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[Redacted]

IMAGERY  
ANALYSIS  
DIVISION

25X1

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

STATUS OF NORTH VIETNAMESE RAILROADS

[Redacted]

X1

Declass Review by NIMA/DOD

REPORT NO. 4  
CIA/PIR 75026

DATE AUGUST 1966

GROUP 1  
Excluded from automatic  
downgrading and declassification

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## PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography during the period indicated on the cover.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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## SUMMARY

The Hanoi/Lao Cai Line continues to be interdicted at Viet Tri (Bridge No. 68). Three additional bridges were bombed and are unserviceable between Viet Tri and Lao Cai. On the Hanoi/Dong Dang Line the newly damaged Cao Nung Bridge (Bridge No. 14) and the previously damaged Dap Cau Bridge (Bridge No. 23) are both unserviceable. The Hanoi/Dong Hoi Line is interdicted at Tho Trang (Bridge No. 36) on the Hanoi/Vinh Segment. The Duc Tho/Thuong Phong Trang Segment is interdicted at three places. No interdictions were noted on the Hanoi/Haiphong and the Thai Nguyen Lines.

## CONTENTS

Hanoi/Lao Cai Line	Page 5
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Hanoi/Pong Hoi Line	9
Hanoi/Haiphong Line	13
Thai Nguyen Line	14

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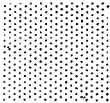


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## KEY

All Maps within this report have been keyed in the following manner:

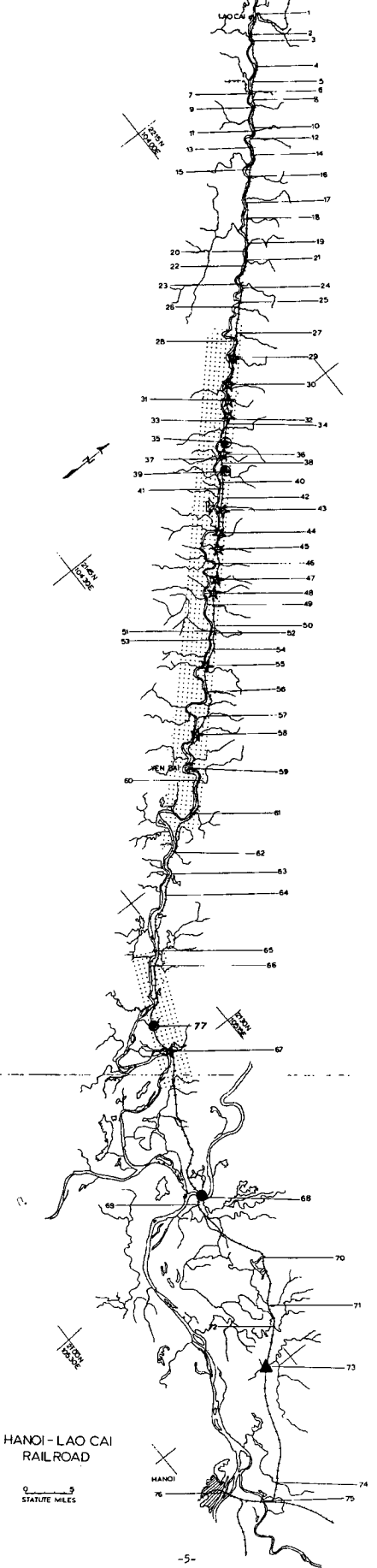
- ☆ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- 8— Original bridge has not been damaged or destroyed based on available photography.
-  Extent of rail line covered by available, interpretable photography.
- Ⓢ Item of interest. Turn to the item number within the section for further information.

All intelligence developed within the reporting period is printed in red; older intelligence is printed in black.

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FIGURE 2



KEY

All maps within this report have been based on the following information:

- Black bridge symbol - now operational
- By gull bridge or bridge symbol
- Blank bridge symbol
- All bridge crossing factor is unclassified
- By black bridge under construction
- Original bridge has not been dropped or destroyed based on available intelligence

Extent of rail line covered by available intelligence photographs

• Item of interest. Turn to the item number within the section for further information.

All intelligence developed within the report/segment is printed in red. Other intelligence is printed in black.

Description of bridge numbered 1 through 76 can be found in CSAR 718 8000 August 1964.

HANOI-LAO CAI  
RAILROAD

0 9  
STATUTE MILES



[Redacted]

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Line

NAME: Trai Hut Rail Yard

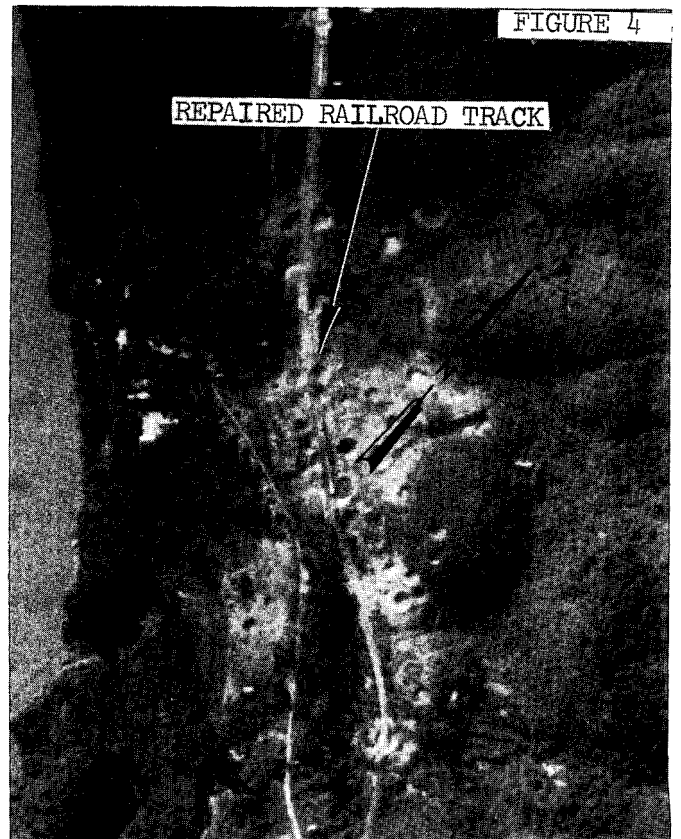
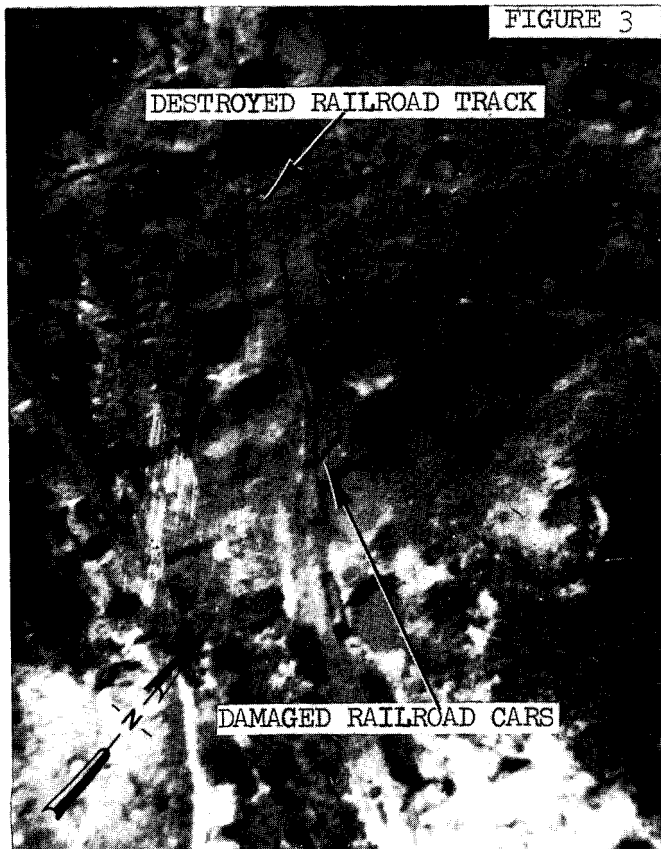
BE: NA

COORDINATES: 21 58N - 104 35E VK 586291

PHOTO REFERENCES: [Redacted]

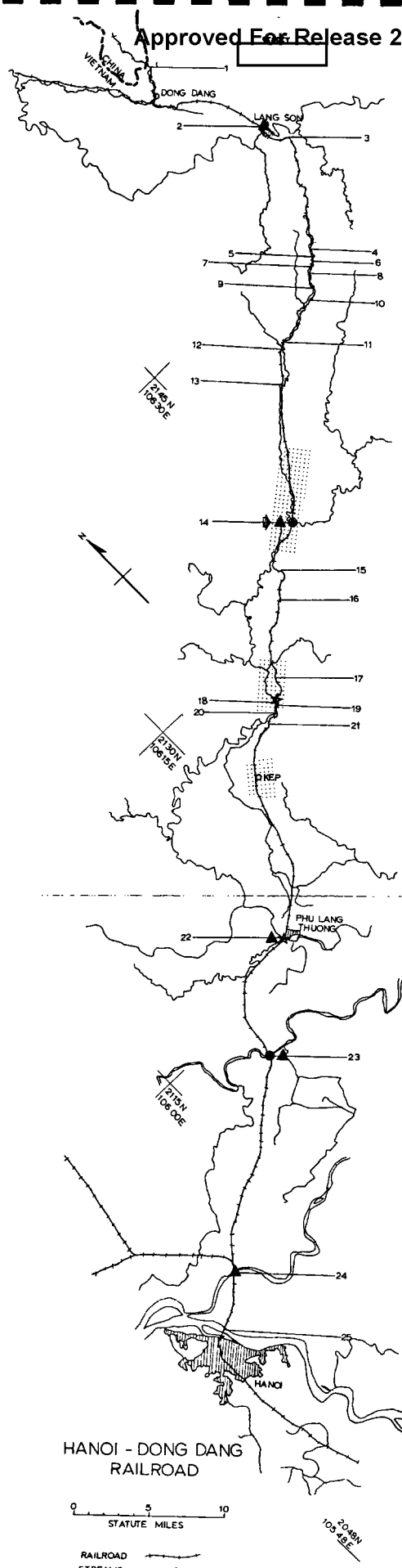
MAP REFERENCES: AMS Series L701, Sheet 5976 IV

The Trai Hut Railroad Yard consists of one through siding and the main running track. Photography [Redacted] revealed that both tracks had been interdicted at the southern end of the yard. Six railroad cars were also heavily damaged (Figure 3). Two days later aerial photography [Redacted] revealed that the main running track had been repaired and was probably serviceable (Figure 4).



[Redacted]

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FIGURE 5

KEY

- 1. Bridge No. 14 - Report that bridge is in the following condition:
- No bridge number - Not constructed
- Square bridge or bridge construction
- Non-bridge construction
- No bridge crossing for this area/road.
- Bridge bridge under construction.
- Original bridge has not been damaged or destroyed (indicated by a solid line)
- Bridge in poor condition (indicated by a dashed line)
- Bridge in fair condition (indicated by a dotted line)
- Bridge in good condition (indicated by a solid line)
- Bridge in excellent condition (indicated by a solid line)

All conditions mentioned within the report period to provide a complete picture of the status of the railroad.

Map of bridges numbered through 24 can be found in Column 1, page 10, Report 78.

HANOI - DONG DANG  
RAILROAD

0 5 10  
STATUTE MILES

RAILROAD  
STREAMS  
BRIDGE NO. & LOCATION

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ITEM OF INTEREST NO.1: Hanoi/Dong Dang Line

NAME: Cao Nung Railroad Bridge

BE:

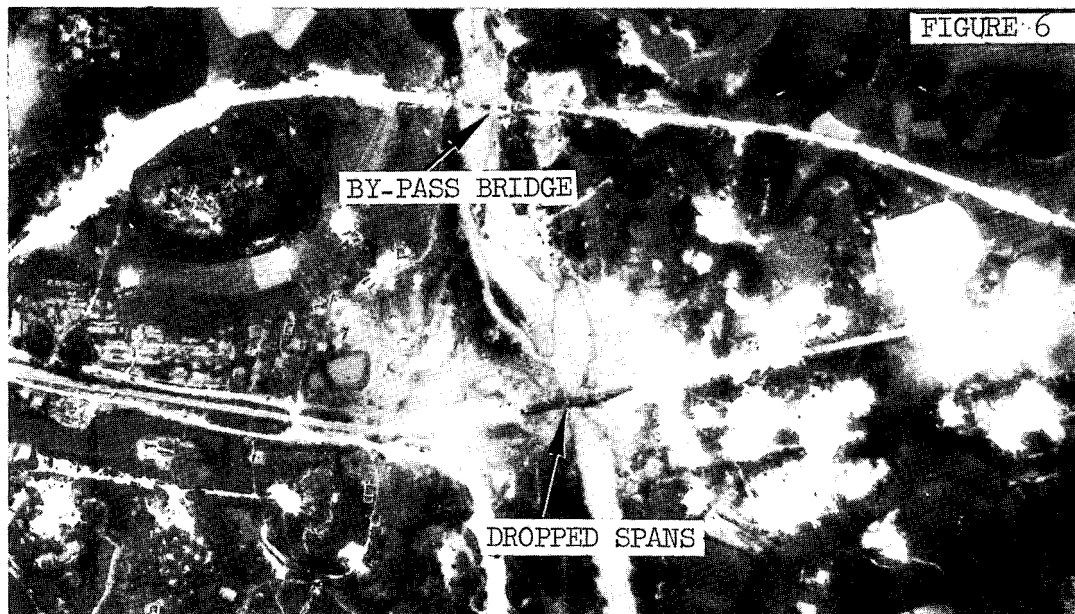
COORDINATES: 21 33N - 106 29E XJ 554845

PHOTO REFERENCES:

MAP REFERENCES: AMS L509, NF 48-12

DOCUMENTS: NPIC Cable Cite NPIC 8093, DTG 130243Z, August 1966  
NPIC/R-265/66 Southeast Asia Activity Report, 11-17 August 1966

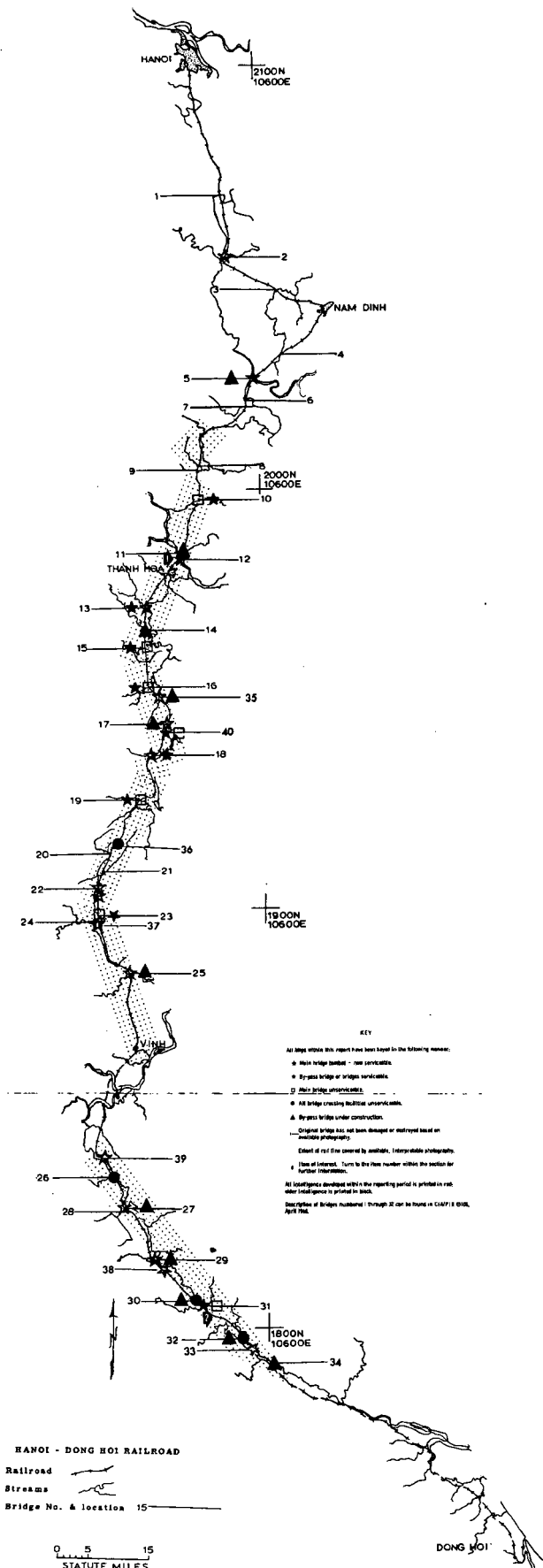
The Cao Nung Railroad Bridge has been damaged. Two spans have dropped and the southern approaches have been interdicted. Although not hit by the airstrike, the formerly serviceable bypass bridge is also unserviceable due to the removal of its decking.



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FIGURE 7



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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Line

NAME: Ferry Construction

BE: NA

COORDINATES: 19 50N - 105 48E WG 839930

PHOTO REFERENCES: [REDACTED]

MAP REFERENCES: AMS L509, NE 48-3

DOCUMENTS: NPIC Cable CITE NPIC 8054, DTG 100207Z, August 1966  
NPIC/R-265/66 Southeast Asia Activity Report 11-17 August 1966

A railroad ferry is under construction at the site of the destroyed Than Hoa Railroad Ferry Terminal Facilities Ham Rong [REDACTED]. The ferry site is just south of the serviceable Than Hoa Railroad and Highway Bridge [REDACTED]. The site consists of two ferry slips (including one under construction) on each bank of the river. Two connecting rail spurs are under construction on the northeast bank of the river. Construction has not yet begun on connecting rail spurs on the southwest bank of the river.

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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Line

NAME: Transshipping Areas

BE: NA

COORDINATES: 18 02N - 105 51E

PHOTO REFERENCES:

[REDACTED]

MAP REFERENCES: AMS Series L701, Sheet 6165 II

Two probable rail-to-road transshipment areas were observed on photography of [REDACTED] located at UTM WF 841007 and WE 908937 (Figure 8). They are probably used to by-pass the now unserviceable La Khe Thon Railroad Bridge [REDACTED] and to possibly transfer material from the Hanoi/Dong Hoi Line to Route 15 into Laos.

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[REDACTED]

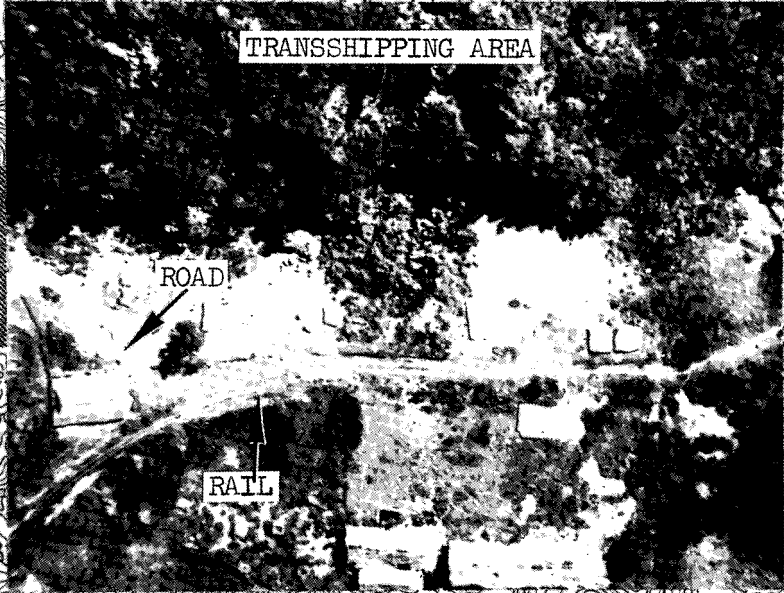
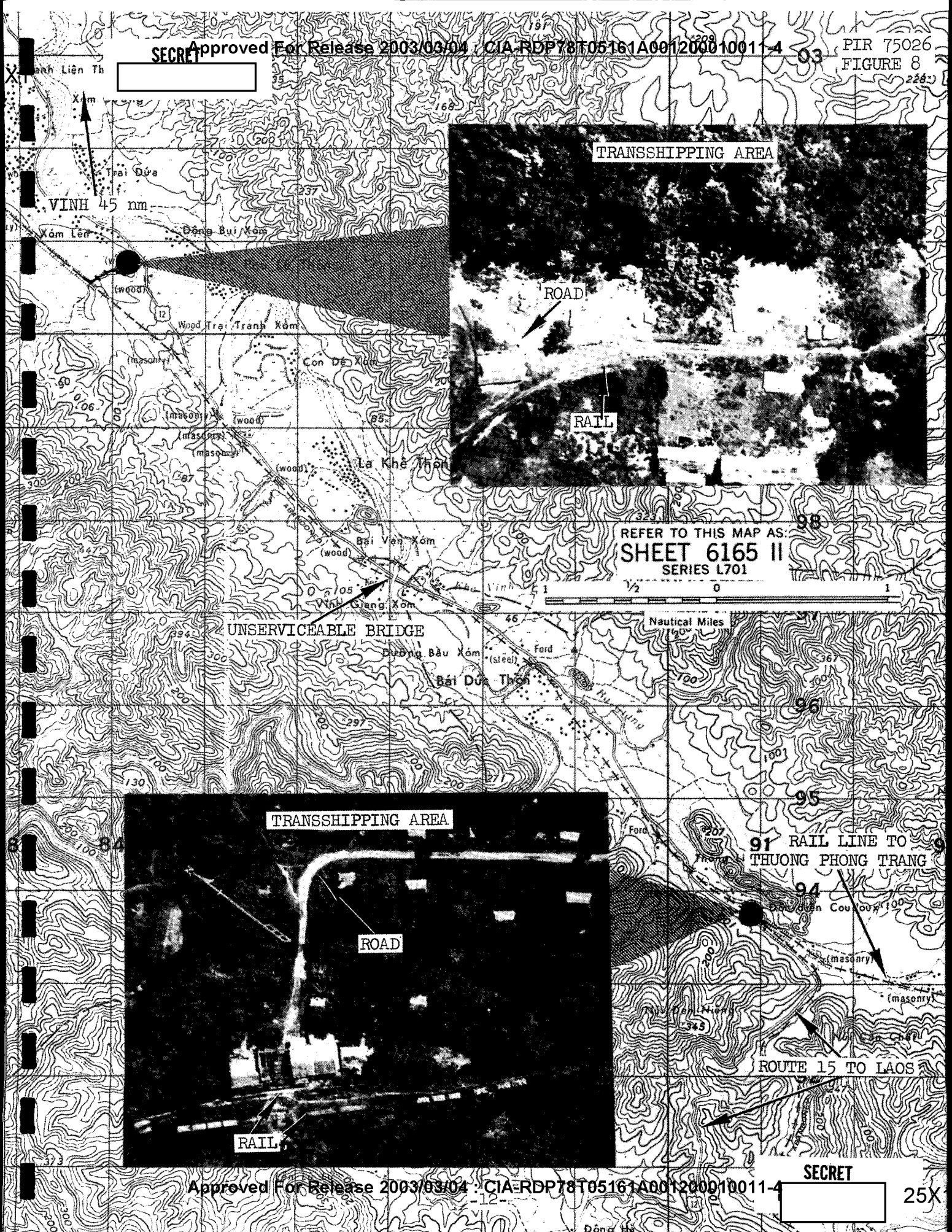
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FIGURE 8  
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TRANSSHIPPING AREA

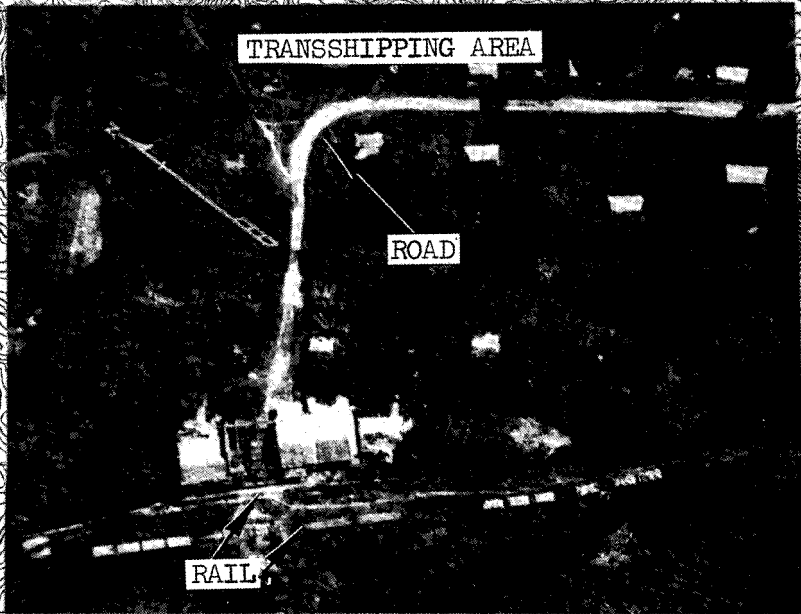
ROAD

RAIL

REFER TO THIS MAP AS:  
**SHEET 6165 II**  
SERIES L701

UNSERVICABLE BRIDGE

Nautical Miles



TRANSSHIPPING AREA

ROAD

RAIL

91 RAIL LINE TO  
THƯƠNG PHONG TRANG

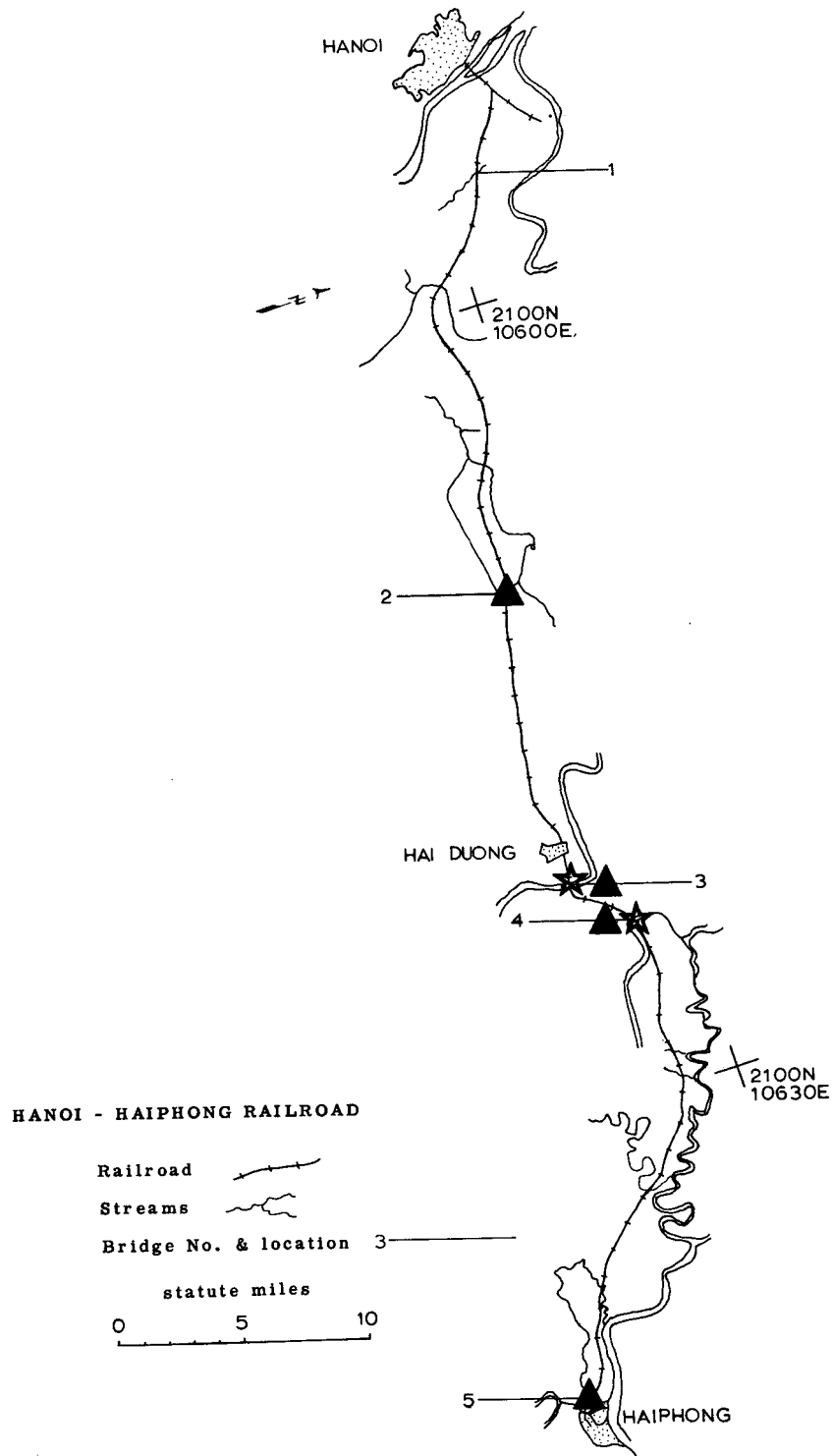
ROUTE 15 TO LAOS

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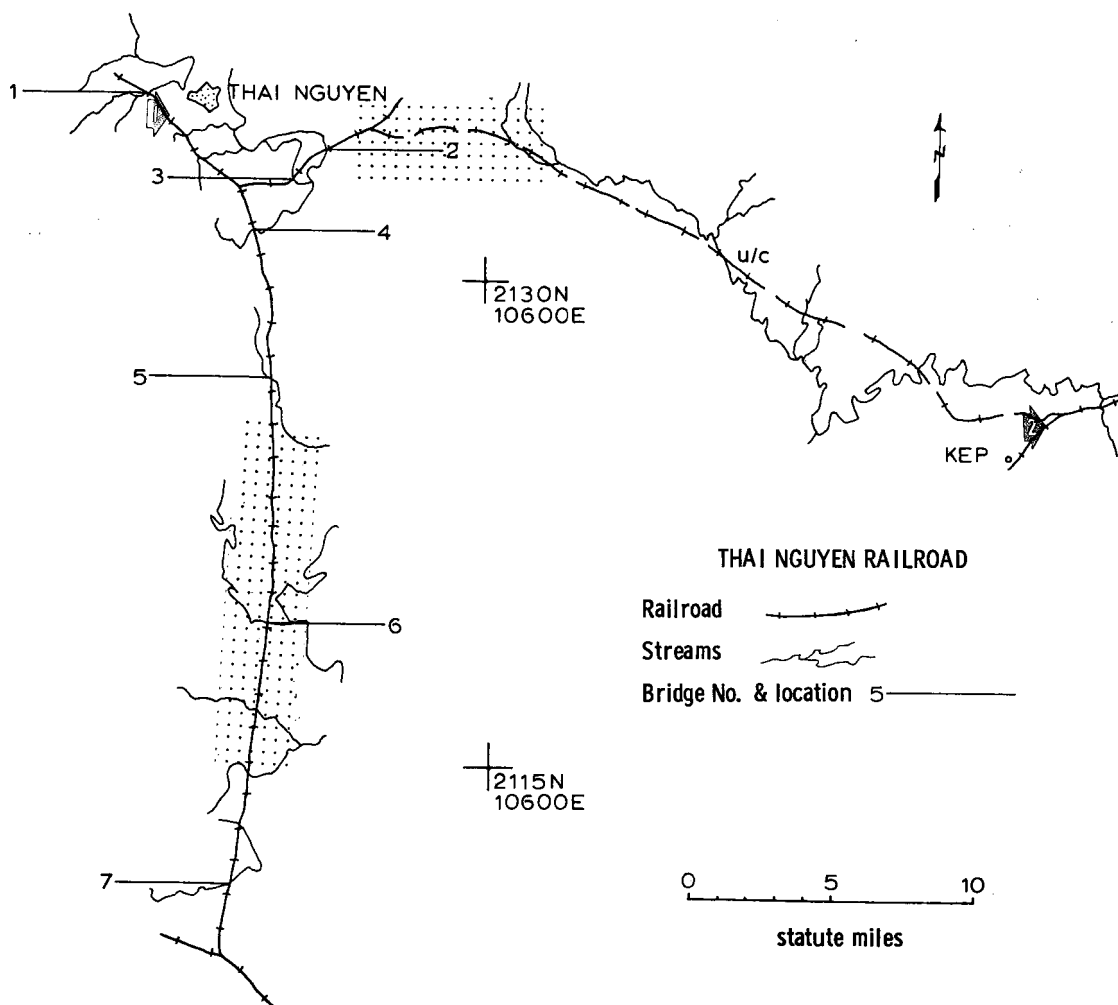
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ITEM OF INTEREST NO. 1: Thai Nguyen Line

NAME: Standard-gauge Rail Construction

BE: NA

COORDINATES: 21 35N - 105 49E WJ 850882

PHOTO REFERENCES: [REDACTED]

25X1 MAP REFERENCES: JOG (G) NF 48-11

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Aerial photography [REDACTED] reveals new construction on the Thai Nguyen Line (Figure 11). The construction was observed intermittently between Thai Nguyen and the Thai Nguyen Power Plant [REDACTED] from UTM WJ 850882 to WJ 810910. The roadbed has been made wider and railroad ties of probable standard-gauge size have been placed on the roadbed. The rail has not yet been laid.

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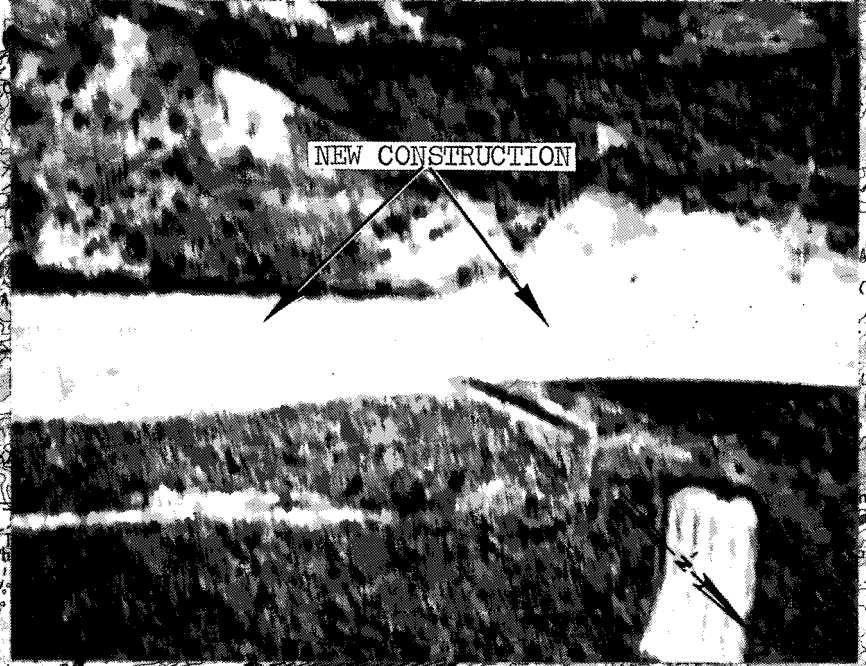
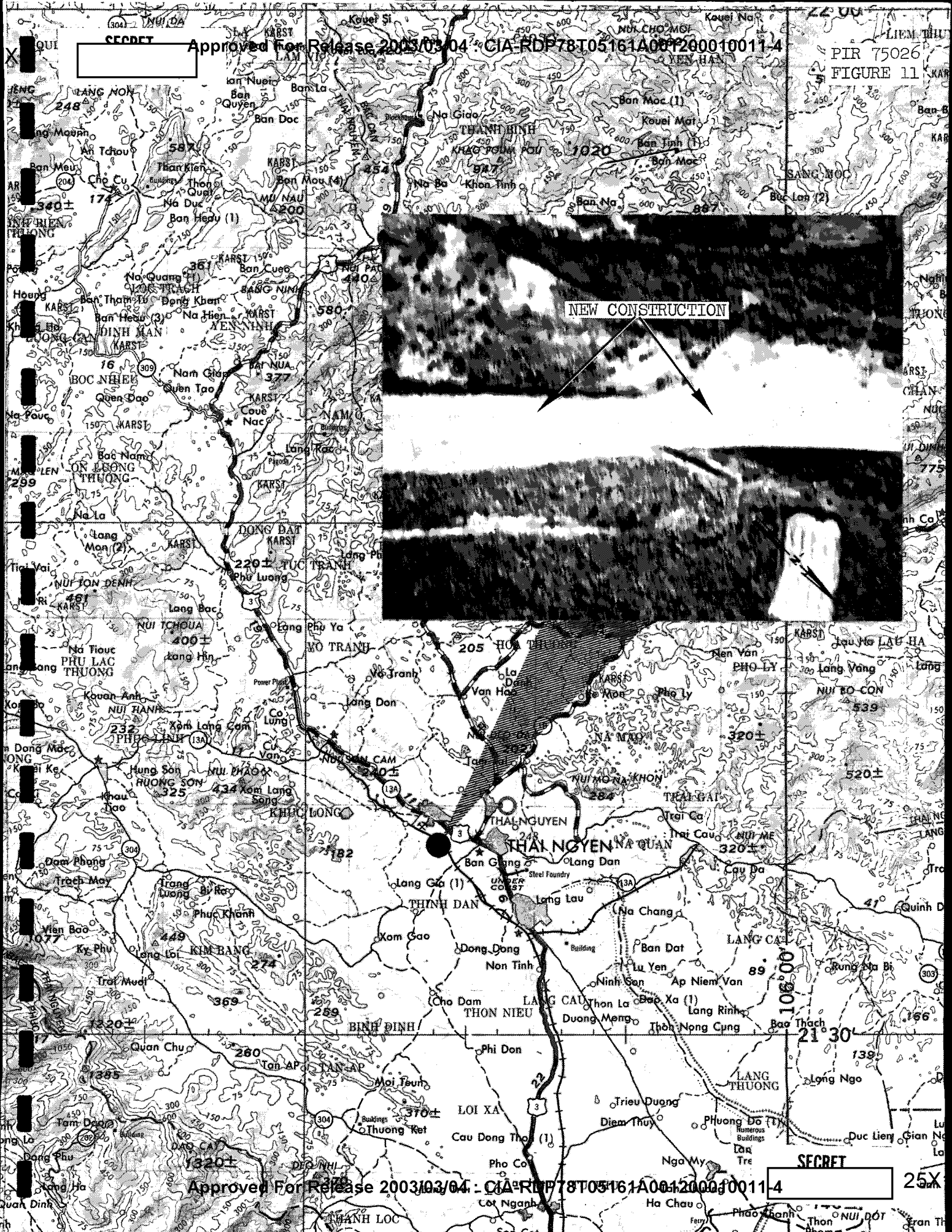
[REDACTED]

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FIGURE 11



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CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 2: Thai Nguyen Line

NAME: Standard-gauge Track, Kep/Thai Nguyen Line U/C

BE: NA

COORDINATES: 21 25N - 106 18E

PHOTO REFERENCES:

[Redacted]

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MAP REFERENCES: AMS L701, Sheets 6275 II

DOCUMENTS: CIA Cable CITE CIA-P-160, DTG 042012Z, May 1966.  
NPIC Cable CITE NPIC 8093, DTG 130234Z, Aug 1966  
NPIC/R-265/66 Southeast Asia Activity Report  
11-17 August, August 1966

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Photography [Redacted] reveals that only standard-gauge track has been laid on the Kep/Thai Nguyen Line under construction. The track has been laid from the junction with the Hanoi/Dong Dang Line westward to a bridge under construction at UTM XJ 316702, a distance of 2.3 nm. Fifty-eight pieces of rolling stock and a locomotive were observed on the standard-gauge track. This indicates either that dual-gauge track on the Hanoi/Dong Dang Line extends to China, or that North Vietnamese rolling stock has been modified to standard gauge.

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