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CONFERENCE PROMOTES RAPID FREIGHT HANDLING;  
HUNAN-KWANGSI-KWEICHOW LINE DIVIDED

SEEKS FREIGHT TRAFFIC EFFICIENCY -- Canton Nan-fang Jih-pao, 24 Apr 50

Peiping, 21 April (Hsin-hua) -- In the first joint conference of repre-  
 sentatives of the Ministry of Railroads and shippers, convened in Peiping on  
 19 April 1950, discussions centered on how to achieve better performance in  
 the handling and movement of freight. Two of the conclusions reached were as  
 follows:

1. To a large degree, delays in moving freight hitherto have been due to  
 the common practice among shippers of requesting a great number of cars at an  
 earlier date than they are prepared to use at once, with the result that a  
 large number of cars, at least 33 1/3 percent of the whole, stand idle while  
 awaiting loading, which means they are not available for other shippers who  
 urgently need them. Consequently, less delay will occur if shippers will es-  
 timate their needs more precisely as to quantity and time, so that in the  
 future a higher proportion of the cars may be in actual use at any given time.

2. More economical and efficient loading and unloading of cargo will be  
 effected through the introduction, on 15 May 1950, of the system whereby all  
 such labor is to be handled by the Railroad Freight-Handlers' Union. This or-  
 ganization of over 50,000 workers has been encouraged and directed by the rail-  
 road executives and by the Railroad Workers' Union. It is based on the prin-  
 ciple of "remuneration proportional to work done," and operates on the principle  
 of democratic control instead of under the feudalistic system of labor contrac-  
 tors who do not work but fleece the laborers. All railroad stations have been  
 ordered to put this new system into effect not later than 1 July 1950, thus dis-  
 placing the corrupt systems hitherto in use which exploited both the laborers  
 and the shippers. Substantial savings to shippers are also promised under the  
 new system.

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REORGANIZES HUNAN-KWANGSI-KWEICHOW RR -- Shanghai Hsin-wen Jih-pao, 22 Apr 50

In accordance with the recent order issued by the Ministry of Railroads of the Central People's government, the Heng-yang Railroad Control Bureau has reorganized the Hunan-Kwangsi-Kweichow Railroad into two lines; the Hunan-Kwangsi Railroad and the Kwangsi-Kweichow Railroad. The former extends from Heng-yang through Liu-chou to Lai-pin, while the latter extends from Liu-chou to Tu-yun.

On 6 April 1950, repair work on the 73-kilometer Liu-chou--Lai-pin section was undertaken. This project is scheduled to be completed within one month.

SHIH-CHIA-CHUANG RR PLANT EXCEEDS QUOTAS -- Peiping Jen-min Jih-pao, 19 Apr 50

Peiping -- According to the Hopeh Jih-pao, the workers at the Shih-chia-chuang Railroad Plant, which is under the jurisdiction of the T'ai-yuan Bureau, sent a letter to Chairman Mao Tse-tung on 12 April 1950, expressing their gratitude and support. This letter quoted the following production data:

Production quotas for this quarter are two thirds higher than those for the corresponding period in 1949; but the workers fear no difficulty in achieving this goal with the help of their Soviet big brothers. During the period, the workmen have put 28 locomotives back in operation, four more than the quota fixed by the Ministry of Railroads. A total of 28 passenger cars have been repaired, 6 more than the ministry stipulated. The workers have refitted 110 freight cars, 23 more than the figure set by the ministry. The ministry's quotas have been exceeded also in all other phases of production. Through conservation, the workers have saved the equivalent of 1,356,070 catties of millet in administrative expenses and 3,064,129 catties in materials. They expressed their desire to return these amounts to the government to be applied toward urgent expenses.

Further reports from the Shih-chia-chuang Plant indicate that salvage efforts have yielded 1,537 processed parts of all kinds. Through substitution of forgings for cast steel, and through re-forging scrap iron, a total of 23,557 kilograms of material has been made available.

From scrapped spokes and axles, the workers have assembled three pairs of drive wheels and 127 pairs of car wheels. For overcoming such difficulties and setting such a brilliant example in attaining their goals, these workers received expressions of encouragement from the Ministry of Railroads, as well as from the T'ai-yuan Railroad Office, which contributed 25,000 catties of millet.

REPAIR PROGRESS ON HAI-CHU BRIDGE -- New York Hua-ch'iao Jih-pao, 25 May 50

Canton, 13 May -- Repair work on the piers of the Hai-chu bridge, which is being undertaken by the public operated Construction and Engineering Corporation, is scheduled for completion by the end of this month. At present, the engineers are repairing the piers 20 feet below the water level.

Upon completion of this work, the reconstruction of the bridge itself is to be undertaken by the Canton Branch Railroad Bureau. Before this is undertaken, however, repair work on the southern approach to the bridge must be completed. The width of the bridge, upon completion, will be little more than 30 feet, which will be about 10 feet narrower than before, but it will still permit a two-lane highway plus pedestrian walks on both sides. The whole reconstruction project is scheduled to be completed by the end of the year.

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HUAI HO BRIDGE 61 PERCENT COMPLETE -- Shanghai Hsin-wen Jih-pao, 20 Apr 50

Peng-pu -- The rebuilding of the longest railroad bridge on the Tientsin--P'u-k'ou line, at the crossing of the Huai Ho, was a little more than 61 percent complete on 2 April 1950, and workers of the Tsinan Railroad Bureau were trying to complete the rest of it in time for the May Day celebration.

This 574-meter bridge originally had nine spans, but under present construction plans, the ninth span on the south bank is being reconstructed into two separate spans with the addition of another bridge pier; the first eight spans are being restored in their original form.

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