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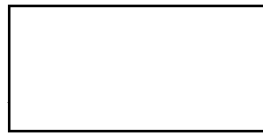
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**CENTRAL INTELLIGENCE GROUP
 INTELLIGENCE REPORT**



COUNTRY China

DATE:

SUBJECT Economic Informations: Railway and Highway Communications, Dairen to Mukden

INFO. [Redacted] 25X1

DIST. 20 September 1947

PAGES 2

SUPPLEMENT

ORIGIN [Redacted] 25X1

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STATE	WAR	NAVY	JUSTICE	R & E	C & D	AAF							

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1. The Dairen-Mukden line was double track until September 1944 [Redacted] 25X1

a. Dairen to Pulantien (121-59, 39-24): Passenger trains run daily, starting at noon. Passengers are subjected to examination by both Soviet and Chinese Communist sentries at Shihho (121-52, 39-20). Travelers must possess certificates issued by Communist authorities in Dairen. This certificate can be obtained by bribery. Travelers are released (?) twice daily, from 0700 to 0900 and from 1500 to 1700.

b. Pulantien to Wafangtien (122-02, 39-38): Freight and passenger trains are operating.

c. Wafangtien to Hsiungyuehcheng (122-08, 40-10): Poor freight cars are used for carrying passengers and the trains run irregularly.

d. Hsiungyuehcheng to Tashihchiao: The railway line between these two towns has been torn up by the Communists. The distance from Hsiungyuehcheng to Kaiping (122-22, 40-24) may be covered by mule cart, carriage, or on foot. It takes one day to reach Kaiping. Some travelers go to the coast west of Hsiungyuehcheng, where they bribe the Communist guards stationed along the gulf to allow them to ride junks to Yingkou, an overnight trip (122-03, 40-40). Communist influence extends somewhat north of Kaiping, and travelers who make the one-day trip on foot from Kaiping to Tashihchiao are searched three times by Communists. Travelers from Dairen are searched by Nationalist troops at Chiaotaipu (122-30, 40-33), about five miles south of Tashihchiao.

e. Tashihchiao to Mukden: This distance is covered by passenger train in approximately five hours.

2. Three trains run daily from Dairen to Port Arthur via the Choushuitze (121-31, 38-56) airfield.

3. The line from Dairen to Chengtzutuan (122-31, 39-31) via Chinchou is controlled by the Soviets. The branch line from Dairen to Kanchingtsu [?] via Nankuanling (121-36, 39-01) is also controlled by the Soviets. The line to Shahokou (suburb of Dairen), a distance of four miles, is in operation, as is the line to Wuchi (another suburb), a distance of about three miles.

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Class. CHANGED TO: IS
 Auth: ODA Memo. 4 Apr 78
 Date: 19 APR 1978

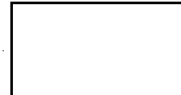
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4. On 9 July there were at Dairen 17 locomotives, eight of which were in the repair shop; an unspecified number of coaches, including two first class and one second class; and 279 freight cars, 37 of which were closed.
5. The highway from Dairen to Chinchou, built by the Japanese, is 24 feet wide. The slightly narrower section from Chinchou to Pulantien is used by Soviet military trucks, which go only as far north as Shihho, and by trucks of Communist trading companies. The poorly-maintained section between Pulantien and Hsiungyuehcheng is used by Communist trading company trucks. Communist military trucks travel the Hsiungyuehcheng-Kaiping section; the part between Kaiping and Tashihchiao cannot be used. Nationalist military trucks use the stretch between Tashihchiao and Mukden. Chains must be used in rainy weather.

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