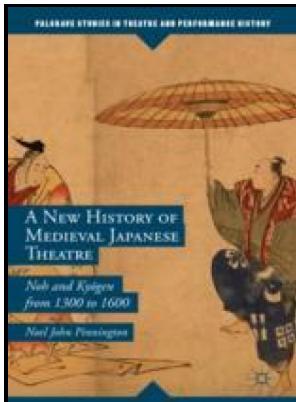


Chōsen geinōshi

Tōkyō Daigaku Shuppankai - Chōsen kindai gaikōshi nenpyō / H. N. Aren cho ; Sakurai Yoshiyuki yaku. = 朝鮮近代外交史年表 / H. N. アレン著 ; 桜井義之訳.



Description: -

- Performing arts -- Korea -- History.Chōsen geinōshi

- Literary history of France

A Literary history of France, v. 4

Tōyō sōsho (Tōkyō Daigaku. Shuppankai) -- 6.

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Notes: Includes bibliographical references and indexes.

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Holdings: Chūsei geinōshi no kenkyū :

Originally published in: Chōsen gakuhō, 1953-1955, under title: Gajin kyorai Chōsen nenpyō. However, the terrain proved too difficult, and, after adding a signal station at between and Jangsangni, construction on the current alignment of the line to Gujang began.

West Chosen Central Railway

Running Number Builder Year Works Number 201 1943 1457 202 Hitachi 1943 1458 203 1944 2227 204 Kisha Seizō 1944 2228 205 Kisha Seizō 1944 2229 206 Kisha Seizō 1944 2230 207 1944 1213 208 Nippon Sharyō 1944 1214 More were needed, but as the capacity of locomotive builders in Japan and Korea was already being stretched, locomotives were borrowed from the Mantetsu to alleviate the power shortage.

Nihon koten geinōshi (Book, 2008) [vivchar.tom.ru]

The line is now part of the , with the Hyangjang—Jangsang section now forming the.

Chōsen kindai gaikōshi nenpyō / H. N. Aren cho ; Sakurai Yoshiyuki yaku. = 朝鮮近代外交史年表 / H. N. アレン著 ; 桜井義之訳.

Publication: Tōkyō : Tanro Shobō Shinsha, 1961. After the end of the and subsequent , the line was within the territory of the DPRK, and was nationalised by the along with all other railways in the zone of occupation on 10 August 1946, becoming part of the Korean State Railway.

Chōsen no geinō (Book, 1967) [vivchar.tom.ru]

ISBN 4492060448 Notes Includes bibliographical references and index.

Chōsen Ginkō shi / Chōsen Ginkōshi Kenkyūkai hen

Tōkyō : Tōyō Keizai Shinpōsha MLA Citation Chōsen Ginkōshi Kenkyūkai Japan. . As traffic volumes increased significantly through the Pacific War, the West Chōsen Central Railway found itself needing more power.

Chōsen kindai gaikōshi nenpyō / H. N. Aren cho ; Sakurai Yoshiyuki yaku. = 朝鮮近代外交史年表 / H. N. アレン著 ; 桜井義之訳.

The first of these extensions was a 5. The newly built line did not long remain part of the West Chōsen railway, as on 1 April 1944 the line from Seunghori as far as Sinseongcheon was nationalised by the Sentetsu and incorporated into the.

Nihon koten geinōshi (Book, 2008) [vivchar.tom.ru]

The two sections of mainline remained isolated from each other until 18 September 1942, when the gap between Pyeongnam Gangdong and Sinseongcheon, a distance of 30. On 1 October 1941 a second line was opened, isolated from the first, made up of a 36. Subjects: Notes: Translation of Chronological index, in his: Korea, fact and fancy.

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