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# CENTRAL INTELLIGENCE GROUP

## INTELLIGENCE REPORT

COUNTRY China and Siberia

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SUBJECT Economic Information: Soviet Removals of Machinery, Manchuria

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[redacted]

25X1 **Fuji Electric Works, Ltd., Mukden**

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[redacted]

25X1

[redacted]

2. The Fuji Electric Works, Ltd., produced electric motors (¼ to 30 H.P.), telephones, switchboards, and electric fans. Motors were the chief products of manufacture.

3. The following is a chronological history of Soviet entry into the factory and the subsequent removal of machinery: 22 August.

22 August 1945 - Factory investigated by Soviet officers.

25 August 1945 - Factory investigated for second time by Soviet officers. At this meeting factory representatives of the Mukden Machine Factory, Manshu Electric Wire Company, and the Fuji Electric Company were told to attend a meeting with Soviet officers. The Soviets issued orders [redacted] to cooperate with them (the Soviets) in the check-up of potential production and inventories (finished and raw materials), stating that the factories were to resume operation shortly. During the first week in September 400 completed electric motors, with accessories, ranging from ½ to 15 H.P., were loaded on freight cars.

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21 September 1945 - A Colonel Petro with 250 Soviet soldiers set up billets in the factory.

22 September 1945 - All factory workers were ordered to report for
25X1 work, and the removal of machinery was started. [redacted] 70 Soviet soldiers helped in the removal. All machinery that was in operable condition was crated. The machines were processed in the following manner:

1. Oil and grease were applied to all exposed parts.
2 2. The machines were then taped with empire cloth and the cloth was waterproofed. (Empire cloth is a heavy close-woven cotton cloth.)
3. Sturdy crates were then built around the machines.

Original assembly drawings were then packed with the machines, and all crates were given code numbers. These numbers were then recorded on a master assembly list. All factory "layout" drawings, tools, jigs and fixtures were crated and removed.

4. The equipment removed consisted of:

All electric power transforming equipment except three auxiliary transformers each 30 KVA.
Complete testing equipment, including two sets of 50 KW generators (testing) and one 100,000 V transformer (testing)
All meters and indicators.
Two overhead cranes
Three boilers
Complete assembly and construction equipment.

5. The materials removed consisted of:

Copper wire, piano wire, tin, zinc, ball and roller bearings, insulating materials, telephones and telephone switchboards. The stocks of pig iron and steel were not removed.

6. All crates were marked, in Russian, "To KHABAROVSK" (135-04, 48-30).

7. The small branch factory was looted by Chinese mobs; nothing was removed by the Soviets.

Manchu Research Institute of Coal Hydrogenation, Mukden

8. [redacted]
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-2 9. On 20 August 1945 a Chinese mob looted this company's property. They destroyed the office and badly damaged some of the equipment



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in the research laboratory. No damage, however, was sustained in
25X1 the factory. During this time all [redacted] employees remained in their "factory workers' dormitory".

10. On or about 25 September 1945, several Soviet officers made contact with [redacted] this company. On 31 September
25X1 1945, [redacted] employees were ordered back to the factory. About
25X1 150 Soviet soldiers were present at the factory at this time. The Soviet Commanding Officer, ZORIN (rank could not be determined),
25X1 issued orders [redacted] that effective 10 October 1945, all former employees would report for work at 0800; their duties were to be "aiding in the removal of machinery". The interpreters for
25X1 this work [redacted] used German as a language medium.

11. Two sets of blue prints and drawings were made pertaining to each machine and packed separately, (the original prints were translated into English or German before packing) and a complete master list was made of these drawings. Identification markings were placed on all machines and also on the outside of the crates to identify them with the drawings. Utmost care was used in the dismantling of the machinery, prior to crating, and there were very few cases of damage. (In the case of the dismantling of the 150 hp hydrogen compressor, marks were placed on the crosshead and piston rods to expedite re-assembly). All of the machines were coated with oil and grease to prevent rust. Towards the end of October 1945, [redacted] employees
25X1 and the soldiers worked day and night to complete the job and meet the removal deadline of 31 October 1945.

The crates were marked in Russian "Ugolnaya [132-04, 43-18] Station via Dairen", but this was later changed to read "Ugol'naya Station via Genzan" (Wonsan, 127-26, 39-10).

12. The following Soviet personnel were in charge of removal:

Major REISMAN - a technician of the Ukrainia Sugar Factory

Captain TSUERAPIYA (CHURAPIEV?) - hydroelectric technician

Captain MOSKVIN

Major VALITSEV - Coal liquifying technician. This man collected from company engineers detailed information pertaining to the method of manufacturing, efficiency and production records.

Mitsubishi Kiki Company (Mitsubishi Machine Manufacturing Co., Mukden)

13. [redacted]

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14. The main activities of this factory were the manufacture of machine tools and parts for railroad rolling stock and machine designing and manufacturing in general.



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15. The removal of machinery and equipment from this factory was [redacted] accomplished in two separate periods:

(a) The first removal took place from 26 August 1945 to 20 September 1945 and was accomplished by Soviet Troop [redacted] 25X1
25X1 [redacted] The Soviet officers in charge were Lt. Col. Kozin and Maj. Cherlskin. Forty-two freight cars were used in removal. The destination of the machinery (written in Russian on crates) was IRKUTSK (104-20, 52-15).

(b) The second section of the removal took place from 17 September to 8 November 1945 and was accomplished by Soviet Troop [redacted] The unit commander (name unknown) was a captain. 118 freight cars were used in removal. The destination of machinery (written in Russian on crates) was KHABAROVSK (125-04, 48-30). 25X1

16. The machines taken during the first section of the removal were the best pieces of equipment. [redacted] were called upon to select machines that could be used for repairing other machines when they reached their destination. All change gears were packed with the machinery. The packing was done with great care and the departure date was kept secret.
25X1

Large machines which could not be loaded as a unit were disassembled and packed in several crates, but no relative marks were put on the crates. This would make reassembly rather difficult. All cranes were taken.

Special steel stocks, which were kept in the factory storerooms according to their grades and sizes, were loaded in freight cars with no attempt at separation of grades.

Good machines were given priority. The last freight cars to be loaded contained damaged machines and miscellaneous equipment. The compressor and other equipment from the electric sub-station were some of the last units to be moved.

The Soviets also took all machine and factory layout drawings.

Sumitomo Metal Industry Company Ltd., Anshan
(Sumitomo Metallurgical Company)

17. [redacted]
25X1

18. The machinery removals took place at three different times:

(a) The first removal took place between 5 and 7 September 1945. Ten Soviet soldiers removed the telephone exchange equipment. This was securely crated and shipped off.

(b) The second removal took place between 15 and 24 September 1945. It was during the second removal that the following equipment was taken:



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25X1 [redacted]

Small precision machines, research equipment, tool making machines, auxiliary electric motors, and seamless tubing (finished products of plant). This equipment was loaded without crating on 40 freight cars. Harbin was probably a trans-shipping point.)

(c) The third removal took place between 3 and 7 October 1945. The third removal was well planned. The Soviets had
25X1 [redacted] prepare a list of all machines in the factory. From this list a schedule of removal was made. The Soviet officer in charge was GURAGCHENKO (rank unknown). It was during this period that the remaining machines were removed, including the Dia-Mill and the 4000 ton press. All machinery removed during this period was crated. The destination for these machines was Irkutsk (104-20, 52-15). Four hundred (figure seems rather large) freight cars were used.

19. During the first part of the removal operations, great care was taken in the handling of the machinery, but as time went by the work became more haphazard. It seemed as if the Soviets were racing against time.

Fushun Coal Mines - Fushun, Manchuria

20. [redacted]
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21. The Soviet officers in charge were:

[redacted]
25X1

General SAVROV Lt. Col. BINYEVSKY

The Soviets demanded drawings and layouts of the factories and mines,
25X1 but [redacted] stall them off with just a small amount of the total number of drawings. Removals took place from 19 August 1945 to 6 November 1945. The destination of the machinery was Irkutsk.

Manshu 237 [redacted]
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22. This factory was a [redacted] automobile repair shop. All machinery was removed. Captain OBRUTSKY and Captain PELSNEL were the Soviet officers in charge of removal. All machinery was thoroughly coated with grease, wrapped in heavy paper and packed in sturdy wooden crates. Drawings of all the machines and plant "layouts" were packed with the machines. The crates were marked "Via Khabarovsk" (135-04, 48-30).



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Manshu Tokyo Shibaura Electric Company (Mukden?)

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23. The main product of this plant was electric motors, ¼ hp to 30 hp. Removals took place from 20 September to 2 December 1945. Removals included virtually all machinery and tools (95%) and 50% of the finished products and raw materials. Complete drawings, plant lay-out drawings and design specification lists were packed with machines. The destination marked in Russian on the crates was: "Via Dairen".

Mukden Arsenal The "Old" Mukden Arsenal built by CHANG Tso-lin.

24.

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25. The purpose of the removals was to equip the proposed new factories in Soviet Russia (Chita area 113-30,52-06). The destination of the machinery, however, was PORT ARTHUR. ( note: This arsenal machinery could have been sent to Port Arthur with the idea of setting up a Soviet arsenal in the Port Arthur Naval Base.

Where machines within the factory could not be easily removed, the Soviets destroyed them with explosives.

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The removals took place during 23 September to 5 November 1945 and from December 1945 to March 1946. All machinery was very carefully processed and crated before it was shipped. During the period of December 1945 and March 1946, the Chinese Communists were allowed to remove 17 machines.

Destination of Removals.

26.

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27. The whereabouts of the machinery and equipment removed from Manchuria by the Soviets, still remains in obscurity. Yet it is known that the Soviets were endeavoring to be self sufficient both economically and militarily; that the various construction works within the country were interrupted by the war with Germany; and that Far Eastern Siberia (industrially) has always been of prime importance to the Soviets, so fairly accurate presumption can be made that the larger part of the machinery has been sent to equip the numerous 'Kombinats' (combined enterprises) in Eastern Siberia.

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28. In 1936, in the north coastal province centering around KOMSOMOLSK (126-58,50-33) the enterprise known as the 'Amur Stalistroi Heavy Industrial Area' was established. In Khabarovsk Province there was the 'Burustroi Combined Enterprise' which has the Bulbos Coal Fields (unlocated) and the iron deposits of Hsing-An. In the Easternmost coastal province there was the 'Eastern Soviet Combined Enterprise' whose centers are at SUCHAN (133-08,43-08) and TETYUKHE (135-52,44-21). In the Irkutsk-Chita Provinces there existed the 'Alegara Baikal Combined Enterprise' which was built around heavy industries. This was set up under the Second and Third Five Year Plans. In the vast area, approximately 2,800,000 square kilometers, which extends from Eastern Soviet Russia to Western Siberia (including Kazakhstan), there is the 'Ural-Kuzbas Combined Enterprise'. This industrial program includes the construction of the Baum Railway (?) and the Second Siberian Railway.

With the outbreak of hostilities with Germany, and as the war progressed, the Soviets concentrated in constructing the 'Ural-Kuzbas Kombinat' and temporarily suspended expansion of the Kombinats in other areas. However, with the termination of the war with Germany the expansion of the enterprises, neglected during this period, became one of major importance to the Soviets. Meanwhile, [redacted] With the subsequent surrender, the machinery and industrial equipment of Manchuria fell into the hands of the Soviet Occupation Forces. Thus the Soviets replenished their long neglected enterprises with this much needed machinery. [redacted] the answer to the labor supply for removing and later the reassembly of the machinery.

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The following routes were probably used by the Soviets in transporting the machinery from Manchuria:

1. By rail to Dairen then shipped to Vladivostok.
2. By rail to Chita (113-30,52-06) via Harbin.
3. By rail to the coastal region via Harbin and Mutanchiang (129-37,44-35).
4. By rail to the northern coastal regions via Blagoveshchensk (126-30,50-17) and Heiho (127-28,50-15).
5. By rail via Antung (124-23,40-09) and North Korea to the coastal regions.

The following are presumed destinations of machinery and equipment removed from Manchuria:

Amur-Stalistroi Heavy Industry Area (Komsomolsk 136-58,50-33)

Machine tools, cutters, industrial machines (mining machinery and equipment), chemical equipment (oil refining equipment), pulp manufacturing equipment, hydro-electric generators (to equip the 100,000 KW electric generating plant in Gorikon, coordinates unknown).

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Burustroi Kombinat (Khabarovsk (135-04,48-30)

Machine tools, cutters, industrial machines (including iron refining equipment), rolling stock and parts, chemical-industrial equipment, textile machinery.

East Siberia Kombinat Suchan (133-08,43-08), Tetyukhe (135-52,44-21)

Machine tools, cutters, industrial machines, chemical industry (equipment).

Alegara-Baikal Kombinat (Irkutsk (104-20,52-15) - Cheremkhovo (103-04,53-08) regi .)

Machine tools, cutters, industrial machines, chemical machinery, rolling stock and parts, electric generator equipment.

Industrial plan in 1941 for this Kombinat

| | |
|---|---|
| Iron Foundry | 300,000 ton per year |
| Coal liquifying Plant | 130,000 " " " |
| Synthetic Rubber Factory | 5,000 " " " |
| Soda ash Plant | 50,000 " " " |
| Automobile Factory | 10,000 per year |
| Lake Baikal Electric Generating Plant | 500,000 KW |

Ural-Kuzbas Kombinat

Machine tools, cutters, industrial machines, chemical machinery.

Soviet Territory in Europe

Machine tools (certain types), rolling stock, hydro-electric power equipment.

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