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**CONSTRUCTION RESUMED ON
PEKING TO YUAN-PING RAIL LINE
CHINA**

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CONSTRUCTION RESUMED ON PEKING TO YUAN-PING RAIL LINE

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1. The Chinese have resumed construction of a rail line to connect Peking with Yuan-ping (38-44-00N 112-44-40E). The rail line, which will be approximately 200 nautical miles (nm) long (Figure 1), extends southwestward from Peking, traverses mountainous terrain until reaching the headwaters of the Hu-to River, and then follows the river valley to its terminus at Yuan-ping. As of [redacted] the rail line was complete on the eastern end from Peking southwestward to approximately 39-40-00N 115-53-00E -- a distance of about 19 nm. From Yuan-ping on the western end, the rail line was complete north-northeastward for about 30 nm to approximately 39-08-00N 113-11-00E.

2. Construction of the rail line began in late 1966. Work was slowed and possibly halted from late 1967 through 1968. Construction began to progress more steadily in middle and late 1969, and on the latest photography, construction activity was seen along most of the entire route. Numerous tent camps and housing areas were also evident.

3. The rail line will have 102 tunnels and 76 bridges. Many of the tunnels are probably complete; the piers for most of the bridges, especially the longer ones, are either complete or under construction.

4. The rail line was completed in early or mid-1969. Although there are twisting segments and some steep gradients, wide-angle curves were built where possible, especially at bridge approaches. Also, all village centers were by-passed and tunnels, somewhat uncommon in the Chinese road network, were built through some of the highest mountains.

5. The rail line will open large areas of Shansi and Hopeh Provinces for mining operations, provide access to future industrial and storage facilities, and add an additional route to the interior from the capital area and the North China Plain. This rail line and one other under construction in the Ning-wu area, when both are completed, will comprise the most direct route from the missile production and testing facilities in the Peking area to the Wu-chai Surface-to-Surface Missile Launch Complex at 38-50-16N 111-36-06E. The paved highway may be currently used to support the complex; however, no all-weather road is observed through the mountains between the towns of Yuan-ping and Ning-wu.

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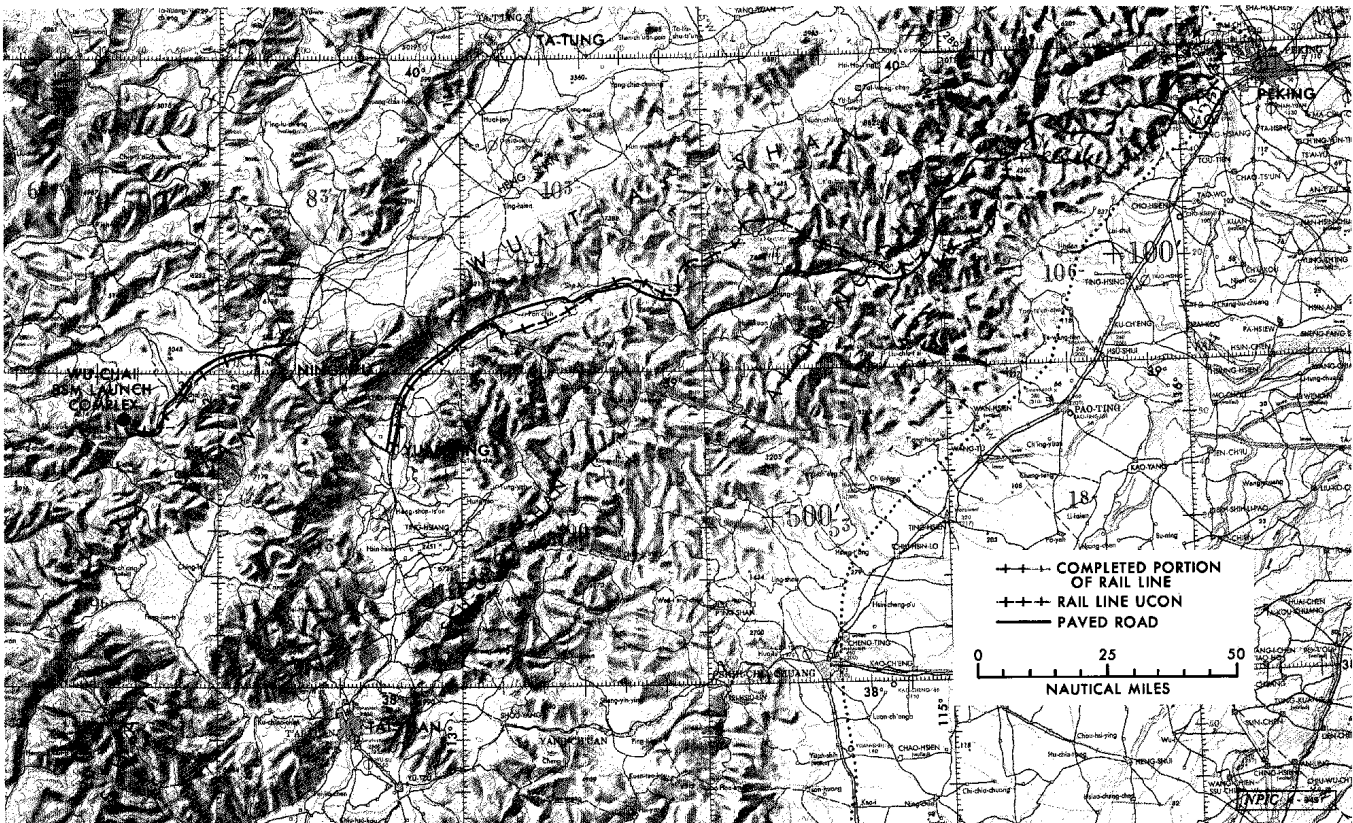


Figure 1. Extent of Construction, Peking to Yuan-Ping Rail Line, China

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