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DIRECTORATE OF
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Imagery Analysis Service Notes

8 October 1971

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 25/71

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CHINA

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

25X1D

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 [] was probably halted between [] and was completed in late []

25X1D

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.

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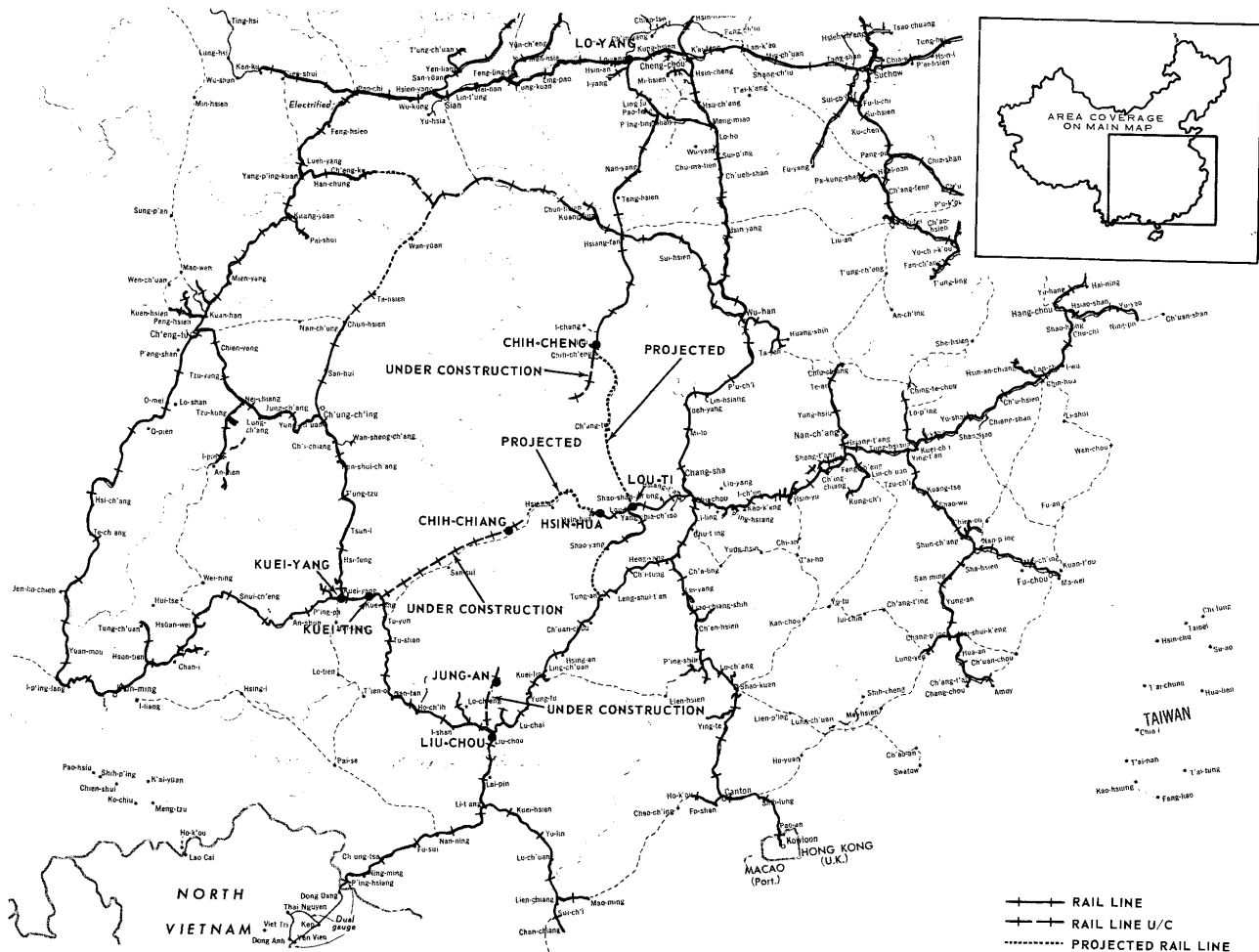


FIGURE 1. RAIL CONSTRUCTION IN SOUTH-CENTRAL CHINA,

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CHINAMajor Rail Construction in South-Central China

25X1D

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

25X1D

One project is the Lo-yang/Lou-ti rail line where roadbed construction now extends for 60 nm south-southwest of the recently completed Yangtze River bridge at Chih-cheng (see Figure 1). This roadbed is new since [redacted] 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.

25X1D

The second project is the major rail line identified in early [redacted] extending northeast from Kuei-ting for 170 nm to the limit of coverage at Chih-chiang. [redacted] photography shows roadbed construction for at least 18 nm 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.

25X1D

The third project is a new rail line that runs from the Liu-chou/Kuei-yang rail line near Liu-chou for 63 nm 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.

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