

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT	Vehicle and Train Repair Shops in North Korea	DATE DISTR.	15 October 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. [redacted] a North Korean army vehicle repair shop was in a red brick building at YC-361137 near Haeju City. The building was 6 meters long, 6 meters wide, and 5 meters high. The roof was taken off to camouflage the shop as a ruined building; the building was covered with canvas on rainy days. A pear orchard, 80 meters square, was 20 meters north of the building. A cement house with a tin roof was 4 meters south of the building. This house was 7 meters long, 4 meters wide, 3 meters high, and was used to store repaired vehicles. One North Korean army warrant officer, armed with a PPSH, supervised the repair work which was done by five unarmed privates. The shop was supplied with all the necessary tools and fuels.

2. [redacted] the Puhung-ni (N 39-51, E 127-37) (CV-8111) Consumers' Guild vehicle repair shop was in a valley at CV-812111, 15 meters west of a highway. The shop was in a trench which was 5 meters wide and 1.5 meters deep. Another trench, 2 meters wide and 1.5 meters deep, was 3 meters south of the first [redacted] there were three damaged trucks parked beside the office. The shop employed three clerks and 12 mechanics. The shop was equipped with the necessary repair tools, including

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an electric welding machine. Both military and government vehicles were repaired at the shop.

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3. [redacted] a locomotive repair shop was in a railroad tunnel between BU-639581 and BU-650573 near Harim-ni (N 39-20, E 125-16) (BU-6557). Four tunnels were dug on both sides of the main line to house the shop. Each tunnel was 50 meters long, 30 meters wide, and 5 meters high. One hundred and thirty North Korean army troops and 170 Chinese Communist army troops worked in the shop under the supervision of two Soviet advisors [redacted]. The shop was equipped with 6 lathes, 10 boring machines, 3 electric welding machines, three 50-horsepower compressors, 3 cranes, and two 30-horsepower concussion hammers.

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4. [redacted] the Hamhung roundhouse was in a tunnel which ran through a mountain, south of Sanggot'al (N 39-56, E 127-49) (CV-9919), between CV-997188 and DV-000183. Another tunnel was 10 meters southwest and ran parallel to the first one. The latter tunnel handled train traffic, and the other one had been used as a roundhouse [redacted]. One switch was on the north end of the tunnel at CV-997190, and another switch was at the south end of the tunnel at CV-998179. The slag from the roundhouse was thrown along both sides of a railway line which was 30 meters east of the regular line. The regular line ran from DV-001204 to DV-006209. Five North Korean army troops, armed with Mossin-Nagant rifles, were on duty at the southern entrance of the tunnel. The tunnel had been bombed [redacted] many times, but remained in use.

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5. The Sanggot'al railroad tunnel had also been bombed [redacted] although damages were inflicted at the southern entrance only. Trains usually hide in the tunnel from 0300 to 0500 hours, and from 2000 to 2100 hours. [redacted]

6. [redacted] locomotive and railroad cars were being repaired in a tunnel at YC-425141, approximately 3 kilometers northeast of the Tonghaeju Railroad Station (N 38-02, E 125-44) (YC-4013).

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7. The railroad repair shop was in front of the Tonghaeju Railroad Station at YC-399123 before the outbreak of the Korean conflict, but after being bombed [redacted] it was moved to Pakch'on-dong (YC-395117). This area was also bombed out [redacted] and the repair shop reopened at YC-425141.

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