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SOURCE Newspapers as indicated.

RR SERVICES; LINES INCREASE;  
REPORTS SABOTAGE ON CANTON LINE

RR TO HANDLE CUSTOMS FOR PATRONS -- Shanghai Ta Kung Pao, 12 Jul 50

Shanghai -- The Shanghai Railroad Bureau Traffic Department has announced that beginning 12 July 1950 it will take care of, on behalf of its patrons, the required procedures for getting shipments of goods through customs. This, however, is only one phase of the service which the Railroad Traffic Department is prepared to render. Also included are the following:

For imported goods, the railroad will, on behalf of its patrons only, prepare and handle customs import applications, make payment of customs dues and any other required taxes or fees, receive goods from ships and transport them to the railroad freight station and arrange for rail transportation.

For goods to be exported, the railroad will, on behalf of its patrons, pick up goods that have arrived at the Shanghai railroad station, store them in a warehouse if necessary, take them through customs, including advance payment of customs dues and other required fees, present customs clearance papers to the shipping companies, arrange for marine transportation, put cargo aboard ships, secure bills of lading, and attend to all other incidental matters.

When shippers apply to the Railroad Traffic Department for the above-mentioned services, besides filling out the application forms completely, they must, in the case of imported foreign goods, supply the bills of lading, original bills of sale, insurance papers, and import permits. In the case of native goods from some other domestic port, a copy of the customs' export permit of the port of origin must be submitted, together with a receipt for payment of customs dues, etc., and a bill of lading. In the case of goods for export, an invoice, cleared internal revenue certificate, foreign exchange certificate, and bill of lading must be submitted.

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YELLOW RIVER RR BRIDGE BEING STRENGTHENED -- Hong Kong Hsing-tao Jih-pao,  
9 Aug 50

Cheng-chou, 28 July -- After liberation by the CCF, the Cheng-chou Railway Bureau was busy repairing the Peiping-Hankow line for the transportation of the CCF to South China and was therefore unable to make the extensive repairs needed on the Yellow River bridge. In November 1949, after careful inspection by expert Soviet railroad engineers, it was found practicable not only to repair the bridge for use for a further 5 or 10 years, but also to strengthen it enough to permit heavier loads to be carried at higher speeds. The first repairs were undertaken in accordance with plans adopted at a conference held 27 December 1949 to 5 January 1950. As a result, it was found possible for a train of 1,270 metric tons, drawn by three small locomotives, to cross the bridge in 13 minutes at a speed of 15 kilometers per hour.

The second stage of repairs was begun on 20 May 1950. They have progressed to the point where four test runs on bridge span No 100 have been made with Mogul locomotive No 728 at speeds of 3, 5, 10 and 15 kilometers per hour. On the second and fourth test runs, the speed was accelerated while on the span. On the fourth test run, the speed of the driving wheels was from 50 to 53 revolutions per minute. From these tests, it appears that when the second stage of repairs are completed, within an estimated 100 days, it will be possible for trains drawn by heavy Mogul locomotives to run at from 15 to 20 kilometers per hour.

FREQUENT DERAILMENTS ON CANTON-HANKOW LINE -- Hong Kong Hsing-tao Jih-pao,  
11 Aug 50

Canton, 10 August -- Four derailments and one grade-crossing collision between 28 July and 2 August, on lines under the control of the Canton Branch Railroad Bureau, reveal the excessive frequency of accidents on these lines. Brief particulars concerning these accidents follow:

1. On 28 July at 1225 hours, an accident occurred to southbound freight train No 473 on the Canton-Hankow line between Lei-chia-tu and Ssu-kung-k'eng (about 780 kilometers south of the Wu-ch'ang east station). Three cars left the track. Traffic was not resumed until 1020 hours on 29 July.
2. On 30 July at 0618 hours, on the Canton--Chiu-lung line, at the approach to the Canton west station, a grade crossing accident involving a motorbus occurred. The gate at the crossing was open due to the absence of the gatetender.
3. On 31 July at 0011 hours, near the Sha-k'ou station, 918 kilometers from Wu-ch'ang, the last 13 cars of freight train No 2459 left the tracks. Traffic was resumed at 1710 hours of the same day.
4. On 1 August at 1208, southbound train No 2461 with 32 freight cars on the Canton-Hankow line, at a point near Ying-te 952 kilometers from Wu-ch'ang, encountered trouble. Twelve cars in the middle of the train left the track and turned over. Traffic was resumed at 1300 hours on 2 August.
5. On 2 August, at 1620 hours, westbound passenger train No 64 had a serious accident between Hsien-ts'un and Shih-t'an about 50 kilometers east of Canton. The tender and one baggage car left the tracks, one 3d-class coach left the tracks and rolled into the ditch, two 3d-class and four 2d-class coaches left the tracks. Traffic was not resumed until after 3 August.

In the case of the grade-crossing accident, the principal blame was placed on the bus driver, since although the gates were not down, the bus driver ignored the red flag signals of a switchman standing near the track where the accident occurred.

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In the other cases, the causes of the accidents appear to have been the poor condition of the road bed and tracks, such as spread rails, loose rails, rails out of alignment, loose tamping of ballast especially around newly replaced ties, and unevenness of track causing excessive swaying of cars, especially of those with unbalanced loading.

SABOTAGE FREQUENT ON HANKOW-CANTON LINE --- Hong Kong Hsing-tao Jih-pao,  
29 Aug 50

Canton, 28 August -- The Hankow-Canton Railroad and the Canton--Chiu-lung Railroad, in the vicinity of Canton, are constantly experiencing derailments, explosions on bridges, thefts of telegraph wires and other kinds of damage, some of which are clearly acts of sabotage. Consequently, Lei T'ieh-ming, chief of the Canton Branch Railroad Bureau, recently convened a conference for the specific purpose of considering definite means for coping with these disturbing occurrences. As a result of the conference, measures of improvement were taken by the railroad staff, and the police and garrison forces along the railroads were requested to exercise greater vigilance in patrolling the lines and in arresting actual or potential saboteurs.

NEW RAILROAD FARES FROM SHANGHAI -- Shanghai Ta Kung Pao, 11 Jul 50

Shanghai -- The Shanghai Railroad Bureau, acting on orders from the Ministry of Railways, has announced a new scale of fares to go into effect on 15 July 1950. Fares for hard-seat accommodations on ordinary trains are to be computed at the rate of 105 yuan per kilometer. No differentiation in charges is to be made between distances in north and south China. Fares for soft-seat accommodations are double those for hard-seat accommodations. Fares on fast trains are approximately 21 percent greater than on ordinary trains. In hard-seat sleeping cars there are lower, middle, and upper berths; in soft-seat sleeping cars there are only lower and upper berths.

Hard Seat Fares From Shanghai (in yuan)

<u>Destination</u>	<u>Ordinary Trains</u>	<u>Fast Trains</u>
Nanking	31,400	39,400
Hangchow	20,000	24,200
Nan-ch'ang	73,300	88,900
Chu-chou	96,000	115,400
Canton	127,900	153,600
Tientsin East	105,000	126,500
Peiping	112,400	134,900

Sleeping Cars per Person per Night (in yuan)

	<u>Upper Berth</u>	<u>Middle Berth</u>	<u>Lower Berth</u>
Hard-seat cars	17,000	21,600	28,800
Soft-seat cars	43,200	--	57,600

The charge for a set of blankets and linen for use in sleeping cars is 5,000 yuan per person per night.

The charge for baggage not in excess of 50 kilograms per adult passenger, or 30 kilograms per child, is at the rate of one yuan per kilogram per kilometer. This works out at a charge per kilogram from Shanghai to destination as follows:

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Nanking 299, Hangchow 190, Nan-ch'ang 734, Chu-chou 1,003, Canton 1,448, Tientsin East 1,136, Peiping 1,232. Excess baggage is charged for at the rate of 4 yuan per kilogram per kilometer. Articles for shipment by parcel service are divided into four classes, as indicated below. The rate for Class I articles is 4 yuan per kilogram per kilometer. The rates for the other classes of articles is not given. The classification of articles is as follows:

Class I. Ordinary articles, excluding articles in Class II or Class IV.

Class II. Perishables and living creatures.

Class III. Special rate articles, i.e., newspapers, magazines, and political propaganda printed matter.

Class IV. Motion-picture films, projectors, cameras, and accessories, costumes and properties used in dramatic propaganda (provided the custodians have valid certificates covering such articles issued by the Motion-Picture Section of the Ministry of Culture of the Central government); books, ordinary printed matter, dried dates, and dried persimmons. All articles in Class IV are charged at the same rate as those in Class II.

PROPOSE TO BUILD RR IN KWANGTUNG -- Hong Kong Hsiang-tao Jih-pao, 29 Aug 50

Chung-shan, 28 August -- Since construction of a highway connecting Shih-ch'i, Chung-shan Hsien, directly with Canton, is so large an undertaking that it cannot be realized for a long time, the merchants of Shih-ch'i now propose to raise funds to construct a railroad from Shih-ch'i to Chiang-men, in Hsin-hui Hsien, reaching the latter point by ferrying across the Wai-hai channel.

This line would be very important, for it would make it possible for travelers from Chung-shan and Macao to reach Canton via railway from Shih-ch'i to Chiang-men and thence by highway from Chiang-men via Fo-shan (Nan-hai). From Chiang-men, by the highway from Hsin-hui to K'ai-p'ing, it is possible to reach San-fou (the three neighboring cities of Hsin-ch'ang, Ch'ang-sha and Ti-hai). From San-fou travelers may proceed southeastward to T'ai-shan; or southwestward to Yang-chiang, Yang-ch'un and the Lei-chou peninsular; or go northward via Hsin-hsing to Chao-ch'ing (Kao-yao).

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