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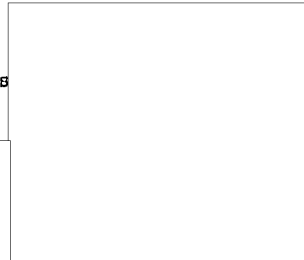
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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY China

SUBJECT Railroads/Materials Used/Maintenance Practice/Indications  
of Lack of USSR Assistance



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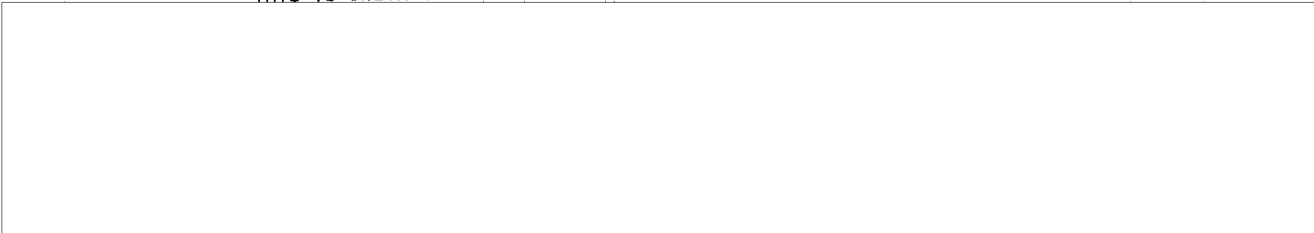
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1. It is virtually impossible to describe specific Chinese railroads in terms of ties, ballast and rails because local conditions, wartime destruction, sabotage and frequent cannibalizing have prevented the maintenance of fixed standards.
2. There are two principal types of ballast on Chinese railroads. One is rock from cuts made for the right of way and the other is gravel from nearby riverbeds. Convenience has been the determining factor in choosing between the two. Hence most roadbeds will be alternately of river gravel and rock from cuts.
3. There is great confusion in the matter of ties. Before the Japanese occupation, government standards called for ties of good quality Oregon pine. These were used on all the principal lines, and some of them were creosoted. [redacted] The Tsingtao-Tsinan line originally had steel ties. However, [redacted] these were found unsatisfactory and replaced by wooden ties. Some Manchurian ties were used on certain lines. During the Japanese occupation all building and maintenance required the use of locally made pine and spruce ties. In addition to being extremely irregular in size, these were not treated in any way and the average useful life was about two years. ([redacted] there was no creosote-treating plant in China.) Nevertheless these local ties continued to be used on many lines [redacted] since imported ties were not available in sufficient quantity to replace them. Despite the irregular sizes of local ties, the spacing was according to the regulations for standard sizes.
4. The rails used on Chinese railroads came from several different foreign countries. They varied between 75 and 100 pounds, but all sections were approximately 12 yards long. In general 100-pound rails were used for the major lines, but frequently lines had different weights of rail because the tracks had been

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torn up and hastily relaid so many times. Many of the rails used in China were purchased secondhand [redacted] so that ages were seldom known. [redacted] no rails have ever been scrapped. Instead there has been a continual process of moving worn rails (some of them 30-40 years old) to secondary lines and sidings. This has contributed to the confusion.

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5. [redacted] the usual maintenance practice on Chinese railroads was to have 12-15 man crews permanently assigned to each 5 km stretch of track. These men were supposed to live near the mid-points of their sections so that any spot requiring attention would be within easy walking distance. The crews were equipped only with tools for hand labor - shovels, picks, etc. Each crew member did periodic duty as a track-walker. In addition to the regular maintenance crews, who were kept constantly busy, each division (usually about 150 km) had one or two special crews of 20-25 men. These were primarily for emergencies and were equipped with jacks, etc, but were not nearly so mechanized as their US counterparts. There were usually one or two mobile cranes per division to handle derailed rolling stock.

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6. The article on Chinese railroads in the [redacted] issue of Time, if true, indicates that the Communists have so far done little but carry on the work started by the Nationalists. The Laipin-Chennankwan line only required the relaying of track on an existing roadbed. Work on the Chungking-Chengtu line was well along [redacted] Much of the construction work on the Paochi-Tienshui line had been done, including several tunnels and bridges. Some construction also had been done between Tienshui and Lanchow, as well as a little surveying of the route west of Lanchow. Most of the other projects had also been planned by the Nationalists. The article indicates [redacted] that the USSR has not yet given the Communists much assistance. Trained personnel were already available since most of the Chinese technicians stayed on with the Communists. For instance [redacted] only two Chinese technicians left the Peiping-Tientsin RR system organization, and one of those later returned. ([redacted] this system included the lines to Paotow, Shanhaikwan and Kupeikow.)

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