

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	China	REPORT	
SUBJECT	Railroad Station and Transit Depot at Lupin, Manchuria	DATE DISTR.	13 October 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The railroad station and transit depot at Lupin, Manchuria is located approximately nine miles from the Soviet frontier station of Odpor. The Soviet wide-gauge tracks extend to the Lupin station and depot where they join the double-tracked Manchurian line from Hailar to Lupin. Although it had been reported that the standard gauge line was to be extended to Odpor to relieve traffic at the Lupin depot, no such work had been begun. 50X1-HUM
2. The Soviet Railroad Administration controls all wide-gauge track facilities at Lupin, while the Manchurian Railroad Administration controls the standard gauge track facilities. The Soviet Railroad Administration employs approximately 300 people, of whom 100 to 120 are local inhabitants. A Soviet railroad employee sent from the USSR is paid exactly three times as much for the same job as a local Soviet citizen of Russian extraction. The pay scale for local Soviets and Chinese employees is almost equal, with the Soviets receiving a little more. The Manchurian Railroad Administration employs only a small number of Soviets. 50X1-HUM
3. Both the wide and standard gauge tracks end in a number of interlaced sidings to facilitate transloading (see sketch), and there are several three-rail tracks on which a wide gauge freight car can be moved up to a regular gauge car. The transit area has approximately 15 platforms for transferring freight from Soviet cars to Chinese cars. These are long enough to accommodate a train of 20 to 25 cars. A few of them are covered and are used to store freight which cannot be reloaded immediately because of lack of rolling equipment.
4. Heavy freight is unloaded and reloaded by both cranes and Chinese coolies. Mobile steam cranes, shifted from one station to another as the occasion demands, are manned by Soviet engineers, while the two or three large and several small overhead cranes are operated by both Soviet and Chinese engineers.

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5. The station and transit area has two repair depots:
 - a. The depot for the Soviet Administration is small and does only minor repairs. It is principally concerned with checking and maintaining the special express trains which travel twice weekly between Moscow and Lupin.
 - b. The depot for the Manchurian Administration was seriously damaged during the war and has not yet been repaired. Rolling stock in need of repair is sent back to the Hailar workshops.
6. The entire station area at Lupin is surrounded by barbed wire and is meticulously guarded by armed Chinese soldiers who are posted at every gate and who check entrance permits of employees. The permits are in booklet form and bear a photograph, together with personal data, of the holder. They must be renewed every six months. Employees are occasionally stopped by soldiers and forbidden to enter certain parts of the station area.
7. Rail traffic through Lupin is heaviest from November to February, at which time six to eight trains pass daily through the station. The average for the rest of the year is three to five trains daily. Soviet freight cars are all built of wood and are painted red, while Chinese freight cars are built of wood or of steel and are painted gray.
8. Principal Chinese exports to the USSR through the station are grain, iron pipes, and iron and lead ingots. Chinese imports from the USSR include processed steel and lead, trucks, buses, cranes, tractors, and communications equipment. Soviet exports of medicines, flour and industrial equipment to China stopped at the beginning of 1953.
9. A special section, to which entrance is forbidden, handles what are known as "special imports" from the USSR and employs only Soviets. Heavy crates and equipment, covered by tarpaulins, arrive on 20-car trains and are unloaded inside the restricted area.
10. Soviet trains are accompanied by two or three shipping clerks who return as soon as they have checked their freight papers. They do not wait for the train to be unloaded.
11. In 1951 a pedestrian crossover was built over the rails in the station area to connect Lupin with a housing project for railroad employees. There are two or three bridges, one of which is 200 meters long, over the wide-gauge tracks between Lupin and Odpor.

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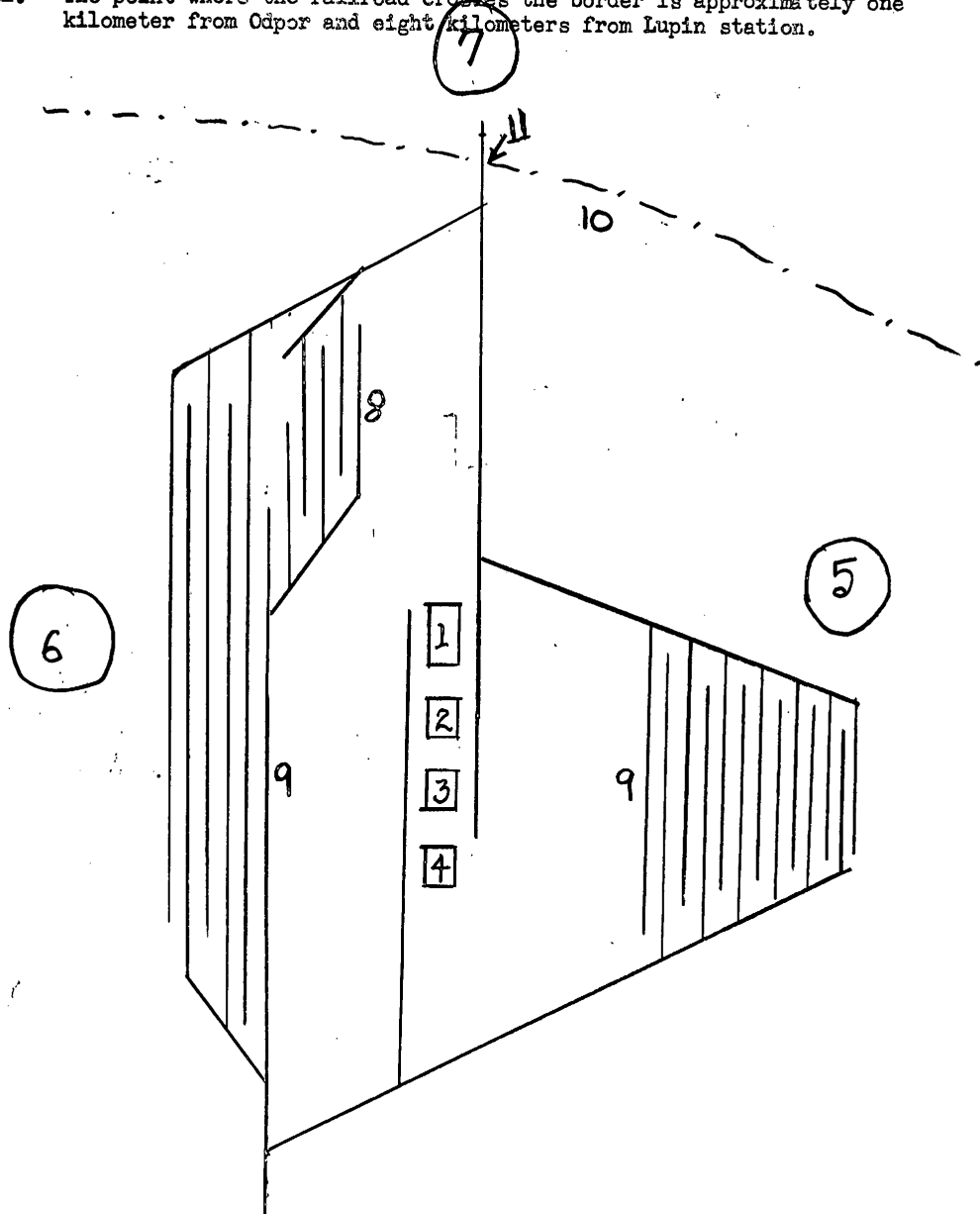
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This sketch is not to scale nor is it accurate with regard to location or to the number of sidings. It is presented to convey a general idea of the station and its vicinity.

1. Lupin station. The building is two story and has a platform on both sides, one for Soviet and one for Chinese trains.
2. Manchurian Railroad Administration.
3. Soviet Railroad Administration.
4. Joint Soviet-Chinese Administration building. This building has only three rooms.
5. Lupin village.
6. Housing project for railroad employees.
7. Odpor.
8. Sidings used principally for tank cars.
9. Sidings for reloading all other goods.
10. Soviet-Chinese border.
11. The point where the railroad crosses the border is approximately one kilometer from Odpor and eight kilometers from Lupin station.



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