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1. The east coast road from Yangyang (128-38, 38-04) to Unggi (130-20, 42-20) is being improved to carry military loads as large as an armored division. In April 1949 work was begun on the road and by December it was approximately 80 percent completed. The road has been made about ten yards wide and has been surfaced with stone; bridges are made of reinforced concrete. This road is to be linked with the highway between Hongui (130-50, 42-25) and Posyet (130-45, 42-40) in Primorski Krai, which was finished in the spring of 1948.
2. Hongui is a small town of approximately 3,000 people. It contains some poorly constructed barracks which are used by the Soviet forces and are guarded by Soviet troops. In late December 1949, only ten Soviet soldiers were stationed there. After serving at Hongui, Soviet troops are returned to Voroshilov for medical checks and disinfection and for Soviet re-indoctrination before being re-assigned to other stations.
3. A railway was planned but never built between Chongjin (129-49, 41-46) and Najin (130-15, 42-10). In December 1949, it was replanned and construction work was scheduled to start as soon as possible after the spring thaws. Preparatory work on the 45 kilometer line was completed during the war by the Railway Bureau of the Japanese Government-General of Korea; the road-bed, bridges, and drainage ditches have already been prepared. Since the rails have also been prepared and are at the Chongjin railway office, only the actual laying of the rails remains to be done. The line is expected to be in operation by July 1950.
4. The construction of this railroad is in coordination with the planned construction of a railway from Hongui to Hunchun (130-22, 42-38)*, with an iron bridge over the Tumen River. In addition to providing a transportation link with the USSR, the line will revive the importance of Chongjin and Najin as centers for land as well as sea traffic.

25X1 * [] Comment. Plans for this railway were under discussion in November
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