local freight traffic for the central and western portion of the town and the former Neptun Shipyard, an SAG enterprise which does repair work on Soviet naval vessels and builds drifters. Other installations nearby involving railroad traffic include the power station, a fuel depot, a cold storage house for fish, a fish canning enterprise and a slaughter house. It is believed that additional industrial enterprises will be built in the airfield area of the former Heinkel Aircraft Plant. Three cart roads, besides two side- and end-loading ramps serve local freight traffic. No hump is available. The quota of railroad cars to be daily handled at the station is 430 cars; the actual performance is 340 cars. Trains daily handled at the railroad station include 34 passenger, 3 fast freight trains, 6 through freight trains, 2 empty freight trains 4 local freight trains, and 2 light trains for piece goods.

Warnemuende Railroad Station.

10. This railroad station, a dead-end station, is located on the Warnow River and consists of a passenger station and a freight station. Passenger traffic is heavy, particularly composed of employed persons. On Sundays, up to 18,000 holiday-makers arrive from Rostock and its vicinity. Industrial enterprises available in Warnemuende include the Warnow Shipyard and a boat building installation. The Warnow Shipyard, a VEB enterprise, which is being enlarged, reconditions salvaged ships of up to 22,000 GRT, such as the former S.S. HAMBURG, DER DEUTSCHE, ASIA and others. The boat building installation, also a VEB enterprise, works for the German Sea Police. The port is served by the freight station. Railroad trackage is limited and railroad operations are thus rather uneconomical. Most of the transloading is done by order of Derutra, which has a work force of 250 to 300 men.

Goods daily handled at the railroad station include:

Imports	Daily Performance
Butter, lard etc.	up to 10 carloads
Salted fish	" 25 "
Non-ferrous metals, tubing and sheets	" 10 "
Miscellaneous goods	" 15 "
Exports	
Sugar	" 50 "
Briquettes	" 120 "
Miscellaneous goods	" 20 "

Two cart roads and one loading ramp are available for local operations. The railroad station is capable of being enlarged. Trains daily handled at the installation include 38 passenger trains, 3 fast freight trains, 6 through freight trains, 2 empty freight trains, 4 local freight trains, 2 trains for parcel goods. A total of 620 cars are dispatched daily, while the maximum daily capacity would be about 700 cars.

11. The ferry traffic installations have been established between the old and new beds of the Warnow River. Two berths are available, a western one for the Danish ferry and an eastern one for the Swedish ferry. Ferry traffic to Sweden was rerouted to Warnemuende from Sassnitz on Ruegen Island about one year ago. Danish ferry boats used are the DANMARK and PRINZ CHRISTIAN, Swedish ferry boats are called GUSTAV V and DER STARKE, which operate once every day between Gedser and Trelleborg on the one side, and Warnemuende on the other. International passenger traffic hardly uses the ferry connection. Ferry boat DER STARKE has a load capacity of 24 x 2-axle railroad cars, KING GUSTAV V and DANMARK of 14 railroad cars, and PRINZ CHRISTIAN of 12 x 2-axle freight cars. The loading or unloading of a Swedish ferry boat requires 45 minutes, while a Danish ferry boat requires only 30 minutes. Freight traffic to and from Denmark and Sweden or Norway on the one hand and East Germany on the other is rather irrelevant. Most of the traffic handled is transit traffic to and from Czechoslovakia, Switzerland, Italy and Belgium. After the establishment of a ferry connection between Grossenbrode and Travemuende in West Germany on the one hand and Gedser and Trelleborg on the other, ferry traffic between Warnemuende and Gedser and Sassnitz and Warnemuende will probably decrease. 2

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25X1 1. [redacted] Comment. These data supplement previous information. [redacted] The double-tracking of the Rostock-Bramow line section was completed on 17 December 1951. The double-tracking of the remainder of the line as far as Warnemuende is scheduled to be executed in 1953. [redacted] 25X1

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25X1 2. [redacted] Comment. The ferry operating between Sweden and East Germany was rerouted to Warnemuende on 4 October 1952. [redacted] the new West German ferry connections from Grossenbrode to Gedser and Travemuende to Trelleborn will detrimentally affect East German ferry traffic to Scandinavia.