		ᢗ∝᠐∝ℕ∞₣∝ェ∞ᡛ)-E-N-T-I-A-L		50X1-H
QUNTR	Y China		REPORT		
UBJECT	Location of New and New Bridge C	Railroad Trackage onstruction	DATE DISTR.	ENCEOSURE ATT	ACHED
	•		REFERENCES		
ATE OF NFO. LACE & ATE AC	Q.				50X1-
	· ·	THIS IS UNEVALUA			
1.					
1.	The location of t	ects that involved the lges on the Peiping-Mu these projects is as f Station (119 ⁰ 52'E/40 ⁰	kden Railroad Ollows:		50X1-I
1.	The location of t a. Wan-chia-tun 40°07'N).	ges on the Peiping-Ma hese projects is as f Station (119 ⁰ 52'E/40 ⁰	ukden Railroad Collows: CO2'N) to Hsu-chi	a-tun (119 ⁰ 59'E/	50X1-I
1.	 trackage and brid The location of t a. Wan-chia-tun 40°07'N). b. Hsu-chia-tun 	lges on the Peiping-Mu hese projects is as f	ukden Railroad Collows: Co2'N) to Hsu-chi 120 ⁰ 08'E/40°11'N	a-tun (119 ⁰ 59'E/).	
1. 2.	 trackage and brice The location of t a. Wan-chia-tun 40°07'N). b. Hsu-chia-tun c. Hsing-cheng S 40°42'N). Chin-chou Station by the Chin-chou 3 addition of more 5 Shunting is now for Each line has its form many three d bridges. The mai chia-t'un) and th 	ges on the Peiping-Mn these projects is as f Station (119 ⁰ 52'E/40 ⁰ to Chin-wei Station (tation (120 ⁰ 45'E/40 ⁰ 3 has been rebuilt, th	Akden Railroad ollows: O2'N) to Hsu-chi 120 ⁰ 08'E/40 ⁰ 11'N 9'N) to Chin-hs: e engineering wor The station was to a total of some unnecessary to w rting points. T: with upper and h Ta-Cheng Line (Tr hin-chou to Ch'er	a-tun (119 ⁰ 59'E/). I Station (120 ⁰ 50'f rk having been done videned by the 60-70 tracks. ait for trains. rack was relaid to ower level elevate a-hu Shan to Cheng ng-te) were not	e/ e a 50X1-H
ł	 trackage and brice The location of t a. Wan-chia-tun 40°07'N). b. Hsu-chia-tun c. Hsing-cheng S 40°42'N). Chin-chou Station by the Chin-chou 3 addition of more 5 Shunting is now for Each line has its form many three d bridges. The mai chia-t'un) and th 	ges on the Peiping-Ma hese projects is as f Station (119°52'E/40° to Chin-wei Station (tation (120°45'E/40°3 has been rebuilt, th Bureau of Railways. than 30 tracks making acilitated and it is own stopping and sta imensional crossways n line tracks of the e Chin-Ch'eng Line (C er platforms were bui	ukden Railroad ollows: O2'N) to Hsu-chi 120 ⁰ 08'E/40 ⁰ 11'N 9'N) to Chin-hs: e engineering won The station was w a total of some unnecessary to w rting points. Th with upper and h Ta-Cheng Line (Th hin-chou to Ch'en 1t at each point	a-tun (119 ⁰ 59'E/). I Station (120 ⁰ 50'f rk having been done videned by the 60-70 tracks. ait for trains. rack was relaid to ower level elevate a-hu Shan to Cheng ng-te) were not	E/ a 50X1-HI t.
1	 trackage and brice The location of t a. Wan-chia-tun 40°07'N). b. Hsu-chia-tun c. Hsing-cheng S 40°42'N). Chin-chou Station by the Chin-chou 3 addition of more 5 Shunting is now for Each line has its form many three d bridges. The mai chia-t'un) and th 	ges on the Peiping-Ma hese projects is as f Station (119°52'E/40° to Chin-wei Station (tation (120°45'E/40°3 has been rebuilt, th Bureau of Railways. than 30 tracks making acilitated and it is own stopping and sta imensional crossways n line tracks of the e Chin-Ch'eng Line (C er platforms were bui	Akden Railroad ollows: O2'N) to Hsu-chi 120 ⁰ 08'E/40 ⁰ 11'N 9'N) to Chin-hs: e engineering wor The station was to a total of some unnecessary to w rting points. T: with upper and h Ta-Cheng Line (Tr hin-chou to Ch'er	a-tun (119 ⁰ 59'E/). I Station (120 ⁰ 50'f rk having been done videned by the 60-70 tracks. ait for trains. rack was relaid to ower level elevate a-hu Shan to Cheng ng-te) were not	E/ a 50X1-HI t.

Sanitized Copy Approved for Release 2011/02/24 : CIA-RDP80T00246A011900130001-5

Sanitized Copy Approved for Release 2011/02/24 : CIA-RDP80T00246A011900130001-5

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espicinicity Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in only manner to an unauthorized person is prohibited by law

COUNTR		B-N-T-I-A-L		50X1-HUN
	Y China	REPORT		
UBJECT	Location of New Railroad Trackage and New Bridge Construction	DATE DISTR	23 May 196	1
		NO. PAGES	1	50X1-HU
		REFERENCES		
DATE OF NFO. LACE & DATE AC				
	THIS IS UNEVALUATE	DINFORMATION		
1.	 maintenance projects that involved the trackage and bridges on the Peiping-Muke The location of these projects is as folla. Wan-chia-tun Station (119°52'E/40°02'40°07'N). b. Hsu-chia-tun to Chin-wei Station (12°45'E/40°39'40°42'N). 	len Railroad Llows: ?'W) to Hsu-chia- 20 ⁰ 08'E/40 ⁰ 11'N).	tun (119 ⁰ 59'E,	
2.	Chin-cheu Station has been rebuilt, the by the Chin-cheu Bureau of Railways. Th addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi altered. Passenger platforms were built	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che	to ited ng-
2.	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. The addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che	to ited ng-
2.	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. The addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che	to ited ng-
2.	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. Th addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi altered. Passenger platforms were built	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che	to ted ng-
2.	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. The addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1 n-chou to Ch'eng- at each point wi	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che -te) were not here trains st	to ited ing- art.
2.	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. Th addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi altered. Passenger platforms were built -end-	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1 n-chou to Ch'eng- at each point wi	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che -te) were not here trains st	to ited ing- art.
2. ATE	Chin-cheu Station has been rebuilt, the by the Chin-chou Bureau of Railways. Th addition of more than 30 tracks making a Shunting is now facilitated and it is un Each line has its own stopping and start form many three dimensional crossways wi bridges. The main line tracks of the Ta chia-t'un) and the Chin-Ch'eng Line (Chi altered. Passenger platforms were built -end-	engineering work e station was wid total of some 60 mecessary to wai ing points. Tra- th upper and low -Cheng Line (Ta-1 n-chou to Ch'eng- at each point wi	lened by the D-70 tracks. t for trains. ck was relaid ar level eleva hu Shan to Che -te) were not here trains st	to sted ng-

The University of the State and Defense, to the intelligence components, out The spinducing NIS elements, and higher echlons with their immediate supporting staffs. Not to be disseminated to consultants excernal projectinces presoned on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State of Defense) unless: written permission of the originating office has been obtained through the Assistant Director for Central Reference, CIA

Sanitized Copy Approved for Release 2011/02/24 : CIA-RDP80T00246A011900130001-5

Sanitized Copy Approved for Release 2011/02/24 : CIA-RDP80T00246A011900130001-5



50X1-HUM