

INFORMATION REPORT CD NO

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 SUBJECT Carrying Capacity of Railroad Lines in the Schwerin Railroad District NO. OF PAGES 8
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[Redacted]

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[Redacted] 25X1 report of the Schwerin regional railroad headquarters on the carrying capacity of railroad lines in the Schwerin railroad district. [Redacted] 25X1

Current Railroad Line Number	Section	Maximum Number of Axles	Maximum Load (in metric tons)	Maximum Number of Trains in a 24-hour Period	Remarks
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I. Ludwigslust-Schwanheide (simultaneous operation in both directions)

1	Ludwigslust-Hagenow Land				
a	Ludwigslust-Jasnitz	120	1,200	39.6	
b	Jasnitz-Hagenow Land	120	1,200	36.2	
2	Hagenow Land-Schwanheide				
aa	Hagenow Land-Fritzler	120	1,200	37.2	
b	Fritzler-Drahnstorf	120	1,200	45.3	
c	Drahnstorf-Kuehlenfeld	120	1,200	54.7	
d	Kuehlenfeld-Boinenburg	120	1,200	53.7	
e	Boinenburg-Schwanheide	120	1,200	51.2	

II. Wismar-Rostock-Nelgast

I. Wismar-Rostock (simultaneous operation in both directions)

a	Wismar-Zuckerfabrik	60	900	105.1	
b	Zuckerfabrik-Hornstorf	120	900	37.0	
c	Hornstorf-Kartlow	60	900	64.6	
d	Kartlow-Hagebock	90	900	56.5	
e	Hagebock-Teschow	56	900	43.5	
f	Teschow-Neubukow	60	900	52.4	
g	Neubukow-Kroepelin	46	900	31.2	

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h	Kroepelin-Bad Doberan	72	900	23.6	
i	Bad Doberan-Parkentin	54	900	16.6	
k	Parkentin-Gross Schwass	56	900	58.1	
l	Gross Schwass-Rostock main railroad station	70	900	47.8	
m	Rostock main railroad station-Rostock freight station	120	900	69.6	
l	Wismar-Rostock (operations in one direction)				
a	Wismar-Zuckerfabrik	120	1,200	144	utilization of tandem locomotive required
b	Zuckerfabrik-Hornstorf	120	1,200	52.3	
c	Hornstorf-Kartlow	120	1,200	124.1	
d	Kartlow-Hageboek	120	1,200	152.8	
e	Hageboek-Teschow	120	1,200	87.4	
f	Teschow-Neubukow	120	1,200	105.1	
g	Neubukow-Kroepelin	120	1,200	59.2	
h	Kroepelin-Bad Doberan	120	1,200	56.0	
i	Bad Doberan-Parkentin	120	1,200	93.5	
k	Parkentin-Gross Schwass	120	1,200	105.1	
l	Gross Schwass-Rostock main railroad station	120	1,200	98.6	
m	Rostock main railroad station-Rostock freight station	120	1,200	150.2	
l	Rostock-Wismar (operation in one direction)				
a	Rostock freight station- Rostock main railroad station	120	1,200	124.1	utilization of tandem locomotive required
b	Rostock main railroad station-Gross Schwass	120	1,200	81.4	
c	Gross Schwass-Parkentin	120	1,200	114.3	
d	Parkentin-Bad Doberan	120	1,200	97.3	
e	Bad Doberan-Kroepelin	120	1,200	42.1	
f	Kroepelin-Neubukow	120	1,200	67.6	
g	Neubukow-Teschow	120	1,200	33.2	
h	Teschow-Hageboek	120	1,200	105.2	
i	Hageboek-Kartlow	120	1,200	117.1	
k	Kartlow-Hornstorf	120	1,200	132.1	
l	Hornstorf-Zuckerfabrik	120	1,200	116.0	
m	Zuckerfabrik-Wismar	120	1,200	190.7	
2	Rostock-Velgast (simultaneous operation in both directions)				
a	Rostock main railroad station-Warnowbruecke	120	1,200	104.3	
b	Rostock freight station- Warnowbruecke	120	1,200	126.6	
c	Warnowbruecke-Bentwisch	120	1,200	55.8	
d	Bentwisch-Roovershagen	100	1,200	46.2	
e	Roovershagen-Selbensande	100	1,200	50.3	
f	Selbensande-Bibnitz	110	1,200	36.3	
g	Bibnitz-Darjarten	100	1,200	60.5	
h	Darjarten-Altenwillers- hagen	100	1,200	54.1	
i	Altenwillershagen-Buchen- horst	110	1,200	38.1	
k	Buchenhorst-Velgast	120	1,200	47.1	

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Rostock-Velgast (operation in one direction)			
Rostock-main railroad station			
a	Warnowbruecke	120	1,200 154.6
b	Rostock freight station- Warnowbruecke	120	1,200 154.6
c	Warnowbruecke-Rentwisch	120	1,200 92.9
d	Rentwisch-Roevershagen	120	1,200 92.1
e	Roevershagen-Gelbensande	120	1,200 129.7
f	Gelbensande-Ribnitz	120	1,200 83.8
g	Ribnitz-Bangarten	120	1,200 108.6
h	Bangarten-Altenwillers- shagen	120	1,200 104.2
i	Altenwillershagen- Buchenhorst	120	1,200 82.1
k	Buchenhorst-Velgast	120	1,200 90.5
Velgast-Rostock (operation in one direction)			
a	Velgast-Buchenhorst	120	1,200 87.8
b	Buchenhorst-Alten- willershagen	120	1,200 73.1
c	Altenwillershagen-Ban- garten	120	1,200 110.8
d	Bangarten-Ribnitz	120	1,200 120.5
e	Ribnitz-Gelbensande	120	1,200 82.6
f	Gelbensande-Roevershagen	120	1,200 115.2
g	Roeversha, en-Rentwisch	120	1,200 91.1
h	Rentwisch-Warnowbruecke	120	1,200 107.4
i	Warnowbruecke-Rostock freight station	120	1,200 151.6
k	Warnowbruecks-Rostock main railroad station	120	1,200 159.4

III. Wittenberge-Drauschwitz/Heide
(further locomotives required for the entire line)

Wittenberge-Pritzwalk (simultaneous operation in both directions)			
a	Wittenberge-Weisen	120	1,200 53.5
b	Weisen-Perleberg	120	1,200 42.3
c	Perleberg-Rosenhagen	120	1,200 48.3
d	Rosenhagen-Rohlsdorf- -Gottschow	120	1,200 42.1
e	Rohlsdorf-Gottschow- -Gross Pankow	120	1,200 43.8
f	Gross Pankow-Pritzwalk	120	1,200 27.5
Wittenberge-Pritzwalk (operation in one direction)			
a	Wittenberge-Weise	120	1,200 104.3
b	Weisen-Perleberg	120	1,200 75.9
c	Perleberg-Rosenhagen	120	1,200 102.9
d	Rosenhagen-Rohlsdorf- -Gottschow	120	1,200 96.0
e	Rohlsdorf-Gottschow- -Gross Pankow	120	1,200 70.0
f	Gross Pankow-Pritzwalk	120	1,200 53.8
Pritzwalk-Wittenberge (operation in one direction)			
a	Pritzwalk-Gross Pankow	120	1,200 35.6
b	Gross Pankow-Rohlsdorf Gottschow	120	1,200 28.9
	Rosenhagen		
d	Rosenhagen-Perleberg	120	1,200 102.1
e	Perleberg-Weisen	120	1,200 51.7

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f	Leisen-Littenberge	120	1,200	93.0	
2	Fritzwalk-Littstock on the Losse River (simultaneous operation in both directions)				
a	Fritzwalk-Weiligenrabs	120	1,200	26.4	
b	Weiligenrabs-Liebenenthal	120	1,200	57.6	
c	Liebenenthal-Littstock	120	1,200	54.6	
3	Littstock on the Losse River-Neustrelitz (simultaneous operation in both directions)				
a	Littstock-Branse	120	1,200	30.1	
b	Branse-Buschhof	120	1,200	34.2	
c	Buschhof-branch off point Stassow	120	1,200	34.1	
s	Branch off point Stassow-Mirrow	120	1,200	94.2	
e	Mirrow-Mirtow	120	1,200	54.3	
f	Mirtow-Lessenburg	120	1,200	47.7	
c	Lessenburg-Gross Luessow	120	1,200	56.9	
h	Gross Luessow-Neustrelitz-South	120	1,200	37.1	
1	Questrow-Schwaan (operation in one direction)				
a	Questrow-Luessow	120	1,200	75.0	utilization of tender
b	Luessow-Mistorf	58	1,200	83.7	locomotive required
c	Mistorf-Schwaan	58	1,200	82.3	
2	Schwaan-Questrow (operation in one direction)				
a	Schwaan-Mistorf	58	1,200	57.3	
b	Mistorf-Luessow	58	1,200	100.1	
c	Luessow-Schwaan	120	1,200	69.4	
3	Schwaan-Rostock (simultaneous operation in both directions)				
a	Schwaan-Peelchow	120	1,200	45.3	
b	Peelchow-branch off point Dalwitzhof	120	1,200	55.0	
c	Branch off point Dalwitzhof-Rostock freight station	120	1,200	63.7	
d	Branch off point Dalwitzhof-Rostock main railroad station	120	1,200	104.3	

IV. Herrnhurg-Neubrandenburg.

I	Herrnhurg-Bad Kleinen (simultaneous operation in both directions)				
1	Herrnhurg-Luedersdorf	120	1,200	73.7	
2	Luedersdorf-Schoenberg	120	1,200	42.7	
3	Schoenberg-Grieben	120	1,200	87.4	
4	Grieben-Grevesmuhlen	120	1,200	47.5	
5	Grevesmuhlen-Robitz	120	1,200	34.2	
6	Robitz-Bad Kleinen	120	1,200	88.5	
II Bad	Bad Kleinen-Questrow (simultaneous operation in both directions)				
7	Bad Kleinen-Ventschow	120	1,200	16.6	
8	Ventschow-Plankenber	120	1,200	10.1	
9	Plankenber-Friedrichswalde	120	1,200	44.2	
10	Friedrichswalde-Paras	120	1,200	23.1	
11	Paras-Varnow-Netze	120	1,200	10.1	

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12	Buetzow-Schwiesower Forst	120	1,200	51.8
13	Schwiesower Forst-Guestrow	120	1,200	53.1
III Guestrow-Malchin (simultaneous operation in both directions)				
14	Guestrow-Devwinkel	120	1,200	55.7
15	Devwinkel-Lalendorf	120	1,200	54.7
16	Lalendorf-Neu Okern	120	1,200	50.0
17	Neu Okern-Teterow	120	1,200	46.0
18	Teterow-Hohen Mistorf	120	1,200	47.5
19	Hohen Mistorf-Malchin	120	1,200	37.8

IV Malchin-Neubrandenburg (simultaneous operation in both directions)

20	Malchin-Scharpzw	120	900	14.9
21	Scharpzw-Stavenhagen	120	900	61.5
22	Stavenhagen-Grieschow	120	900	54.1
23	Grieschow-Karstorf	120	900	62.4
24	Karstorf-Kleeth	120	900	70.4
25	Kleeth-Moelln	120	900	70.2
26	Moelln-Blankenhof	120	900	75.8
27	Blankenhof-Weitin	120	900	59.5
28	Weitin-Neubrandenburg	120	900	74.6

V Malchin-Neubrandenburg (operation in one direction)

29	Malchin-Scharpzw	120	1,200	64.0
30	Scharpzw-Stavenhagen	120	1,200	99.9
31	Stavenhagen-Grieschow	120	1,200	96.0
32	Grieschow-Karstorf	120	1,200	120.6
33	Karstorf-Kleeth	120	1,200	151.6
34	Kleeth-Moelln	120	1,200	130.9
35	Moelln-Blankenhof	120	1,200	129.8
36	Blankenhof-Weitin	120	1,200	117.3
37	Weitin-Neubrandenburg	120	1,200	129.0

VI Neubrandenburg-Malchin (operation in one direction)

38	Neubrandenburg-Weitin	120	1,200	112.6
39	Weitin-Blankenhof	120	1,200	82.3
40	Blankenhof-Moelln	120	1,200	130.9
41	Moelln-Kleeth	120	1,200	119.0
42	Kleeth-Karstorf	120	1,200	144.0
43	Karstorf-Grieschow	120	1,200	118.0
44	Grieschow-Stavenhagen	120	1,200	112.6
45	Stavenhagen-Scharpzw	120	1,200	117.3
46	Scharpzw-Malchin	120	1,200	110.6

V. Guestrow-Karow-Meyenburg-Karstorf/Doose

I. Guestrow-Karow (simultaneous operation in both directions)

1	Guestrow-Prienerburg	120	1,000	75.0
2	Prienerburg-Hoppenrade	110	1,000	37.7
3	Hoppenrade-Karow a.See	105	1,000	25.5
4	Karow a.See-Karow	110	1,000	22.5

II. Karow-Pritzwalk (simultaneous operation in both directions)

5	Karow-Plau	118	1,000	32.2
6	Plau-Canzlin	118	1,000	51.1
7	Canzlin-Meyenburg	120	1,000	41.6
8	Meyenburg-Bruegge	120	1,000	33.4
9	Bruegge-Falkenhagen	110	1,000	44.0
10	Falkenhagen-Pritzwalk	110	1,000	44.0

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III. Pritzwalk-Leustadt/Dosse (simultaneous operation in both directions)

11	Pritzwalk-Boelzke	120	1,000	37.0
12	Boelzke-Flumenthal	120	1,000	45.6
13	Flumenthal-Lutike	120	1,000	43.5
14	Lutike-Kyritz	120	1,000	45.7
15	Kyritz-Musterhausen	120	1,000	45.9
16	Musterhausen-Leustadt/ Dosse	120	1,000	65.7

IV. Guestrouw-Karow (operation in one direction)

17	Guestrouw-Frienerburg	120	1,000	115.2
18	Frienerburg-Moppenrade	120	1,000	64.5
19	Moppenrade-Krakow	120	1,000	38.9
20	Krakow a. See-Karow	120	1,000	40.6

Karow-Guestrouw (operation in one direction)

	Karow-Krakow an See	120	1,000	43.9
	Krakow a. See-Moppenrade	120	1,000	37.6
	Moppenrade-Frienerwald	120	1,000	63.6
	Frienerwald-Guestrouw	120	1,000	113.4

V. Karow-Pritzwalk (operation in one direction)

21	Karow-Plau	120	1,000	65.2
22	Plau-Ganzlin	120	1,000	52.4
23	Ganzlin-Neyenburg	120	1,000	72.4
24	Neyenburg-Bruegge	120	1,200	45.7
25	Bruegge-Falkenhagen	120	1,200	79.6
26	Falkenhagen-Pritzwalk	120	1,200	75.0

Pritzwalk-Karow (operation in one direction)

	Pritzwalk-Falkenhagen	120	1,200	66.6
	Falkenhagen-Bruegge	120	1,200	66.4
	Bruegge-Neyenburg	120	1,200	69.9
	Neyenburg-Ganzlin	120	1,000	70.2
	Ganzlin-Plau			62.3
	Plau-Karow			62.3

VI. Pritzwalk-Leustadt/Dosse (operation in one direction)

27	Pritzwalk-Boelzke	120	1,200	59.3
28	Boelzke-Flumenthal	120	1,200	57.8
29	Flumenthal-Lutike	120	1,200	75.0
30	Lutike-Kyritz	120	1,200	79.1
31	Kyritz-Musterhausen	120	1,200	77.7
32	Musterhausen-Leustadt/ Dosse	120	1,200	107.7

Leustadt-Pritzwalk (operation in one direction)

	Leustadt-Musterhausen	120	1,200	105.9	utilization of Lancia locomotive required
	Musterhausen-Kyritz	120	1,200	69.2	
	Kyritz-Lutike	120	1,200	66.6	
	Lutike-Flumenthal	120	1,200	63.9	
	Flumenthal-Boelzke	120	1,200	61.6	
	Boelzke-Pritzwalk			52.9	

VII. ~~Leustadt/Dosse-Mittenbergs-Ludwigslust-Bal Flecken-Karow~~I. ~~Leustadt/Dosse-Mittenbergs~~ (simultaneous operation in both directions)

1	Leustadt-Bernitz	120	1,200	10.7
2	Bernitz-Freddin	120	1,200	15.5

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3	Kreddin-Cloewen	120	1,200	40.5	
4	Cloewen-Bad Lismack	120	1,200	36.5	
5	Bad Lismack-Kuhlbank	120	1,200	40.4	
6	Kuhlbank-Wittenberge	120	1,200	40.3	
II Wittenberge-Ludwigslust (simultaneous operation in both directions)					
7	Wittenberge-Schilde	120	1,200	52.3	
8	Schilde-Dergenthin	120	1,200	71.3	
9	Dergenthin-Karstaedt	120	1,200	41.5	
10	Karstaedt-Stresow	120	1,200	54.7	
11	Stresow-Klein Arnow	120	1,200	59.1	
12	Klein Arnow-Grabow	120	1,200	41.0	
13	Grabow-Ludwigslust	120	1,200	41.0	
III Ludwigslust-Schwerin (simultaneous operation in both directions)					
14	Ludwigslust-Coebbelin	120	1,200	52.7	
15	Coebbelin-Lueblow	120	1,200	50.5	
16	Lueblow-Rastow	120	1,200	53.7	
17	Rastow-Suelstorf	120	1,200	49.5	
18	Suelstorf-Holthusen	120	1,200	52.7	
19	Holthusen-Krebsfoerden	120	1,200	56.6	
20	Krebsfoerden-Coerries	120	1,200	115.5	
21	Coerries-Krebsfoerden	120	1,200	175.6	Double
22	Coerries-Schwerin	120	1,200	138.5	Tracked
23	Schwerin-Coerries	120	1,200	124.7	
24	Schwerin main railroad station-Schwerin freight station	120	1,200	97.2	
IV Schwerin-Bad Kleinen (simultaneous operation in both directions)					
25	Schwerin freight station-Carlshoehe	120	1,200	62.6	
26	Carlshoehe-Luebtorf	120	1,200	20.0	
27	Luebtorf-Bad Kleinen	120	1,200	50.1	
V Bad Kleinen-Wismar (simultaneous operation in both directions)					
28	Bad Kleinen-Moldentin	120	1,200	51.3	
29	Moldentin-Mecklenburg Dorf	120	1,200	56.8	
30	Mecklenburg Dorf-Wismar	105	1,200	12.6	
VI Bad Kleinen-Wismar (operation in one direction)					
31	Bad Kleinen-Moldentin	120	1,200	109.0	
32	Moldentin-Mecklenburg Dorf	120	1,200	119.9	
33	Mecklenburg Dorf-Wismar	120	1,200	100.0	
Wismar-Bad Kleinen (operation in one direction)					
	Wismar-Mecklenburg Dorf	120	1,200	68.2	
	Mecklenburg Dorf-Moldentin	120	1,200	102.1	
	Moldentin-Bad Kleinen	120	1,200	91.7	
I Guestrow-Rostock via Laage (simultaneous operation in both directions)					
1	Guestrow-Friemerbürg	90	1,200	67.3	utilization of
2	Friemerbürg-Plaaz	110	1,200	32.1	larger locomotive required
3	Plaaz-Laage	100	1,200	74.6	
4	Laage-Scharstorf	110	1,200	32.1	
5	Scharstorf-Kavelstorf	120	1,200	51.8	

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6	Kavelstorf-Dalwitzhof	110	1,200	15.9
7	Dalwitzhof-Rostock freight station	110	1,200	83.7
8	Dalwitzhof-Rostock main railroad station	110	1,200	96.7

Questrow-Rostock via Laage (operation in one direction)

9	Questrow-Friemerbürg	120	1,200	115.2
10	Friemerbürg-Laaz	120	1,200	51.4
11	Plaaz-Laage	120	1,200	66.4
12	Laage-Scharstorf	120	1,200	50.1
13	Scharstorf-Kavelstorf	120	1,200	91.7
14	Kavelstorf-Dalwitzhof	120	1,200	77.3
15	Dalwitzhof-Rostock freight station	120	1,200	145.4
16	Dalwitzhof-Rostock main railroad station	120	1,200	157.5

Rostock via Laage-Questrow (operation in one direction)

	Rostock main railroad station-Dalwitzhof	120	1,200	147.4
	Rostock freight station-Dalwitzhof	120	1,200	120.0
	Dalwitzhof-Kavelstorf	120	1,200	69.2
	Kavelstorf-Scharstorf	120	1,200	86.7
	Scharstorf	120	1,200	69.2
	Laage-Plaaz	120	1,200	57.3
	Plaaz-Friemerbürg	120	1,200	62.2
	Friemerbürg-Questrow	120	1,200	111.6

Rostock main railroad station-Barnemuende (simultaneous operation in both directions)

1	Rostock main railroad station-Barnemuende	120	1,200	313.0 (double-tracked)
2	Barnemuende-Rostock main railroad station	120	1,200	271.0 ()
3	Barnemuende freight station	120	1,200	109.5
4	Barnemuende freight station-Barnemuende passenger station	120	1,200	93.5

Note. The type 57 locomotive is the heaviest type locomotive permitted to operate on all the lines mentioned, etc.

- 25X1 * Comment. The report supplements previous statistical information on the railroad network of the Schwerin railroad district. See 25X1
- 25X1 ** Comment. The type 57 locomotive is a heavy freight locomotive with a total weight of approximately 84 tons. All locomotives which do not exceed the gross weight and axle pressure of the type 57 locomotive and are not specifically listed in the report.
- 25X1 *** Comment. As compared with the status of 1 April 1950, the maximum weight of trains permitted has been increased on many lines of the railroad district concerned. The utilization of tandem locomotives is necessitated by steep grades. Except for the line sections specifically mentioned, the entire railroad network of the Schwerin railroad district is single track.

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