

Commemoration Issue

**THE NANKING - WUHU
AND
SÜANCHENG - CHANGHING HIGHWAYS**

Upon the Occasion of Their Opening to Traffic

BUREAU OF PUBLIC ROADS
NATIONAL ECONOMIC COUNCIL
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THE NANKING-WUHU AND SÜANCHENG-CHANGHING HIGHWAYS

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I. INTRODUCTION

The efforts of the road authorities and engineers of the provinces of Kiangsu, Chekiang, and Anhwei are to be appreciated upon the completion of the Nanking-Wuhu and Süancheng-Changhing Highways. It took almost a year to build these two lines (totaling 216 kilometers) and encountered serious difficulties in the course of their construction. The transportation of bridge and road materials has always been the chief problem to be tackled by the engineers. On several occasions, the supply of provincial funds was so intermittent as to cause frequent suspensions of construction. Nevertheless, the engineers kept on working with enthusiasm. Now with the exception of two unusually large bridges being temporarily substituted by ferries, these two highways are opened to traffic.

The collaboration of the road experts of the League of Nations deserves warm commendation. During the course of construction, both Mr. M. S. Okecki and Mr. F. J. M. Bourdrez had taken several tedious and weary trips over these routes, and had contented themselves with whatever means of communication, lodging and boarding that were available en route. During their inspection trips, they gave a lot of valuable advices and encouragement to the engineers.

The completion of these two highways coupled with the existing Nanking-Hangchow and Wuhu-Süancheng Highways makes possible a highway loop of 462 kilometers encircling an area of 10,400 sq. kilometers. The southeastern corner of Anhwei is noted for its richness in mineral and agricultural products, rice and tea being the chief exports of that province. With this loop linked to Hangchow and Nanking, tourists now can go to Anhwei with ease and comfort. In this way, the interior districts are made accessible to tourists of other cities.

Like the other road projects, the National Economic Council has helped in laying out the scheme of these two highways and supervised their construction. Needless to say, the Council has followed its policy of building more roads for general traffic rather than luxurious roads for pleasure-seeking purposes. The two highways now opened to traffic set another example of serviceable and economical roads.

II. A BRIEF ACCOUNT OF THE PROJECT

1. The Nanking-Wuhu Highway

The Nanking-Wuhu Highway is one of the inter-provincial roads of Kiangsu, Chekiang, and Anhwei Provinces, planned by the National Economic Council. It also constitutes the first section of the Nanking-Kweichow Trunk Line of the Seven-Province Highway System. The road is 92 kilometres in length from Nanking to Wuhu by way of Tsaishih and Tangtu. As the route passes through the Nanking Municipal Area and Kiangsu and Anhwei Provinces, it was necessary to divide the construction of the road into three sections.

The Nanking Section: Length: 2.8 kilometres. Route: from Yuhwa Road outside Chungwa Gate to Antehmen. This section was originally a tanshih road on the outskirts of the city. As the alignment and road surface were not up to the standard, the rebuilding of the road was considered necessary. A request was therefore filed by the National Economic Council in June, 1932, with the Bureau of Public Works of Nanking which readily responded in the repair of roadbed and the resurfacing of the tanshih pavement, completed by the end of September, 1932.

The Kiangsu Section: Length: 35 kilometres. Route: from Antehmen to Tungtsingchen on the border of Kiangsu and Anhwei Provinces. This section was built in 1928 by the Department of Reconstruction of Kiangsu Province. In order to expedite the work with greater speed, an engineering office for this section was established in May, 1930, but its work was suspended on account of financial difficulties. In addition, the flood catastrophe in the summer of 1931 further wrecked whatever earthwork and culverts already completed by voluntary labor. The Manchurian crisis in the following September made the progress of the work extremely difficult. Funds were, therefore, raised by Kiangsu Province to make possible in March, 1932, the completion of earthwork and culverts, but they were not sufficient for the

construction of bridges and road surface. With a loan from the National Economic Council in June, the Department of Reconstruction of Kiangsu Province was able to complete the construction of the road in September, 1932.

The Anhwei Section: Length: 54 kilometres. Route: from Wuhu to the border of Kiangsu and Anhwei Provinces. The earth road from Wuhu to Tangtu, 28 kilometres in length, was completed in May, 1930, and was for one time already opened to traffic, but the earth road as well as the bridges and culverts were all wrecked by the unprecedented flood in the summer of 1931. The section from Tangtu to the Kiangsu-Anhwei border, 26 kilometres in length, was built by voluntary labor in May, 1932. The National Economic Council in June of the same year called upon the Department of Reconstruction of Anhwei Province to build the entire Anhwei Section. To comply with this request, the Department organized in August an engineering office to take charge of supervising the construction. By the end of 1932 all repair works on roadbed, bridges and culverts were generally completed. But the broken stone pavement was not finished until May, 1933, because of financial and transportation difficulties. The original intention was to build a bridge over the river at Tangtu in that section, but for reasons of economy and time, two timber ferry boats have been used in its stead and in the fall of this year the present Minghong steel ferry boat of the Shanghai-Hangchow Highway, which is to be replaced by a new one, will be shipped to Tangtu for service.

2. The Süancheng-Changhing Highway

The Süancheng-Changhing Highway is also one of the inter-provincial roads of Kiangsu, Chekiang and Anhwei Provinces, planned by the National Economic Council. It is 124 kilometres in length, extending from Süancheng to Changhing by way of Kwangteh and Szean and passing through territories of Anhwei and Kiangsu Provinces. In view of the separate administrations of these two provinces, it was necessary to undertake the construction of the road in two sections.

The Anhwei Section: Length: 86 kilometres. Route: from Süancheng to Kiehpaichen on the border of Anhwei and Chekiang Provinces. The roadbed in this section was built by voluntary labor in pursuance of an order issued in April, 1932, by the Anhwei provincial authorities. The work was done in such a haste that the width, grades, and curves were not conformed to the standards. In order to correct this unconformity, the Department of Reconstruction of Anhwei Province in July of the same year despatched an engineering staff to make surveys and prepare designs for the improvement of roadbed and building of permanent bridges and culverts. The work was, however, suspended by the death of Mr. Cheng Chen-Chuen, the then Commissioner of the Department of Reconstruction of Anhwei Province, and the shortage of provincial funds available for this purpose. The November following, construction was resumed first in the Kwangteh-Kiehpaichen section and subsequently extended to the Süancheng-Kwangteh section. All works have been completed in the early part of June, 1933, including the improvement of roadbed and construction of bridges and culverts, except the bridge at Shitsiehtu for which a raft is temporarily used. The pavement of the earth road in the Süancheng-Kwangteh section will, however, be postponed to some future time.

The Chekiang Section: Length: 38 kilometres. Route: from Changhing to Kiehpaichen on the border of Anhwei and Chekiang Provinces. The roadbed of this section was built in the spring of 1932 by voluntary labor called for in pursuance of an order of the Chekiang provincial authorities. The temporary bridges and culverts, constructed by the Bureau of Highways of Chekiang Province, and grades and curves were far from being satisfactory because of limited time and insufficient funds at their disposal. In July, an engineering office was established with a view to revising the alignment, improving the roadbed and constructing additional permanent bridges and culverts. This made possible the completion of the earth road in December, 1932, and the road pavement in the following June.

III. DESCRIPTION OF THE CONSTRUCTION

1. The Nanking-Wuhu Highway

The road and structures of the different sections in the Nanking-Wuhu Highway were based upon standards set by the two provinces and the Nanking Municipality, and therefore lacked uniformity. But the main parts were not in conflict with the standards specified by the National Economic Council. The maximum grade of the road is 5%, and the minimum radius of curvature, 60 metres. The loading capacity of bridges is ten tons. The following is an account of the construction and the cost for the three sections.

The Nanking Section: This section has a width of 7.5 metres of roadbed with a tanshih pavement of 5.5 metres wide, passing through city outskirts and flat regions, where there was no necessity of constructing new bridges and culverts. The road was completed at a cost of \$15,000, of which a loan of \$5,000 was granted by the National Economic Council.

The Kiangsu Section: This section has a width of 9 metres of roadbed, with approximately 280,000 cubic metres of earthwork and 2,000 cubic metres of rock excavation. The width of pavement is 3 metres. Except six kilometres adjoining Antehman which is paved with gravel, the whole section is of tanshih pavement. There are four wooden bridges and 97 culverts. The estimated cost for the work completed in 1932 is \$103,214, of which a loan of \$33,029 was made by the Council.

The Anhwei Section: This section has a width of 8 metres of roadbed, with approximately 1,500,000 cubic metres of earthwork and a width of three metres of broken stone pavement. There are 12 timber bridges, 90 box culverts and 50 pipe culverts. The bridge at Tachiaochen is built of timber floor with concrete abutments. Two ferry boats are used in the river at Tangtu for transporting automobiles. To reach these ferry boats, a sloping embankment with tanshih pavement was constructed on each bank

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of the river, and a pontoon is placed at the end of each embankment. Each of the ferry boats has a loading capacity of more than 5 tons. The total estimated cost for this section is \$432,723, of which the Council has extended a loan of \$138,471. As the bridge at Tangtu is not yet under construction, the sum originally appropriated for this purpose is kept by the Council, and from this sum \$25,000 will be used as a subsidy for the building of the new steel ferry boat at Minghong. The actual loan made by the Council for the construction of this section is \$108,039.

The total estimated cost for the construction of the three sections is \$550,937, of which \$146,068 has been financed by the National Economic Council in the form of loans.

2. The Süancheng-Changhing Highway

In the initial stage of the construction, it was found difficult to standardize the construction because it was undertaken by voluntary labor and by Anhwei and Chekiang Provinces separately. The work was, nevertheless, finally completed with satisfaction after alterations of alignment and improvement. The maximum grade of the road is 6.5% and the minimum radius of curvature, 30 metres. The loading capacity of permanent bridges is ten tons and of temporary bridges, five tons. As to the construction and the cost for the two sections they may be accounted for as follows:

The Anhwei Section: The new road has a width of 7.5 metres ~~of roadbed~~, with 180,000 cubic metres of improved earthwork and 34,000 cubic metres of rock excavation. The temporary road pavement of the Kwangteh-Kiehpaichen section is three metres wide. The section extending from Süancheng to Kwangteh is not yet paved. There are altogether 36 bridges, all built either of timber floor with stone abutments or of timber, except the reinforced concrete bridge at Shitsiehtu which is not yet constructed because of the need of extensive engineering work. It is for the time being replaced by a bamboo raft. The four old stone bridges have also been utilized. In addition to bridges there are 90 box

culverts, 38 corrugated iron pipes, and 190 concrete pipes. The section was completed at an estimated cost of \$481,419, of which the National Economic Council has granted a loan of \$154,054 out of its Central Road Fund.

The Chekiang Section: This section has a width of seven metres of roadbed, with 170,000 cubic metres of improved earthwork. It has a surfacing of 3 metres wide composed of 25 kilometres of broken stone pavement and 13 kilometres of gravel pavement. There are 6 wooden bridges with stone abutments, 2 remodelled old bridges, 34 temporary wooden bridges, 7 wooden culverts and 130 pipes. This section was completed at an estimated cost of \$194,083, of which \$62,107 was financed by the National Economic Council by way of a loan from its Central Road Fund.

The total estimated cost for the construction of the two sections is \$675,502, and the total sum appropriated by way of loans by the Council is \$216,161.

IV HIGHWAY EQUIPMENT

1. The Nanking - Wuhu Highway

Road Signs: Three kinds of road signs have been erected along the Nanking-Wuhu Highway, one for the warning of approaching curves, crossings, bridges and other dangers; one for indications of names of towns, mileage, and other general information; and the third for prohibiting passage of traffic, heavy trucks or motor vehicles driven at high speed. All the forms and colors of the road signs were designed according to the standards set by the National Economic Council.

Milestones: From Antehmen to the border of Kiangsu and Anhwei Provinces Concrete milestones are erected by the Department of Reconstruction of Kiangsu Province and from the Kiangsu-Anhwei border to the bus terminal at Wuhu, by the Department of Reconstruction of Anhwei Province. The mileage as shown on milestones is in unit of kilometers.

Motor Bus: From Nanking to Tzehuchen the Department of Reconstruction of Kiangsu has organized a motor bus managing office to take charge of the bus service. The bus runs four times a day, starting simultaneously from two terminals. From Tzehuchen to Wuhu the Anhwei Provincial authorities have entrusted the management and operation of the bus service to a motor bus company. The bus in this section also runs four times a day from each terminal.

Bus Stations and Gasoline Stations: In the Kiangsu section bus stations are established at Hsiakwan and Chunghwamen of Nanking, Antehmen, Sishanchiao, Panchiaochen, Kiangningchen, Mulungting and Tungtsingchen. In the Anhwei Section bus stations are established at Wuhu, Erhshihlipu, Tachiaochen, Sinchiaochen, Tangtuhsien, Tsaishihchen, and Tzehuchen. Along with the bus terminals in Nanking and Wuhu there are gasoline stations for the convenience of motorists.

Police Patrols and Long-Distance Telephone: In order to provide security and convenience for passengers, long-distance

telephones are installed in every bus station along the highway. Special police patrols are also organized to insure safety to tourists.

2. The Süancheng-Changhing Highway

Road Signs: Road signs have been erected along the Süancheng-Changhing Highway, their forms and colours being designed in accordance with the standards set by the National Economic Council.

Milestones: Milestones from Süancheng to Kiehpaichen have been erected by the Department of Reconstruction of Anhwei Province and those from Kiehpaichen to Changhing, by the Department of Reconstruction of Chekiang Province. The mileage as shown on milestones is in unit of kilometres.

Motor Bus: From Süancheng to Kwangteh the Department of Reconstruction of Anhwei Province has entrusted to private concerns the management and operation of motor busses. From Kwangteh to Changhing the Bureau of Highways of Chekiang Province has charge of the management and operation of the bus service.

Bus Stations and Gasoline Stations: In the Anhwei section bus stations may be found at Süancheng, Shwangchiaochen, Hunglinchiao, Shitzepu, Shitsiehtu, Hwaktang, Fengtangpu and Kwangteh. In the Chekiang Section bus stations are established at Changhing, Hwanchiao, Tayunsze, Chengsinsze, Hsiaszean, Shangszean and Kiehpaichen. Attached to such big bus stations as Changhing, Szean, Kwanteh and Süancheng are gasoline stations for the service and convenience of motorists.

Police Patrols and Long-Distance Telephone: Long-distance telephones have been installed in all bus stations along the highway to provide security and convenience for passengers. Special police patrols have also been organized to render service and insure safety to tourists.

V. COMMERCIAL SURVEY

Nanking and Wuhu, being terminals of the Nanking-Wuhu Highway, are important ports of the Yangtze Valley and are noted for industry and commerce. But products along this line have been carried to other regions largely by antiquated means of transportation, such as small vessels, donkeys and wheelbarrows. Upon the completion of this road and with provision of transportation facilities, it gives great prospects to the revival of trade and industry in this section. Agricultural products along the highway largely consist of rice, wheat, tea and cotton, of which the rice market in Wuhu, tea in Anhwei and fowls at Nanking are particularly well known in the country. Silk and satin in Nanking and sugar and paper in Wuhu are the principal industrial products.

Regions in the southern part of Anhwei and the western part of Chekiang traversed by the Süancheng-Changhing Highway with the exception of Süancheng, Changhing, and Szean which carried a little trade by water route, were inaccessible to modern means of communication. The opening of this road to traffic will, however, make possible the bringing of these interior cities into closer contact with more advanced regions. Agriculturally, this region is very rich in the production of rice and tea, mulberries and raw silk. Of the industrial products, paper, pens and bamboo articles of Süancheng and silk of Changhing constitute the bulk. As regards mineral resources, coal mines in the neighborhood of both Süancheng and Changhing have already been worked with success.

VI. PLACES OF INTEREST

Nanking: Nanking has had a very long and eventful history and has been the capital of nine separate dynasties, covering a total of some four hundred years. It is also the capital of the National Government of China. Of the many places of historical interest, it will be mentioned only those which can be easily reached by motor vehicles. **The Sun Yat-sen Tomb** outside Chung-Shan-Men, is an imposing architecture and commands a panoramic view of the entire city. In its neighborhood is the **Ming Tomb** wherein lies the remains of the founder and first emperor of Ming Dynasty. To the east of the Sun Yat-sen Tomb stands the **Ling-Ku Temple**, at the back of which may be found the Tan Yen-K'ai Tomb and the National Cemetery. The **National Stadium**, being the largest and the most up-to-date construction of its kind in the country, is located on the south of the Ling-Ku Temple. Outside Shüan-Wu-Men lies the most picturesque **Shüan-Wu Lake**. To the east of the Drum Tower rises the peak **Pei-Chi-Ko**, upon which now stands the Central Meteorological Observatory and Wireless Station. Adjoining Pei-Chi-Ko is the **Chi-Ming Temple** which is only a little distance away from the ancient citadel of T'ai Ch'eng. The **Confucius Temple**, on the northern bank of the Ching-Hwai River, has been for sometime the most populous center of the city.

Tsaishihchen: Tsaishihchi, which is one kilometer to the northwest of Tsaishihchen, is a cliff projected way out into the river and commands a beautiful landscape. It used to be a place of great strategical importance.

Wuhu: Yi-Chi-Shan on the bank of the Yangtze River is noted for its scenery and also for its hospital. To the northwest of the Wuhu Bus Station is **Chê Shan** which is a hill of high altitude. **Tao-Tang**, originally named the "Mirror Lake" is on the southeast of the Bus Station and along the lakeside are planted willow trees which add more to the attraction of the place.

Süangcheng: **Pei-Lou**, built by a magistrate of Ching Dynasty, is beautifully wooded, and is a very charming place for summer resort. Opposite to Pei-Lou and on the southeastern corner of the city stands **Nan-Lou** which has in its vicinity a pagoda and a lotus pond. About six kilometres to the north of the city emerges **Ching-Ting-Shan**, which is a place of historical interest, once referred to by the noted poet, Li Pai in his poems. Motor vehicles may reach the foot of the hill directly.

Kwangteh: About two kilometres to the west of the city stands the **Tze-Shan Temple** noted for its many imaged statues and encircled by a beautiful forest with streams of waters flowing from fountains here and there. In the spacious garden of the temple are planted shrubs and flowers of fresh colours and sweet fragrance.

Szean: To the south of the city is **Chien-Shan** with a pointed peak which presents a view of many miles away. At the top of the hill is an old imposing temple surrounded by a dense forest.

VII. INFORMATION TO TOURISTS

1. Description of communication around the bus stations

Nanking: The main bus terminal of the Nanking-Wuhu Highway at Nanking is at Yu-Hwa Road outside Chunghuamen. The bus also makes stops at Hsiakwan and Sinkaikou, inside the city, for the convenience of passengers. At Hsihuamen is the first bus station of the Nanking-Hangchow Highway which may be reached from Sinkaikou along the East Chungshan Road.

Wuhu: The bus station of the Nanking-Wuhu Highway at Wuhu is located toward the north end of Kiho Street. To the east is the bus station of the Süancheng-Wuhu Highway and to the west is the wharf of steamship company.

Süancheng: The bus station of the Süancheng-Changhing Highway at Süancheng is located outside the West Gate at the same place with the old bus station.

Changhing: The bus station for both Süancheng-Changhing Highway and Nanking-Hangchow Highway at Changhing is located outside the East Gate. It is connected to the north with Nanking and to the south with Hangchow. Tickets for both Nanking and Hangchow may be obtained at the bus station.

2. Description of Bus Service on the Connecting Highways.

The **Nanking-Hangchow Highway** is divided into two sections so far as the motor bus is concerned, one from Nanking to Changhing with a length of 209 kilometers and the other from Changhing to Hangchow with a length of 117 kilometers. In the former section the bus is operated by the Kiangnan Motor Bus Company, whereas in the latter section, by the Bureau of Highways of Chekiang Province.

The **Wuhu-Süancheng Highway**, 89 kilometers in length, was originally the roadbed of the light railway from Wuhu to Süancheng. But both alignment and width of the road do not conform to the standards of highways, neither is the surface paved. The

bus service is now operated by the Wuhu-Süancheng Motor Bus Company, running twice a day at 7:30 A.M. and 1:00 P.M. From Hsiao-ho-kou to Wanchih about 4 kilometres in length, a steam launch was used for transporting passengers, who suffered very much from this inconvenience. In the spring of 1933, the Department of Reconstruction of Anhwei Province has completed the construction of this section, making possible its connection with the entire road. The Kiangnan Railway Company will, in the near future, purchase the road and build a railway track. Should this materialize, some other methods would have to be devised for the connection of Wuhu and Süancheng.

The Chinkiang-Chuyung Highway: The road from Chuyung along the Nanking-Hangchow Highway to Chinkiang, the provincial capital of Kiangsu, 41 kilometres in length, is an essential line for the communication of Nanking and Chinkiang, and will later be the first section of the trunk line connecting Nanking and Shanghai. The bus service is now under the management of the Department of Reconstruction of Kiangsu Province.

Other connecting highways under construction are **the Nanking-Kienping Highway**, 154 kilometres in length, connecting Nanking with Shitzepu, and **the Süancheng-Tunchi Highway**, 156 kilometers in length, connecting Süancheng with Tunchi.

3. Regulations concerning the Inter-provincial Motor Traffic.

With a view to unifying the management of highway traffic and providing facilities for passengers, the National Economic Council has in cooperation with the Three Provinces of Kiangsu, Chekiang, and Anhwei and the Two Municipalities of Nanking and Greater Shanghai, issued a series of provisional regulations governing the inter-provincial motor vehicle traffic. These regulations have already been promulgated by the foregoing provincial governments and municipal authorities and became effective on January 1st, 1933. The whole text of the regulations is hereunder printed for reference.

**Provisional Regulations Governing the Inter-Provincial
Motor Vehicle Traffic of the Three Provinces of Kiangsu,
Chekiang, and Anhwei, and the Two Municipalities of
Nanking and Greater Shanghai.**

1. To facilitate Inter-Provincial motor traffic and to unify the management of highway traffic, the National Economic Council and the Governments of the Provinces of Kiangsu, Chekiang, and Anhwei, and of the Municipalities of Nanking and Greater Shanghai draw up these provisional regulations.

2. All private motor vehicles (including private passenger cars and trucks, and motor cycles) registered by any of the three Provinces or of the two Municipalities may use free of any tolls or local charges all private and public roads within these territories.

3. Commercial motor vehicles (including passenger cars, trucks and motor cycles, but not including "Bus" services) of these Provinces and Municipalities may use free of any charge all public highways within these territories, but are required for the time being to pay a toll charge according to local regulations when using privately owned or privately operated highways.

4. Commencing from January 1st, 1933, all motor vehicles as prescribed in Article 2 and 3 above must pay an Inter-Provincial Motor Traffic Surtax equivalent to ten percent of the regular licence fee imposed by their respective government or municipality.

5. "Bus" services having previous contracts with governments of these Provinces and Municipalities to use certain definite sections of their highways are not included under Articles 3 and 4.

6. Motor trucks, irrespective of weight and size, fitted with solid tyres; or whose gross weight is over three and a half tons shall not be allowed to use the highways for the time being, and accordingly no surtax shall be imposed upon them.

7. Each government of the three Provinces and the two Municipalities may retain twenty-five percent of surtax collected and shall transfer the remaining seventy-five percent to the Inter-Provincial Traffic Committee (organized by the National Economic Council and these Provinces and Municipalities) to be used for general traffic improvements.

8. The owners of private motor vehicles mentioned in Article 2 shall register and pay their licence fees at the town where they reside, and are entitled to a stay of not more than ninety days, free of charge, at any other place situated within the territories of the Provinces and Municipalities.

9. The owners of commercial motor vehicles mentioned in Article 2 shall register and pay their licence fees at the towns where they carry on their business,

and are entitled to a stay of not more than fifteen days, free of charge, at any other place within the territories of these Provinces and Municipalities.

10. Should a motor vehicle stay in another Province or Municipality over the specified time, the owner shall pay a charge for overtime to a traffic office of the district where the vehicle is detained, but shall not be required to secure another licence plate. If the overstayed period is less than a month the owner shall pay an overtime fee equivalent to one-third of the seasonal licence fee according to the scale of the Province or Municipality in which the vehicle is detained. Seasonal licence fees due at the original towns shall be paid as usual.

11. Licence fees due at the original towns may be collected and transferred on their behalf by any other traffic office, should the motor vehicles fail to return to the original towns.

12. Vehicles found to have evaded licence fees due at their original towns shall be fined according to the regulations of the towns where they are staying in addition to that prescribed under Article II.

13. Traffic offices shall give out special receipts and temporary licences to vehicles treated under Article II and 12, and due notifications shall be sent to the different traffic offices whence these vehicles come. Ordinary licences shall be given to such vehicles by traffic offices in their original towns on production of the temporary licence prescribed above.

14. For each season the traffic offices having collected licence fees or dues on behalf of the other traffic offices shall prepare accounts and transfer to them respectively the balances of such proceeds.

15. Any vehicle not included under Article 2 and 3 shall be entitled to use the highways of these Provinces and Municipalities after paying the fees for a thoroughfare licence.

16. A motor vehicle with provisional licence shall not be allowed to use the highways, out of the district where the said licence is issued unless a special written permit from the traffic offices can be produced.

17. Motor vehicles passing through any place shall be required to observe the traffic regulations of that place, and penalties for violation of such regulations shall be inflicted by the traffic office of that place in accordance with the local regulations. Should the vehicle leave the place before any action can be taken, it shall be fined accordingly by the traffic office of the district where the owner of the vehicle resides.

18. A driver's permit issued from any traffic office shall be valid for the three Provinces and in the two Municipalities named above.

19. Detailed rules for carrying out these Regulations will be provided for separately.

20. Standardized regulations for controlling highway traffic of these Provinces and Municipalities will be issued separately.

21. These Regulations may be amended at subsequent conferences held jointly by representatives of the National Economic Council, of the three Provinces, and of the two Municipalities.

22. These Regulations, after being passed by the Traffic Conferences held by representatives of the three Provinces and the two Municipalities, under the auspices of the National Economic Council, shall be presented to the Executive Yuan for reference, and to the Provincial and Municipal Governments concerned for ratification. These Regulations shall be simultaneously promulgated by the said Governments, and shall come into force on January the first 1933.

4. Regulations regarding tolls for ferry service.

The Bureau of Highways of Anhwei Province has organized the Managing Office of the Tangtu Ferry which is in charge of the ferry service at Tangtu on the Nanking-Wuhu Highway. There are now two ferries for transporting motor vehicles, operated daily from 6 A. M. to 7 P. M. All motor vehicles with licences issued by either of Chekiang, Kiangsu, and Anhwei Provinces or of the Nanking and Shanghai districts, shall pay a toll of 50 cents, Chinese currency, when transported by the ferries. The toll will be increased to one dollar when the Minghong ferry is placed for service in this section. For the transportation of motor vehicles not in the specified hours, the charge will be doubled. Beside the payment of the toll, no additional charges will be made on either passengers or cargoes.

京燕宣長兩公路通車紀念刊

六、凡五省市內之某一省市所發給之汽車司機執照在通行其他省市時亦得適用之

七、本章程施行細則另訂之

八、各省市管理公路交通各種章程則另行劃一訂定之

九、本章程如有未盡事宜得由全國經濟委員會及五省市代表會議修正之

十、本章程經全國經濟委員會召集之五省市代表互通汽車會議通過後由五省市代表呈請各該省市政府核准定

期同時公布施行並由全國經濟委員會呈報行政院備案

九、本章程第三條規定之各種營業汽車車主應向車行開設地點之省市領照繳捐其在其他某一省市逗留日期不得逾十五大

十、凡逗留其他某一省市之車輛如已超過規定之逗留期限時應向所逗留省市之征收車捐機關繳付逾期費并不另領號牌上項逾期日數在一月以內者應照所逗留省市季捐捐率三分之一繳納逾期費至原省市之車捐仍應照繳

十一、某省市車輛到達其他省市後其車捐有效限期已屆不能返原省市繳捐時則下屆車捐得由逗留省市征收車捐機關代收代解

十二、在某省市內查獲屬於其他省市之漏捐車輛其補捐部份應照第十一條辦理並得依照當地漏捐罰則處罰之

十三、代收其他省市車捐及補捐由征收機關發給五省市通用之三聯收據並給予臨時捐牌爲憑一面將收據通知聯

函送原省市收捐機關備查上項臨時捐牌應於該車輛回達原省市時憑向收捐機關換領正式捐牌

十四、代收其他省市車捐及補捐每季結算一次將代收捐款交解清楚

十五、本章程第二條第三條所准許互通車輛以外之各種車輛如須通行其他省市之公路時應另行領照繳捐

十六、各省市所發給之試車牌照非得原發照機關之特別書面許可不得互相通行

十七、各種汽車通行其他省市時應遵守其通行省市之一切交通規章如有違章情事應照違章地點之省市規章處罰

如違章汽車已離開違章地點之省市經通知後得由車主所在地省市之管理車務機關代爲執行

蘇浙皖京滬五省市互通汽車暫行章程 二十一年十二月十五日公布

- 一、全國經濟委員會暨蘇浙皖京滬五省市爲劃一管理公路交通及便利互通汽車起見特訂定本暫行章程
- 二、凡五省市之各種自用汽車（包括乘人汽車運貨汽車及機器腳踏車）除第五條第六條之規定外均得通行其他省市之一切公私道路無須另繳任何通行費用
- 三、凡五省市之各種營業汽車（包括乘人汽車運貨汽車及機器腳踏車不包括公共汽車及長途汽車）除通過私人或商辦汽車路應暫照各該路之定章繳納通行費外均得通行其他省市之公路無須另繳任何通行費用
- 四、自中華民國二十二年一月一日起五省市政府對於第二條第三條所規定之汽車應照原車捐額普遍附加互通汽車捐稅百分之十
- 五、凡公共汽車長途汽車與省市政府訂有專約行駛一定路線者不在互通汽車規定之內
- 六、凡運貨汽車如係實心車胎不論載重大小均不得互相通行又運貨汽車之總載重量如在三噸半以上者暫時不得互相通行上項汽車五省市政府暫不附加互通汽車捐稅
- 七、各省市於二十二年一月一日起所附加之車捐得由本省市保留百分之二十五其餘百分之七十五應解交全國經濟委員會及五省市共同組織之五省市交通委員會爲五省市公共之用
- 八、本章程第二條規定之各種自用汽車車主應向居住所在地之省市領照繳捐其在其他某一省市之逗留日期不得逾九十天

里宣屯路由宣城之大旺村至屯溪長約一五六公里不久均可望完成通車

(三) 外來汽車應知事項

本會與蘇浙皖京滬五省市政府前爲劃一管理公路交通並便利互通汽車起見特訂定互通汽車章程二十二條已由各省市公佈自二十二年一月一日起實行茲特將該章程附載書末以備外來汽車之參考

(四) 京蕪路當塗河輪渡收費辦法

京蕪路當塗大河現由皖省公路局設立輪渡管理處備置渡船二隻渡送往來汽車普通每日自上午六時至下午七時以內凡備有蘇浙皖京滬五省市執照之汽車照章繳納國幣五角(俟閔行渡輪撥到該路時每輛每次收費一元)即得由渡船運送過河在規定時間外要求渡送者每輛每次加倍收費所有車上之乘客貨物概不另行收費

宣長路長興車站附設於京杭路長興站內站在長興東門外由此北達南京南通杭縣均在本站購票乘車

(二)互通汽車公路概況

京杭路 由南京至長興長二〇九公里現由江南長途汽車公司通車營業由長興至杭州長一一七公里現由浙省公路局通車營業

蕪宣路 由蕪湖至宣城長約八十九公里舊係蕪宣輕便鐵路路基路線及寬度未盡合法又未鋪路面現由蕪宣長途汽車公司通車營業每日早晨七點半及下午一點共開車二次曩時自小河口至灣沚約四公里工程未竣須用汽輪接運旅客展轉費時行旅苦之今由皖省建設廳將該段修成全路已可直達無阻惟不久此路將由江南鐵路公司接收修築鐵道蕪宣間之聯絡當另定辦法也

省甸路 由京杭路之句容站至鎮江長四十一公里爲南京通鎮江之要道復爲將來京滬幹綫之首段現由蘇省建設廳通車營業

其他現在建築中之聯絡公路尚有京建路由南京通宣長路之十字鋪長約一五四公

◎廣德

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祠山殿 在城西二里山間殿宇宏敞佛像莊嚴四境樹木鬱然環抱山中泉水滙爲深潭禪房明淨爲夏日避暑勝地北角有園雜種花卉尤秀雅宜人

◎泗安

尖山 在中泗安鎮南山形尖立故名登臨一望極目數十里山上有古寺頗巍峨四周林木葱蘢風景頗稱幽荷

七、行旅須知

(一)起訖站交通概況

京蕪路南京總站設於中華門外雨花路另於下關及城內新街口設站停車以便旅客上下由新街口沿中山東路至西華門可達京杭路之首站

京蕪路蕪湖站設於吉和街北口向東沿鐵路基通宣蕪路汽車站向西可達輪船碼頭宣長路宣城車站設於西關外與蕪宣路原有汽車站同在一處

代彭楊李三名臣

◎蕪湖

(一)弋磯山 在蕪湖江邊西臨大江上有蕪湖醫院登山可望江景(二)赭山 在蕪湖汽車站東北爲蕪湖最高之山山上有廣濟寺又有中學校佈置頗雅(三)陶塘 原名鐘湖在蕪湖車站之東南湖濱多楊柳堤上設茶酒肆爲蕪湖風景最佳處(四)煙湖墩 在陶塘中央四面環水通以小橋風景幽絕

◎宣城

(一)北樓 在宣城城內凌湯山巔爲晉代太守謝朓所建近邑人就其地闢爲凌湯公園古木參天綠蔭葱鬱登樓一望全城在目近復重加修葺煥然一新爲宣邑消夏勝地(二)南樓 在城內東南隅舊府儒學東以與北樓對峙故名樓左有龍首塔聳然矗立樓前有荷塘一方近經邑人闢爲鰲峯公園風景增色不少(三)敬亭山 在城北十里舊名昭亭因唐李白詩「相看兩不厭只有敬亭山」之句其名遂著巒壑秀美望遠尤宜由城外文星樓有馬路直達山麓其地有雙塔寺掌雲庵太白亭諸勝

南京爲六朝舊京明初建國於此今又爲首都所在其古蹟名勝指不勝屈茲僅舉其著名而交通便利者於后(一)中山墓 在中山門外建築莊嚴附近陵園風景尤佳(二)明孝陵 在中山門外爲明太祖之陵寢(三)靈谷寺 在中山墓東寺後有譚院長墓寺旁有陣亡將士墓(四)全國運動場 在靈谷寺南爲國內最新式之體育場(五)第一公園 舊名中山公園在城內復成橋東(六)五洲公園 在玄武門外玄武湖上(七)北極閣 在城內鼓樓之東雞鳴山上有中央觀象台及無線電台(八)雞鳴寺 在北極閣東寺背有台城舊址(九)清涼山 在漢西門內向北三里有清涼寺九華寺掃葉樓諸勝蹟(十)莫愁湖 在水西門外夏季荷花特盛(十一)夫子廟 在秦淮河北岸文德橋旁現已改設小學校附近商場向爲全城最繁盛之處(十二)雨花台 在中華門外雨花路南端上有方亭可眺全城之景

◎采石鎮

采石磯 在翠螺山突出江邊之一端山在鎮之西北一公里爲歷來兵家必爭之地磯頭有燃犀亭又有三官祠山洞幽邃山麓有太白樓供唐代詩人李太白像又有三公祠祀清

便互通消息并分段設有路警專負沿路警衛之責

五、工商物產

京蕪公路起南京訖蕪湖二處皆爲長江流域之大埠工商業夙稱發達惟沿線出產物
品在昔專恃水運及驢騾小車馱載自此路告成則運輸便捷有裨于工商業甚大沿線各地
之農產品以米麥雜糧棉花爲大宗蕪湖之米市尤爲著名皖段之茶及京市之家禽產量亦
豐工業品如南京之綢緞陶磁器及蕪湖之砂糖紙類皆爲特產

宣長公路所經係皖南及浙西之境自昔除宣城長興及泗安可通水道稍有貿易外其
他多屬閉塞之區商業均未發達自公路通車後必可一改舊觀沿路農產品以米茶爲大宗
宣城之敬亭綠雪茶尤膾炙人口其他如竹木桑果生絲之屬亦稱豐富工業品有宣城之紙
筆竹木器長興一帶之織綢皆銷行國內各地礦產品有宣城附近水東煤礦及長興附近之
煤礦開採均著成效

六、名勝古蹟

◎南京市

京蕪宣長兩公路通車紀念刊

五公里鋪礫石者計有十三公里橋梁計有石台木面橋六座改造老橋二座臨時木橋三十
浙江段 路基寬七公尺續做土方約十七萬公方路面寬三公尺鋪石者計有二十

令十五萬四千零五十四元

管約一百九十道全部建築經費本會核定者為四十八萬一千四百九十九元由本會借助基
利用舊石拱橋四座涵水管計有石板涵九十餘道半圓鐵管三十道八道涵泥橋水
渡鋼筋混泥土橋工程量現尚未修築費用竹牌渡其餘多係石面橋及木橋又節
方路面現傳鋪廣界段臨時路寬公尺續做整土方約八萬公方開山石方約二萬四千公
安徽段 路基寬七·五公尺續做整土方約八萬公方開山石方約二萬四千公

費如次

徑為三十公尺正式橋梁載重約十噸臨時橋梁載重約五噸茲分段述其工程及建築
未盡合法之處經加修大體始較完善全路最大坡度為百分之六·五曲綫最小平
宣長路院兩段工程係由兩省分任修築故標準亦未一律又量初因徵工頗有

(乙)宣長公路

附 宣長公路路面截面圖

本會借助之築路經費共爲二十一萬六千一百六十一元
總計宣長路院兩段全路工程預算六千一百零七元
由

九萬四千零八十三元由本會借助
四萬四千零七十一元由水料湖七道混凝土水營約
一萬三千二百三十二元由全道
一萬一千零七十一元由建費
一萬一千零七十一元由核定者
一萬一千零七十一元由核定者

來右鎮慈湖鎮七站並在南京無湖各站設有汽油站以供自備汽車之需

門西善橋橫江宮鎮牧龍亭鎮井鎮八站在皖有無湖二十里鋪大橋鎮新橋鎮富源至
(四) 汽車站及汽油站 此路現之汽車站在蘇段有南京下關南京中華門安德

長途汽車公司承包營業通車每日亦有汽車四班對開駛

客運通車每日有汽車四班各由兩端開行其自慈湖鎮至無湖一段則由皖省蕪湖西路

(三) 長途公共汽車 自南京至慈湖鎮一段由蘇建設廳設長途汽車管理處辦理

邊界至無湖車站之里程則由皖省建設廳設置里一律以計算

(二) 里程碑 自安德門起至蘇皖邊界止由江蘇建設廳設有泥土里程碑自蘇皖

限制速率等重載等各種標誌之樣式及顏色均按照本會規定之標準

用以警告前方道路情形標誌用以指示地名到達距離等禁令標誌用以禁止車輛通

(一) 交通標誌 京無路自通車後沿設交通標誌分警告指示禁令三種警告標誌

(甲) 京無公路

四、沿路設備

(五) 路警及長途電話 爲求行旅安全及便利起見沿途各站大多設有長途電話以

在興安泗安廣德宣城等站設有汽油站以供自備汽車之需

警節渡花鼓塘廣德等站在浙段有長興環大雲寺澄心寺泗安上泗安界牌鎮等站并
(四) 汽車站及加油站 此路現設之車站在院段者有宣城雙橋鎮洪橋十字鋪

省公路局直接辦理

(三) 長途汽車 自宣城至廣德由院省建設廳招商承辦由廣德至長興一段則由浙

廳設置里均以公里計算

(二) 里程碑 自宣城至界牌鎮山院省建設廳設置里程碑由浙省建設

之標準

(一) 交通標誌 宜長路自通車後沿途亦設有交通標誌式樣顏色亦按照本會規定

(乙) 宜長公路

通消息并設路警專員沿途警衛之責

(五) 路警及長途電話 爲求旅客安全及便利起見沿途各站均擬安設長途電話以

京燕宣長兩公路通車紀念刊

道下端用跳板接達躉船復由躉船接達渡船渡船計有二艘各可載重五噸以上該段工程費於二十一年七月繼續施工時經本會核定者爲四十三萬二千七百二十三元由本會借助築路基金十三萬八千四百七十一元除當塗大橋尙未建造其應撥基金由本會保留並移撥二萬五千元作滬杭路閔行新渡輪補助金外本會實撥該段基金爲十萬零八千零三十九元

總計京蕪路全路工程預算經本會核定者爲五十五萬零九百三十七元由本會借助之築路基金共爲十四萬六千零六十八元

附京蕪公路路面截面圖

(甲)京蕪公路

京蕪路各段工程係依照所經各省市之標準故各段未能一律然主要部份固與本會之公路工程標準尙無牴觸也全路最大坡度百分之五彎道最小半徑爲六十公尺橋梁載重約爲十噸茲分段述其工程及建築費如次

京市區段 路基寬七·五公尺中鋪彈石路面寬五·五公尺所經係近郊平原並無新建橋涵工程建築費約共一萬五千元由本會借助築路基金約五千元

江蘇段 路基寬九公尺全部土方據估約二十八萬餘公方石方約二千公方中鋪路面寬三公尺除安德門附近六公里爲礫石路面外其餘均係彈石路面新建橋梁共四座均係木橋涵洞九十七道全段工程費於二十一年六月繼續施工時經本會核定者爲十萬零三千二百十四元由本會借助築路基金三萬三千零二十九元

安徽段 路基寬八公尺全部土方據估約一百五十餘萬公方路面寬三公尺均係碎石路面新建橋梁共十二座除大橋鎮橋係混凝土橋台木面橋外餘均洋松木樁橋又有大涵洞約九十道水管約九十道當塗大河現暫用渡船運渡汽車法于兩岸修築彈石坡道坡

分段述其崖略如次

安徽段 起自安徽宣城縣西蕪宣汽車路車站訖于皖浙邊界之界牌鎮計長八十六公里此段路基于民國二十一年四月間由皖省令行沿路各縣徵工築成惟以倉卒從事致路基寬度坡度及彎道等不盡合法及同年七月初皖省建設廳派工程人員重行測量并計劃補做土方及修建正式橋涵工程適該廳程廳長病故又以省庫支絀延至同年十一月初始克就廣德界牌一段先行開工嗣宣城廣德間亦相繼興築所有補做土方及橋涵工程除警節渡大橋暫用躉渡外均已于本年六月初告竣

浙江段 起自長興京杭公路車站訖於皖浙邊界之界牌鎮計長三十八公里此段路基亦係于民國二十一年春間由浙省令行經過各縣徵工築成并由浙省公路局築成臨時橋涵所有路基之坡度彎道及臨時橋涵工程均以時促欸絀不盡合法嗣浙省建設廳於七月間設工程處從事修改路線補做土方并添建正式橋涵同年十二月底土路大致完成二十二年一月開始鋪築路面分三段進行於六月初全部告竣

三、工程概況

撥借基金始由江蘇建設廳賡續進行各項工程經營四閱月于同年九月底全部工程均告完竣

安徽段 起自蕪湖市吉和街北口訖于蘇皖邊界計長五十四公里此段自蕪湖至當塗二十八公里已于民國十九年五月間完成路基及臨時橋涵工程並曾一度通車二十年夏大水已成路基橋涵均被沖毀當塗至邊界二十六公里先于二十一年五月由徵工修築路基土方七月間大致完成本會復于六月間函請皖省建設廳修築安徽段全段各項工程八月間該廳特設工程處管理一切工程迄至二十一年底所有路基補修及橋涵工程大致均告完成二十二年春間籌築碎石路面後以經費及運料困難於六月初始行告竣又該段當塗大河原擬建築橋梁亦因經費及時間關係先設船渡以資通車今年秋滬杭路閔行新渡輪造成時並擬將該處原有渡輪移往當塗應用

(乙)宣長公路

宣長公路亦爲本會規劃蘇浙皖三省聯絡公路之一起自安徽宣城經廣德泗安而抵長興共長一百二十四公里所經係屬安徽浙江兩省轄境故興築時亦分皖浙兩段進行茲

一、建築經過

(甲)京蕪公路

京蕪公路爲本會規畫蘇浙皖三省聯絡公路之一復爲七省聯絡公路京黔幹綫之首段起自南京沿大江右岸經采石當塗而抵蕪湖共長九十二公里所經區域有南京市及蘇皖兩省故興築時分三段進行茲分段記其崖略如次

京市區段 起自南京中華門外雨花路訖於安德門計長三公里弱此段原爲京市郊外已成之彈石路因路綫及工程均未合式且路面多已損壞遂于民國二十一年六月間由本會函請南京市工務局籌劃改築路基並翻修彈石路面全部工程於同年九月底告竣

江蘇段 起自安德門訖于銅井鎮南蘇皖邊界計長三十五公里此段于民國十七年間即由江蘇建設廳奉令籌建十九年五月蘇段工程處正式成立六七月間因時局及經費關係工程停頓而路基土方及涵洞等工程仍由徵工進行二十年夏大水爲災路基大受損壞益以九月間東北事變進行更緩嗣經蘇省籌款繼續于二十一年三月間將土方涵洞等完成而所築路基仍有不合法度者且橋梁路面等工程因款絀尙未興工至六月間由本會

旨爲之其中京燕路所過之當塗河宣長路所過之誓節渡暫不建築橋梁以船簰作渡凡此皆意在實事求是而已

京燕宣長公路通車紀念刊

一、引言

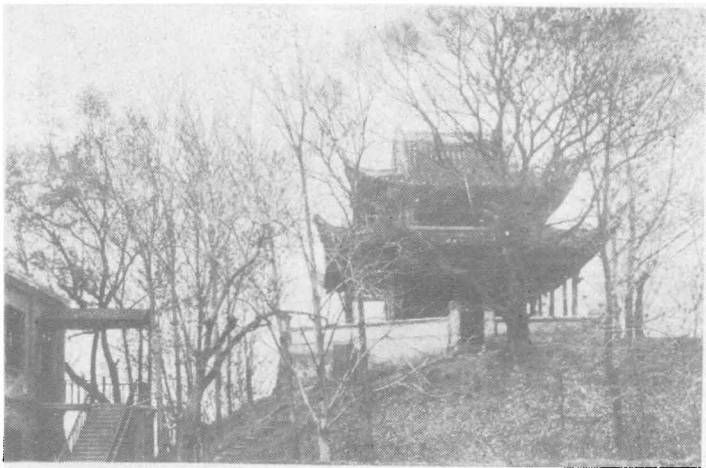
蘇浙皖三省壤地毗連而皖南與蘇浙以交通之阻滯聲氣向頗隔膜其地富於礦產及農作物米茶尤爲輸出大宗而終不能充量開發其富源者則運輸之不便實一主因也自本會及蘇浙皖三省政府會同規畫築造三省聯絡公路京燕宣長二路同爲其中重要之綫基歲均告完成與京杭燕宣等公路更相啣接形成一循環之交通脈絡以後皖南與蘇浙二省之關係其必一改舊觀矣

此二路之建築因原有運輸機關之缺乏轉運橋梁路面等材料在在均感困難賴主事之工程人員殫思竭慮得以解決又省庫未裕工欸時虞不濟作輟頻仍而董其役者卒不因是而餒沮尤可感佩者厥惟國聯顧問敖蒲二氏之協助不辭風塵之勞瘁行旅之苦辛巡視路綫指導工程其裨益實難縷數也

國內所需于公路者不在有精美之路面而在有可通車之途徑此二路之工程即秉此

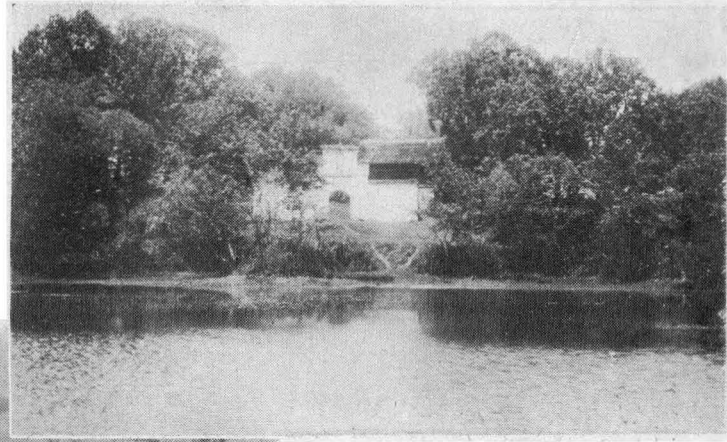
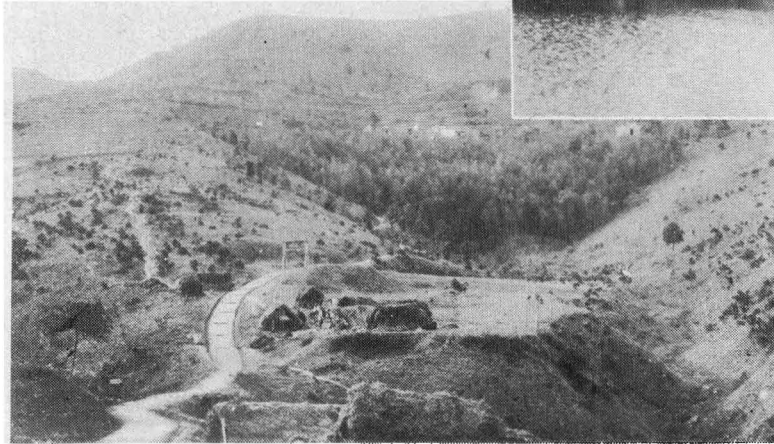


影合樓南塔峯鰲縣城宣：上
Above—Scene of Nanlou (South Tower)—
Süancheng City



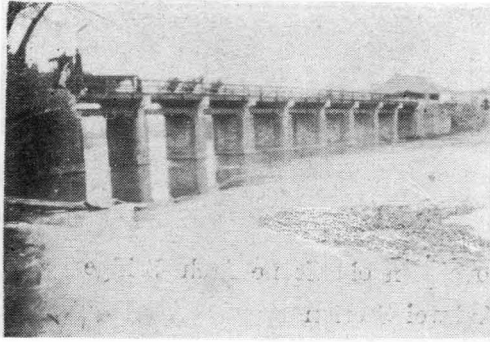
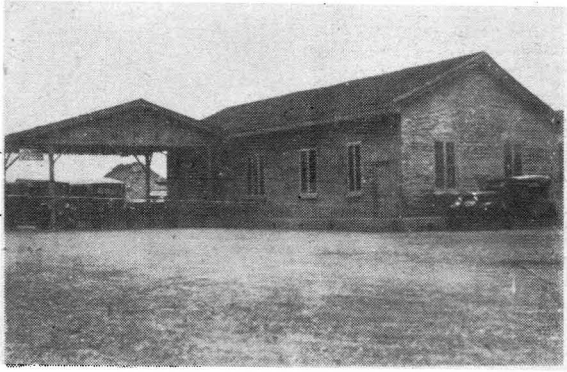
樓北古縣城宣：上
Above—Scene of Peilou (North Tower)—
Süancheng City

景風山亭敬外門北縣城宣：下
Below—Scene of Ching-ting Hill
—Süancheng



景風殿山祠外門西縣德廣：上
Above—The Tze-Shan Temple
outside Kwangteh City

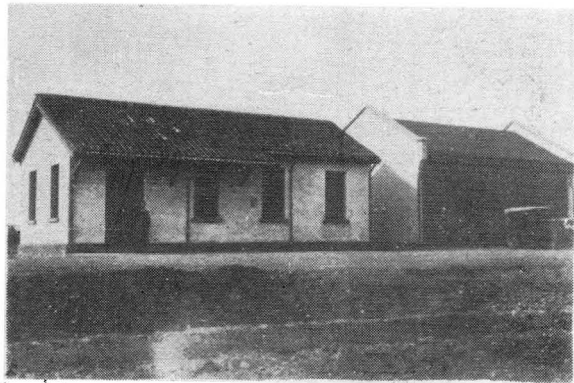
點路宜爲與右
 之長京車：
 交兩杭站長
 Right - The
 Changhing
 Bus Station,
 A Junction
 Point of the
 Nanking -
 Hangchow
 and Süanch-
 eng - Chang-
 hing Highways



舊之徽左
 橋改段：
 建內安

Left - A Remodeled
 Bridge - Anhwei
 Section

右：
 浙江段內之泗
 安車站及車庫



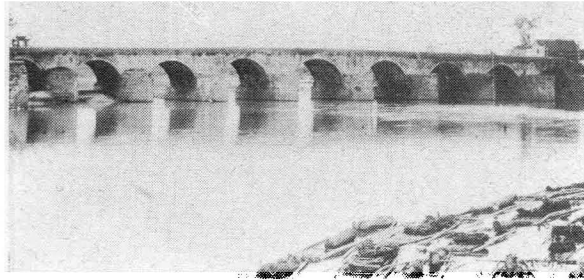
Above - The Bus Station and Garage
 at Szean - Chokiang Section



左：徽節：
形：安
渡：內
情：渡

Left—View of a
Bamboo Raft at
Shi-tsieh-tu—
Anhwei Section

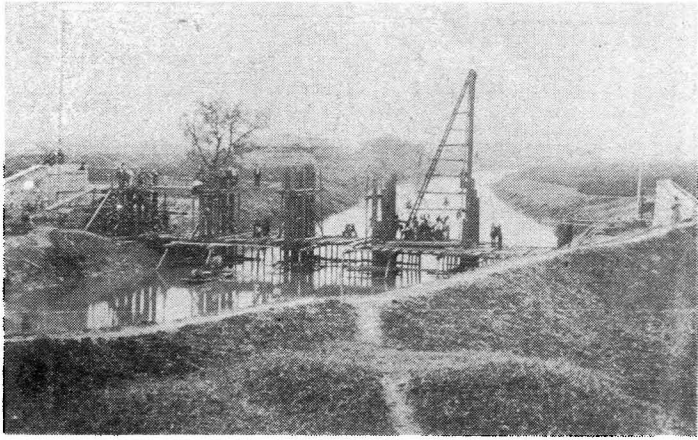
右：安徽段內之
東溪橋



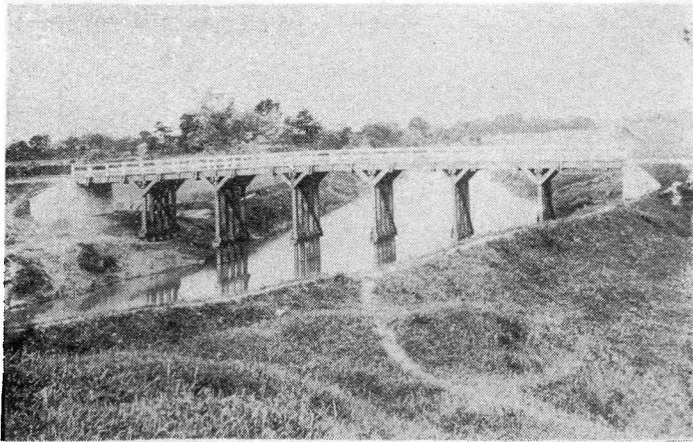
Above—An old Stone Arch Bridge
—Anhwei Section



上：安徽段內半圓綑鐵管涵之洞
Above—A Semi-circular Corrugated Steel
Culvert—Anhwei Section



影攝時工施橋河生養段徽安：上
Above—Yangsenho Bridge Under Construction
—Anhwei Section



影攝後成完橋河生養段徽安：上
Above—Yangsenho Bridge After Completion
—Anhwei Section



程工山開近附城宜內段徽安：上
Above—Rock Excavation near Sūancheng
—Anhwei Section



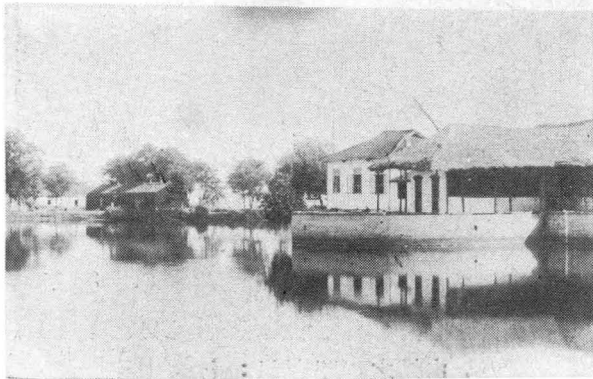
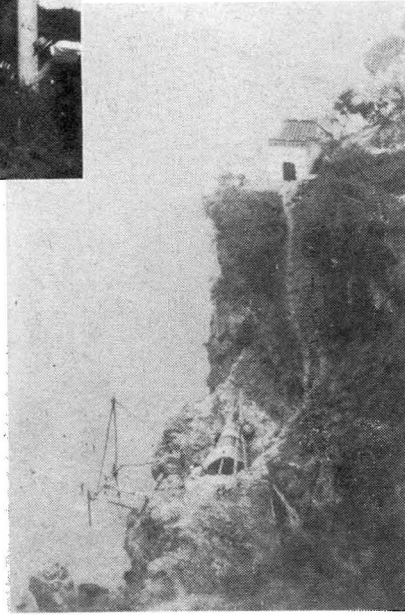
程工山開嶺官三內段徽安：上
Above—Rock Excavation at San-Kwanling
—Anhwei Section



Left--The Pavilion at
Tsai-Shih Cliff--Anhwei
Below--Scene near Tsai-
Shih Cliff--Anhwei

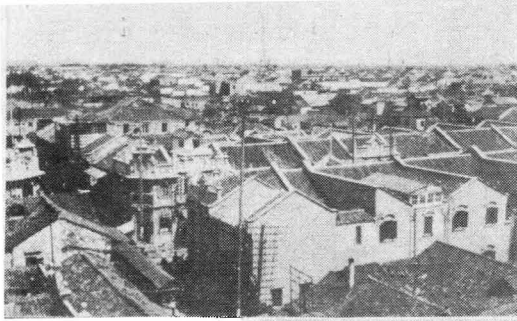
上：采
石翠螺
山頭之
燃犀亭

右：采石磯之
三官祠



上：蕪湖陶塘烟雨墩

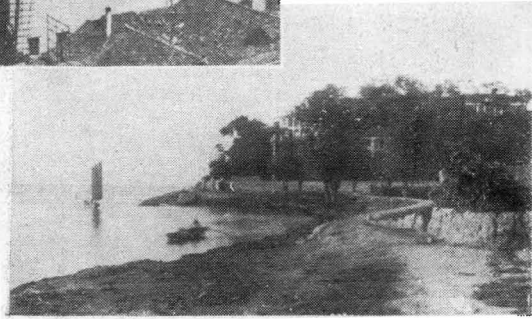
Above--Scene near Tao-Tan--Wuhu



左：蕪湖全
景市湖：

Left—A Bird's eye
View of Wuhu

右：蕪湖揚子江邊
之磯山



Above—I-chi Hill at the River-
side—Wuhu

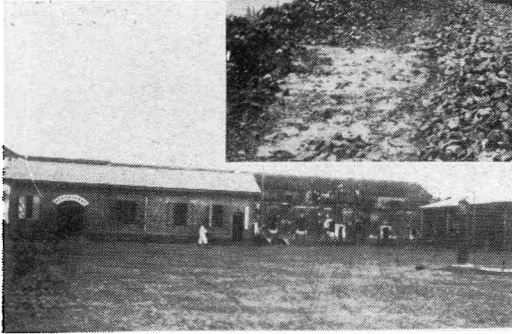
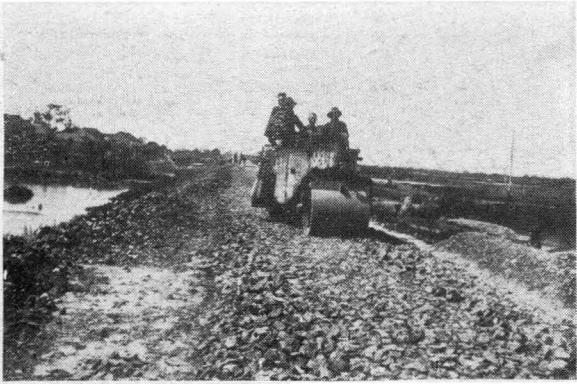


上：蕪湖附近之赭山

Above—Scene of Chè Shan (Red Hill)
near Wuhu.

形石壓路五路徽右
子底機噸基段：
情層淡壓用內安

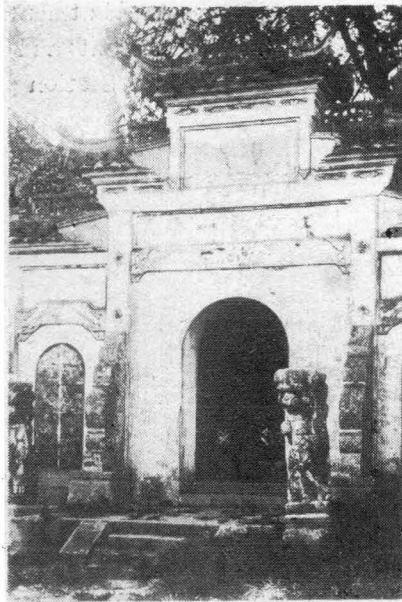
Right—Rolling the
Broken Stone Foundation
Course with
a 5-Ton Roller—
Anhwei Section



庫及車蕪段安左
車站湖內徽：

Above—The Wuhu Bus Station
and Garage—Anhwei Section .

右：
蠟磯之江心第一境



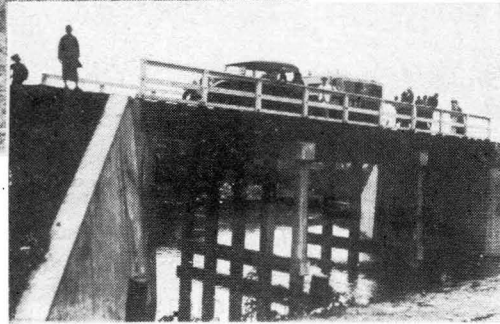
Above—A Temple at Hsiaochi near Wuhu



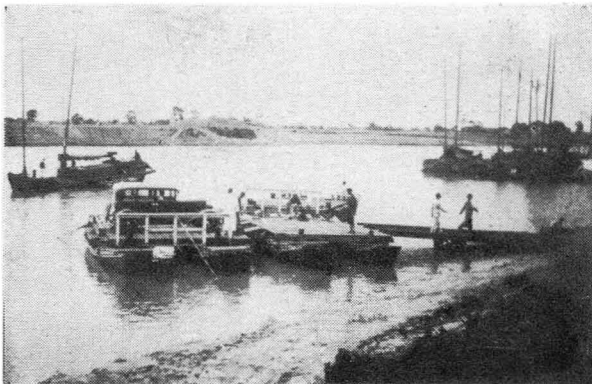
Above—One of the
New Timber Bridges
—Kiangsu Section

橋近橋蘇左
之鎮段：
木附板江

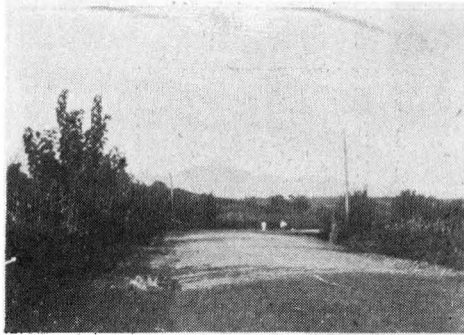
面樁混橋橋段下
洋凝座混內：
松土鋼凝之安
橋橋筋土大掛



Above—Ta-Chiao Bridge with
Concrete Abutments, Reinforced
Concrete Bents and Timber Floor
—Anhwei Section



船渡之河大塗當內段徽安：上
Above—Ferry at Tan-tu—Anhwei Section



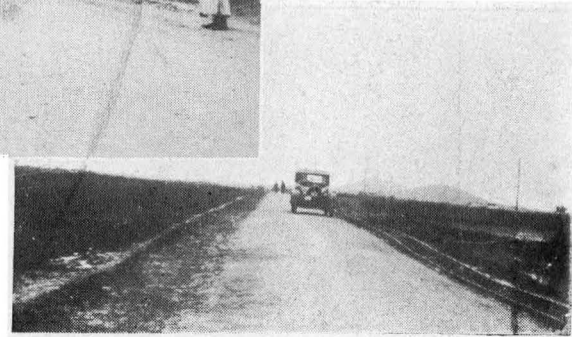
一面內市南上
部之路區京：
Above—Part of the
Surfaced Road inside
the Nanking Mu-
nicipal Area

部一之面路內段蘇江：下
Below—Part of the Surfaced
Road—Kiangsu Section



Below—Part of the
Macadam Road—
Anhwei Section

部 路 段 右
面 內 內
之 碎 碎
一 石 石 徽



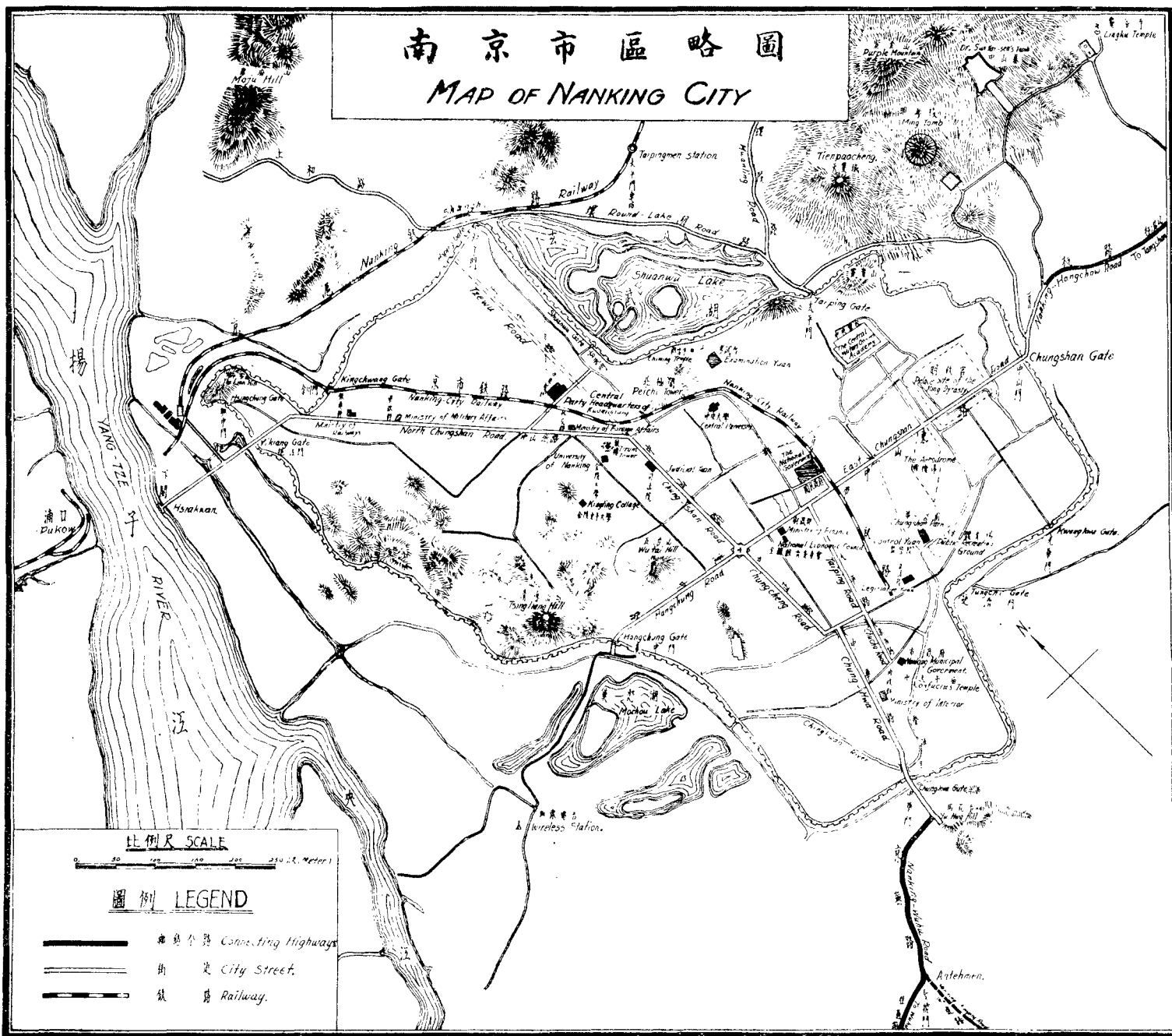
右：南京中華東門爲京蕪路之起點



Above—East Gate of Chun-Hwa-Men, the Starting Point of the Nanking-Wuhu Highway—Nanking

南京市區略圖




MAP OF NANKING CITY



比例尺 SCALE

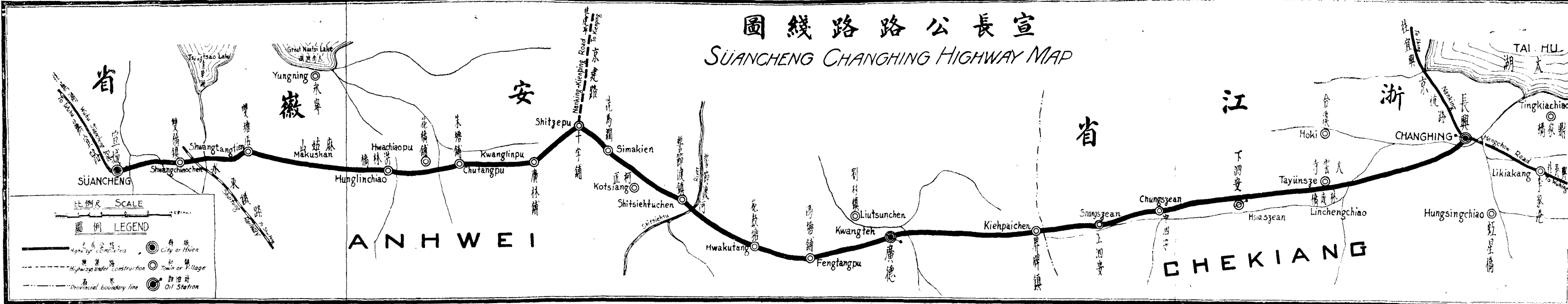
0 50 100 150 200 250 Meters

圖例 LEGEND

-  連通公路 Connecting Highways
-  街道 City Street
-  鐵路 Railway

宣長公路路線圖

SUANCHENG CHANGHING HIGHWAY MAP



比例尺 SCALE

圖例 LEGEND

- Highway (Complete)
- - - Highway Under Construction
- Provincial boundary line
- City or Hsien
- Town or Village
- ⊙ Oil Station

圖綫路路公蕪京
NANKING-WUHU HIGHWAY MAP

比例尺 SCALE



圖例 LEGEND

- 已完公路 Highways completed
- 興築中公路 Highways under construction
- 省界 Provincial boundary line
- 城市 City or Hsien
- 村鎮 Town or Village

