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- 25X1X 1. Aside from the construction of new rail spurs from each of Shanghai's three main airfields to the Shanghai North Station, work on railways in the area consists mainly of strengthening bridges and building offices of the various railway stations. Because of the shortage of mechanics and the urgent need for locomotives in North China, large numbers of locomotives have been sent to Shanghai to be repaired. After being repaired, they are returned to North China. From January to March 1951, 20 locomotives were repaired and 20 others were under repair in Shanghai. Some railway mechanics have been sent to North China, but only a few went willingly; most were forced to go in order to earn a livelihood.
- 2. There are one or two Soviet mechanics in each unit of the Shanghai Railway Bureau. These are paid several times the salaries Chinese receive for similar work.
- 3. When Soviet mechanics travel by train they travel with ordinary passengers but never give their names when buying a sleeper as do ordinary businessmen. Soviet mechanics travel in groups of four or five, among whom are a Soviet guard and a Chinese soldier who guards them and acts as an interpreter. This is in contrast to travel conditions for high-ranking government officials, who travel on chartered military coaches serviced by troops rather than the regular train staff. These coaches are always placed directly behind the civilian sleepers.

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