

Interim Regulations on Railway Military Operations

August 1, 1950, the Central Military Commission and the Government Affairs Council

Chapter 1

General Provisions

Article 1 Where the People's Liberation Army and the People's Liberation Army and when the People's Public Security Forces use railways under the jurisdiction of the Ministry of Railways of the Central People's Government (hereinafter referred to as the Ministry of Railways) for military transportation, they shall follow these regulations.

Article 2 The railway is a state enterprise and an important part of national defense construction. Therefore, the implementation of these Regulations is mainly aimed at ensuring the completion of railway military transportation tasks and the rational use of railway transportation without wasting transportation capacity.

Article 3 Military transportation is the primary task of railways, and railways shall ensure timely safety, speed and convenience for military transportation.

Article 4 Military transportation shall emphasize unity, planning and discipline, and shall strictly abide by these regulations and all railway rules and regulations. Except for the temporary emergency transportation approved by the Military Commission or the field army and the head of the first-level military region, no unit or agency may request emergency military transportation or special vehicle transportation, so as not to hinder the planned transportation by railway.

Chapter 2 Definition of Military Operations

Article 5 All units, institutions, schools, hospitals and military camp factories under the Military Commission are transferred and funded, books, archives, ordnance, and military medical equipment, military industrial equipment, military supplies, communication equipment, transportation The transportation of finished products, raw materials and supplies of equipment, construction equipment and various combat equipment is military transportation.

Article 6 The transportation of raw materials or finished products required for the production of workers and peasants by government agencies and units does not belong to the scope of military transportation.

Article 7 For the names of military products, please refer to Appendix 1. For military products that are not listed in the Appendix or are difficult to be identified as military products, the Military Commission Logistics Department, the Field Army Logistics Department, the Logistics Department of the First-level Military Region, or the Second-level Military Region Headquarters must cooperate with them. Only after the logistics department fills in the military transportation license and submits it to the railway administration or branch, can it be handled as military transportation.

Chapter III Distinction of Military Transport

Section 1 Freight

Article 8 In order to strictly implement the planned transport, the People's Liberation Army Corps or the organs at or above the provincial military level shall prepare a monthly schedule for military transport and submit it to the Ministry of Railways, the General Administration of Railways or the Ministry of Railways in the first ten days of the previous month. Approved by the Railway Administration. After the plan is approved, a copy of the return to the troops will be used as the basis for requesting vehicles. The troops should fill in the "Request for Military Transportation within the Plan" according to the approved plan, and after renewing the military transportation certificate from the Railway Administration or the branch, ask for the car at the departure station. Shipped on time.

Article 9 Large quantities (more than one train at a time) or sporadic military transportation required for temporary emergency transportation beyond the plan shall be reported to the Ministry of Railways, the General Administration of Railways or the Administration by the Logistics Department of the Military Commission, the Field Army Command, or the first-level military command. After submitting a letter of request for emergency military transportation, and after a joint decision, the Administration or the branch will issue a military transportation certificate, and hand over the certificate to the dispatching station to request a car.

Article 10 Due to special difficulties, the temporary and sporadic military transportation of whole vehicles cannot be planned in advance. Although it is not within the normal transportation plan, in order to meet the military needs, the Railway Bureau should also accept it as much as possible, but this request must be handled by the army. The Corps or the agencies or offices of the provincial military region or above and the designated agency should submit a letter of request for sporadic military shipments to the Railway Administration or Sub-bureau two days before the departure of the shipment, otherwise the Railway Administration or sub-bureau has the right to refuse the shipment or postpone the delivery date.

Article 11 General LTL military shipments shall be handled only within the section where the LTL trucks are attached to the railway. This LTL military cargo shall be suitable for the LTL handling conditions, and the principle shall be that the packages are in good condition, the labels are provided, and the railway is responsible for transportation. For the military items that the Guns and Railway Administration or the branch deems to be taken care of by personnel, the troops should send personnel to take care of them in the car for safe transportation (the escort caregiver can take the escort car for free with an LTL transport ticket). Sign a special agreement to exempt from liability according to the road seal, otherwise the railway will refuse to consign.

When the troops consign the LTL military transport, they should present the LTL military transport application letter to the Administration or the branch to exchange the military transport certificate, and the certificate should be consigned to the originating station.

LTL military cargo that is not suitable for mixing with other cargo should be handled as a whole vehicle.

Article 12 For all military transportation, railways should be different from general commercial transportation. A separate carrier book should be established, and the priority should be given to the vehicle and the priority transportation.

Article 13 For military transportation handled in Articles 9, 11, and 24, if due to special reasons, the consignment unit cannot go to the place where the military transportation certificate is issued to apply for the military transportation certificate, the unit may apply for the military transportation

certificate according to the requirements of each article. When the station master receives this request for transportation, he must report it to the management bureau or branch for approval, and notify the military transportation certificate number.

Article 14 The consignment force asks the dispatching station for a vehicle with the military transport certificate. Before shipment, the military transport check shall be used to pay the miscellaneous charges, and the dispatching station shall fill in and issue the military transport ticket

1) A, from the issuing station together with the military transport certificate, send it to the inspection section of the management bureau of the exchange, as a supporting document to the rear service department of the military commission at the end of the month to clear the freight.

(2) B, handed over to the using troops, according to the military system, send it to the freight-bearing department as a reimbursement document (it cannot be recovered at the station).

(3) C, the freight ticket used for the transportation procedures for the station and train, and finally sent to the inspection department of the management bureau at the arrival station for inspection.

(4), sent from the originating station to the Military Transportation Section of the Administration Bureau for storage and inspection.

The area where the cargo waybill is used shall be handled as follows:

(1) Waybill - the consignment force shall exchange the waybill from the dispatching station with the military transport certificate. A copy of the waybill, and the troops will use the waybill as a document for freight reimbursement.

(2) A copy of the waybill - it will be handed over to the consignment unit at the originating station and transferred to the receiving unit. The receiving unit will pick up the goods from the destination station with the copy of the waybill and exchange it for the waybill. The destination will send this copy to the Incoming Section of the Administration of the Exchange. (Examination Section).

(3) Cargo operation declaration form – it will be sent to the arrival station along with the freight train from the originating station. After the arrival processing is completed, it will be sent to the Incoming Section (Inspection Section) of the Administration Bureau of the Exchange.

(4) Stubs for cargo operation declarations - sent by the issuing station together with the military transport certificate to the Proceeds Section (Inspection Section) of the Administration Bureau of the SSE, and after review, it will be forwarded to the Military Transport Section of the Administration Bureau of the SSE for storage and inspection.

Section 2 Passenger Transport

Article 15 The bulk transportation of troop commanders and fighters, wounded and sick, migrant workers and prisoners shall be carried out by the logistics department of the Military Commission, the field army and the headquarters of the first-level military region headquarters or their offices and designated agencies. The provisions of Article 8 shall be handled.

Article 16 When the troops are less than five ordinary passenger vehicles, the logistics department of the Military Commission, the field army or the first-level military area command stationed in the organs or offices and the commander of the military level or above shall submit a letter of request for sporadic military transportation three days before the departure. After being approved by the Railway Administration, it will be transported by car. When there are more than five vehicles, the

above-mentioned request must be submitted to the Ministry of Railways or the General Railway Administration.

Article 17 When the commander of a unit uses a luxury bus, it is limited to the following persons; however, when planning to use a special bus, approval must be obtained from the Military Commission or the head of the field army and the first-level military region.

(1) Military personnel approved by the Military Commission.

(2) Commanders and political commissars of all field armies and first-level military regions.

(3) Those who have been specially approved by the above two personnel.

The above-mentioned business request shall be submitted to the Ministry of Railways, the General Administration of Railways or the Railway Administration for approval by an official letter with the approval document one day before.

Article 18 All troop commanders and fighters wear uniforms of the People's Liberation Army, Army, Navy and Air Force, wear the "August 1" red five-star cap badge, and hold official passports (the People's Liberation Army and above, the heads of agencies and the principals of military schools issue relevant defense and Military personnel (passports with the seal of the chief) may purchase half-price tickets for military personnel at the station with their official passports.

All demobilized soldiers who are repatriated by the army, as long as they have a demobilization certificate or an official passport, can buy half-price tickets for soldiers at the station to ride, but they can only be used once on the way back home.

Article 19 is a preferential treatment for military personnel. All military personnel can take passenger cars of all classes, loose seats, express trains and sleeper berths, and they will all be charged at half price, regardless of rank.

Article 20 Troops with more than 20 commanders and fighters, holding passports and led by a person in charge, can be transported as a group of soldiers, and they can buy half-price tickets to travel.

Article 21 Recruits who are recruited into the army and who have the official passport of the troops who lead the team can consult the General Railway Administration, Administration or Sub-Bureau for collective transportation, and can travel in groups at half price. Stations that are not located by the bureau or sub-bureau shall, upon receipt of the official letter in the preceding paragraph, apply for the approval of the bureau or sub-bureau.

Article 22 Migrant workers who accompany the army or participate directly in the war, who are sporadically repatriated, must hold the passport of the field army division or above, and hold the official letter of introduction from the passport issuing authority (the letter of introduction should be sent to the station stating the number of people), you must buy half-price tickets with your passport and letter of introduction.

Article 23 Soldiers' family members and party and government staff who are not in the military system and wear military uniforms are not allowed to buy half-price tickets.

Chapter 4 Transportation of the Wounded and Sick

Article 24 For the transportation of the wounded and sick from the front to the rear, the military health or transportation agency should submit an emergency military transportation request letter,

and negotiate with the railway for a car. When the station receives this request for transportation, Request a call from the Authority or Sub-Bureau as soon as possible.

Article 25 Where the sick and wounded are transported from the front to the rear, and the same arrival station at the same departure station, up to ten boxcars or five passenger cars are carried at one time, and when there is no suitable train for transportation at that time, a special train shall be used to transport them, but This type of train shall not be rejected by the railway administration or branch to attach other vehicles. If the number of vehicles is less than the number of vehicles on board, the railway shall use the most convenient train to carry it first.

Article 26 The trains or special trains mentioned in the preceding article, except for passenger trains, must be designated to run at the current time, and are listed as the top-class trains. They may be transported to the rear for treatment in advance to reduce the suffering of the wounded.

Article 27 Any vehicle of the wounded or sick shall be escorted by personnel sent by the military health or transportation authority. The railway administration or branch shall not be blamed. All those who do not send escorts or do not report to the station shall be escorted by the railway administration. Or the precinct has to refuse to call the car.

Article 28 The transfer of the wounded and sick in the rear shall be handled by the military region's health or transportation agency in accordance with the plan proposed by Article 8.

Chapter V Military Transportation Fees and Payments

Article 29 The charging method for military cargo is as follows:

- (1) For a whole vehicle of military cargo, one truck is charged according to the marked load of the truck, but the actual weight shall not exceed the marked load of the truck.
- (2) LTL is charged according to the actual weight or volume.
- (3) The freight charges shall be based on 30 grades, and in the case of grades, 26 grades shall be used.
- (4) The mantissa of the freight rate and miscellaneous charges shall be dealt with separately according to the freight regulations of the Ministry of Railways.

Article 30 When transporting soldiers, when using a passenger car or a boxcar instead of a passenger car, the freight should be calculated as follows:

A. Passenger cars

- (1) If the soft seat car is used by the troops, the calculation shall be based on the class and the vehicle capacity. If the capacity is less than 60 people If there are 60 people, half price will be charged, but when using sleeper cars, half price should be charged according to the sleeping capacity.
- (2) For hard seat cars, half price will be charged according to the actual capacity of the vehicle.
- (3) Hard seat luggage combined car and passenger car sanitary car are charged at half price according to the 80-person hard seat capacity.
- (4) The luggage postal car is charged at half price for the 70-person hard seat.

B. Substitute passenger cars for trucks

(1) Boxcars marked with a load of more than 30 tons shall be charged at half price according to the fixed seat capacity of 54 people.

(2) Boxcars with a marked load of less than 29 tons and more than 15 tons will be charged at half price according to the fixed seat capacity of 36 people.

(3) Boxcars with a marked load of less than 14 tons shall be charged at half price according to the fixed seat capacity of 27 persons.

Article 31 When military goods (mixed) are transported in boxcars, if the weight of the loaded military goods exceeds one-half of the marked load (or volume) of the truck, it may be charged as military freight, and the number of soldiers in the vehicle shall be recorded in the freight ticket in the note column, there is no additional charge exceeding the escort fee.

If the number of people exceeds two-thirds of the number of people specified in Article 30 of these regulations, the freight may be calculated according to the number of people, and the name and quantity of the military products should be recorded in the note column of the passenger ticket, free of charge.

If soldiers and military goods are mixed in one truck, if the quantity exceeds or falls short of the quantity specified in the preceding two items, the load shall be marked on the truck, and the freight shall be charged according to the provisions of these regulations.

Article 32 Except for the cross-border and northeast, north and south, which should be checked and collected separately, regardless of passenger or freight, it shall be handled as a direct pass, and the freight shall be collected by the dispatching station at one time.

Article 33 For the transportation and miscellaneous expenses incurred in military transportation, except for loading and unloading expenses, all should be paid by check of military transportation quota, and passenger transportation, except for the chartered passenger car, must be paid in cash.

Article 34 The military transportation quota check shall be uniformly printed by the Central Ministry of Finance, and sent to the Logistics Department of the Military Commission. For the transportation and miscellaneous expenses payable by the station, at the end of each month, the Ministry of Railways will send a check of the general transportation limit to the Logistics Department of the Military Commission for review, and then send it to the Central Ministry of Finance to allocate funds according to the amount, and the Central Ministry of Finance will turn to the Logistics Department of the Military Commission for settlement.

The methods for the use of military quota checks shall be announced separately by the Central Ministry of Finance.

Article 35 For military transportation paid by check of the military transportation limit, due to changes or miscalculations, the transportation and miscellaneous charges shall be refunded., which shall be handled by the Ministry of Railways and the Logistics Department of the Military Commission.

Chapter VI Changes

Article 36 Due to special circumstances, the consignment force shall submit a written proposal to the railway when it intends to make changes to the military operations it has already carried. However,

the above rights are limited to the holder of the second page of the military freight bill or the copy of the waybill.

Article 37 For military goods that have been planned to be transported, when the dispatching force requests to change the delivery or arrival location, it shall be limited to the same administration, and the request must be made one day before shipment. If more than two administrations are involved, the dispatching force shall Must be submitted five days before shipment.

Article 38 When the railway cannot be implemented as planned due to sudden changes in transportation conditions or due to natural disasters and other special circumstances, the troops must be notified as soon as possible to discuss changes.

Chapter VII Special Designated Matters

Article 39 The loading and unloading of military vehicles shall be based on the principle of the troops taking care of themselves. However, when the troops request the railways to load and unload on their behalf, the railways can do the loading and unloading according to the request of the troops.

The loading and unloading of military LTL cargo shall be handled by the railway.

The loading and unloading of the whole vehicle of military cargo stipulated in the preceding paragraph, and the loading and unloading of the less-than-truckload military cargo on behalf of the railway, must be paid in cash according to the loading and unloading fee stipulated in the freight regulations of the Ministry of Railways.

Article 40 The loading and unloading of military goods must be fully loaded, fast loading and unloading, and the loading and unloading time of military goods shall not exceed the loading and unloading time stipulated in the railway regulations (if the loading and unloading conditions of the station are not enough, you may consult with the management bureau. A proper extension shall be made), otherwise, a fine shall be imposed for the delay in the delivery of freight cars to the railway in accordance with the provisions of the freight regulations of the Ministry of Railways.

If the railway administration or sub-bureau cannot guarantee the arrival of the vehicle on time, it will also pay the fine to the troops (the accounting shall be settled by the Ministry of Railways to the Logistics Department of the Military Commission).

Article 41 All military transports must be escorted by the consignment troops to prevent losses or accidents. However, for ammunition, weapons, valuables, and dangerous goods, the number of escorts per vehicle shall not exceed five. There shall be no more than two military cargoes per vehicle.

When the number of escorts specified in the preceding paragraph is exceeded, the escort fee shall be paid according to the freight regulations of the Ministry of Railways.

However, Article 31 is not limited to those who handle mixed shipments, but must declare to the railway in advance when consigning.

Article 42 For the transportation of more than one train, the army should assign a special person to be responsible for the shipment in connection with the railway.

Article 43 Each military unit using military vehicles shall make a monthly freight budget and request the military transportation quota check to the superior. If each unit or unit issues a bad check or uses

the military transportation check as an improper user, the unit shall not in addition to deductions from the regular fee, it is considered a crime against the law.

Article 44 When the Central Ministry of Finance issues military transport quota checks, it shall agree with the Logistics Department of the Military Commission and the Ministry of Railways on how to use them. If the checks are found to be used improperly, or if there are internal problems on the user side, the military side shall be responsible for solving them, shall not be used as an excuse for refusing to deliver to the Ministry of Railways on time. If the user and the Railway Bureau collude to commit fraud, the Logistics Department of the Military Commission and the Ministry of Railways shall be jointly responsible for handling it.

Article 45 For the transportation of the guard troops temporarily dispatched to the railway bridges and roads, it may be consulted with the railway administration of the place to be handled according to the treatment of the railway public security troops.

Article 46 Military organs at all levels and railway organs at all levels shall strictly implement railway regulations and these regulations. Afterwards, in the military transportation, when the two sides have disputes, they shall not ask to shirk their responsibilities under the pretext that they are not familiar with the railway regulations and these regulations.

Article 47 When loading and unloading vehicles for military transportation, except for ordnance, ammunition and troops, other general military transportation, the Road Bureau may send personnel to conduct random inspections together with the person in charge of the military., inspections can be carried out, and each consignment force shall not disobey. If the random inspection results find that the product name, quantity, etc. are inconsistent with the original invoice, it must be handled in accordance with the freight regulations of the Ministry of Railways, and the military transportation quota check shall be collected. If the goods are made into one batch, they may be processed in batches according to the chapter.

Article 48 Anyone who carries commercial goods under the guise of military transportation, once found out, should send the commercial goods and illegal soldiers to the law enforcement agencies for handling, and pay the cash freight and miscellaneous fees and fines according to the freight regulations of the Ministry of Railways.

Article 49 For the loading and unloading of ammunition, in addition to the following items, the troops must pay careful attention to prevent accidents.

- (1) When loading and unloading ammunition, be sure to send someone with experience in handling ammunition.
- (2) When loading and unloading ammunition, do not use the springboard, and should cooperate with the personnel in the truck to carry out the loading and unloading work.
- (3) When loading, unloading or carrying ammunition, do not throw or use hand hooks.
- (4) Lights shall not be used in places where ammunition is loaded or unloaded or in trucks loaded with ammunition, except for electric lights and safety lights.
- (5) Do not smoke or carry matches and other items that are easily flammable in the vicinity of ammunition.
- (6) Ammunition should not be stored in direct sunlight.

Article 50 In order to avoid wasting transportation power, the movement of troops and the transportation of military products shall not be handled as military transportation if the distance is within 30 kilometers. However, when there is a special task, it must be approved by the field army or the first-level military region, and the railway can only be transported by the railway if the certificate is submitted.

Article 51 All military transportation, regardless of the whole vehicle and part load, must be paid by military transportation quota check.

Article 52 The transportation of dangerous goods by troops shall be handled in accordance with the regulations for the transportation of dangerous goods stipulated by the Ministry of Railways.

Article 53 The Ministry of Railways and the Logistics Department of the Military Commission shall keep in close contact and exchange information on military transportation at any time.

Chapter VIII Discipline

Article 54 Discipline to be observed by railway personnel:

(1) Railway personnel must be enthusiastic in handling military transportation, recognize the military transportation work well, and perform their duties for themselves. For the consignment of troops, the railway regulations and the procedures of these regulations should be explained in detail, and the difficulties in the transportation of troops should be sincerely helped to solve the difficulties., in the event of an accident, the railway personnel should try their best to help the escorts to protect and rescue them.

(2) For military shippers who have legal procedures, railway personnel shall not make redundant and cumbersome contacts, especially not to entrust the shipper to handle the formalities for the railway itself.

(3) The secrets of military transportation must be kept, and any railway employee shall not divulge the secrets of military transportation, announce the direction of military transportation, or the content of military transportation.

(4) Soldiers' vehicles, sick and wounded vehicles, weapons and ammunition vehicles, dangerous goods vehicles, valuable equipment vehicles, horse-drawn carts, and livestock vehicles shall not be allowed to slip away or be rushed.

Anyone who violates the above regulations, once verified, will be punished severely by the Ministry of Railways depending on the seriousness of the circumstances. If the circumstances are serious, it will be sent to the judicial authority for punishment according to law.

Article 55 Discipline to be observed by the military:

(1) No forced driving, forced parking, forced trailer, refusal to trailer, forced shunting, or refusal to shun a vehicle.

(2) It is not allowed to occupy the vehicle without authorization or refuse to unload the vehicle.

(3) It is not allowed to forcefully change the driving time and driving order.

(4) It is not allowed to forcibly occupy the special railway telephone or hang up the line without authorization, thus hindering the railway communication.

(5) It is not allowed to operate the locomotive, move the brakes (commander valve, hand brake) connectors (couplers), station signals and turnouts on the passenger and freight cars.

(6) Red and green flags are not allowed outside the carriage during the day, and red and green lights are not allowed at night.

(7) Not to violate the railway regulations and these regulations, refuse to pay the freight and miscellaneous fees, not to cash the military transportation limit check to the railway or use the military transportation check improperly.

(8) The escort is not allowed to carry family members and merchants in the military truck.

(9) Do not detain, insult, beat or scold railway employees without authorization.

Those who violate the above articles shall be severely punished by the competent forces, and those whose circumstances are serious shall be detained and arrested and sent to the military law organ for punishment according to law.

Chapter IX Supplementary Provisions

Article 56 Matters not covered in this Regulation may be handled in accordance with the supplementary regulations and passenger and freight regulations and supplementary regulations stipulated by the Ministry of Railways.

Article 57 The right to interpret this regulation belongs to the Ministry of Railways of the Central People's Government, and the right to amend it belongs to the People's Revolutionary Military Commission of the Central People's Government and the Government Affairs Council. (Appendix omitted)