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SOURCE Newspapers as indicated.

GOVERNMENT PUSHES NATION-WIDE RR INVENTORY;  
KWANGTUNG MOTOR TRANSPORT FACES DIFFICULTIES

MINISTRY PLANS RR INVENTORY FOR MAY -- Tientsin Jih-pao, 12 Apr 50

Peiping, 11 April (Hsin-hua) -- The Ministry of Railroads of the Central People's government held a conference from 6 to 10 April 1950 concerning the nation-wide liquidation and distribution of property in railroad warehouses. The conference revised and approved methods of conducting the project and clarified the organization of the inventory activities, the scope of the inventory, periodic assembling of reports, and the system of centralized reporting. It was decided that the nation's railroads would conduct this inventory between 16 and 30 May 1950. This inventory will be effected together with that of the Finance and Economics Commission of the Administration Council.

The inventory includes: materials stored in warehouses, railroad materials already assembled, materials which have been neither put in order nor entered on the books, materials left over from construction, materials in transit, whole or damaged steel beams, machinery now in production, necessary raw materials, parts, semifinished articles, etc.

Prior to 15 May, the various railroads are to complete their preparations for lining up and assembling these materials. They are also to mobilize administrative agencies on all levels, labor unions, cadres of youth groups, and distribution agencies, and issue propaganda stressing the importance of the project. Each control bureau is to forward the results of the inventory to the Ministry of Railroads before 20 June and the ministry is to finish compiling its data by the end of June. The political section of the Ministry of Railroads, the labor unions, and the youth groups are to delegate cadres and specialists, or engineers skilled in materials, from among the cadres, to form seven joint-activity corps for the Northeast, Tientsin, Tsinan, T'ai-yuan, Cheng-chou, Heng-yang, and Shanghai. These corps are to be sent promptly to the respective control bureaus to help in the work.

In addition, the conference decided that, to raise the efficiency of the inventory, they will establish a system of encouragements and that all special facilities of the railroads, such as telephone and telegraph, should be used to circulate news of the activities.

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**NORTHEAST RR ADOPTS NEW MAINTENANCE SYSTEM -- Tsingtao Jih-pao, 8 Apr 50**

Mukden, 7 April (Hsin-hua) -- For maintenance and repair of the electrical installations on all its lines the Northeast Railroad Bureau has decided to put into effect a system patterned according to the recommendations of their USSR engineers. This is a system by which inspection, maintenance, and small repairs, and large repairs on new installations, are separately contracted for by different companies or crews of technicians and workers, with explicit demarcation of responsibilities.

**TROOPS TO UNDERTAKE REPAIR WORK -- Canton Nan-fang Jih-pao, 14 Apr 50**

Peiping, 13 April (Hsin-hua) -- More than 50,000 troops of the Force of the People's Liberation Army of the Northwest Military District commenced repair work on the T'ien-shui--Pao-chi branch of the Lung-Hai Railroad on 3 March 1950. The project is expected to be completed within a year.

Repair work on this line was first undertaken in 1939 by the KMT government but because of corruption and graft, the materials used were inferior and the engineering work was improperly carried out, thereby resulting in rapid deterioration.

An agreement between the Ministry of Railroads of the Central People's government and the Northwest Military District to undertake repair work on this line was concluded last month. Under it the ministry is to supply all required materials and render technical assistance, while the labor required for the project is to be supplied by the Northwest Military District. With regard to technical problems, an agreement has also been concluded to obtain assistance of Soviet technicians.

Before the troops undertook this task, an intensive training program, under the auspices of the Pao-t'ien Railroad Engineering Bureau, was conducted to teach them various techniques in railroad repairs.

**HSIAO-SHAN RR SHOPS EXCEED GOALS -- Hangchow Chekiang Jih-pao, 11 Apr 50**

Hsiao-shan -- The railroad repair shops of the Chekiang-Kiangsi Railroad at Hsiao-shan, Chekiang, have consistently surpassed by wide margins the achievement goals for the first quarter of 1950 set for them by the Ministry of Railroads and the Shanghai Railroad Bureau. The work accomplished included the turning on engine lathes of 215 pairs of wheels, of which 59 pairs were for locomotives. The workmen have also devised a number of improvements in tools and methods which have resulted in considerable savings in costs of repairs.

**ESTABLISH OFFICIAL BRIDGE-RATING STATION -- Tientsin, Jih-pao, 8 Apr 50**

Peiping (Hsin-hua) -- To ascertain the exact strength of the railroad bridges of the whole country and to ensure the proper speed and safety of railroad transportation, the Ministry of Railroads has established the Peiping Bridge-Rating Station to inspect and rate the bridges of North China. It is intended later to establish similar stations in East China and South China.

Bridge experts of the ministry and civil engineers, guided by the experience of USSR pioneers in bridge maintenance, have drawn up regulations and standards for the use of the station. Scientific methods are to be used to determine the load capacity of each bridge and the permissible rate of speed for trains of a given weight. When the load capacity is only roughly estimated, if the estimate is too high, there is danger that too heavy trains may cause serious accidents; but if the estimate is too low, trains may be required to cross bridges so slowly as to cause unnecessary delays.

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The Peiping station began operations on 5 April 1950 and intends to complete during April, May, and June 1950 the inspection of all bridges on the Peiping--Shan-hai-kuan line and on the Tientsin--Pu-k'ou line. These two lines carry the heaviest traffic in the country and hence the official rating of these bridges is of the greatest importance.

KWANGTUNG TRANSPORT COMPANY HOLDS CONFERENCE -- Canton Nan-fang Jih-pao, 12 Apr 50

The representatives of the publicly operated Kwangtung Motor Transport Company from 21 branches and stations on the four main motor highways of Kwangtung met from 21 to 31 March to study transport problems.

Reports were made by all the station representatives. A number of difficulties were emphasized, such as competition from private concerns, bandit activities, commandeering by government agencies, lack of coordinated policies, and the current slack season.

The following data covering vehicular equipment and personnel was reported.

<u>Place</u>	<u>Vehicles</u>	<u>Usable</u>	<u>Repairable</u>	<u>Personnel</u>
Ch'u-chiang				
Branch Co	45	29	16	102
Yang-chiang				
Branch Co	--	11	--	198
Fo-shan Station	6	--	--	36
Sha-p'ing Station	4	--	--	38
Hsing-ning				
Branch Co	9		(6 to be assembled)	
--	11	(In use by Special Administrative District in three areas as publicly operated services)		
Canton Branch Co	42	--	--	79

The main company has a repair shop with a staff of eight supervisors and 65 mechanics.

Manager T'an Chi-fa (Ueda: 11172, 605, 9742) and Deputy Manager Tso Tsung-chieh (256, 8993, 8807) summed up the external factors as follows: The season is slack in all areas. There is lack of coordination of road controls. In some areas the company has to pay 20 percent of its receipts to authorities for maintenance of roads plus 3 percent for administrative costs. Competition is keen; there is little system; hence operations are difficult. There are conflicts between government agencies in control of roads. There is a surplus of competing services as compared with demands of shippers; a lack of security and incomplete construction in some areas.

According to Manager T'an the internal situation showed the following characteristics: vehicles in bad condition and superannuated; general shortage of tires, oil, gas, and materials; organization incomplete, control functions not clearly differentiated; internal coordination insufficient, local conflicts numerous; lack of efficient vehicle regulations and schedules; lack of personnel for efficient operation.

The managers alleged that, in the past, motor transport in the province, being insufficiently coordinated and too loosely organized, had been unable to meet the competition of railroads and waterways. They hoped to be able to earn their way for the first half of the year while continuing organization plans. After the middle of the year they thought it should be possible to show profits. They averred that the present need is for strengthening the organization,

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getting established, concentrating efforts on carrying out the operations of the various lines, seeking to secure liaison with private operators, and establishing a positive program to carry out the company's objectives.

After discussion, the conference resolved on general policies to centralize the organization while maintaining distinction of functions. They plan to seek liaison with friendly private operators, coordinate operations in the various areas, improve the service with dependable vehicles and faithful personnel, establish a positive forward-looking program and stabilize the finance and economy of the company. As for specific action, it was resolved to: (1) reorganize the Kwangtung business, (2) restrict business in North Kwangtung and (3) expand it in South Kwangtung. During April the financial policy should be clarified.

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