Imagery Analysis Service Notes

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Construction of Cheng-tu/Kun-ming Rail Line was a Major Engineering Accomplishment.

Detailed photographic analysis shows that the recently completed 530-nm Cheng-tu/Kun-ming rail line ranks as one of China's major railroad engineering accomplishments. This line was built through extremely rugged terrain and required the construction of large numbers of bridges and tunnels. Construction was started and was probably halted between and was completed in late .

There are over 360 tunnels on the line. The longest is 20,800 feet in length and 94 tunnels are over 4,000 feet long. Several of the tunnels contain switchbacks and loops to allow for changes in gradient.

On one 95-nm segment of the line, there are 150 bridges having a combined length of over 8 nm.

Although the rail line was completed in late 1970, it will undoubtedly require more than the normal maintenance because of the rugged terrain it passes through. Landslides have already been detected and at least two sections of track have been replaced.

(TOP SECRET RUFF)
CHINA

Major Rail Construction in South-Central China

Active construction was observed on three major rail projects in south-central China in [25X1D]. These projects are not connected at present, but they may represent a major effort to provide an integrated rail system in this area.

One project is the Lo-yang/Lou-ti rail line where roadbed construction now extends for 60 km south-southwest of the recently completed Yangtze River bridge at Chih-cheng (see Figure 1). This roadbed is new since [25X1D] and appears nearly finished except for completion of the bridges. The roadbed runs west of the anticipated alignment of a rail line to Lou-ti.

The second project is the major rail line identified in early [25X1D] extending northeast from Kuei-ting for 170 km to the limit of coverage at Chih-chiang. [25X1D] photography shows roadbed construction for at least 18 km northeast of Chih-chiang to the present limit of coverage. The roadbed was in an advanced state of construction and some bridges in the Chih-chiang area were already finished. When this rail line is completed, it will probably connect with the existing rail system at Hsin-hua. A rail line close to the present alignment has been projected for many years.

The third project is a new rail line that runs from the Liu-chow/Kuei-yang rail line near Liu-chow for 63 km to the limit of interpretable photography just north of Jung-an. The roadbed appears nearly completed. We do not know the purpose of this rail line at present, but the terrain is such that the line could be extended north to link with the not-yet-completed Kuei-ting/Hsin-hua rail line.