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information report

CD NO.

COUNTRY Korea

DATE DISTR.

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SUBJECT

Changes in North Korea Railway Lines

NO. OF PAGES

in 1948 and 1949

PLACE ACQUIRED

25X1A

NO. OF ENCLS.

DATE OF

INFO.

March 1948 - May 1949

SUPPLEMENT TO REPORT NO

25X1X _{1.}

The following railway lines in North Korea which had proviously been double-track lines had one of the tracks removed:

- The north-south line from Yohyon (126-26, 38-00) to Sinnak (126-14, 38-26) had one track removed for 64.843 kilemeters. The work was begun 1 June 1948 and completed 30 September 1948.
- The north-south line from Mansel (125-14, 39-54) to Roha (approximately 125-05, 39-45) had one track removed for 45.302 kilometers. The work was completed 20 May 1949.
- On the Manpo Line (126-18, 41-10) between Kaege (126-17, 40-22) and Kein 2, (126-24, 40-30), a distance of 27.3 kilometers was electrified. Work began 15 August 1948 and was completed 20 January 1949. This electrification effected an increase of 250 percent in running efficiency, 160 percent in pulling power, and 140 percent in operating time. Fifty kilometers were also electrified between Yangdok (126-54, 39-10) and Chensong (approximately 126-54, 39-26), with a resulting increase of 125 percent in locamotive pulling power. Work began 1 October 1948 and was completed 10 february 1949.
- Between Simenju (125-36, 39-36) and Kaechon (125-58, 39-40), the narrow gauge track was changed to standard gauge for 29.85 kilometers. Work began 1 March and was finished 30 November 1948.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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