CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

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1. Since the Soviet troops returned to their garrison places in late autumn, the rotation of enlisted men and even of entire units has begun. It has been noticed that railroad transports for this purpose seldom go through Warsaw, but rather north or south of the Brest-Warsaw-Frankfurt/Oder line. It is still not known what lines are used in the south, but to the north the transports pass through Bydgoszcz, where a large mess hall with a warehouse and military hospital are being erected. What line is used east of Bydgoszcz has not been reported, but the first possibility to be considered is Bydgoszcz-Torun-Ilawa (Deutsch Eylau)-Olsztyn (Allenstein)-Zheleznodorozhny (Gerdauen). To the west of Bydgoszcz the section from Bydgoszcz to Pila (Schneidemuehl) is used; from this point, the Pila-Stargard-Szczecin (Stettin) line or the Pila-Krzyz (Kreuz)-Kostrzyn (Kuestrin) line is used.

2. It is believed that transportation to and from East Germany is carried out via Szczecin to a greater extent than before. On 11 December 1952, a train with two locomotives and approximately 40 cars was seen at the Szczecin-Gumience station. The train was loaded with armored cars and departed in the direction of the German border.

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