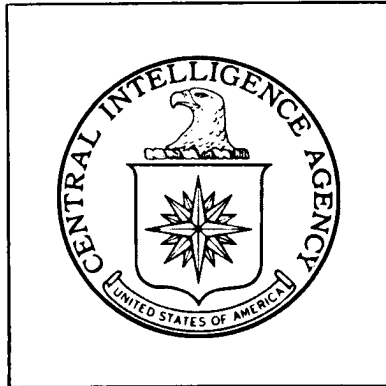


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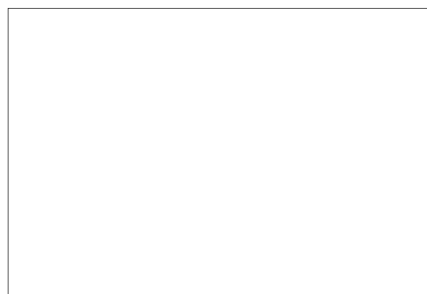
**DIRECTORATE OF  
INTELLIGENCE**

**Industrial Facilities  
(Non-Military)**

*Basic Imagery Interpretation Report*

**Wonsan Railroad Car Manufacturing  
and Rolling Stock Repair Plant**

**Wonsan, North Korea**



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**CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
Imagery Analysis Service**

<b>INSTALLATION OR ACTIVITY NAME</b>	<b>COUNTRY</b>
Wonsan Railroad Car Manufacturing and Rolling Stock Repair Plant	KN

<b>UTM COORDINATES</b>	<b>GEOGRAPHIC COORDINATES</b>	[Redacted]
52SCU686330	39-08-10N 127-28-40E	

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**MAP REFERENCE**

548th RTG. USATC, Series 200, Sheet M0380-9HL, 5th ed, Aug 68, Scale 1:200,000  
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<b>LATEST IMAGERY USED</b>	<b>NEGATION DATE (if required)</b>
[Redacted]	NA

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**ABSTRACT**

Wonsan Railroad Car Manufacturing and Rolling Stock Repair Plant manufactures and repairs passenger cars and various other rail cars and repairs steam locomotives. The plant probably produces most of the parts needed for these operations. Steam locomotives, passenger cars and other rail cars have been identified at the plant. We have not been able to determine the production rate of the passenger and other rail cars from photography.

The plant contains three final assembly buildings, two final checkout buildings, a forge/foundry and several probable forges and foundries, two rail transversers, and numerous storage, support and administration facilities. In May 1963, the date of the earliest photography used in this study, the plant was nearing completion. Since that time, two probable paint shops, several support buildings and workshops, and a holding yard have been added. The plant has been active on all photographic coverage from May 1963 to April 1970.

This report includes a photograph of the plant, describes the facilities, discusses operational functions and production activity, and lists the type and number of rolling stock observed in the plant.

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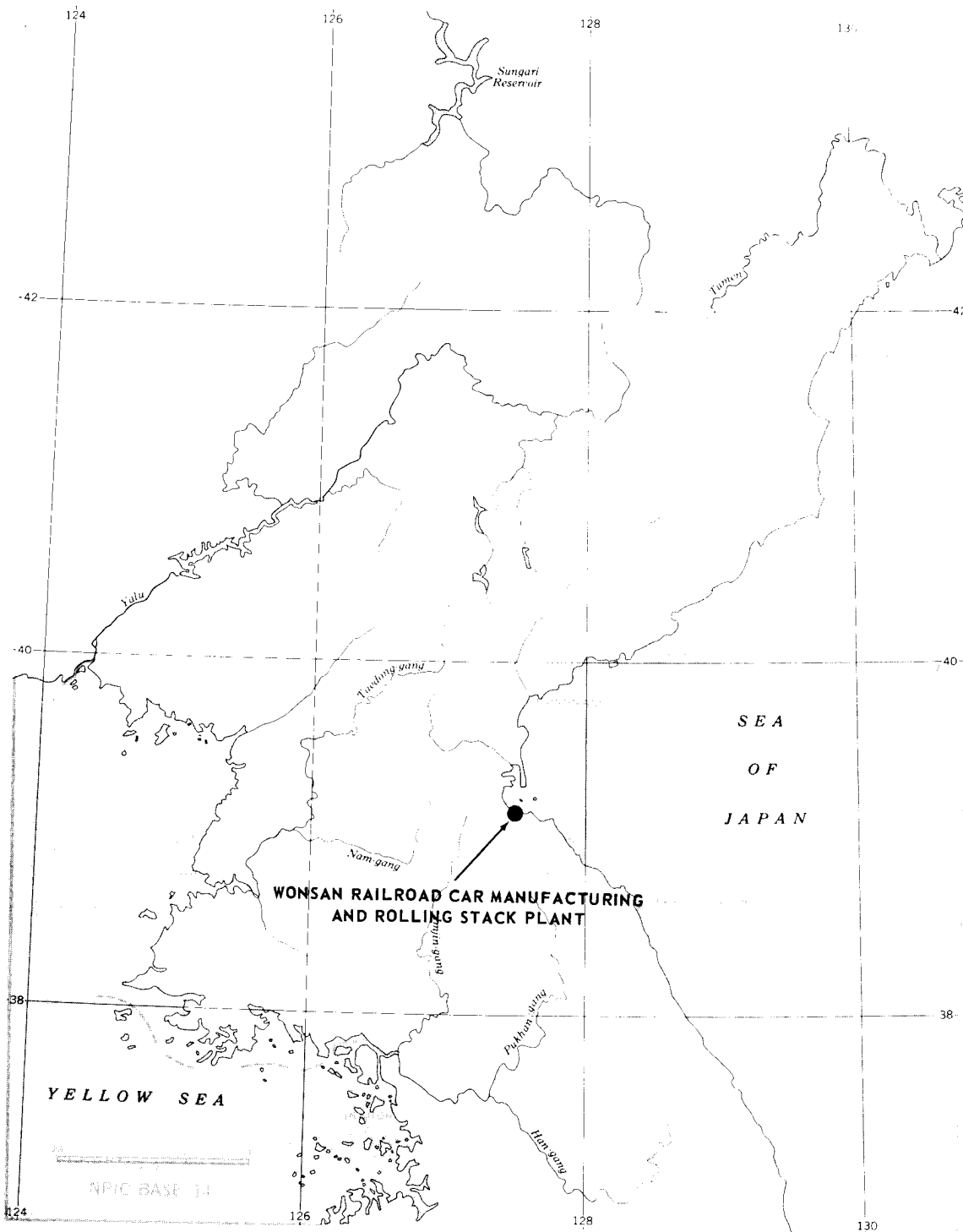


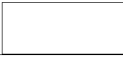
FIGURE 1. LOCATION MAP.

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INTRODUCTION

Wonsan Railroad Car Manufacturing and Rolling Stock Repair Plant is located 1.5 nautical miles (nm) southeast of Wonsan (see Figure 1). It is adjacent to the Wonsan Railroad Yards [redacted] and 1.7 nm south-southwest of Wonsan Airfield [redacted]

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This was previously the site of the Kalma Railroad Plant built by the Japanese in the early 1940s. 1/ It was reportedly destroyed when Soviet troops occupied the area after World War II. It was reconstructed in 1947 and then destroyed a second time during the Korean War. It was rebuilt with Polish technical aid and became operational in late 1957. 2/

BASIC DESCRIPTION

Physical Features

Wonsan Railroad Car Plant is in an irregular-shaped walled area approximately 3,500 by 1,300 feet and occupies about 100 acres. It is rail and road served (see Figure 2).

The main production facilities are three final assembly buildings, two final checkout buildings, a forge/foundry, a probable forge/foundry, a probable forge/foundry complex, a probable forge, and a probable foundry. Other facilities in the plant are three probable paint shops, a probable steam plant, a possible producer gas plant, a woodworking shop, at least 18 workshops, two rail transversers, and numerous storage, support and administration facilities.

In May 1963, the date of the earliest photography used in this study, the plant was nearing completion. Since that time two probable paint shops and several support buildings and workshops have been added. No additional major production facilities have been constructed. Between November 1967 and October 1969, the fence line was extended to the north to allow construction of an additional holding yard.



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Operational Functions

This plant manufactures and repairs passenger cars and various other rail cars and repairs steam locomotives. Most of the parts needed for these operations are probably produced on site in the various forge, foundry, woodworking, and workshop facilities. There are separate final assembly buildings for the manufacture or repair of passenger cars (Item 22, Figure 2) and other types of rail cars (Item 21). A third large assembly building (Item 28) is used for repairs to steam locomotives. The rail transverser is for moving heavy parts, subassemblies, or partially completed equipment from one building to another or from one bay to another in the same building.

Production Activity

This plant has been active on all photographic coverage from May 1963 to April 1970. However, it has not been possible to determine the production rate of rail cars or the number of cars or locomotives repaired. Poor-quality coverage precluded an accurate count of rolling stock present before April 1968. Since that time the coverage has not been frequent enough to determine whether the rolling stock was newly manufactured, repaired, or transported raw materials to the plant.

Table 1 lists the number of locomotives and rail cars observed in the plant from April 1968 to April 1970.

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Table 1. Locomotives and Railroad Cars Observed in the Wonsan Plant

Type	Date and Number Observed					
Steam Locomotives						
Probable	4	3			17	
Possible	1	10	4	1		12
Possible Switch Engines	2	1		1		
Passenger Cars	14	10	23	26	11	
Probable	2					38
Possible		3				
Gondola Cars	6	5		21	9	
Probable	1	7	12	5	23	39
Possible	6	4		5	2	
Hopper Cars				1		
Probable	1			2	1	
Possible					1	
Boxcars	16	1	13		5	
Probable	3	5		11	9	71
Possible	7	10		8	13	
Flatcars	41	1		18		12
Probable	1			1	1	
Possible	1	2		1	3	
Tank Cars	6	13		13	3	
Probable	7	3	14	2	9	
Possible	7	9		5	6	
Unidentified Cars	30	38	52	17	21	

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Table 2. Facilities in Wonsan Railroad Car Manufacturing and Rolling Stock Repair Plant (Keyed to Figure 2)

Item	Description	Dimensions (Ft)	Total Floorspace (Sq Ft)	Remarks	Item	Description	Dimensions (Ft)	Total Floorspace (Sq Ft)	Remarks
1	Workshop	60 x 45	2,700		27	Probable Forge/Foundry Complex			
2	Workshop	40 x 40	1,600			Section a	205 x 70	14,350	
3	Workshop	120 x 40	4,800			b	235 x 55	12,925	
4	Workshop	140 x 40	5,600			c	245 x 55	13,475	
5	Workshop	210 x 40	8,400			d	300 x 90	27,000	
6	New Holding Yard	-	-	Added between Nov 67 and Oct 69	28	Assembly Building	670 x 150 450 x 60	100,500 27,000	Locomotive Parts and Repair Shop
7	Log Holding Basin	-	-		29	Workshop	120 x 85	10,200	
8	Workshop	120 x 40	4,800		30	Possible Producer Gas Plant	100 x 40 75 x 30	4,000 2,250	
9	Workshop	140 x 40	5,600		31	Forge/Foundry	160 x 75	12,000	
10	Workshop	225 x 40	9,000		32	Probable Forge Shop	265 x 100	26,500	
11	Workshop	170 x 75	12,750		33	Support Building	120 x 60 75 x 60	7,200 4,500	Probable School Completed between May 63 and Nov 64
12	Support Building	130 x 130	13,600	Probable School	34	Workshop	105 x 70	7,350	
13	Woodworking Shop	255 x 180	35,900		35	Workshop	100 x 40	4,000	
14	Probable Paint Shop	90 x 60	5,400	For Passenger Cars	36	Probable Foundry	340 x 120	40,800	
15	Probable Steam Plant	-	-		37	Workshop	120 x 85	10,200	
16	Final Checkout Building	175 x 80	14,000	General Rolling Stock For Railroad Cars	38	Probable Water Treatment Facility	100 x 75 85 x 30 60 x 30	7,500 2,550 11,800	
17	Probable Paint Shop	235 x 65	15,275		39	Workshop	105 x 60	6,300	
18	Rail Transverser	-	-		40	Workshops (2)	50 x 30 75 x 25	1,500 1,875	
19	Final Checkout Building	145 x 120	17,500	Probably for Locomotives	41	Workshop	160 x 40	6,400	
20	Probable Paint Shop	150 x 60	9,000	For Locomotives	42	Workshop	140 x 45	6,200	
21	Final Assembly Building	330 x 300	99,000	Rolling Stock Production and Repair Shop	43	Support Building	95 x 40 120 x 60	3,800 7,200	Completed between Apr 68 and Oct 69
22	Final Assembly Building	300 x 50 315 x 205	15,000 64,575	Passenger Car Production and Repair Shop	44	Reservoir	-	-	
23	Administration Building	205 x 45	27,675	3 Story	45	Administration Building	230 x 40	18,400	2 Story Building
24	Administration Building	100 x 45	13,500	3 Story			115 x 40	9,200	
25	Storage Building	270 x 40	10,800				115 x 40	9,200	
26	Rail Transverser	-	-						

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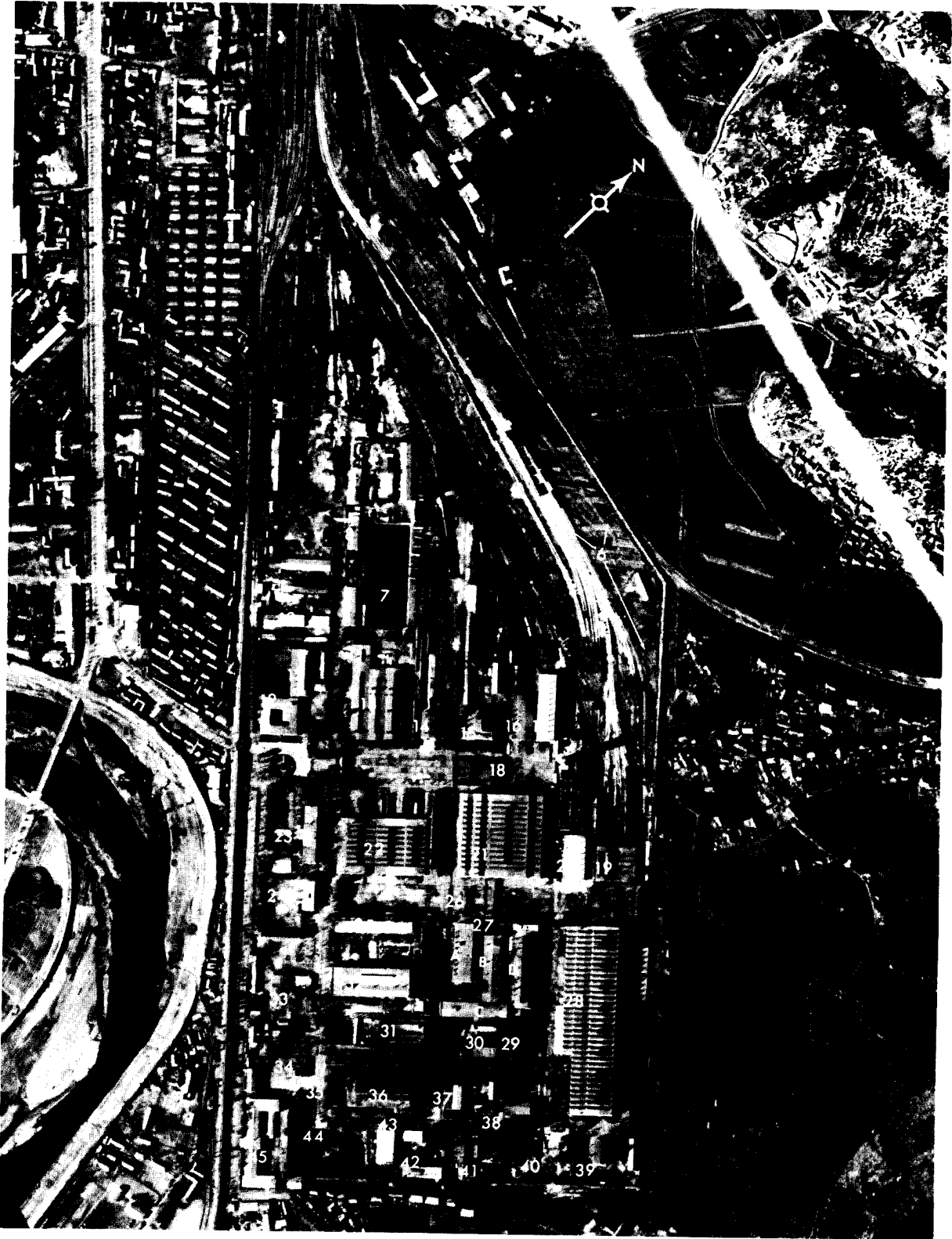


FIGURE 2. WONSAN RAILROAD CAR MANUFACTURING AND ROLLING STOCK REPAIR PLANT,

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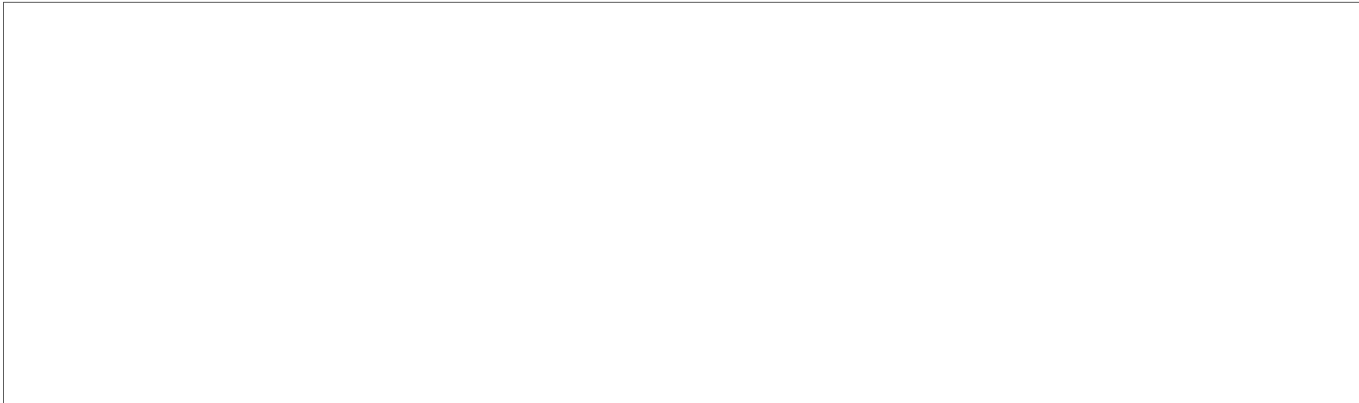


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Map

548th RTG. US Air Target Chart, Series 200, Sheet M0380-9HL, 5th edition, August 1968, Scale 1:200,000, (SECRET)



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Documents

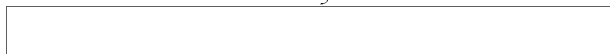
1. CIA. [Redacted], Wonsan Railroad Factory, 20 March 1950 (CONFIDENTIAL)
2. US Eighth Army. Engineer Intelligence Report, No. 113-61, Interrogation Report, 17 November 1961 (CONFIDENTIAL)

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Requirement



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