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REPORT
 CD NO.

50X1-HUM

COUNTRY China
 SUBJECT Economic; Transportation - Rail, construction, operation
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED Sian, Peiping
 DATE PUBLISHED 19 Nov 1953, 12 Feb 1954
 LANGUAGE Chinese

DATE OF INFORMATION 1953-1954

DATE DIST. 6 May 1953

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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INFORMATION ON LAN-HSIN RR PROGRESS

WORK ON LAN-HSIN RR BEYOND WU-CH'IAO-LJNG -- Sian, Ch'un-chung Jih-pao, 19 Nov 53

About 1 November 1953, construction work was begun on the Lung-kou-pao section of the Lan-Hsin (lan-chou--Sinkiang) Railway. Lung-kou-pao is about 26 kilometers via the line of the railway alignment, or 14 kilometers via the motor road, from [the western entrance of the] Wu-ch'iao-ling [tunnel]. Originally, work on this section was not included in the 1953 plans; but the First Engineering Bureau, at its own request, was granted permission by the Ministry of Railways to begin work in 1953 on this section so that it could be completed about the same time as the Wu-ch'iao-ling tunnel.

This region is at an elevation of about 2,600 meters above sea level, its climate is disagreeable and changeable, and it is classed as a grade 7 earthquake region. Prior to 1939, it was the scene of a violent earthquake, so that the ground formation here is best described as a jumble. According to the projected alignment, the railway line will proceed from the western end of the tunnel past a point where the Sha-kou station will be located, then swing around a large curve to the Lung-kou station. These latter two stations are situated at a distance from each other of only 3 kilometers by motor road, but by the rail, they will be 7.73 kilometers from each other. Within this section the line will pass through five tunnels, cross one small and two medium-sized bridges, one large bridge and ten culverts. The required cuttings and fill together amount to 944,000 fang [one fang is 100 cubic feet] of earth and stone work. Thus the Lung-kou-pao section ranks with the Wu-ch'iao-ling section in size, difficulty, and importance.

As early as last June (1953), some workmen were sent to Lung-kou-pao to build pounded-earth wall barracks for the use of the labor corps, and to do other preparatory work. In mid-October, work was started on Ch'ing Ho bridge No 5; on 25 October, a beginning was made on the open cuttings for the

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approaches to Lung-kou tunnel No 4. By 1 November, a start was made on the approaches to tunnels No 3 and No 5. At the same time, work began on the construction of ten culverts, five of which are expected to be finished before the end of this year. Tunnels No 1 and No 2, one small bridge and two medium-sized bridges, and grading for the sites of two stations, are to be started during January and February 1954. Track laying for the Lung-kou-pao section is expected to be finished in April or May 1954.

Electric generators have been installed at all the work sites. Two compressed air excavators are provided for each tunnel, one at each end. Each excavator has four pneumatic drills and pick hammers. Ch'ing Ho bridge No 5 is supplied with derricks for work on excavations for abutment foundations, pneumatic pile drivers, pumps, and when the time comes it will have a bridge erection machine. Mechanical concrete mixers are also in use there. In all earth moving work, mechanical equipment will be used to lighten human labor as much as possible.

Heating stoves are installed in practically all of the earth-wall barracks and in the especially made felt tents. Steam pipes or steam-heated chambers and straw blankets are used to protect freshly poured concrete from freezing before it has set. To prevent it from freezing, newly uncovered earth that is to be excavated is covered with loose earth at night as suggested by the advanced experience of Soviet advisers. All the working units have conducted classes in methods of working under winter conditions. -- Hua Erh-shih, local staff writer

GROSS NEGLIGENCE OF RAILWAY REGULATIONS -- Peiping, Jen-min Ch'ing-pao,
12 Feb 54

In a letter to the editor, a correspondent complained that there is widespread carelessness and direct violation of railway regulations in the Northeast, particularly with respect to the neglect of car repairs and the sending of cars on the road when they are in an unfit condition. For instance, regulation No 226 states that when a car has defective brakes which cannot be readily remedied at the next station, it is forbidden to put such a car into a train. However, at Pai-ch'eng-tzu, a subbureau inspector refused to permit the dispatch of a train made up of some cars with brakes in a defective condition. The station master referred the matter to the Chin-chou railway bureau which sent back orders to ignore the orders of the inspector and to dispatch the train.

In another case, Decapod Type 1 Locomotive, No 26, was found by an inspector to have fine cracks around the pivot of a connecting rod. In spite of the inspector's written statement concerning its defective condition, the locomotive was dispatched on orders from the bureau. Mogul Type 1 Locomotive, No 1250, on 22 January 1954, at Pai-ch'eng-tzu, was found by the inspector to have cracks 4 millimeters wide in its exhaust steam pipe and he called on the repair shop to remedy the defect. The repairman refused. The inspector appealed to the deputy chief of the subbureau who ordered that the locomotive be repaired, whereupon the repairman complied under protest meanwhile constantly reviling the inspector while cadres and others stood by laughing at the inspector's discomfort.

The correspondent complained that it is very difficult for inspectors to do their duty under such conditions as these, and expressed the hope that effective steps be taken to correct this situation, failing which serious accidents are bound to ensue.

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