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LARGE BRIDGE AT WUHAN

8 September - Noon: Arrived at Wuch'ang (2976/2490) Airfield. On the way to the hotel in Hank'ou (3352/0656) and on the morning of the 9th as we went across and back from Wuch'ang, I had a distant view of the large bridge at Wuhan.

On the afternoon of the 8th, the bridge was explained to us but we did not receive an on-the-spot explanation. After the explanation, we spent the rest of the time viewing the city. There was plenty of time to see the bridge but there must have been some reason for not showing it to us.

One of the reasons might have been the fact that progress on the construction was not satisfactory. Another is the fact that it appeared as though up on a hill on the Hank'ou side of the construction starting point there was military establishment. An evidence supporting the former reason is the fact that on both days there was no sign of work being carried out and for the latter, the fact that photographs reveal something resembling military establishments.

According to explanations made by HSU Chin-lin (1776/6855/7792) (age 32), Section Chief of the Wuhan Bridge Public Works Bureau, the Public Works Bureau is attached to the Railroad Department. It was established in 1953, and from September, 1955, began work on the pier of the bridge in September, 1955, and by the end of 1956 expect to complete eight piers and in another year the railway bridge.

Upon actual observation it appears that two piers are completed on the Hank'ow side and one on the Wuch'ang side. On the Hank'ou side, what I believe to a third pier is beginning to show its face on the surface of the water. On the Wuch'ang side, I can't see signs of a second one. Around the midstream area, in three places, which I believed were planned as locations for the pier, I observed work boats anchored but no smoke was coming out of them. Despite the fact that they might have completed building three or four piers during the past year, it cannot be considered that they can finish building three or four piers during the remaining three or four months. Moreover, they shall probably have to contend with more difficulty in mid-stream construction.

Summary on construction of a pier is as follows:

Rock base is made up of granite, mud rocks, lime stone, and bedrocks, and into this a three to five meter hole is dug. The length of the tubular post is an iron post nine meters long and the outside diameter 1.55 meters and the inside diameter 1.35 meters.

The Yalu River is over 40 meters deep and the speed of its current over three seconds meter (?). In the heretofore construction method, it was impossible to build in water that was over 37 meters deep. Therefore, tubular post boring method was utilized for tiering. In order to have the height of the pier 18 meters higher than the highest water level, it will become a bridge, the height of which will be 80 meters from the rock bed (include the 30 meters height of the Railway Bridge). When the tubular post operations which uses the steel frame as scaffold is completed, an inner tube is sunk in and by pouring concrete in the pier and the rock bed while linked directly, become solidified. The crane used on the work vessel is 65 tons affair.

The Railway Bridge portion was a total of 1,700 meters; eight piers at 128 meters intervals. The width of the two-story construction is 22.5 meters with 2.25 meters sidewalks on both sides and a 18 meters roadway in the center. The first floor will be used exclusively for trains with 10 meters duplex circuit. On the west bank, elevator, stairway and a waiting room for the use of the people will be built.

Including the above the construction which will join the CHING Han Lines (0079/3352) and the AO Han Line (1159/3352) will amount to 14 kilometers. The total budget is 170,000,000 Yuan or close to 29,000,000,000 Yen in Japanese money. Workers daily average 3,700 for the Railway Bridge portion and together with the railway, 11,000. To date, there have been two deaths and several seriously wounded but they have had very few who were slightly injured, according to explanations that were made.

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They were boasting about the fact that the design was completely Chinese but I have doubts regarding this. The boring method in principle is the same as that carried out by the SAKUI Unit (former army). I have heard that the design was made by a Soviet or Japanese but they did not mention this at all. Setting aside the question of design, the construction or its preparation--particularly the survey portion--was most likely carried out by Japanese, but they did not say a word regarding this. To the last, they maintained that it was being done unaided by the Chinese alone.

Such matters as this have only a "minus" effect. At any rate, I understand their pride but could it be that since coming under the rule of the Chinese Communists, the people have been shut up in a frame and have become small. Moreover, those who are being directed cannot express themselves freely and can only speak formally. Their freedom is definitely restricted. As

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proof of this, the people among themselves have built a wall around them and mutually discuss only official matters but as soon as they learn that we are Japanese, begin complaining to us. It is not a matter of doctrine.

p.5 It is the same with the children when we show friendship, an action which the Chinese cannot take. The children show relief and express excessive friendship. It gives us the impression that they are like a river that has been stopped up and begin flowing the minute we let go of the stopper. Moreover, the interpreters who observed the scene showed signs of envy and with looks of wanting to burst into tears, rejoiced inwardly. I hate to say that Communist China is bad but due to the doctrine, their human nature could be distorted. It is like they have been caught in their own traps. However, it is because Japan is in the back of us that we are able to ask scathing questions and take daring actions.