

INFORMATION REPORT

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SUBJECT Chinese Changchun Railway Administration at Harbin

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1. During the period of Soviet occupation of Manchuria, the Soviet army operated all rail transportation, although in theory the Chinese Nationalists were allowed to participate in railway affairs. With the departure of the Soviets in April 1946, the railroads came under joint Sino-Soviet operation, and many of the Soviet army railway operating personnel remained to work for the Chinese Changchun Railway Soviet directorate. The section operating in the north and east and was referred to generally as the Northeast Railway. From 1946 to the spring of 1948, all traffic from the USSR or Harbin to Dairen went via Mutanchiang (129-37, 44-35) to Tumen (129-50, 42-55) on the Korean border, then to the North Korean port of Chinnampo (125-24, 38-44), and thence by ship to Dairen.

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2. Under Soviet direction, a third rail was constructed paralleling the tracks from the USSR border at Manchouli (117-27, 49-36) and Suifenho (131-09, 44-23) through Harbin down to Dairen; Japanese POW labor was used. This third rail, which permitted the Soviets to operate both Soviet and Manchurian equipment on the line, was removed by the Chinese Communists after the withdrawal of the Soviet army. Rail traffic under the army was predominantly military and without regular passenger or freight schedules. The initially Soviet crews were gradually replaced with Chinese, except in supervisory positions.

3. As Communist offensives opened the southern sector in spring and summer 1948, Soviet technicians began arriving in Harbin, and by May 1948 the railway to the South as well advanced in reconstruction. Tracks were laid quickly and efficiently through the use of special trains made up of flatcars equipped with Soviet-made derricks and loaded with rails, plus some box cars for accessory equipment and personnel. Collections of ties were concentrated at intervals along the lines and workers were stationed at designated points to meet the train as it moved south. Bridges which had been damaged were permanently reconstructed before the train arrived. In addition to the track-laying train, a sanitary train staffed with Soviet medical personnel was provided by the Soviets to combat epidemics.

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4. When normal service was restored to Dairen, the former Chinese Eastern Railway was placed under joint Soviet-Chinese direction as the Chinese Changchun Railway. All other Manchurian railways, known as the Northeast Railways, are controlled directly by the Chinese.
5. In the Chinese Changchun Railway, a small group of Chinese executives in Harbin works with the Soviet directorate, which actually controls and operates the line. The Soviet directorate occupies the former Chinese Eastern Railway Administration Building in Harbin. The director is Aleksei Fedorovich Zhuravlev, with the title Director-General of the Third Rank (General-Direktor Tretogo Ranga). Up to January 1949, his signature alone appeared on all orders pertaining to operation of the railroad, but since that date, the signature of the head of the Northeast Government Transportation Department is also required. Liaison between the Soviets and Chinese is maintained through this official, whose office is in Mukden. In the railroad administration there appears to be a tendency to place Chinese as heads of sections, but in every case, the Chinese is accompanied by a Soviet as either his official assistant or as an adviser.
6. The entire Chinese Changchun Railway system is divided into operating sectors (raiony eksploatatsii puti). The Third Sector controls the area around Harbin and has under its supervision the Harbin railway station, the Harbin locomotive and railway car repair shops, and Harbin railway warehouses. Headquarters of the sector are on Prospekt Krasnoi Armii (formerly Vokzalny), across from the British Consulate.
7. Several administrative sections under the directorate have the following functions:
 - a. The Personnel Section (Otdel Kadrov) is charged with personnel matters affecting only Chinese and local Soviet employees. It employs approximately ten persons, mostly Chinese and local Soviets, under Vasilii Vasil'yevich KURILLOV, who was appointed personnel chief in February 1949. All personnel sections in all sections and departments of the directorate are under the control of this main Personnel Section.
 - b. The Automobile Transport Section (Avto Chast) operates all automobile transport belonging to the railway, including passenger cars assigned to individual officials and trucks. It also operates several regular bus routes in Harbin and occasionally supplies special transportation needed by the railway administration. Its staff is for the most part made up of local Soviet citizens.
 - c. The Coal Industry Section (Otdel Ugolnoi Promyshlennosti) operates two mines for the railway, at Maleng (130-15, 44-32) and Chalainor (Cha-ls-no-erh) (117-44, 49-26)***, and handles procurement of coal from other sources and coal distribution to official railway agencies and employees. The section administrative office is in the Railway Directorate building. It employs both local Soviets and Chinese, under the direction of Engineer Major Pozdneyev, Enu, who also acts as director of the railway in Zhuravlev's absence.
 - d. The Lumber Industry Section (Otdel Lesnoi Promyshlennosti) is responsible for supplying lumber to the railway and its employees. Its administrative office in a building on Bolshoi Prospekt employs approximately a hundred persons. The section operates two sawmills in Harbin on the left bank of the Sungari River.

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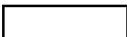
- e. The Culture and Education Section (Otdel Kulturno-Prosvetitelnoi Raboty, abbreviated to Otdel Kulturosvet Raboty) is headed by Anatoli Mikhailovich Amosov. It is responsible for political agitation among workers and officials of the railway and supervises all cultural activities such as amateur theatricals, lectures, newspapers, and libraries, as well as controlling all Houses of Culture (Doma Kultury) in the railway's subordinate organizations and stations. The political agitation section, headed by Evgeni Aleksandrovich Sokolov, is staffed with several Soviet citizens from the USSR who supervise the so-called "five minute gatherings" (pyatiminutniye slety) held twice weekly in all shops and offices of the railroad to discuss Marxism. Employees who do not attend these gatherings are subject to dismissal. All lectures, plays, and other programs of a cultural nature must be submitted to the section for checking of political content before they can be given.
- f. The Public Health Section (Otdel Zdravokhraneniya) is responsible for operation of first aid points (medpunkty) in railroad shops and offices. It also maintains the Harbin Central Railway Hospital with its attached out-patient clinic (Polyklinik), which gives preference to railway employees but is open to all residents of Harbin. Medical personnel include USSR Soviets, local Soviets, Chinese, and Japanese.
- g. The Railway Cooperative Society, with headquarters in the main administration building of the directorate, operates two cooperative stores in Harbin, workers' dining rooms in all shops and offices of the railway, a distillery and a soft-drink bottling factory. Since there is no shortage of food in Harbin and railway employees can purchase food freely at private stores and at establishments operated by Chinese government or Soviet agencies, the primary function of the cooperatives and dining rooms is to provide workers with better quality food at lower prices.
- h. The Railway Directorate operates the Harbin Polytechnic Institute, the only institution of higher learning in Harbin, to train engineers and technical personnel for the railway. Students are limited to local Soviets and Russian-speaking Chinese, since all instruction is given in Russian. Courses include structural engineering, electro-mechanical engineering, transportation, economics, and chemistry. The director of the Institute is a Chinese, FENG Chung-yün (馮仲雲); the deputy director is a Soviet, R. P. Obvinkov. Most of the faculty are hold-overs from the Manchukuo regime, and, although there has been no attempt to replace them with Soviets from the USSR, they are under constant surveillance and political indoctrination to maintain the purely Soviet tone of the school.
8. Positions on the railway are broken down into thirty-three categories with 1 as highest and 33 as lowest, with an approximate difference of four points between categories. Salary for each category is calculated on a parity point system with new point values assigned each month by the government in terms of four basic commodities. One third of the salary is paid on the tenth or twelfth of the month and the remainder on the fifth of the next month. Deductions for taxes and union dues are made automatically. Most local Soviets have category ratings from 20 to 16; the very highest rated are no more than 9 or 8.
9. Soviet citizens from the USSR employed by the railroad do not clear through the Personnel Section but submit their travel orders (komandirovki) directly to the office of the director general. Their salaries, based on those received in the USSR and pegged to the local currency, generally average at least five times those of local Soviets performing the same work, and in addition they receive a special living allowance (komandirovochnoye).

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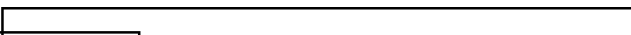
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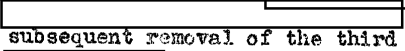



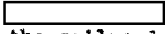

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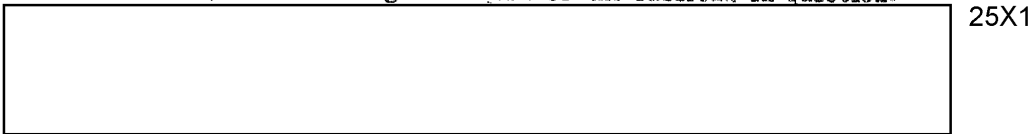
10. Local Soviets employed by the railroad are all holders of Soviet Residence Permits (Sovietiskiye Zagranichniye Vidy na Zhitelstva); stateless persons are hired only in extreme emergencies. A prospective employee submits an application, including a standard personal history questionnaire (Listok po Uchetu Kadrov), four photographs, and a statement of qualifications for a specific position, through the personnel section to the chief of the section where employment is desired. With the chief of section's endorsement, the application is forwarded to the central personnel section which, if it approves, issues orders appointing the person to the position requested at a specific salary category. Several persons are often included in the same order. It is customary for persons wishing employment to submit the application through an acquaintance who will try to secure the section chief's favorable endorsement.


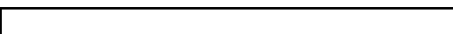
11. Railway guards are recruited mostly from local Soviets and are hired by each individual shop or section on the basis of its security needs for protection against theft and sabotage or operation of entrance gates. Some guards wear Soviet railway uniforms, others civilian clothes with an identifying armband; they are armed with Japanese sidearms and carbines. No regular Soviet railway police were in Harbin in January 1950, nor were any regular or irregular Soviet army units stationed in the city.

25X1 *  Comment.  25X1

 no evidence of the construction and subsequent removal of the third rail reported here.  25X1

 the Soviet Army did not use Russian railroad equipment on the railroads in Manchuria,  it would have been impossible for the Communists to remove such a line in the period before Nationalist occupation of the greater part of the railroad in question. 25X1



25X1 **  Comment.  these two mines 25X1

were formerly operated by the Manchuria Coal Mining Company and the Chalai Coal Mining Company respectively. The Muleng mine produces coking-bituminous coal, the Chalainor or Jalay Nuur mine, lignite.

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