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REFERENCE:



ATTACHMENT TO L-2334
1 DECEMBER 1966
PAGE 1

KEP/THAI NGUYEN RAIL LINE
NORTH VIETNAM

(SEE NPIC BRIEFING BOARD L-1828 FOR ADDITIONAL INFORMATION)



1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS THE COMPLETED KEP/THAI NGUYEN RAIL LINE.

2. BACKGROUND:

RAILROAD CONSTRUCTION ACTIVITY HAS BEEN OBSERVED BETWEEN THAI NGUYEN AND KEP SINCE DECEMBER 1965. THIS RAIL LINE IS NOW COMPLETE AND CONNECTS WITH THE HA NOI/PING-HSIANG RAIL LINE 1.8 NM NORTHEAST OF KEP AT 2125N 10618E.

STANDARD-GAUGE TRACK WAS FIRST OBSERVED ON THE KEP/THAI NGUYEN RAIL LINE IN APRIL 1966 FROM ITS TURNOUT FROM THE HA NOI/PING-HSIANG LINE WEST FOR 0.5 NM. IN JULY 1966 STANDARD-GAUGE TRACK WAS OBSERVED FROM ITS PREVIOUSLY REPORTED TERMINUS AT 2125N 10618E (UTM XJ345700) TO A BRIDGE UNDER CONSTRUCTION AT 2125N 10616E (UTM XJ316702), A TOTAL DISTANCE OF 2.2 NM. STANDARD-GAUGE GONDOLA CARS, RAIL CARS, AND AN ENGINE WERE NOTED IN A THREE-TRACK RAIL YARD AT THE RAILHEAD. THIS IDENTIFICATION OF STANDARD-GAUGE RAIL CARS IN NORTH VIETNAM INDICATES THAT DUAL-GUAGE TRACK ON THE HA NOI/PING-HSIANG RAIL LINE PROBABLY EXTENDS NORTHEAST TO CHINA, BUT THIS HAS NOT YET BEEN PHOTOGRAPHICALLY CONFIRMED.

JUNE 1966 PHOTOGRAPHY  ON THE
RAIL LINE AT 2134N 10557E (UTM WJ986865). 

25X1

25X1

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GROUP 1
Excluded from automatic
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1 WAS ALSO OBSERVED AT 2134N 10558E (UTM XJ016865) AND 2131N 10605E (UTM XJ132810), [REDACTED] WAS NOTED UNDER CONSTRUCTION AT 2132N 10605E (UTM XJ122817).

1 IN AUGUST 1966 A SHORT RAIL SPUR WAS OBSERVED AT 2127N 10614E (UTM XJ283726), IMMEDIATELY SOUTHEAST OF A NEWLY CONSTRUCTED SERVICEABLE, FOUR-SPAN TYPE RAIL BRIDGE OVER THE SONG THUONG (RIVER) AT UTM XJ281726. THE RAILHEAD HAD BEEN MOVED TO 2127N 10613E (UTM XJ263735), 3.4 NM NORTHWEST OF THE PREVIOUSLY REPORTED RAIL TERMINUS. A RAILROAD OBERPASS WAS OBSERVED OVER AN UNNUMBERED ROAD AT UTM XJ265735.

3. MISSION READOUT:



AND



REVEAL

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1 THAT CONSTRUCTION OF THE KEP/THAI NGUYEN RAILROAD LINE HAS BEEN COMPLETED. THE TRACK IS OBSERVED FROM THE PREVIOUSLY REPORTED RAIL TERMINUS AT 2133N 10602E (UTM XJ076839) WESTWARD TO ITS JUNCTION WITH THE THAI NGUYEN ORE PROCESSING PLANT RAIL SPUR AT A NEWLY OBSERVED THREE-TRACK YARD AT 2134N 10556E (UTM WJ971866) (INSET NO. 1).



REVEALS THREE-TRACK RAILROAD YARDS AT

1 2127N 10612E (UTM XJ257737) (INSET NO. 5) AND AT 2131N 10607E (UTM XJ160797) (INSET NO. 4).

4. REMARKS:

THE GENERAL ALIGNMENT AND POINTS OF MAJOR INTEREST ARE AS FOLLOWS:
THE TRACK EXTENDS GENERALLY WESTWARD, THEN NORTHWESTWARD FROM THE HA NOI/PING-HSIANG RAILROAD AT 2125N 10618E(UTM XJ354697), 1.7 NM NORTHEAST

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OF KEP, TO ITS JUNCTION WITH THE THAI NGUYEN ORE PROCESSING PLANT SPUR, FOUR NM NORTHEAST OF THE THAI NGUYEN IRON AND STEEL COMBINE AT 2133N 10552E. THREE-TRACK RAILROAD YARDS WITH ROLLING STOCK ARE LOCATED AT 2125N 10616E (UTM XJ320701) (NOT DEPCITED ON GRAPHIC), 2127N 10612E (UTM XJ257737), AND 2131N 10607E (UTM XJ160797). NO ROLLING STOCK IS OBSERVED AT THE THREE-TRACK RAILROAD YARD (INSET NO. 3) LOCATED AT 2134N 10601E (UTM XJ056853).  ARE LOCATED AT 2131N 10605E (UTM XJ132810) AND 2134N 10558E (UTM XJ016865).  IS LOCATED AT 2134N 25X1 10557E (UTM XJ985965). THE MAJOR BRIDGES INCLUDE A SINGLE-SPAN BRIDGE AT 2125N 10616E (UTM XJ315701), A FOUR-SPAN BRIDGE AT 2147N 10614E (UTM XJ281726), A THREE-SPAN BRIDGE AT 2147N 10614E (UTM XJ281726), AND A THREE-SPAN BRIDGE AT 2130N 10607E (UTM XJ107787). (NONE DEPICTED ON GRAPHIC)



ALL UTM COORDINATES ARE TAKEN FROM AMS SERIES L7014, SHEETS 6152 II, 6251 I and IV, AND 6252 III.

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