

THE NEW SHANGHAI HANGCHOW

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THE NEW SHANGHAI-HANGCHOW HIGHWAY

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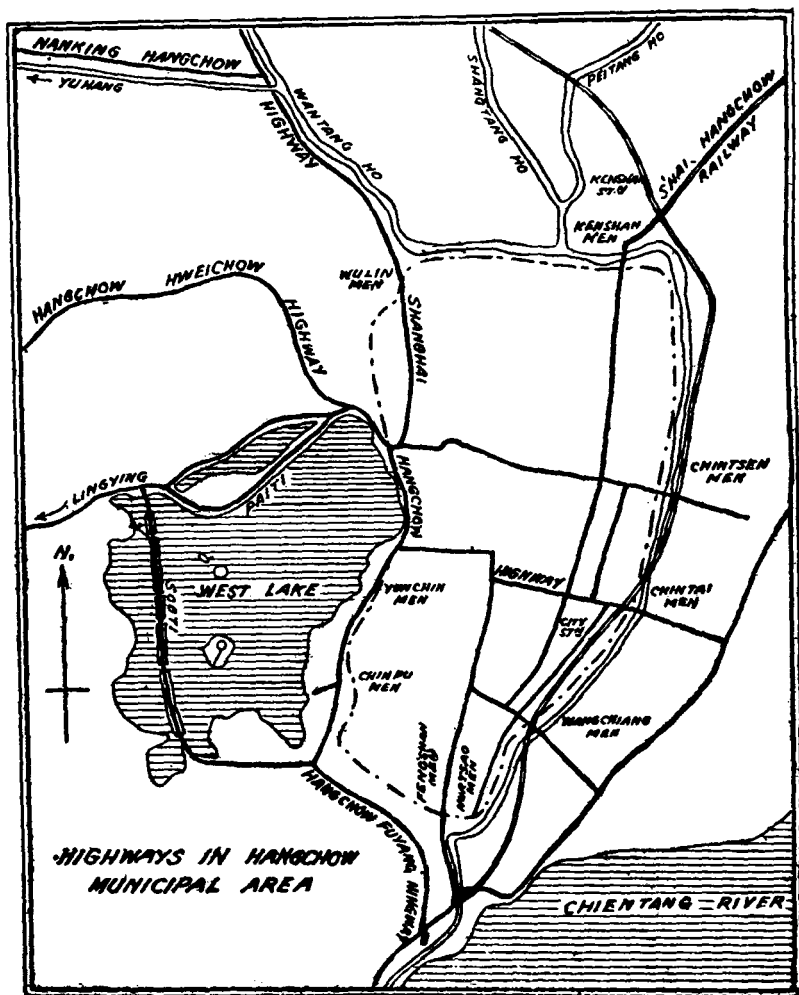
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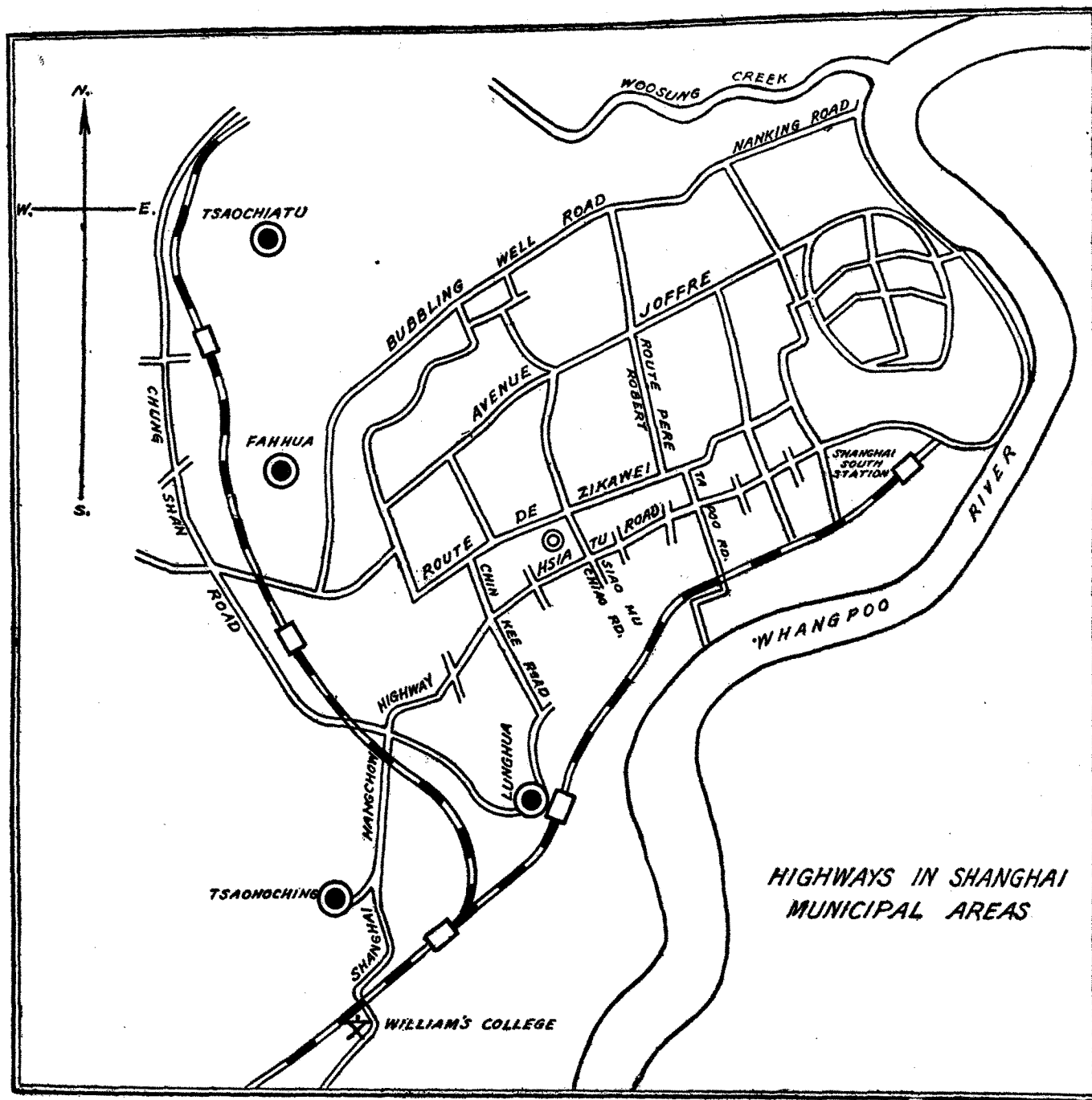
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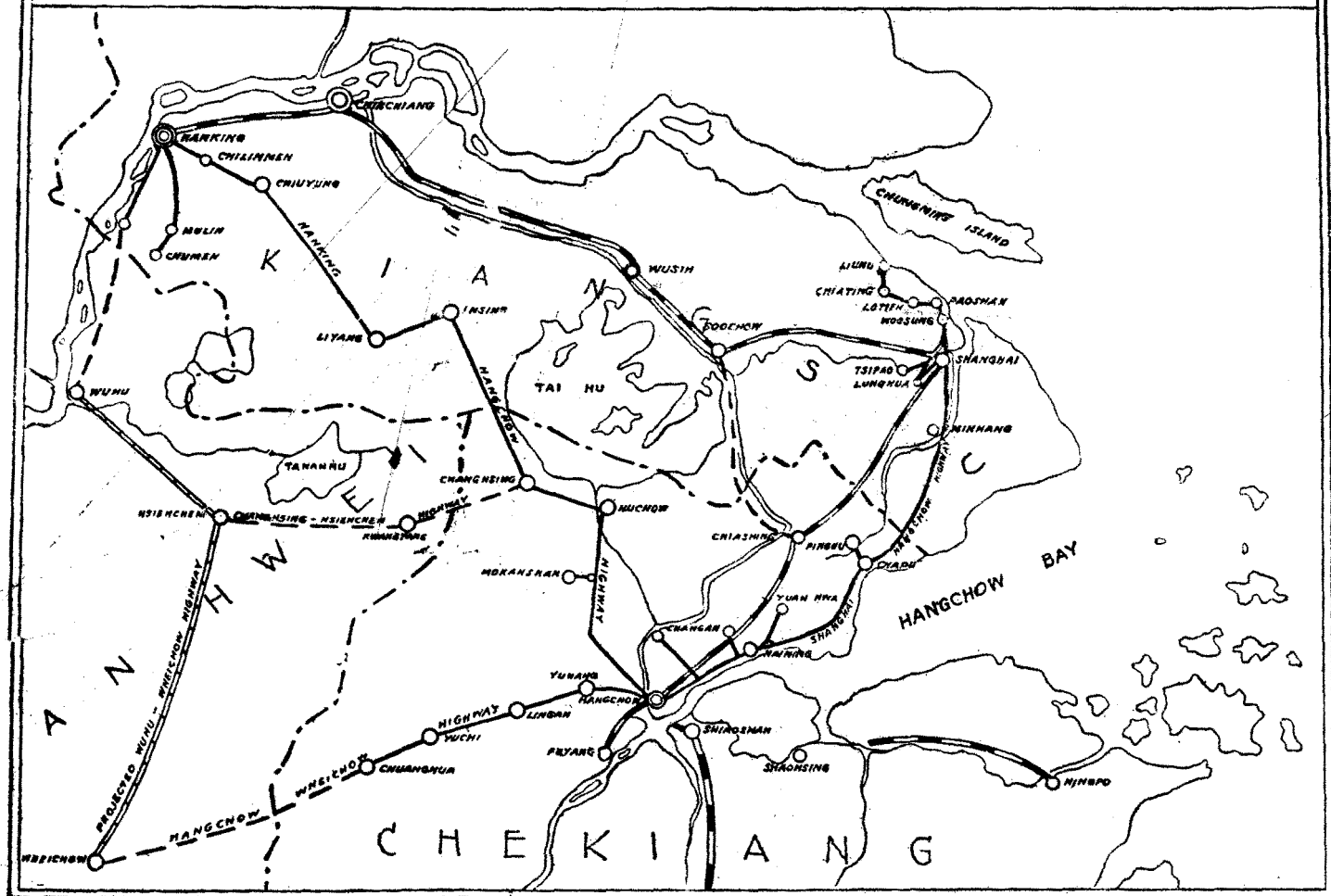
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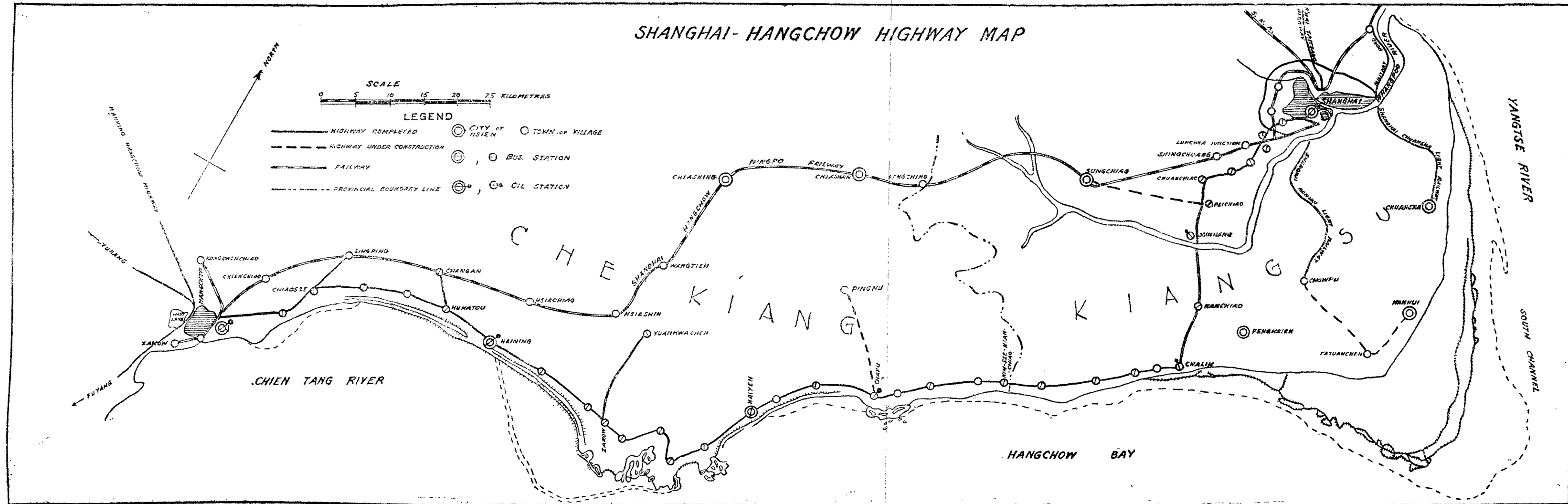


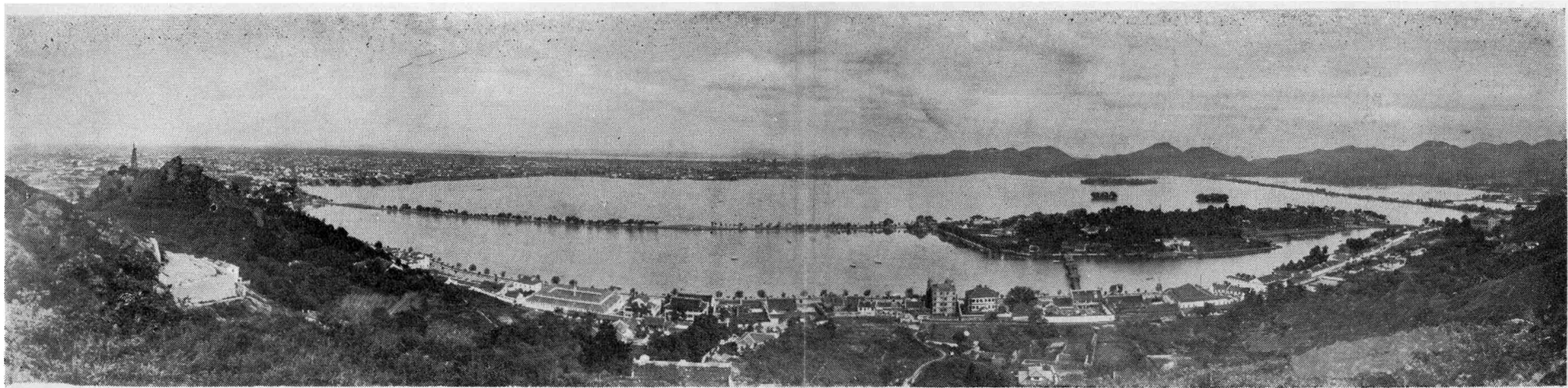


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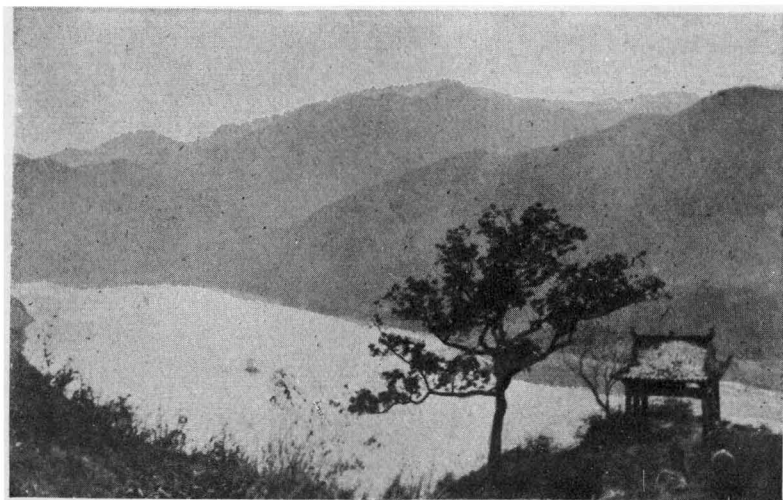


SHANGHAI-HANGCHOW HIGHWAY MAP





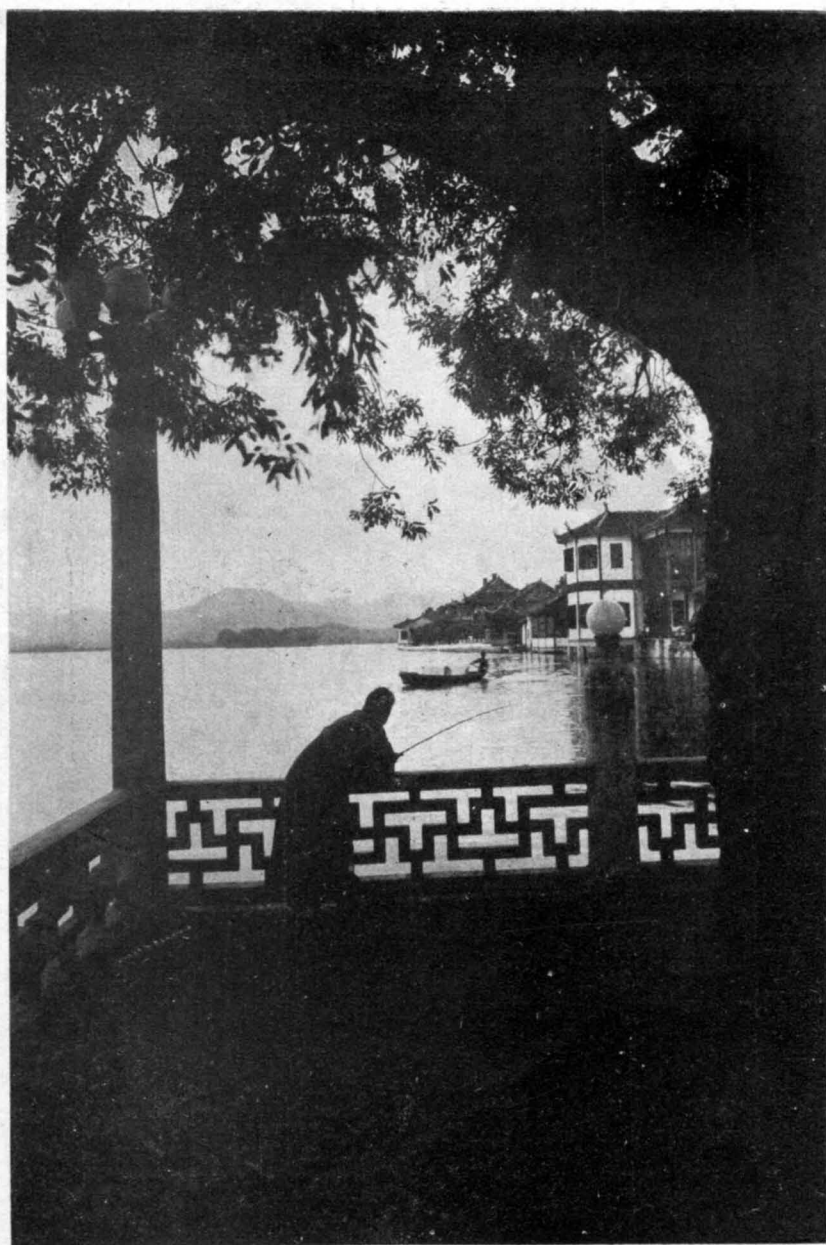
West Lake—Hangchow



Scene near Hangchow—1.



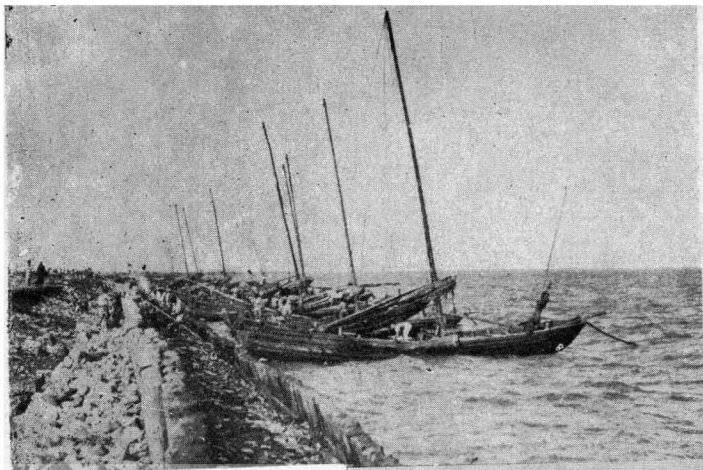
Scene near Hangchow—2.



West Lake—Hangchow

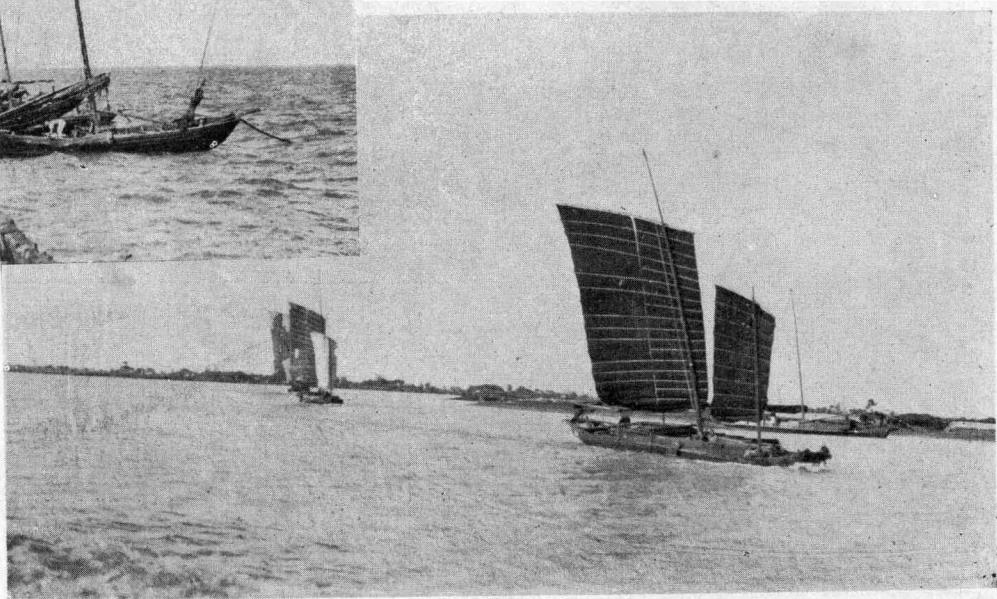


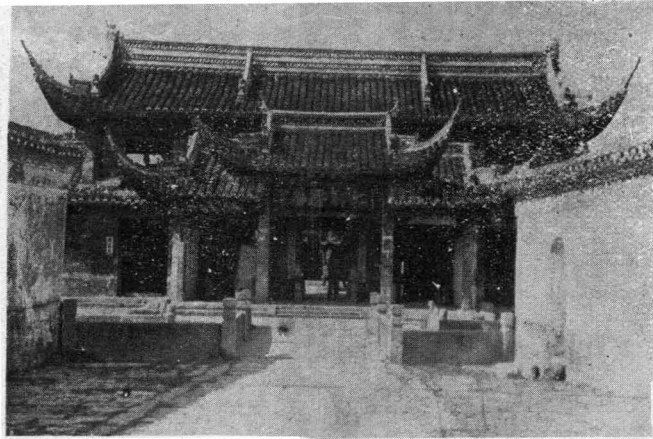
One View of Famous Hangchow Bore



Left—Scene along Coast—Kiangsu Section:

Right—The Whang-Poo
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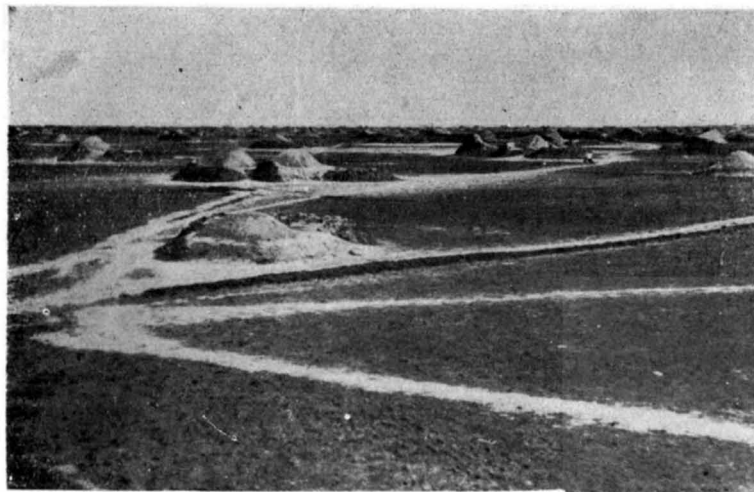




Above-Kingshan City
God Temple Built dur-
ing the First years of
the Tsing Dynasty

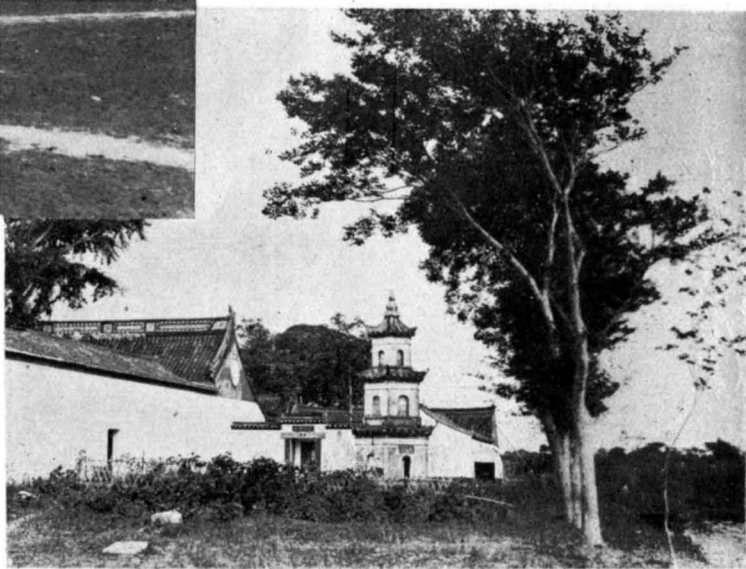


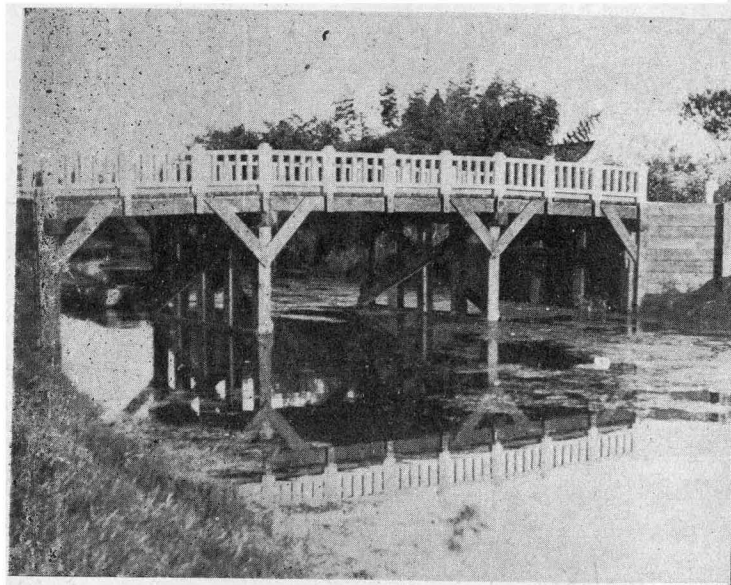
Right-In Tung's Villa
Minghong, Cypress of
the Yuan Dynasty



Left—Salt fields, Kingshan

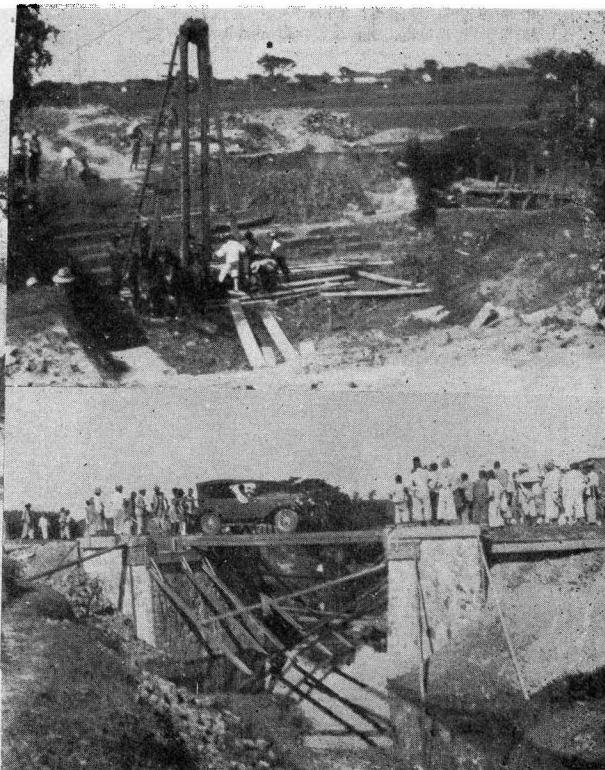
Right—Ancient Temple at
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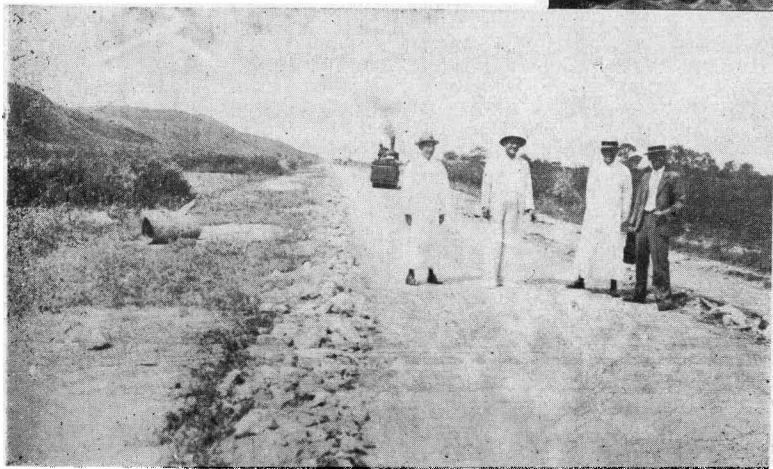
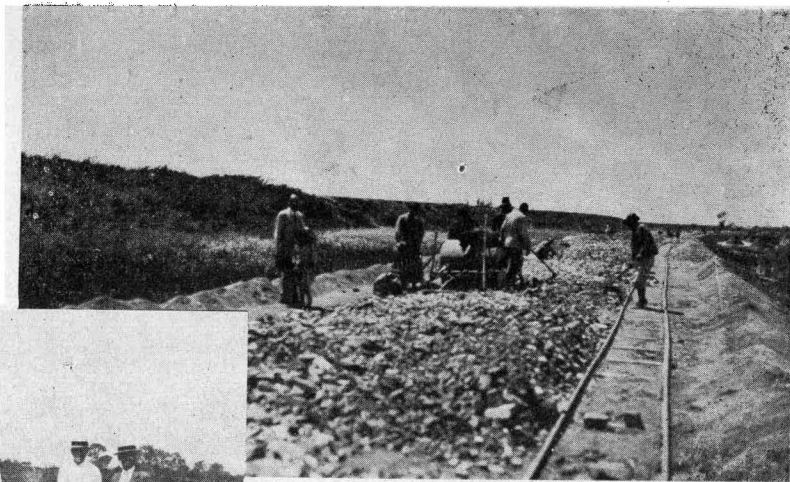


Above—One of the new Bridges,—Kiangsu Section

Scenes during the Period of Construction



Right—Foundation work



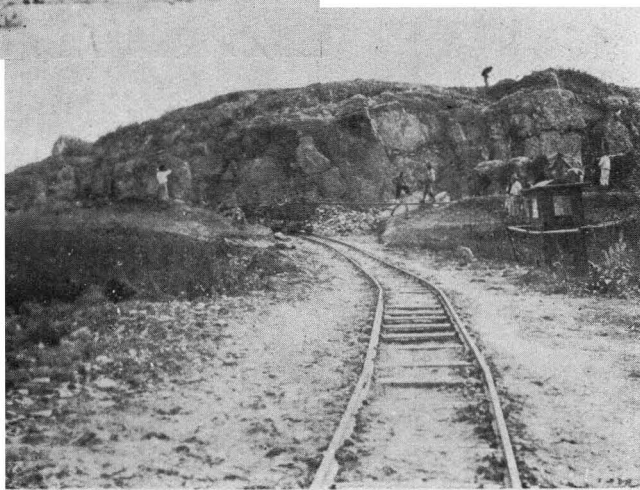
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Right-workmen in process of finishing a part of the Kiangsu Section

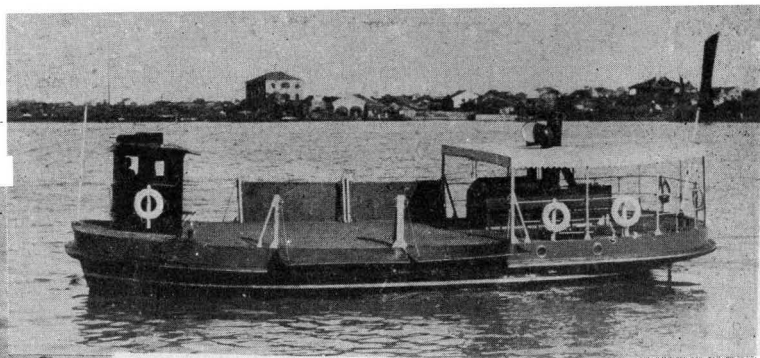
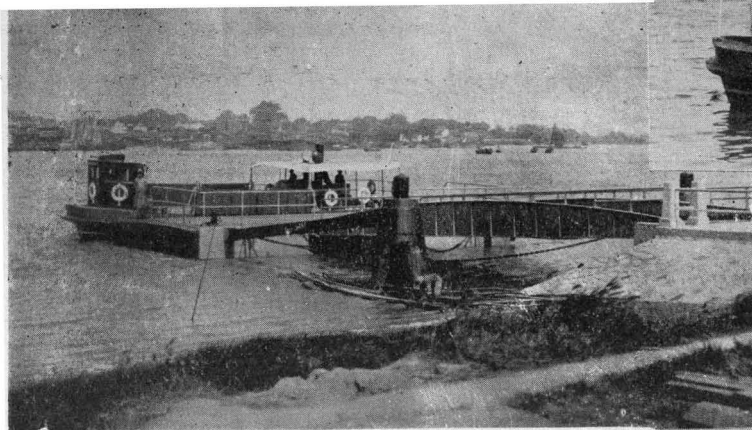


Left. Working on Broken Brick foundation

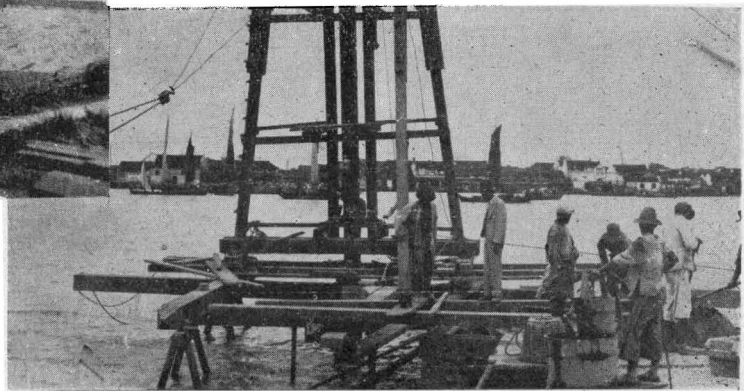
Right-In a quarry along the Kiangsu Section



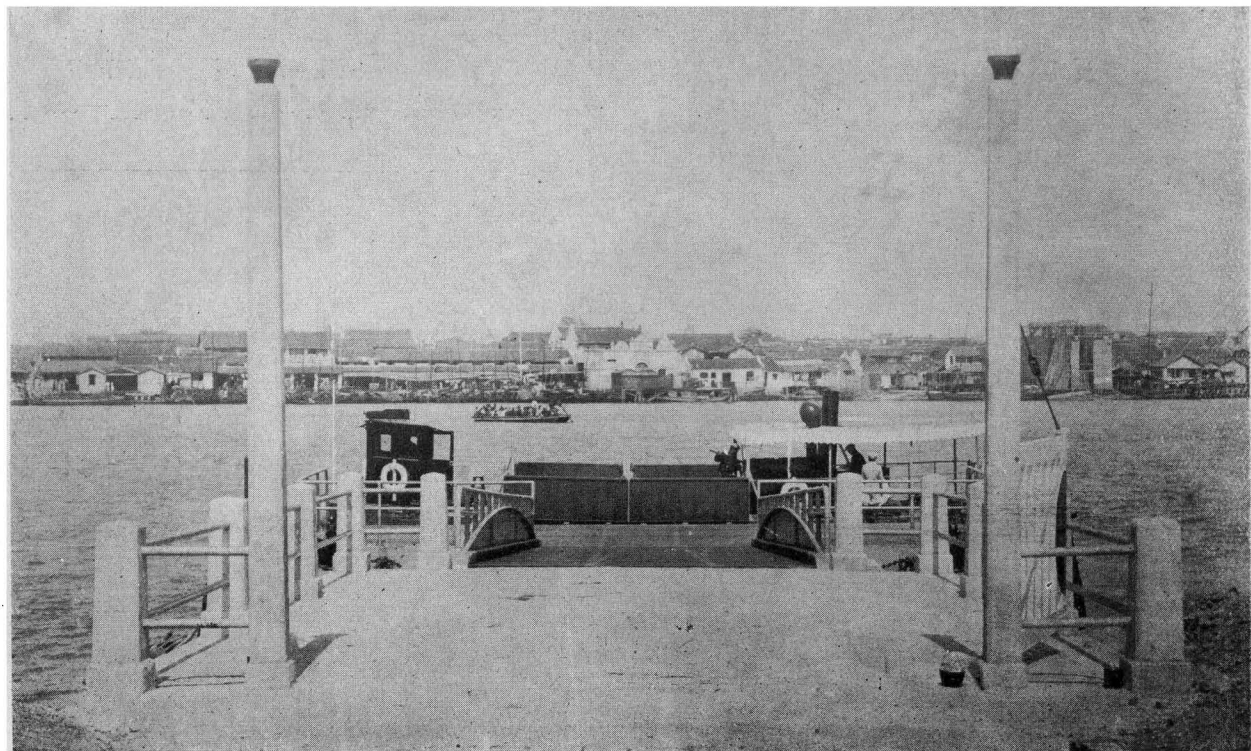
Left—Steel Ferry Boat at Minghong



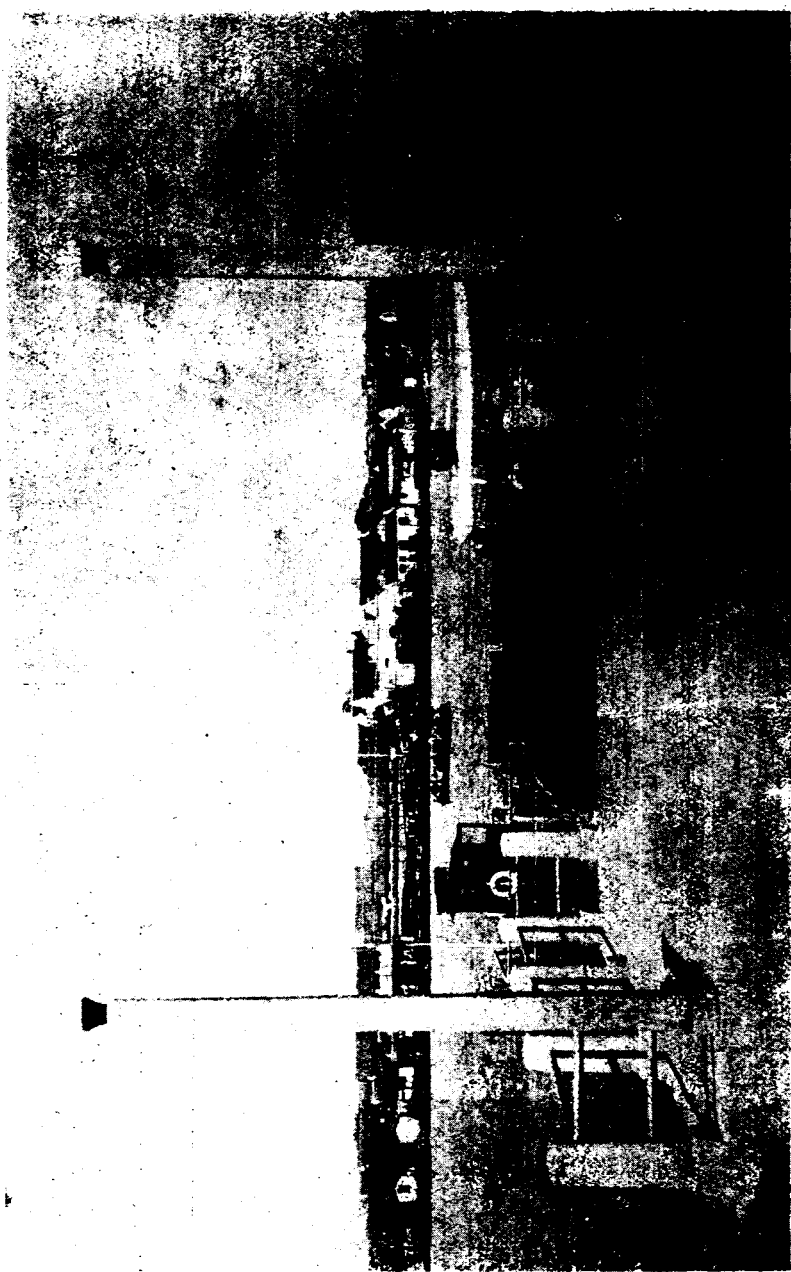
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Above—The beginnings of the Minghong Jetty



The Ferry at Minghong



The Ferry at Minghong

INTRODUCTION

A milestone in the progress of road construction in China under the auspices of the National Economic Council is reached with the completion and opening of the 216 kilometres Shanghai-Hangchow highway on October 10. In its program of construction work, the National Economic Council regards the building of a net-work of highways and roads in the country as one of its major activities. To carry out this project, it has established within its organization a Highway Department, secured the collaboration of the Communications Section of the League of Nations and created an initial revolving Road Fund of \$1,000,000.

The Highway Department is now manned by a staff of competent Chinese engineers, with large and varied experience in road construction in the different provinces. This staff collaborates in an advisory capacity with the provincial and municipal reconstruction bureaux and engineers who are actually constructing the road. The collaboration of the Communications Section of the League of Nations of which Mr. Robert Haas is director, constitutes a most advantageous arrangement for the Council in the advancement of road building in China. Through it, the Highway Department is furnished with the advice and experience of road-building experts of the League's Communications Section, the first two assigned to this work being Mr. M. S. Okecki and Mr. F. J. M. Bourdrez. Since their arrival in this country last year, these experts have done invaluable service, in their advisory capacity, in the construction of the new highways in the Yangtze Provinces. Mr. Haas has also given the Council the benefit of his advice on the problems of development of general communications in the country in the several visits he made to China in the past two years, and is maintaining close contact with the progress of work of the Council.

The question of financing properly the program of road

building is no easy problem in view of the limited financial resources of the country. But a good beginning has been made in the creation of the revolving road fund, with which an arrangement has been worked out to give partial financial assistance to the provinces in the construction of inter-provincial roads. The plan provides for a loan of 30 to 40% of the cost of the roads to the provinces, which is paid out gradually to the borrower as the work on the road progresses in accordance with construction specifications laid down by the Highway Department of the Council. It provides also a definite arrangement for the repayment of the loans, so that the Road Fund will be made a revolving fund for further lending in assisting the construction of more roads. Thus under this plan and arrangement, the total road fund of \$1,000,000 of the Council has been lent out to construct five trunk roads, of which the Shanghai-Hangchow Road is one—the subject of this pamphlet—the other four being the Soochow-Kashing Road, the Nanking-Wuhu Road, the Changshing-Suichang Road and the Hangchow-Hweichow Road, which are now under construction. The completion of this road will link 2048 kilometres of completed roads with Shanghai, and 320 kilometres under construction thus opening a large territory of the interior to motor and vehicular traffic from this great city. It may be asked how with such a modest sum is it possible to finance so large portion of the cost of these trunk roads. The answer is that it is the aim of the Council not to build “high-type” roads for luxurious passenger traffic—which would cost at least five times as much as spent on the “Council” roads now being built—but to build cheap roads and more roads for general traffic, suitable for buses and freight traffic. Higher grade road will be built in time, but the main purpose at present is to provide increasing transportation facilities. The Shanghai-Hangchow Road and the other four roads now under construction are only the beginning of these facilities. Yet these roads are so built that they are suitable for motor passenger traffic, and with reasonable maintenance, which is insisted on by the Council, they should be continuously satisfactory for motor traffic. It is expected that the Shanghai-Hangchow Road would attract a

considerable amount of travelling by motor between the two cities on the part of the public. This road being a link between the provinces of Kiangsu and Chekiang would assure the collaboration of these two provinces and the two important municipalities for the maintenance and the regulation of traffic of this road, and lead to the increase of communication and commerce between them.

DESCRIPTION OF THE SHANGHAI-HANGCHOW HIGHWAY.

The two adjoining Provinces of Kiangsu and Chekiang constructed several separate sections of this road in the course of the last ten years. But the wide Whangpoo River and the individualistic character of the two Provinces seem to have constituted sufficient barriers to prevent the unification of the road. It is worth while to delve into the history of its construction, and of the administration of the various sections separately.

1. **Shanghai-Minghong Section.** Length 29 Kilometres. Built of broken bricks and cinders by the Shanghai-Minghong Chalin Motor Bus Company. This omnibus line is in operation with a regular and frequent service, which has been in existence for a long time. Near Tsaohoching there is a toll: after October 10th., 1932, private motor cars are exempt from paying this toll.

2. **The Minghong Ferry.** This whole work has been financed by the National Economic Council. It consists of a jetty, a landing bridge, and a pontoon on each bank of the Whangpoo River, designed by the Greater Shanghai Bureau of Public Works. There is a new steel ferry boat, driven by a Diesel engine, designed by the Greater Shanghai Bureau of Public Utilities, and a wooden ferry boat, operated by manpower. The entire task was started in July and completed at the beginning of October.

When the traffic has sufficiently developed, a bigger ferry boat with four propellers, will be constructed, with accommodation for 150 passengers and 10 motor cars.

3. **Minghong-Nanchiao Section.** Length 10 Kilometres. Built of broken stone with a cinder road surface by the Fengshien and Nanhwei districts of Kiangsu Province. The improvements of this section of the road were undertaken by the Fengshien Reconstruction Bureau, with the financial support of the Department of Reconstruction of Kiangsu Province.

4. Nanchiao-Chalin Section. Length 11 Kilometres. Running on top of a new embankment through low and flat country. Broken bricks were used for the foundation of the roadbed, upon which cinders and crushed shells are alternatively used as paving materials. In this section, especially, there are many new bridges.

5. Chalin-Kingszenianchiao Section. Length 26 Kilometres. Mostly on top of the sea dyke. The solid roadbed of the dyke justified the use of shells as a temporary surfacing material. Later, when traffic increases, a more permanent pavement may be substituted.

Sections 4 and 5, having a total length of 37 Kilometres, were completed by the Kiangsu Reconstruction Department on September 25, 1932, at a cost of about \$213,000, including a grant from the Central Road Fund of the National Economic Council of \$46,900.

6. Kingszenianchiao-Chapu Section. Length 21 Kilometres, of which 12 Kilometres of earthwork was done some time ago. For the time being the road surface consists of cinder and sand on broken stones, which materials are obtained locally. Dependent on subsequent experience and an increased traffic, the road surface may later be improved. This section was completed at the end of September, 1932, at a cost of about \$90,000, borne by the Chekiang Reconstruction Department, included in which sum is a loan from the Central Road Fund of the National Economic Council of \$26,600.

7. Chapu-Hangchow Section. Length 118 Kilometres. The part Hangchow-Haining was built first as a commercial enterprise some time ago; later it was taken over by the Chekiang Highway Administration. There are several sharp curves, and workmen are now engaged in removing these. The greater part of the cost will be paid by the National Economic Council's Central Road Fund. An omnibus line is now running between Hangchow and Chapu, with 3 - 5 daily round trips.

The new road has a width of 7½ metres of proper roadbed and three metres of paving. The section Shanghai-Minghong

has a roadbed-width of nine metres, and a paved width of six metres.

The main part of the road is built according to type A of the Road Standards of the National Economic Council. Future widening to 5½ metres pavement width, according to type B, will be undertaken when traffic increases, which, it is to be hoped, will be in the near future.

HIGHWAY EQUIPMENT.

1. **Road Signals.** All along the road signals have been placed, of two general categories: (a) Signals of warning of approaching curves, crossings, bridges, and other dangers; (b) Indications of names of towns, mileage, and other general information.

Types, colours, etc., of these road signals are in accordance with the International Regulations and Agreements concerning Road Signals of Geneva. They were adopted at a meeting of the representatives of Chekiang, Kiangsu, and Anhwei Provinces and of the Nanking and Greater Shanghai Municipal Governments, held under the auspices of the National Economic Council.

2. **Omnibus Stations.** For the motor bus lines which are now in operation there are eight stations between Shanghai and Minghong, six between Minghong and Kingszenianchiao, two between Kingszenianchiao and Chapu, and twenty between Chapu and Hangchow, totalling thirty-six stations. More stations will be added between Minghong and Kingszenianchiao.

In future, between Shanghai and Minghong the original omnibus company will run its buses as usual; from Minghong to Hangchow another omnibus line will commence operations under the control of the Chekiang Highway Administration. The National Economic Council has entrusted the service of the Minghong Ferry to the Department of Reconstruction of Kiangsu Province.

3. **Filling Stations.** Filling stations are set up at all important points on the road. In addition, a service by means of tank cars will be available.

4. **Police Patrol and Long-distance Telephone.** For the safety

of motorists, special police patrols will shortly be organised, in addition to the local police forces. A long-distance telephone line will be installed along the road, to serve the public and the police.

5. Milestones. Milestones have at present been erected in the sections of the road within the Chekiang Province. A uniform system of indicating mileage is under consideration.

COMMERCIAL SURVEY.

Reference to a map will show that the Shanghai-Hangchow road traverses a country with very divergent local conditions. Fishery products vie in importance with the products of agriculture, such as rice, wheat, silk, and cotton, while the manufacture of salt is one of the main occupations. Beans, tea, hemp, timber, fruit, etc. constitute a minor commercial activity. Chapu is the centre for the timber market for both Chekiang and Fukien Provinces. It is also well known for its salt manufacture. Haining has an agricultural output better than anywhere else in Chekiang Province. Its melon and fruit market sends its products all over the country.

The large number of industrial plants in Shanghai and in different other places are within the reach of this road. In Shanghai there are textile mills, leather, tobacco and other factories. In Sunkiang there are the well-known potteries. Breweries, tanneries, and factories for matches, paper, and candy, etc., have now developed quite extensively. Hangchow is particularly well known for its silk, and tea.

Special kinds of fish and vegetables, not found anywhere else in the world, are also obtained within the territory tapped by this highway. Fans, mats, and various kinds of ornaments made in this part of China are famous all over the world.

INFORMATION TO TOURISTS.

1. Mileages. The Shanghai-Hangchow road has a total length of 216 kilometres, of which the Shanghai-Kingszenian-chiao section, 76 kilometres long, is in Kiangsu Province, and the

Kingszenianchiao-Hangchow section, 140 kilometres long, is within Chekiang Province. A distance schedule elsewhere in this pamphlet gives detailed mileages.

This new road connects with the Nanking-Hangchow and Hangchow-Hweichow Main Highway. From Shanghai there radiate several shorter roads: Shanghai-Woosung-Paoshan, Shanghai-Lunghwa, Shanghai-Chipao, Shanghai-Liuho-Paoshan Roads. The Shanghai-Hangchow Road has the following branch roads: Chapu-Pingwu, Zakow-Yuenhwa, Hukatow-Changan. From Hangchow there goes the Hangchow-Fuyang Road. A branch of the Hangchow-Nanking road leads to Mokanshan, a summer resort famous for its beautiful scenery. A branch road from the Hangchow-Hweichow highway will lead to the Tien Mun Shan, a mountainous region with large forests of rare beauty. The total mileage of roads, including streets in the towns, amounts to 2048 kilometres, and an additional 319 kilometres will be added when the Nanking-Wuhu, Hangchow-Hweichow and Hsuancheng-Changshing roads are completed.

2. Licences. For all cars travelling along the highways in Chekiang, Kiangsu and Anhwei Provinces, and in the Nanking and Shanghai districts, it suffices to have one licence, issued by any one of the above-mentioned five authorities.

3. Temporary regulations regarding tolls. As a result of repeated meetings of the competent authorities of the Provinces of Kiangsu, Chekiang and Anhwei, and of the cities of Nanking and Greater Shanghai, held under the auspices of the National Economic Council, it has been decided that, as from 1st. January, 1933, all tolls for inter-provincial or inter-city traffic will be abolished. The present arrangements are as follows:

(a) Tolls. The only toll now in existence is that at Ming-hong. All private passenger cars and motor cycles using the road will be exempted from any toll payment.

All commercial cars using the section of road between Shanghai and Minghong (including hired cars) are required to pay to the Motor Bus Company a toll charge according to the Company's practice.

(b) Ferry. All commercial cars (including hired cars) passing the Minghong Ferry will be required to pay a fee at the discretion of the Ferry Administration of the Kiangsu Reconstruction Department.

As soon as the new arrangement comes into force on January 1st., 1933, this temporary system will be automatically abolished.

4. Filling stations and service stations. The provincial and city authorities above-mentioned have arranged with the proprietors of the motor omnibus stations en route to carry out any repairs or supply any fuel which may be required by passing motorists.

5. Important. All motorists are required, for the sake of safety, closely to observe the various road signals and local traffic regulations. Further information regarding these road signals will be obtained on the outside cover of this pamphlet.

SHANGHAI-HANGCHOW HIGHWAY DISTANCE SCHEDULE (In kilometers)

KIANGSU	SHANGHAI ⊙												
	29.13	MINHANG ⊕											
	38.77	9.64	NANCHIAO ⊕										
	49.48	20.35	10.71	CHALIN ⊕									
CHEKIANG	76.04	46.91	57.27	26.56	KIN-SZE-NIAN-CHIAO ⊕								
	97.17	68.04	58.40	47.69	21.13	CHAPU ⊕							
	114.33	85.20	75.56	64.85	38.29	17.16	HAIYEN ⊙						
	144.77	115.64	106.00	95.29	68.73	47.60	30.44	ZAKOW ⊕					
	167.88	138.75	129.11	118.40	91.84	70.71	53.55	23.11	HAINING ⊙				
	175.70	146.57	136.93	126.22	99.66	78.53	61.37	30.93	7.82	HUKATOU ⊕			
	193.91	164.78	155.14	144.43	117.87	96.74	79.50	49.14	26.03	18.21	CHIAOSZE ⊕		
	213.00	183.87	174.23	163.52	136.96	115.83	98.67	68.23	45.12	37.30	19.09	HANGCHOW ⊙	
	215.60	186.47	176.83	166.12	139.56	118.43	101.27	70.83	47.72	39.90	21.69	2.60	WULINMEN ⊕

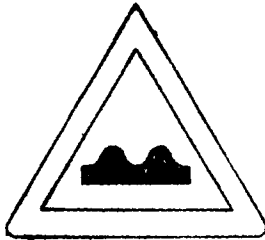
LEGEND:

- Town or Village
- ⊙ City or Hsien
- ⊕ , ⊖ Bus Station
- ⊗ , ⊘ Oil Station

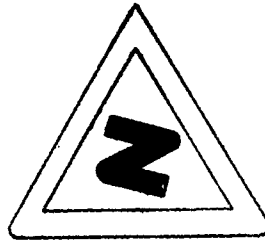
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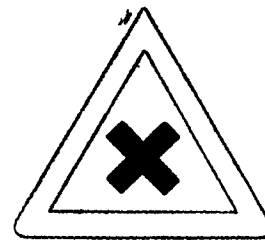
ROAD SIGNALS ALONG THE NEW HIGHWAYS IN
KIANGSU CHEKIANG AND ANHWEI



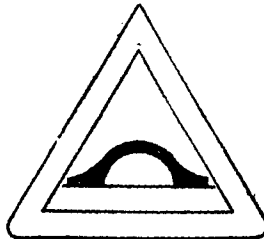
Dangerous Sides



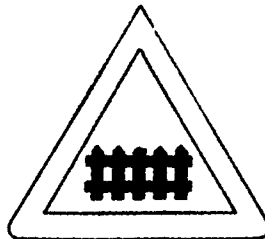
Dangerous Curve



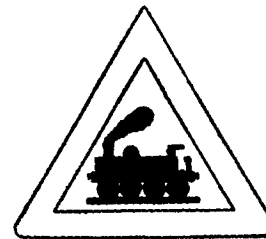
Road Crossing



Dangerous Bridge



Railroad Fence



Railroad Crossing without Fence