

## 《Research Report》

The Potential of Eco-tourism  
in East Siberia and Far East in Russia:  
Diary of Travel Using Trans-Siberian Railway,  
August-September 2006

(Part II)

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Contents

Introduction

Section 1 Long Distance Journey From Beijing to Ulan-Ude (August 18–22)

1. 1 Days until Departure from Beijing
1. 2 Journey in Northeastern China through Daqing Oil Field
1. 3 Crossing the Land Border between China and Russia
1. 4 City Walk in Ulan-Ude and its Suburb

Section 2 Field Trips in Buryat Republic (August 23–29)

2. 1 Field Trip to Chivyrkuysky Gulf, Lake Baikal
2. 2 Two Days Excursion to Barguzin Valley
2. 3 Stay in Manakhobo Biological Station
2. 4 Leaving Ulan-Ude Heading East for Chita

Section 3 Investigation in Chita Oblast (August 30-September 5)

3. 1 Observation of Chita City and the Trip to Krasnokamensk
3. 2 Field Tour in Krasnokamensk near Uranium Mine
3. 3 Two Days Excursion to Alkhanai National Park
3. 4 Leaving Chita for Blagoveshchensk

Section 4 Observations in Blagoveshchensk (September 6–9)

4. 1 Blagoveshchensk and the Amur and the Zeya Rivers
4. 2 Leaving Blagoveshchensk for Vladivostok

Section 5 Participation in the British Universities Siberian Studies Seminar (BUSSS)  
in Vladivostok and Sea Voyage Back to Japan (September 10–20)

5. 1 Days of British Universities Siberian Studies Seminar in Vladivostok
5. 2 Observations in Vladivostok City
5. 3 Leaving Russia for Japan by the Ship “RUS”

Conclusion

References

Note) Part II contains Section 3, 4, 5 and Conclusion. Part I consisting of Introduction, Sections 1 and 2 of this research report has been already published as Murota and Nakayama (2007, pp. 66–92).

## Section 3 Investigation in Chita Oblast (August 30–September 5)

**3.1 Observation of Chita City and the Train Trip to Krasnokamensk**

*Wednesday, August 30, 2006, cloudy→rainy→fine, (Chita Summer Time)*

*Visited Chita State University, Institute of Natural Resources, Ecology and Cryology, and departed Chita 2 station for Krasnokamensk*

We woke up at 8 : 30. We had a buffet styled breakfast on the second floor of the hotel. Professor Irina Glazyrina (simply Glazyrina hereafter) and her driver, Igor, picked us up at 9 : 40 in the front of the hotel.

We visited Chita State University and met the rector, Doctor Yury Reznik, and the head of Department of International Affairs, Andrey Buskin, there. After hearing about their university, we went to the Glazyrina's office at the Institute of Natural Resources, Ecology and Cryology, Siberian Branch of the Russian Academy of Sciences. We arranged a meeting about the schedule during our visit to Chita oblast with Glazyrina and her graduate students, Zhenya, Masha, Kasha and Irina.

About at 14 : 00, Glazyrina, Murota, Komori, Nakayama and Igor went to a restaurant for “Business Lunch” as said by Glazyrina. The place was intended to be a Japanese restaurant. Certainly, there were some Japanese goods in terms of the interior. The price was about from 200 to 300 P per course. Nakayama felt it expensive. It seemed to be for the New Rich. This good meal was totally offered by Glazyrina to welcome us from Japan to her city of Chita.

After finishing lunch, we went to a hill where almost all of the Chita city could be seen. We saw a lot of high-rise apartment buildings and many cargo trains. There were some Chinese markets on the way here. Chita city is called “Chita-shi (赤塔市)” in Chinese and we saw lots of Chinese sign boards and brochures in the city. Chita has received some economic influences from China as Glazyrina said.

We returned to the hotel once again and repacked our luggages. We were going to Chita 2 station to take a train named “ARGUN” (АРГУНИЙ) bound for Krasnokamensk (Краснокаменск). ARGUN departed at 17 : 20 on time. The members of this trip were 5 people, Glazyrina, Zhenya,



**Photo 13** Headquarter of the Trans-Siberian Railway Company Facing the Lenin Square at the City Center of Chita  
(Photo by Nakayama: August 30, 2006)

**Table 4 Time table of train No. 601/602 ARGUN [АРГУНЬ], Chita 2 to Krasnokamensk**

Time (No. 602 train)				Dist. (km)	Station	Dist. (km)	Time (No. 601 train)			
Local	Moscow	to stop (min.)						Local	Moscow	to stop (min.)
17 : 20	11 : 20		Dept.	0	Chita 2 Чита 2	525	Arri.	11 : 08	5 : 08	
18 : 38	12 : 38	2	Arri.		Darasun		Dept.	9 : 51	3 : 51	3
18 : 40	12 : 40		Dept.		Дарасун		Arri.	9 : 38	3 : 48	
19 : 19	13 : 19	26	Arri.	96	Karymskaya	429	Dept.	9 : 12	3 : 12	25
19 : 45	13 : 45		Dept.		Карымская		Arri.	8 : 47	2 : 47	
20 : 21	14 : 21	3	Arri.		Adrianovka		Dept.	8 : 17	2 : 17	2
20 : 24	14 : 24		Dept.		Адриановка		Arri.	8 : 15	2 : 15	
20 : 47	14 : 47		Arri.		Razyezd No. 65		Dept.	8 : 06	2 : 06	1
			Dept.		Разъезд No. 65		Arri.	8 : 05	2 : 05	
21 : 02	15 : 02		Arri.		Razyezd No. 66		Dept.	7 : 56	1 : 56	2
			Dept.		Разъезд No. 66		Arri.	7 : 54	1 : 54	
21 : 11	15 : 11	1	Arri.		Sedlovaya		Dept.	7 : 43	1 : 43	1
21 : 12	15 : 12		Dept.		Седловая		Arri.	7 : 42	1 : 42	
21 : 44	15 : 44	1	Arri.		Buryamskaya		Dept.	7 : 06	1 : 06	2
21 : 45	15 : 45		Dept.		Брятская		Arri.	7 : 04	1 : 04	
22 : 12	16 : 12	5	Arri.	173	Mogoytui	352	Dept.	6 : 25	0 : 25	5
22 : 17	16 : 17		Dept.		Могойтуй		Arri.	6 : 20	0 : 20	
22 : 33	16 : 33	1	Arri.		Ostrechinaya		Dept.	5 : 58	23 : 58	1
22 : 34	16 : 34		Dept.		Остречная		Arri.	5 : 57	23 : 57	
22 : 52	16 : 52	1	Arri.		Aga		Dept.	5 : 40	23 : 40	1
22 : 53	16 : 53		Dept.		Ага		Arri.	5 : 39	23 : 39	
23 : 09	17 : 09	1	Arri.		Razyezd No. 71		Dept.	5 : 24	23 : 24	1
23 : 10	17 : 10		Dept.		Разъезд No. 71		Arri.	5 : 23	23 : 23	
23 : 36	17 : 36	1	Arri.	226	Step	299	Dept.	4 : 52	22 : 52	2
23 : 37	17 : 37		Dept.		Степь		Arri.	4 : 50	22 : 50	
0 : 07	18 : 07	8	Arri.		Olovyannaya		Dept.	4 : 18	22 : 18	11
0 : 15	18 : 15		Dept.		Оловянная		Arri.	4 : 07	22 : 07	
0 : 35	18 : 35	2	Arri.	256	Yasnogorsk	269	Dept.	3 : 45	21 : 45	2
0 : 37	18 : 37		Dept.		Ясногорск		Arri.	3 : 43	21 : 43	
0 : 51	18 : 51	4	Arri.		Yasnaya		Dept.	3 : 26	21 : 26	2
0 : 55	18 : 55		Dept.		Ясная		Arri.	3 : 24	21 : 24	
1 : 21	19 : 21	1	Arri.		Byirka		Dept.	3 : 01	21 : 01	6
1 : 22	19 : 22		Dept.		Бырка		Arri.	2 : 55	20 : 55	
1 : 35	19 : 35	2	Arri.		Mirnaya		Dept.	2 : 42	20 : 42	3
1 : 37	19 : 37		Dept.		Мирная		Arri.	2 : 39	20 : 39	
1 : 53	19 : 53	1	Arri.	297	Bezrechinaya	228	Dept.	2 : 23	20 : 23	1
1 : 54	19 : 54		Dept.		Бузречная		Arri.	2 : 22	20 : 22	
2 : 21	20 : 21	2	Arri.		Khadabulak		Dept.	1 : 50	19 : 50	1
2 : 23	20 : 23		Dept.		Хадабулак		Arri.	1 : 49	19 : 49	
2 : 41	20 : 41	1	Arri.		Shakhterskaya		Dept.	1 : 36	19 : 36	1
2 : 42	20 : 42		Dept.		Шахтерская		Arri.	1 : 35	19 : 35	
2 : 58	20 : 58	2	Arri.		Sherlovaya		Dept.	1 : 25	19 : 21	2
3 : 00	21 : 00		Dept.		Шерловая		Arri.	1 : 19	19 : 19	
3 : 19	21 : 19	1	Arri.		Zun-Torey		Dept.	0 : 59	18 : 59	1
3 : 20	21 : 20		Dept.		Зун-Торей		Arri.	0 : 58	18 : 58	
3 : 35	21 : 35	30	Arri.	343	Borzya	182	Dept.	0 : 43	18 : 43	33
4 : 05	22 : 05		Dept.		Борзя		Arri.	0 : 10	18 : 10	
5 : 17	23 : 17	1	Arri.	384	Kharanor	141	Dept.	23 : 03	17 : 03	4
5 : 18	23 : 18		Dept.		Харанор		Arri.	22 : 59	16 : 59	
5 : 50	23 : 50	1	Arri.		Arabatuk		Dept.	22 : 26	16 : 26	1
5 : 51	23 : 51		Dept.		Арабатук		Arri.	22 : 25	16 : 25	
6 : 41	0 : 41	1	Arri.	461	Armogoytui	64	Dept.	21 : 35	15 : 35	1
6 : 42	0 : 42		Dept.		Армогойтуй		Arri.	21 : 34	15 : 34	
7 : 17	1 : 17	2	Arri.		Margutsek		Dept.	20 : 59	14 : 59	2
7 : 19	1 : 19		Dept.		Маргусек		Arri.	20 : 57	14 : 57	
7 : 47	1 : 47	52	Arri.	510	Urulyunguy	15	Dept.	20 : 27	14 : 27	37
8 : 39	2 : 39		Dept.		Урулюнгуй		Arri.	19 : 50	13 : 50	
3 : 59	2 : 59		Arri.	525	Krasnokamensk	0		19 : 15	13 : 15	

- 1) As of 2006–2007.
- 2) Data of times are taken from the notice posted in the carriage, ARGUN [АРГУНЬ], which the authors have gotten on for round trip journey from 30 Aug. to 1 Sep., 2006.
- 3) Data of distance originally calculated from Railway ATLAS (АТЛАС ЖЕЛЕЗНЫЕ ДОРОГИ).
- 4) ARUGN [АРГУНЬ] consists of the carriages from Chita 2 to Priargunsk [Приаргунск] and to Krasnokamensk. At Urulyunguy, division and annexation were done.
- 5) Time difference between Moscow and the areas all of stations indicated here is 6 hours.

Murota, Komori, and Nakayama. Glazyrina had prepared enough foods for us. Thanks to her kindness, we experienced a “genuine” trip of the Siberian Railway.

ARUGN run along the Ingoda (ИНГОДА) River up to the junction of the main line of the Trans Siberian and the Trans Manchurian route (Murota and Nakayama 2007, p. 69). This river eventually merges with the Onon (ОНОН) River to become the Shilka (ШИЛКА) River. The Shilka flows down into the Amur (АМУР) River. We also saw lots of dachas same on the way to Ulan-Ude on August 22 and on the way to Chita 2 on the previous day. After stopping at Karymskaya (КАРЫМСКАЯ), ARUGN left the main line of Trans Siberian at the east side of Tarskaya (ТАРСКАЯ) station about at 20 : 05. Then our train crossed over the Ingoda river, and headed south. Murota, Komori and Nakayama had run this section of the railway once with VOSTOK; however it was midnight. So we could not see the view well. This time we enjoyed the scenery because there was still light. As Glazyrina said, ARGUN was a local train, so there were many short stops. About 21 : 00, we saw some large scale construction site. There, Nakayama saw a big pipe made of concrete, but actually could not understand they were used for what.

Then, the sun has set. We lied down at about 22 : 00 for field work of tomorrow.

### 3.2 Field Tour in Krasnokamensk near Uranium Mine

*Thursday, August 31, 2006, fine, (Chita Summer Time)*

#### *Investigations in Krasnokamensk*

We woke up at 7 : 30 and had breakfast with foods which Glazyrina had prepared as same as previous dinner in our compartment. At Urulyunguy (УРУЛЮНГУЙ), ARGUN has been stopping and division of carriages which were bound for Priargunsk (ПРИАРГУНСК) was made. Nakayama found a man who was collecting coals which the cargo train dropped off on the railroad track. He seemed to bring them back to his house to be used as domestic fuel. At 9 : 15, in 15 minutes delay, we arrived at Krasnokamensk. Uranium mining company “PPGKH” (ППГХО) persons were waiting for us. We arrived at their office building by their car. A sumptuous breakfast was prepared for us.

During our conversation, they emphasized that wild fires were the main causes of carbon dioxide emissions before anything else concerned about the Kyoto Protocol. Ecosystem management was important, they said at the same time. After that, we visited the city administration to have an interview with the chief.

Lunch was also prepared by the uranium mining company. After lunch, we visited the site of closed system of industrial water in the city area and related industrial complex. The uranium mine has been closed to foreigners, and still is so now. It seems that the site of uranium mining and the refinery plants are located in the town of Okhtabyrskii some 20 kilometers east of Krasnokamensk;

however we were not allowed to enter that town.

The city of Krasnokamensk uses closed circuit industrial water system. The source of water is the Argun River which is only 30 kilometers away. Some part of the Argun River forms the national border between Russia and China. 20 years ago, water from that river started being supplied to the city, and also to dachas in its suburb.

The state-owned joint holding company “PPGKHO” with 12 branch companies establishes their own prices, not market oriented (determined). A total of 12,000 persons were working mainly for natural uranium mining, and also for cogeneration plant or complex services.

We did shopping for dinner in the train at the supermarket near the culture hall for citizens named “DAURIYA” (ДАУРИЯ). After that, we went back to Krasnokamensk station. We left there at 19 : 15 on time on ARGUN in the opposite direction, bound for Chita 2. As same as the previous night, we had dinner at our compartment and lied down.

The cost for ARGUN, going to Krasnokamensk was 858.5 P and for coming back to Chita 2 was 948.5 P per person.

*Friday, September 1, 2006, cloudy→fine, (Chita Summer Time)*

*Back to Chita and collected materials*

We woke up at 9 : 00 and had breakfast as usual in our compartment. At 11 : 08, we arrived at Chita 2 station on time. Igor was waiting for us on the platform. After that, we went to the office for statistics of Chita oblast and purchased some of them. Murota, Komori and Nakayama checked in the hotel “Zabailakalie” again. The price for a two bed room was 2400 P per night (24 hours) including breakfast.



**Photo 14 Overview of the City of Krasnokamensk in the Middle and the Uranium Town of Okchabyriskii Afar**  
(Photo by Murota: August 31, 2006)



**Photo 15 Reservoir of the Water from the Argun River for the Use of Krasnokamensk**  
(Photo by Murota: August 31, 2006)

After we finished taking showers and washing clothes in turn, we left the hotel with Igor's car at 13 : 30 and had lunch at one of the refectories of Chita University. After lunch, we went to the shop to buy maps. The shop was closed, but thanks to the negotiation of Glazyrina, the shop keeper opened it and we bought some good ones. We moved to the Glazyrina's office, and checked e-mails and talked with her.

Murota proposed and offered dinner to Irina and Igor at a Chinese restaurant, because, for Komori, it was the last dinner with them and Murota and Nakayama as well. She was on the way of another research trip and she had to leave Chita on Saturday, September 3. We had dinner at Belikaya Stena (Беликая Стена : 长城饭店), which means "Restaurant Great Wall in China". Separating from Irina and Igor after dinner, Murota, Komori and Nakayama walked around the Lenin Square and decided to sit down at the open café near our hotel. It was quite comfortable to spend a time with drinking beer, receiving the blow of dry wind at the time of sunset. We came back to the hotel at 21 : 30, and went to bed at 23 : 00.

### 3.3 Short Trip to Alkhanai National Park

*Saturday, September 2, 2006, rainy→cloudy, (Chita Summer Time)*

*Departure for Alkhanai National Park*

When we woke up at 9 : 00, it was raining heavily outside. Without sunshine, it was so cold. After breakfast in the hotel, Murota and Komori separately went out for a short walk in the city near the hotel for their own interests. Nakayama arranged his documents by this day. About noon, we got together in the lobby of the hotel, and went for lunch at café, "Atlantida" (Атлантида) near our hotel. A child's birthday party was merrily taking place there.

About 14 : 00, Glazyrina, her driver Igor, Murota, Nakayama, and Glazyrina's graduate students, Zhenya, Masha, Kasha, Irina and her husband Igor (an engineer of the Chita power station) as one of the driver gathered to get another car in front of the hotel. After bidding farewell to Komori who was going fly to Moscow for her research work in Estonia, we, nine persons, departed for Aginskiy Buryat autonomous district (Агинский Бурятский автономный округ).

Igor's "TOYOTA CORONA" and engineer Igor's "TOYOTA COROLLA" were heading for Duldurga (Дульдурга) via Darasun (Дарасун) city along the Ingoda River and Kurort Darasun (Курорт Дарасун). They made good headway with faster streams. We arrived at Kurort Darasun at 16 : 30. Then the member of our group took a lot of water from a mineral spring. The spring seemed very famous among other springs and among local people. The water was highly mineralized.

We arrived at hotel "Kentavr" (Кентавр) in Duldurga village, the administrative center of Duldurga Raion (Район : district). Duldurga is the west end of three Raions of the autonomous district.

Our hotel had a common sauna room. The cost for one night of a 2 bed room was 800 P. Before dinner, we talked to each other by Zhenya's translation for international friendship between our two countries.

Dinner began at 19 : 00. Mr. Ivan Chimitov (simply Chimitov here after), the vice-principle of the Alkhanai National Park of the Russian Federation, joined our dinner. We enjoyed talking to each other about Alkhanai, Buryat culture and so on while drinking vodka. Glazyrina told us that this was hospitality in a Buryat manner. According to Chimitov, this park is certainly a national park, but it is not managed by Russian Federation, but by local people, and the employment which was generated following tourism was subordinate to the local people.

Murota and Nakayama were invited for a walk by graduate students, and enjoyed walking, after dinner. After then, Murota and Nakayama went to the sauna with Zhenya and engineer Igor. Nakayama did endurance competition with them, and won. At about 24 : 00, we went to bed.

*Sunday, September 3, 2006, fine, (Chita Summer Time)*

*Trekking in Alkhanai National Park and back to Chita*

We woke at 8 : 30 and had breakfast at the hotel. At 9 : 00, we left the hotel and visited the National Park office.

It had been known that there had been a lot of placer gold since older time. Actually, there were some small gold mines. In the 1980s, a large scale of gold mining was projected, but, this has been a holy spot, which was natural space, which consisted of holy mountains and rocks, for Buryat people. They dislike disturbing such holy lands and polluting them with cyanide soda which is used for refining placer gold. These people made a movement against the project in 1990s. A signature-collecting campaign had been rolling out in Aginskiy Buryat autonomous district, and some 40,000 signature were collected. This topic was reported by the media in every part of Russia.

While the gold mining project was suspended, it was persuasive to propose the alternative new management plan of their natural resources. Its answer was to conserve the whole district as a National Park, boasted of rich nature. Alkhanai National Park opened in 1999 successfully (Eshisambuev and Baldorzhiev 2003; Murota 2006 a, pp. 14–17).

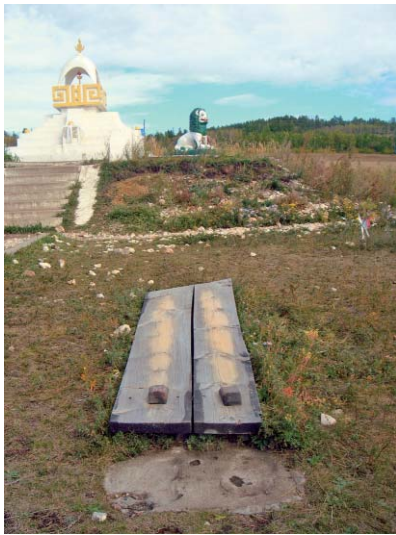
The notice in the office shows the infrastructural maintenance projects for tourism. Zhenya and some graduate students have been answering interviews from a TV report which seems like local press.

After we met the chief of Duldurga, we visited Alkhanai National Park by Chimitov's guide. We left the village of Duldurga, and passed through the village named Alkhanai; there was a pass. This was the entrance to Alkhanai National Park. In front of the entrance, a vast sea of trees were spread.

Through the pass, there was a gate counting people at the entrance. On the steppe, there was a stupa which commemorated the visit of the Dalai Lama XIV in 1991. We passed the site of cottage and café. Then taiga began; there was a hiking path in the forest. After walking about 5 km in gentle ascent, steep massive rocks were standing on the whole surface. One of them shaped like an arch was called “Uuden Sume” (УУДЕН СУМЭ) in Buryat, or alternatively “Khram Vorota” (Храм Ворота) in Russian, which means “Temple of Gate” in English (the notice in the park).

We walked back to the parking space, and we had a late lunch at a café. After that, we called at the point, a cold spa. Some people were bathing there in swim suit. It looked very cold. After bidding farewell to Chimitov at Duldulga, we left for Chita City about 19 : 00. On the way back to Chita city, we enjoyed the scenery of Ingoda River at Dalasun (FGUP 2006).

Approaching the city, both Igors bought potatoes



**Photo 16** The Stupa in Memory of the Visit of Dalai Lama XIV in Alkhanai National Park  
(Photo by Murota: September 3, 2006)



**Photo 17** The Temple of Gate, Alkhanai National Park  
(Photo by Murota: September 3, 2006)



**Photo 18** Yurt-style Hotel, Alkhanai National Park  
(Photo by Nakayama: September 3, 2006)



**Photo 19** Ingoda River (One of the Upstreams of the Amur River) in the City of Dalasun  
(Photo by Murota: September 3, 2006)



from a garden shop along the road. At a gas station, we bid farewell to the graduate students and headed for our destination. Murota and Nakayama bought some food and drinks at the supermarket near the hotel “Zabailakalie”.

We checked in again at 22 : 00. We went to the restaurant in the hotel to have dinner. In the meantime it became noisy, people played music. It turned to be a time for disco. We went to bed at 25 : 30, after we finished repacking our baggage.

### 3. 4 Leaving Chita for Blagoveshchensk

*Monday, September 4, 2006, fine, (Chita Summer Time)*

*Left Chita for Blagoveshchensk*

We woke up at 6 : 20 and checked out of the hotel. At 6 : 50, Glazyrina and Igor picked us up at the lobby of our hotel and took us to Chita 2 station. Owing to Glazyrina who had asked a hotel staff to pack our breakfast for this morning’s departure, we were lucky to have breakfast on hand.

**Table 5 Time Table of No. 350 Train, Chita 2 to Blagoveshchensk**

Distance (km)	Station	Time					
			Local		difference from Moscow	Moscow	to stop (min.)
0	<i>Chita 2</i> Чита 2	Dept.	1st.	7:28	(+6)	1:28	
66	<i>Darasun</i> Дарасун	Arri. Dept.	1st.	8:45 8:47	(+6)	2:45 2:47	2
94	<i>Karymskaya</i> Карымская	Arri. Dept.	1st.	9:26 9:50	(+6)	3:26 3:50	24
247	<i>Shilka</i> Шилка	Arri. Dept.	1st.	11:23 11:28	(+6)	6:23 6:28	5
394	<i>Chernyshevsk Zabaikalski</i> Чернышевск Забайкальский	Arri. Dept.	1st.	15:02 15:27	(+6)	9:02 9:27	25
707	<i>Mogocha</i> Могоча	Arri. Dept.	1st.	21:06 21:21	(+6)	15:06 15:21	15
811	<i>Amazar</i> Амазар	Arri. Dept.	1st.	22:02 22:22	(+6)	17:02 17:22	20
876	Border between Chitiniskaya and Amurskaya Oblasts						
920	<i>Yerofei Pavlovich</i> Ерофей Павлович	Arri. Dept.	2nd.	1:15 1:36	(+6)	19:15 19:36	21
1107	<i>Skovorodino</i> Сковородино	Arri. Dept.	2nd.	5:17 5:22	(+6)	23:17 23:22	5
1302	<i>Magdagachi</i> Магдагачи	Arri. Dept.	2nd.	8:40 8:55	(+6)	2:40 2:55	15
1524	<i>Shimanovskaya</i> Шимановская	Arri. Dept.	2nd.	12:17 12:31	(+6)	6:17 6:31	14
1616	<i>Svobodny</i> Свободный	Arri. Dept.	2nd.	13:43 13:48	(+6)	7:43 7:48	5
1674	<i>Belogorsk</i> Белогорск	Arri. Dept.	2nd.	14:47 15:30	(+6)	8:47 9:30	43
1783	<i>Blagoveshchensk</i> Благовещенск	Arri.	2nd.	18:15	(+6)	12:15	

1) As of September 2006.

2) Data of times are taken from the notice posted in the carriage, Train No. 350 which the authors have used on from 4 to 5 Sep., 2006.

3) Data of distance and station names in English are taken from Richmond (2006) pp.269–278, Thomas (2004) pp. 325–384 and only between Belgorok and Blagoveshchensk, the authors’ calculation based on the Russian Railway ATLAS (АТЛАС ЖЕЛЕЗНЫЕ ДОРОГИ).

4) Train No. 350 connects Moscow with Blagoveshchensk.

5) There were many short stops except for those mentioned on this Time Table.

The train bounded for Blagoveshchensk (БЛАГОВЕЩЕНСК), the capital of Amurskaya oblast, departed on time 7 : 28 while we bid farewell to Glazyrina and Igor. The train was a local train and there were many short stops, but it runs quite a long distance; the trip from Moscow to Blagoveshchensk takes 6 nights and 7 days. The fare for hard class from Chita 2 to Blagoveshchensk was 2,136.9 P per person. Our tickets for this train had been arranged by Masha during the time when we had been visiting Kransnokamensk.

An old man, in the upper berth of our compartment, seemed to go to Darasun. He asked us some questions, but it was hard to understand what he said except for his word “Darasun”. After he got off the train, other people did not come to our compartment. It was a little dusty on the upper berth, Nakayama thought, there were not so many people using the upper berth, and not so crowded as usual on this train.

The train runs along the Ingoda River. Before noon, the Ingoda River joined the Onon River and it became the Shilka River near the city of Shilka (FGUP 2006; 2002). The view from the window of this train was extremely beautiful. There was no time to get bored. Murota believes that this section is the most beautiful one of Trans Siberian.

At 15 : 02, the train arrived at Chernyshevsk Zabaikalski (Чернышевск Забайкальский), and made 25 minutes stop. Murota bought 100 grams of salted cabbage for 20 P on the platform. Then, Nakayama checked the composition of this train. There were 12 hard class carriages, 5 tourist class carriages, a dining car, and a goods wagon. The tourist class carriages (3rd class) looked very crowded.

When we had dinner at the dining car in the evening, a young man, who seemed to have been drinking a lot and talking loudly with other people, spoke out to us in Russian. Although Murota and Nakayama could not understand him well, he seemed to want to drink more vodka with us. As he looked considerably drunk, we continued to refuse his repeated offers in a polite manner until his friend made him go back to his compartment. We saw few people who drank so much vodka during our trip in Russia. Many people were drinking beer instead. Murota thought that Russian people have become healthy. So, people like him were rare, but not yet zero, Nakayama thought.

After a 15 minutes stop at Mogocho (Могоча), we saw a nearly full moon very clearly. We enjoyed the best section of Trans Siberian today. But, when Nakayama went to the rest room, he encountered a scene which was so shocking to him. A conductor of our carriage, who always kept it clean, threw away the PET bottles which were collected in the carriage onto the railway tracks. As it is widely known, the cities of Russia were generally dirty with garbage. Of course Trans Siberian stations were also the same. It was a pity because Nakayama left that Russian view and air were so clean.

Since the draft from the window was strong, Nakayama could not sleep well.

*Tuesday, September 5, 2006, fine, (Amurskaya Summer Time, same with Chitiniskaya)*

*Heading for Blagoveshchensk and arrived*

Nakayama could not wake up until 11 : 00. Murota has already woken up and began exploring various cars of the long train. We have crossed the border between Chitiniskaya oblast and Amurskaya oblast during the night. We had lunch with food on hand including cucumbers, which had been made in the dacha of graduate student Irina's grandmother. By that time we have become quite skillful for eating food in the compartment.

At 12 : 17, we arrived at Shimanovskaya (Шимановская). There were lots of shops surrounding a space like a park in the station yard; and there was a post office. During the 15 minute stop, Murota bought about 100 gram of boiled potatoes with sprinkled cut leaks for 10 P. It was very delicious.

As soon as left Svobodny (Свободный) at 13 : 48, our train crossed over the Zeya (Зея) River, which joins the Selemdzha (Селемджа) River at its upper stream and flows into the Amur River at Blagoveshchensk at its lower stream (FGUP 2005). The water of the Zeya River comes from Zeya reservoir (Зейское водохранилище) which has a gigantic hydroelectric power station (Murota and Kishi 2004, p. 47).

After departing Svobodny (Свободный), vegetation which was seen from the window has begun to change. It clearly changed from steppe to plain. Nakayama felt that now he was really in Russian Far East different from East Siberia.

There were short stops at the stations which were not mentioned on the time table in the carriage. We arrived at Belogorsk (Белогорск) at 15 : 10, 23 minutes delayed. Belogorsk is the junction of the main Trans Siberian and a branch line to Blagoveshchensk (FGUP 2002). The locomotive changed from electric to diesel. Murota bought about 100 gram of boiled potatoes with sprinkled cut leaks as in Shimanovskaya, but at this time, carrots cut into thin pieces were added. It cost 15 P. We arrived at Belogorsk at 15 : 35, 5 minutes delayed.

The number of short stops increased after departing Belogorsk. Those which recorded by Murota were 15 : 50 Nizina (Низина), time not checked Tomichi (Томи



**Photo 20** Zeya River just Before Merging with the Amur River in Belgolie  
(Photo by Murota: September 5, 2006)

чи), 16 : 50 Srednebeloe (Среднебелое), 17 : 12 Berezovka (Березовка), 17 : 28 Prizeyskaya (Призейская), 17 : 40 Belogorye (Белогорье), and 18 : 00 Mokhovaya Pod (Моховая Падь).

At 17 : 25, we crossed over the Zeya River again. We enjoyed its really magnificent view. At 18 : 15, Murota and Nakayama have arrived at Blagoveshchensk station almost on time. Then, Mr. Sergey Karnabeda (simply Sergey here after) was waiting for us with his driver, by arrangement of Glazyrina in Chita. This was the first visit to Blagoveshchensk for Murota, of course for Nakayama; we were worried a little but felt relieved when we met him. We went to “Zeya (Зея) Hotel” by “VOLGA” a Russian made car, and arrived at 18 : 30. The cost for a single bed for one night was 1100 P.

After we entered each room with Sergey’s help, we finished taking our shower and washing our clothes as usual. From 20 : 00, Murota and Nakayama went for a walk near the hotel. As Thomas (2004, p. 375) says that Blagoveshchensk is “the New York in Siberia”, its street are so wide and laid out in a grid pattern. We had a light supper with a bottle of beer and shashlyk (шашлык) at an open cafe. Shashlyk is skewered and grilled mutton or other meat, adapted from Central Asia and Transcaucasia (Richmond 2003, p. 686). It was quite good as Murota often says (Murota and Kishi 2003, p. 85; Murota, 2006 p. 67, p. 89). It cost 105 P per spit.

After that, we walked to the river side of Amur. Our hotel was near to the river. We saw a new triumphal arch, made by companies in Blagoveshchensk around the park along the Amur. And we also saw the Chinese city; Heihe (Хэйхэ : 黑河) so near across Amur River (黑龙江 in Chinese). Nakayama really wanted to visit there during his stay in Blagoveshchensk.

We returned to the hotel at about 21 : 30. Because we saw a lady seemingly engaged in a dubious business in the hotel, we tightly locked our rooms. It was hotter in Blagoveshchensk than in the cities we have visited before. A few mosquitoes were flying in our room. The mosquito repellent coils from Japan played an expected role quite well (Globe-Trotter Travel Guidebook ed. 2006; 2004).



**Photo 21** Blagoveshchensk on the Amur River  
(Photo by Murota: September 6, 2006)

## Section 4 Observations in Blagoveshchensk (September 6–9)

### 4.1 City of Blagoveshchensk and the Amur and the Zeya Rivers

*Wednesday, September 6, 2006, fine→cloudy, (Amurskaya Summer Time)*

*General investigation of Blagoveshchensk*

Murota and Nakayama had breakfast at Murota's room at 9 : 00. At 10 : 00, Sergey came to Zeya Hotel with a lady who could speak good English. Her name is Olga Shcherbinina (simply Olga here after).<sup>3</sup> We had a meeting about schedules while Murota and Nakayama were in Blagoveshchensk.

Next, we visited the Institute of Geology and Nature Management. It was an old, but well preserved beautiful building. It used to be a merchant house before the October Revolution of 1917. Then, we met Anna Sorokina, who is the wife of the director of the institute, Doctor Anatoly Sorokin. He was absent because he was in Vladivostok. Anna talked about and advertised "Constantinovskaya" water. The source has been in some 130 kilometers west of Blagoveshchensk. This water upwells through the splits of a fault line. Depth of which is 200 meters from the land surface. This water is highly mineralization of 1.4–1.8 gram per liter.

She was concerned about the pollution of the Amur River flowing from the Songhua River (松花江) from the upper stream, in China. On the other hand, there is a gold mining in the north of Amurskaya oblast. People living in Blagoveshchensk drink water from the Amur River. So, these pollutants are a matter of life or death. That is why this underground water is a major issue of her research (FGUP 2005).

After leaving the Institute, Sergey and Olga temporarily left Murota and Nakayama for our own lunches. Murota and Nakayama had lunch at a Chinese food café. It cost 443 P including a bottle of beer and a cup of coffee. The taste was good. It was along Krasnoflotskaya Street facing the Amur River. After that, we returned to the hotel at 13 : 30.

Sergey and Olga came to our hotel again at 13 : 45. We went to collect statistics and maps after we exchanged US dollars to Roubles with the help of Olga. As for the exchange rate at "Vneshtorg Bank" (Внешторг Банк) on Sovietskii Street, US 300 dollars were exchanged for 7,980 P. The rate was 26.60. Euro, Yen and Yuan also could be exchanged.

After that, we went to the Port of Blagoveshchensk to check whether we could make a day trip to Heihe in China, but we were informed that it was impossible because our visas were only single entry type. We saw a lot of Chinese people there. During summer period, ships were running across the border, which simply the Amur River, but during winter period, buses run because the Amur freezes over, as Olga said. It seemed as though for 6 times the ferry boats were working daily. Heihe is con-

nected by rail train and this border crossing has recently been opened to foreign visitors. While there are few amenities for tourists on the Chinese side, for the moment this is quite probably the cheapest permitted land route from Moscow to Beijing (Thomas 2004, p. 375).

We went to the public market of this city, and we bought some vegetables and bottles of beer for supper at the hotel. After returning to the hotel at 17 : 00, we made rearrangement of our data and photos, we had supper in Murota's room. Murota began to prepare for the presentation in Vladivostok.

*Thursday, September 7, 2006, fine, (Amurskaya Summer Time)*

*General investigation of Blagoveshchensk*

We had breakfast at 10 : 00 in Murota's room with the foods which were bought yesterday. After then, Murota went to buy a pair of sandals to downtown, it was 900 P.

At 13 : 00, Murota and Nakayama met Sergey and Olga in front of the hotel. We went to the port to check the possibilities of cruising on the Amur River. Then we decided to take a chance of the night cruise. After we walked along the Amur River, we moved to the shore of the Zeya River. It was muddy and the river flow was very fast. It seemed that there had been heavy rain in the upper stream. At an open air cafe along Zeya River, Murota and Nakayama asked questions to Sergey and Olga about Blagoveshchensk and about themselves.

Sergey had come from Belogorsk and has been in Blagoveshchensk for 43 years. He likes traveling, and has experience a trip to Niigata in Japan for two weeks 8 years ago. Then, he bought a "Mitsubishi PAJERO", and exported it by himself. He felt that Japan was clean and the food was very good. When he was a teen ager, he had been to Anadyr of Chukotka for three years. His distant ancestor had come from the Ukraine for agriculture. As he said, in about 1865 and 1896, many Ukrainian had settled in the Amur area. It had taken three years for them to come here from Ukraine with carriages. Olga also had Ukrainian blood in her a little.

Due to the language barrier, we could not exactly understand why many Ukrainians had come and settled here. Probably, because of the good soil in this part of the Amur basin which was somewhat similar to the soil in the Ukraine and made it a granary of Russian Far East. Soy beans produced here have been in good conditions, because they are not generically modified. So some beans are exported to Japan. Nakayama recalled that there was a station named "Ukraina" (Украина) between Belogorsk and Blagoveshchensk (FGUP 2002).

We did our shopping at the public market. Murota bought smoked salmon, vegetables and other items. We went back to the hotel once at 17 : 00. Nakayama walked around the city alone. We had dinner in Murota's room as usual at 19 : 00. After that, we met Olga and his son, Alexander Sher-

binin, an engineer who repairs cars. He knew a little bit of Japanese, for example, “Okuni wa Dochira Desuka?”, which means “Where are you from?” in the expression of Japanese old time. We walked to the port for the river boat cruise.

The boat has left the shore at 20 : 30. First, the boat headed for the upper stream of the Amur River and approached downtown Heihe. We saw a lot of bright electric spectaculars and heard loud Chinese music.



**Photo 22 A Night View of the Chinese City of Heihe from Blagoveshchensk**  
(Photo by Nakayama: September 7, 2006)

It showed an aspect of “Little Shanghai”, Nakayama thought. At the point where we approached the side of the industrial area of Heihe, the boat made a U-turn to the right, and headed for the junction of the Zeya River. The boat ran near Blagoveshchensk at this time. This side of the shore was so quiet, and the nearly full-moon was so beautiful. Near the junction, our boat made a U-turn again and went back to the port. There were two dining rooms on the boat. The open deck eventually turned into a disco space. Many people were dancing including children, but they were not all passengers. There were people who were calmly enjoying the view, who were enjoying only dinner, some having a date, and other outings. The fare for this boat cruise was 120 P per person excluding foods and drinks lasting two hours.

We came back to the hotel and went separately to our rooms.

#### **4.2 Leaving Blagoveshchensk for Vladivostok**

*Friday, September 8 2006, cloudy→rainy, (Amurskaya Summer Time)*

*General investigation of Blagoveshchensk*

At 10 : 00, we had breakfast as same as the previous day. Sergey came to our room at 11 : 00 to help our check-out procedure. He has come with his own car, “ISUZU BIGHORN”, his boast. After checked out, we visited an accommodation facility of the Siberian Branch of the Russian Academy of Sciences and stayed there until 13 : 00. During this time, Nakayama went for a city walk, but got lost; he put other people in trouble for a while, but somehow managed finding the right way.

About at 14 : 00, Murota and Nakayama visited a church of town with Sergey and Olga. It was a magnificent church. A wedding ceremony was taking place. After that, Murota purchased some clothes for the seminar in Vladivostok. He then visited the Amur regional museum with Sergey and Olga. During this time, Nakayama went to the internet café to check his e-mails.

Sergey picked Nakayama at about 16 : 45 with his own car in front of the cafe, we went to the park along the Amur River, then, we met another Sergey, the nephew of the former Sergey, a policeman, as a driver. Murota and Nakayama went to dinner with former Sergey and Olga at the restaurant named “BAR Korona” in Druzhba (Дружба) Hotel with Murota’s invitation. We had dinner, course

**Table 6 Time Table of Train No. 385, Blagoveshchensk to Vladivostok**

Distance (km)	Station	Time					
			Local		difference from Moscow	Moscow	to stop (min.)
0	<i>Blagoveshchensk</i> Благовещенск	Dept.	1st.	20 : 55	(+6)	14 : 55	
	<i>Makhovaya Pad</i> Маховая Падь	Arri. Dept.	1st.	21 : 10 21 : 12	(+6)	15 : 10 15 : 12	2
	<i>Belogorye</i> Белогорье	Arri. Dept.	1st.	21 : 29 21 : 31	(+6)	15 : 29 15 : 31	2
31	<i>Prizejskaya</i> Призейская	Arri. Dept.	1st.	21 : 43 21 : 45	(+6)	15 : 43 15 : 45	2
	<i>Berezovski-Vostochny</i> Березовский-Восточный	Arri. Dept.	1st.	22 : 05 22 : 10	(+6)	16 : 05 16 : 10	5
64	<i>Srednebelaya</i> Среднебелая	Arri. Dept.	1st.	22 : 27 22 : 32	(+6)	16 : 27 16 : 32	5
	<i>Tomichi</i> Томичи	Arri. Dept.	1st.	22 : 55 22 : 57	(+6)	16 : 55 16 : 57	2
109	<i>Belogorsk-1</i> Белогорск-1	Arri. Dept.	1st.	23 : 30 0 : 00	(+6)	17 : 30 18 : 00	30
	<i>Vozzhayevka</i> Возжаевка	Arri. Dept.	2nd.	0 : 29 0 : 39	(+6)	18 : 29 18 : 34	5
	<i>Pozdeyevka</i> Поздеевка	Arri. Dept.	2nd.	0 : 54 0 : 56	(+6)	18 : 54 18 : 56	2
	<i>Yekaterinoslavka</i> Екатеринославка	Arri. Dept.	2nd.	1 : 23 1 : 26	(+6)	19 : 23 19 : 26	3
228	<i>Zavitaya</i> Завитая	Arri. Dept.	2nd.	2 : 06 2 : 11	(+6)	20 : 06 20 : 11	5
	<i>Tyukan</i> Тюкан	Arri. Dept.	2nd.	↓ 2 : 31	(+6)	↓ 20 : 31	↓
311	<i>Bureya</i> Бурья	Arri. Dept.	2nd.	2 : 50 3 : 01	(+6)	20 : 50 21 : 01	11
	<i>Domikaya</i> Домикая	Arri. Dept.	2nd.	3 : 22 3 : 23	(+6)	21 : 22 21 : 23	1
362	<i>Arkhara</i> Архара	Arri. Dept.	2nd.	3 : 55 4 : 00	(+6)	21 : 55 22 : 00	5
	<i>Tatakaya</i> Татакая	Arri. Dept.	2nd.	4 : 13 4 : 14	(+6)	22 : 13 22 : 14	1
	<i>Boguchaya</i> Богучая	Arri. Dept.	2nd.	4 : 26 4 : 27	(+6)	22 : 26 22 : 27	1
	<i>Rachi</i> Рачи	Arri. Dept.	2nd.	4 : 38 4 : 39	(+6)	22 : 38 22 : 39	1
392	<i>Uril</i> Урил	Arri. Dept.	2nd.	4 : 51 4 : 52	(+6)	22 : 51 22 : 52	1
	<i>Kundur-Khabarovskiy</i> Кундур-Хабаровский	Arri. Dept.	2nd.	5 : 30 5 : 31	(+6)	23 : 30 23 : 31	1
	<i>Kazachy</i> Казачий	Arri. Dept.	2nd.	5 : 45 5 : 46	(+6)	23 : 45 23 : 46	1
	<i>Udarniy</i> Ядрин	Arri. Dept.	2nd.	6 : 06 6 : 07	(+6)	0 : 06 0 : 07	1
458	Border between Amurskaya Oblast and Yevreyskaya Avtonomnaya Oblast						
472	<i>Obluchye</i> Облучье	Arri. Dept.	2nd.	7 : 21 7 : 36	(+7)	0 : 21 0 : 36	15
	<i>Udaring</i> Ударный	Arri. Dept.	2nd.	7 : 51 7 : 52	(+7)	0 : 51 0 : 52	1
	<i>Lagar-Aul</i> Лагар-Аул	Arri. Dept.	2nd.	8 : 07 8 : 08	(+7)	1 : 07 1 : 08	1
	<i>Kimkaya</i> Кимкая	Arri. Dept.	2nd.	8 : 27 8 : 28	(+7)	1 : 27 1 : 28	1



508	<i>Izvestkovaya</i> Известковая	Arri. Dept.	2nd.	8 : 43 8 : 46	(+7)	1 : 43 1 : 46	3
	<i>Birakan</i> Биракан	Arri. Dept.	2nd.	9 : 03 9 : 04	(+7)	2 : 03 2 : 04	1
	<i>Teploye Ozero</i> Теплое Озеро	Arri. Dept.	2nd.	9 : 21 9 : 22	(+7)	2 : 21 2 : 22	1
	<i>Izvestkov. Zavod</i> Известков. Завод	Arri. Dept.	2nd.	9 : 31 9 : 32	(+7)	2 : 31 2 : 32	1
	<i>Londoko</i> Лондоко	Arri. Dept.	2nd.	9 : 39 9 : 40	(+7)	2 : 39 2 : 40	1
	<i>Budukan</i> Будукан	Arri. Dept.	2nd.	9 : 58 9 : 59	(+7)	2 : 58 2 : 59	1
580	<i>Bira</i> Бира	Arri. Dept.	2nd.	10 : 16 10 : 19	(+7)	3 : 16 3 : 19	3
	<i>Semistochnyu</i> Семисточный	Arri. Dept.	2nd.	10 : 32 10 : 33	(+7)	3 : 32 3 : 33	1
	<i>Kirga</i> Кирга	Arri. Dept.	2nd.	10 : 56 10 : 57	(+7)	3 : 56 3 : 57	1
625	<i>Birobidzhan</i> Биробиджан	Arri. Dept.	2nd.	11 : 10 11 : 20	(+7)	4 : 10 4 : 20	10
	<i>Ikura</i> Икура	Arri. Dept.	2nd.	11 : 36 11 : 37	(+7)	4 : 36 4 : 37	1
	<i>Aur</i> Аур	Arri. Dept.	2nd.	12 : 00 12 : 01	(+7)	5 : 00 5 : 01	1
	<i>In</i> Ин	Arri. Dept.	2nd.	12 : 23 12 : 26	(+7)	5 : 23 5 : 26	3
	<i>Olbokhga</i> Олбохга	Arri. Dept.	2nd.	12 : 49 12 : 50	(+7)	5 : 49 5 : 50	1
754	<i>Volochayevka-1</i> Волочаевка-1	Arri. Dept.	2nd.	13 : 10 13 : 11	(+7)	6 : 10 6 : 11	1
	<i>Dezhnevka</i> Дежневка	Arri. Dept.	2nd.	13 : 23 13 : 24	(+7)	6 : 23 6 : 24	1
	<i>Nikolayevka</i> Николаевка	Arri. Dept.	2nd.	13 : 26 13 : 37	(+7)	6 : 36 6 : 37	1
786	<i>Priamurskaya</i> Приамурская	Arri. Dept.	2nd.	13 : 49 13 : 50	(+7)	6 : 49 6 : 50	1
Border between Yevreyskaya Avtonomnaya Oblast and Khabarovskiy Krai							
	<i>Amur</i> Амур	Arri. Dept.	2nd.	14 : 02 14 : 03	(+7)	7 : 02 7 : 03	1
795	<i>Khabarovsk-1</i> Хабаровск-1	Arri. Dept.	2nd.	14 : 17 15 : 07	(+7)	7 : 17 8 : 07	50
	<i>Khabarovsk-2</i> Хабаровск-2	Arri. Dept.	2nd.	15 : 24 15 : 25	(+7)	8 : 24 8 : 25	1
872	<i>Verino</i> Верно	Arri. Dept.	2nd.	16 : 16 16 : 18	(+7)	9 : 16 9 : 18	2
895	<i>Khor</i> Хор	Arri. Dept.	2nd.	16 : 37 16 : 39	(+7)	9 : 37 9 : 39	2
	<i>Dormidontovka</i> Дормидонтовка	Arri. Dept.	2nd.	16 : 56 16 : 57	(+7)	9 : 56 9 : 57	1
	<i>Krasitsky</i> Красицкий	Arri. Dept.	2nd.	17 : 13 17 : 14	(+7)	10 : 13 10 : 14	1
925	<i>Vyazemskaya</i> Вяземская	Arri. Dept.	2nd.	17 : 32 17 : 52	(+7)	10 : 32 10 : 50	18
	<i>Avai</i> Аван	Arri. Dept.	2nd.	18 : 03 18 : 04	(+7)	11 : 03 11 : 04	1
	<i>Kotikovo</i> Котиково	Arri. Dept.	2nd.	18 : 19 18 : 20	(+7)	11 : 19 11 : 20	1
	<i>Gedike</i> Гедике	Arri. Dept.	2nd.	18 : 30 18 : 31	(+7)	11 : 30 11 : 31	1
	<i>Kamenushchka</i> Каменушка	Arri. Dept.	2nd.	18 : 51 18 : 52	(+7)	11 : 51 11 : 52	1
	<i>Rozengartovka</i> Розенгартовка	Arri. Dept.	2nd.	19 : 11 19 : 13	(+7)	12 : 11 12 : 13	2
	<i>Boitsovo</i> Бойцово	Arri. Dept.	2nd.	19 : 35 19 : 36	(+7)	12 : 35 12 : 36	1
1030	<i>Bikin</i> Бикин	Arri. Dept.	2nd.	19 : 57 19 : 59	(+7)	12 : 57 12 : 59	2
	<i>Zvenyevoiy</i> Звеньевой	Arri. Dept.	2nd.	20 : 16 20 : 17	(+7)	13 : 16 13 : 17	1

Border between Khabarovsk Krai and Primorsky Krai							
	<i>Burlit-Volochayevski</i> Бурлит-Волочаевский	Arri. Dept.	2nd.	20 : 36 20 : 37	(+7)	13 : 36 13 : 37	1
	<i>Luchegorsk</i> Лучегоorsk	Arri. Dept.	2nd.	20 : 49 20 : 51	(+7)	13 : 49 13 : 51	2
1113	<i>Gubero</i> Губерово	Arri. Dept.	2nd.	21 : 22 21 : 27	(+7)	14 : 22 14 : 27	5
	<i>Ebergard</i> Эбергард	Arri. Dept.	2nd.	21 : 48 21 : 49	(+7)	14 : 48 14 : 49	1
1164	<i>Dalnerechensk-1</i> Дальнереченск-1	Arri. Dept.	2nd.	22 : 06 22 : 16	(+7)	15 : 06 15 : 16	10
	<i>Dazo</i> Дазо	Arri. Dept.	2nd.	22 : 28 22 : 29	(+7)	15 : 28 15 : 29	1
	<i>Grushevoe</i> Грушевое	Arri. Dept.	2nd.	22 : 38 22 : 39	(+7)	15 : 38 15 : 39	1
	<i>Prokhasko</i> Прохаско	Arri. Dept.	2nd.	22 : 58 22 : 59	(+7)	15 : 58 15 : 59	1
	<i>Filaretovka</i> Филаретовка	Arri. Dept.	2nd.	23 : 08 23 : 09	(+7)	16 : 08 16 : 09	1
1205	<i>Ruzhino</i> Ружино	Arri. Dept.	2nd.	23 : 23 23 : 38	(+7)	16 : 23 16 : 38	15
	<i>Lesozavodsk-1</i> Лесозаводск-1	Arri. Dept.	2nd.	23 : 50 23 : 52	(+7)	16 : 50 16 : 52	2
1265	<i>Shmakovka</i> Шмаковка	Arri. Dept.	3rd.	0 : 22 0 : 24	(+7)	17 : 22 17 : 24	2
	<i>Sungach</i> Сунгач	Arri. Dept.	3rd.	0 : 45 0 : 46	(+7)	17 : 45 17 : 46	1
	<i>Sviyagino</i> Свягино	Arri. Dept.	3rd.	1 : 02 1 : 03	(+7)	18 : 02 18 : 03	1
1324	<i>Spassk-Dalny</i> Спасск-Дальний	Arri. Dept.	3rd.	1 : 34 1 : 40	(+7)	18 : 34 18 : 40	6
	<i>Stary Klyuch</i> Старый Ключ	Arri. Dept.	3rd.	1 : 52 1 : 53	(+7)	18 : 52 18 : 53	1
	<i>Knorring</i> Кнорринг	Arri. Dept.	3rd.	2 : 04 2 : 05	(+7)	19 : 04 19 : 05	1
1366	<i>Muchnaya</i> Мучная	Arri. Dept.	3rd.	2 : 31 3 : 00	(+7)	19 : 31 20 : 00	29
1383	<i>Sibircevo</i> Сибирцево	Arri. Dept.	3rd.	3 : 19 3 : 23	(+7)	20 : 19 20 : 23	4
	<i>Orekhovo-Primorsk</i> Орехово-Приморск	Arri. Dept.	3rd.	↓ 3 : 40	(+7)	↓ 20 : 40	↓
	<i>Pereletny</i> Перелетный	Arri. Dept.	3rd.	3 : 48 3 : 49	(+7)	20 : 48 20 : 49	1
	<i>Ippolitovka</i> Ипполитовка	Arri. Dept.	3rd.	3 : 58 3 : 59	(+7)	20 : 58 20 : 59	1
	<i>Ozernaya Pad</i> Озерная Падь	Arri. Dept.	3rd.	4 : 09 4 : 10	(+7)	21 : 09 21 : 10	1
	<i>Novoshakhtinskaya</i> Новошахтинская	Arri. Dept.	3rd.	4 : 20 4 : 21	(+7)	21 : 20 21 : 21	1
1451	<i>Ussurisk</i> Уссурийск	Arri. Dept.	3rd.	4 : 51 5 : 09	(+7)	21 : 51 22 : 09	18
	<i>Baranovski</i> Барановский	Arri. Dept.	3rd.	5 : 34 5 : 35	(+7)	22 : 34 22 : 35	1
	<i>Razdolnoe</i> Раздольное	Arri. Dept.	3rd.	↓ 5 : 49	(+7)	↓ 22 : 49	↓
	<i>Kiparisovo</i> Кипарисово	Arri. Dept.	3rd.	↓ 5 : 58	(+7)	↓ 22 : 58	↓
	<i>Nadezhdinskaya</i> Надеждинская	Arri. Dept.	3rd.	↓ 6 : 15	(+7)	↓ 23 : 15	↓
	<i>Ugolnaya</i> Угольная	Arri. Dept.	3rd.	6 : 28 6 : 29	(+7)	23 : 28 23 : 29	1
1563	<i>Vladivostok</i> Владивосток	Arri.	3rd.	7 : 05	(+7)	0 : 05	

1) As of September 2006.

2) Data of times and station names are taken from the notice posted in the carriage, Train No. 385 which the authors have used on from Sep. 8 to 10, 2006.

3) Data of distances and station names in English are taken from Richmond (2006) pp. 269–278, Thomas (2004) pp. 325–384 and the Russian Railway ATLAS (АТЛАС ЖЕЛЕЗНЫЕ ДОРОГИ).

4) Train No. 385 connects Blagoveshchensk with Vladivostok. It also carries the cars connecting Khabarovsk with Vladivostok.

menu with vodka or beer. It was very delicious and we enjoyed the time.

Bidding farewell to Olga in front of the hotel after dinner, Murota and Nakayama went to the station with the two Sergeys using Sergey's BIGHORN. Farewell to the two Sergeys, we got on the train bound for Vladivostok. The tickets for the train were arranged by Masha with instruction for Glazyrina while we visited Krasnokamensk. The Train No. 385 left Bragoveshchensk at 20 : 55, exactly. The fare for 2nd class of this train was 1927.9 P per person. Nakayama could not understand why Russian people were so kind.

In our compartment, there were two people on the upper stair except for us. They seemed to be mother and son in low. The mother looked Chinese, she often laughed loudly. They were going to Obluchye (Облучье), the west end of Yevreyskaya Avtonomaya Oblast (Jewish Autonomous Region). At Belogorsk, many passengers rode on the train.

*Saturday, September 9 2006, rainy→cloudy, (Amurskaya Summer Time until Yadrin, after cross the border between Amurskaya Oblast and Yevreyskaya Avtonomya Oblast, Khavarovski Summer Time, +1 from Amurskaya Summer Time.)*

*In the train bound for Vladivostok*

Murota and Nakayama woke up at about 10 : 00. We finished breakfast with foods in stock in our compartment. Our room mates had gotten off the train before we woke up.

It was rainy. At 11 : 09, with 6 minutes delay we arrived at Birobidzhen (Биробиджан), the capital of Yevreyskaya Avtonomnaya Oblast, the region which was established in 1934. Now, it is within Khabarovski-Kray administratively. The Jews moved to this region from 1928, found the region very difficult to spend severe winters, and many returned to European Russia (Khantashkeeva and Murota 2004, pp. 9–10; Richmond 2006, p. 224).

A few minutes before 14 : 00, we crossed the bridge over the Amur River. It is the longest bridge on the Trans-Siberian and was completed in 1988. It is the bridge for rail and road combined, with trains running beneath the road. Before it had opened, cars had to cross the Amur by ferry and trains used an old bridge, completed in 1916, but now demolished. There was also a 7 kilometer-long tunnel under the Amur built in 1937–42 for strategic



**Photo 23** Birobizhan Station with the Station Name written in Russian and Hebrew  
(Photo by Murota: September 9, 2006)

reasons, and westbound trains sometimes use this tunnel (Thomas 2004, p. 378). This bridge was the border between Yevreyskaya Avtonomnaya Oblast and Khabarovsk Krai.

About 10 minutes after we finished crossing the Amur, we arrived at Khabarovsk 1 (Хабаровск1) station. We had a 50 minutes stop there. We walked around the city of Khabarovsk near the station. There were some people who pester

us for money. Nakayama convinced that this was the city in which disparity of wealth existed. There were no stalls on the platform. It seemed as though the regulations were quite strict.

The locomotive changed and four carriages were connected, adding to 14 carriages from Blagoveshchensk. These were two hard (2nd) class carriages and two tourist (3rd) class carriages. The tourist class carriages looked very crowded including the five carriages of those from Blagoveshchensk.

Our train departed at 15 : 07 on time. The view from the window became a continuation of forests dominated by broad- leaved trees. Nakayama felt that they looked similar to the ones of Southwestern Hokkaido in Japan.

At 17 : 32, we arrived at Vyazemskaya (Вяземская). Unlike in Khabarovsk, there were many stalls on the platform. There were divisions lined with numbering. Nakayama thought it was so interesting for the economy of the local areas. It looked like the public market for tourist. There were some people who were selling ikra (икра), salmon roes. Murota bought about 100 gram of them for 100 P. Nakayama thought that it was not bad but not so delicious because they smelled of water in Russian taps.

From 17 : 30 in the evening, we had dinner in the restaurant car to celebrate the occasion that this was the last night of the Trans Siberian train trip. On the way to the car, there was a very modern and wooden-made 2nd class carriage. There was a shower room and electrical notice boards which indicated the coming stops, weather and temperature there on the upper part of doors on each end of the carriage. For Trans Siberian, which had to spend in some night and running above areas where temperature turning is hard, these accommodations were to play some role for tourist of the Trans Siberian, Nakayama thought. Globe-Trotter Travel Guidebook (2004, p. 146) says that nowadays, some Trans Siberian train are consisted of those kind of new carriages.



**Photo 24 Passengers Shop Salmon Ikra at the Platform of Vyazemskaya Station**  
(Photo by Murota: September 9, 2006)

After departing Khor (Хор), our train traveled along the Ussuri (Уссури) River. The Ussuri River flows into the Amur River in Khabarovsk. After sunset, we have not felt so cold. We had to move near the sea and in the area which was experiencing a monsoon climate.

About at 23 : 00, Nakayama noticed that the large amount of Roubles which he exchanged in Blagoveshchensk were gone. May be, it had happened at the moment when he went to the toilet. On the last night of his train trip, Nakayama received a baptism of Russia. It was not a cheap fee for this lesson for him.

## Section 5 Participation in the British Universities Siberian Studies Conference in Vladivostok and Sea Voyage Back to Japan (September 10–20)

### 5.1 British Universities Siberian Studies Seminar in Vladivostok

*Sunday, September 10 2006, cloudy→fine, (Primorski Summer Time, Same with Khabarovski Summer Time.)*

*Arrived at Vladivostok and General investigation in Vladivostok*

A few minutes after 6 am, the conductor of our wagon came to wake us up. We have crossed the border between Khabarovsky Kray and Primorsky Kray while we were sleeping. About 7 : 15, we arrived at Vladivostok (Владивосток) about 10 minutes behind schedule.

When we got off the train at Vladivostok station, Alexey, an economist of the Far Eastern Branch of the Russian Academy of Sciences, was waiting for us. It was still



**Photo 25 Overview of Vladivostok Station Tracks with Passenger Port on the Left Side  
(Photo by Nakayama: September 10, 2006)**

dark. Alexey brought us to the hotel, “Primorye”. The time we checked in was 9 : 00, so we had breakfast at the restaurant in the hotel. The buffet styled one was 200 P per person. We saw some tourist from Japan there. After breakfast, we checked in the hotel and went into our room. The cost for one night of a 2 bed room was 2,200 P. Murota took a nap because we got off the train earlier. Nakayama finished taking a shower and washing his clothes during this time. After that, Murota started to prepare for the presentation of the seminar on next day again. Nakayama went for a walk to get a general view of downtown Vladivostok from about 11 : 00.

At first, Nakayama went to the bank to get Roubles, but it was closed because it was Sunday. After

that, he went to check the location of the “Arsenyev History Museum”, where the seminar would be held from the next day. He checked the office of “BIS” which is an agency for voyages on the ship named “RUS” (PVCb) which connects Vladivostok with Fushiki (Takaoka city in Toyama prefecture, Japan) once a week. We would use that ship to return to Japan.

Vladivostok railway station and Vladivostok passenger port was adjoining and connected by an overpass. The ship “RUS” seemed to have arrived in the morning that same day. Nakayama saw many automobiles loaded very closely on the upper deck of the “RUS”. These automobiles looked like used ones, but they were not so old.

Nakayama had lunch at a park in front of the Submarine Museum. The inside of an old S 56 (“C 56” in Russian) submarine itself was a museum. The menu was hamburger (11 P) and Coca-Cola (33 P) which was bought at a magazine (Магазин) near there. “Magazine” in Russia means “shop” or “store” widely. After finishing lunch, he went to the internet café to check the e-mail.

Then, he knew that there was some trouble with his paper which he had handed in to the graduate school office of Doshisha University, Kyoto, Japan. He made e-mail contact with the office; what he should do about his paper which was submitted as a journal of his university. Computers in the internet café named “Internet Tsentr” (Интернет Центр) had installation of Japanese input facilities. It was very useful for him, but the fee system was disorganized. It took 155 P for 1.5 hours.

Nakayama went to the book shop and bought a Russian-English dictionary (141 P) and two kinds of maps of the city and a map of Primorski Kray (330 P). “Primorie” means “Along the Sea”. Nakayama walked back to the port and took a break at about 15 : 00. The automobiles on RUS’s deck was pulled up by one of the cranes, equipped on the quay, and landed. The passengers were getting out from the ship; hands were full of bags and their various



**Photo 26 The Cargo-Passenger Ship “RUS” Full of Japanese Cars**  
(Photo by Nakayama: September 10, 2006)



**Photo 27 A Busy Street of Vladivostok**  
(Photo by Nakayama: September 10, 2006)

kinds of luggage. The content looked like parts of automobiles, for instance bonnets or tires.

About 15 : 30, a young lady with her mother talked to Nakayama. They were going to eat meal, and then, the lady gave him to a half of Pirozhki (Пирожки). Then, she talked in Japanese. Her name was Svetlana (СВЕТЛАНА). She talked that she has loved Japan, and she has continued studying Japanese. She has visited Numazu, Fukushima and Yokohama in Japan, called for her friends. She was planning to visit Kyoto.

By the way, her main job concerned information technology. She said that she was a guide for tourist and photographer as a side business.

Nakayama saw tourists from China and Korea who formed parties. Sailors has been playing a role as a photo model of Vladivostok for these Asian people.

After shopping, Nakayama went back to the hotel once about 17 : 50. Then, he went out with Murota for dinner again. We walked inside the city and crossed over the hill in the city, and went to another bay side called “Sportivnaya Gavan” (СПОРТИВНАЯ ГАВАН), which means “Sports Gulf”. At one of many open air cafés along the bay, we had a light dinner with shashlyk (100 P) and a glass of beer (20 P) each. It was quite good because we ate under a very beautiful sky and watched the sunset. The atmosphere of the city was like “Little Europe”, and the air was very clear.

We went shopping near our hotel and returned to the hotel at 21 : 30.

*Monday, September 11 2006, fine, (Primorski Summer Time)*

*First day of the BUSSS Conference*

We woke up at 8 : 00. When we had breakfast, we met Doctor Sadayoshi Ohtsu (simply Otsu here after) who is an authority on Russian economy in Japan and a Professor of Economics at Osaka Sangyo University. Murota had known him since the time he had been a professor of Ryukoku University, but did not know that he was going to attend this conference in Vladivostok; this was a sudden encounter with each other. There also were other Japanese researchers in the hotel who were going to attend the same conference. After breakfast, we left for “Arsenyev History Museum” with Ohtsu, Doctor Wakio Fujimoto (simply Fujimoto here after) who is the President of Osaka University of Economics and Law, and Norio Horie (simply Horie here after) who is an Associate Professor of Center for Far Eastern Studies, Toyama University.

The conference was named “The Eleventh British Universities Siberian Studies Seminar (BUSSS)”. This seminar is held every two years at different locations, for example, in 2004 it was held at Houston, USA, and in 2002, at the University of Leeds, UK. The first one was held in 1982, but was held irregularly held until recently. After such a history, the eleventh conference started at 11 : 00 this day.

During this time Murota and other participants had a welcome lunch at “Versailles Hotel”, Nakayama went to the internet café in the post office near the railway station to make e-mail communications with the office of his university in Japan, and realized that it was impossible for him to stay here if he wanted to solve the problem submitting his paper. He then decided to go back to Japan with the ship on that day. He went to the BIS office and succeeded to change his cruise, one week earlier than his originally planned departure date.

The afternoon session began from 14 : 00, and the first presentation was by Murota; titled “Six types of spatial transformation of natural resources development in East Siberia and Far East”. He received good reactions from the audience. After Murota’s presentation, Nakayama left and returned to the hotel. He then finished repacking his baggage, checked himself out and went to the port. He left Vladivostok with regret. The fare for the cruise for a student was 30,800 JPY, and the fare for an adult was 34,100 JPY for “category 3”. We had advanced purchased sea voyage tickets from arranged by Euras Tours in Tokyo, Japan.

*Tuesday, September 12 2006, fine, (Primorski Summer Time)*

*Second day of the BUSSS Conference*

It was the second day of BUSSS International Seminar. There were two papers on Sakhalin Penal Colony and many other papers related to the history of Russian Far East. There was also greetings from Vladimir Nikolaevich Sokolov (Владимир Николаевич Соколов), the new director of the Arsenyev Museum.

Between the morning and afternoon sessions, the conference participants enjoyed a guided tour inside the museum. The final event of this museum tour was folk music and dance demonstrations. All participants had lunch at the cafeteria in the government building near the museum. For Murota it cost 90 P or so. The afternoon session was full of paper presentations as in the morning session.

From 19 : 30, Murota joined a bus tour of the city. The guide was Irina Sholokhova. We visited three major spots; (1) A scenic spot on a cliff, (2) Old part of the city, and (3) Technical University campus on top of a hill. (Though we did not get on, there was a cable car leading to the campus.) After visiting the Kazan Church,



**Photo 28** A Cargo Port in the Southern Corner of Vladivostok  
(Photo by Murota: September 12, 2006)



we went up to the hill from the place near the container-ship port. Somebody in our group explained that, in 1914, there was a declaration of “ice-free port” of Vladivostok, but in 1915, the next year, the port had been completely frozen under a cold wave.

There were also remarks of somebody that FESCO, the Ferry Service Company, had founded in 1880 and that, in 1896, the station of Vladivostok had opened. We also saw a port for fisheries boats. The bus run the side of Svetlana Square, and near the Department Store founded in 1925 along Svetlanka Street.

Murota returned to the hotel 21 : 55, and had light supper in the café at the fourth floor of the hotel with Otsu and Horie. It was 200 P each.

*Wednesday, September 13, 2006, fine, (Primorski Summer Time)*

*Third day of the BUSSS Conference*

This was the day Murota had hotel problems. Before departing Japan, he had reserved the room in Hotel Primore only up to the morning of this day, expecting that extension of stay would be easy. But this was not the case. There were no vacancy in Primorie. He asked Chaika Hotel nearby but there were no vacancies. He then spent many hours trying to find vacancies at other places, without any result. For lunch, he went to a stolobaya in the government building again.

The problem was solved by Olga Ermoshina, an assistant of Academician Petr Baklanov who was one of the key organizers of the BUSSS conference, at 16 : 30. She found a vacancy at Hotel Moryak for Murota. It was on a steep hillside, near the museum. It was in an ideal location for him to attend the conference and also to make relatively safe city walks. In addition, the room charge was cheaper than Primorye.

On this day, there were many seemingly interesting presentations, but not able to concentrate to listen to them due to the hotel problem; however, successful talks to Boris Preobrazhensky thanks to Otsu-san’s introduction, Murota could meet him again on Saturday.

Sabrina Vidalenc (simply Sabrina hereafter), a graduate student at a research institute named CERI in Paris, France, who was temporarily staying in Vladivostok, asked him a question on his joint paper with Tamara Khantashkeeva. He decided to answer her questions at a later date after all the programs were over. The conference was closed at an early hour this day. Then, Murota had a light dinner at a café nearby Primorie Hotel with Mr. Yasuki (the Attache of the Japanese Consul General at Vladivostok), Horie, and Otsu. It was 500 P each.

*Thursday, September 14, 2006, fine, (Primorski Summer Time)*

*Fourth day of the BUSSS Conference*

Murota woke up at 8 : 30 by he received a morning call. It was a little misty outside, probably because of air pollution.

After many presentations from morning to afternoon, a movie film on tigers was shown at the end of the conference. Amur tigers' habitat is getting narrower and narrower; it seemed that such was a message of the film though Murota could not understand Russian language clearly. The end of the film ended at 18 : 00 or a little later.

In the evening after the seminar, we (Otsu, Fujimoto, Horie, Chang Bin from Beijing, a Chinese lady studying in the city, and Murota) were invited by the Baklanov family to their fifth floor apartment on a hill. Mutota somehow felt that he might have been there before. Then, he met Masha, the daughter of Baklanov, who had guided Haruna, (the daughter of Murota) and Murota himself to a sight seeing walk here and there in Vladivostok four or five years ago. She got married to a physicist called Constantine, and now had a boy almost three years old called Pecha. A second child would be born soon. Constantine (Kocha) drove us back to the town about 22 : 00. It was a very pleasant home party.

*Friday, September 15, 2006, cloudy, (Primorski Summer Time)*

*Fifth day of the BUSSS Conference*

This was the day of a maritime cruise on Gold Horn Bay as a part of the entertaining program of BUSSS. Murota woke up at 8 : 40, and quickly walked to the Revolution Square of 1917–1922 to reach there at 9 : 20 sharp. This place was assigned as a meeting spot for the participants of the cruise. Some people were late. From the small port nearby, our boat departed at 10 : 00 or so. Through a very narrow channel of Russia Island, the boat moved into an inlet.

A whole variety of Russian foods were served in the cabin. Pecha, Academician Baklanov, and his daughter Masha, again showed up as yesterday.

Next inlet called Rinda Inlet. No stop there. Then to an island called Popov Island. With youngsters who spoke English freely, Murota went to the other side of the island. It was a beautiful beach, but without sand. It was very hard to walk on the pebbles. The spontaneously formed group of visit-



**Photo 29** A Scene of the BUSSS Conference inside the Arseniev Museum, Vladivostok. Academician P. Ya. Baklanov on the Right  
(Photo by Murota: September 14, 2006)

ing this beach included a man from Aberdeen, a Melbourne lady, and so on. Many of the presentations at the BUSSS conference had been in Russian during the previous four days so that some of the non Russian participants had had a difficult time understanding. We enjoyed the talks freely to each other in English then. Since the sea water was warm, Murota swam for a short time. Though he had been in Vladivostok a couple of times, this was the first time he swam in the sea there.

A majority of the people were staying near the boat, and enjoyed cooking Yxa (a kind of fish soup). On board back to the city, a young Russian participants taught the Russian names trees which are typical in Primorie Kray; sosna is pine, kedr is cedar, listovenitza is larch, and others.

We returned to the city during the early evening. The Japanese group including Murota had some glasses of beer at the busy beach plomnade area. Alexander and other participants in the BUSSS conference joined us later. After bidding farewell to Otsu and Horie, Murota stayed in the plomnade area some more time and returned to the hotel on foot at 23 : 00.

## 5. 2 Observations in Vladivostok City

*Saturday, September 16, 2006, fine, (Primorski Summer Time)*

*Free Stay in Vladivostok*

It was a day of rest. Murota stayed in bed until 11 : 00. At 9 : 30, Sabrina of CERI, a French researcher, called him. He promised to meet her at 13 : 30 on Sunday at the entrance of the museum.

He went out to buy instant coffee. In a beer shop, he found small bottles (0.334 ml) of YEBISU beer and bought one for 65 P. Sibirskaya Korona Klassicheskoe (Siberian Crown, Classic) was 25 P. He had a late breakfast, and finished washing his clothing in the hotel.

Murota started walking here and there in the city from 13 : 00 or so. Murota had a late lunch at a café in the harbor area. Beer (500 milliliter bottle), borshchi, and beef over rice cost him 264 P.

In the ticket office of the harbor, he looked at the windows. The rapid boat named "Kometa" (Comet) is in service between Bladivostok and Slavyanka, once every day (round trip). According to Masha yesterday, it takes only one hour and a half (or 40 minutes). (Similar rapid boat service to Nakhotka had been in service by a few years ago, but now it stopped operation because the roads improved significantly. Now it takes only 3 hours or so to Nakhotka. By train, about four hours.) A usual ship, twice everyday, 2 hours and 40 minutes one way. Other ferries too. Russia Island, and Popov Island. Maybe some others also, but he did not check.

After the souvenir shopping, he returned to the hotel at 19 : 00. Following a rest for a while in the room, he went to the promenade area. On the way, the football stadium was full because the Vladivostok team was competing against Moscow. At an open-air café, he enjoyed grilled chicken and beer (125 P). He safely returned to the hotel at 21 : 30.

*Sunday, September 17, 2006, fine, (Primorski Summer Time)*

*Stay in Vladivostok*

Murota woke up at 10 : 10, had breakfast and washed his clothing in the room; Murota met Sabrina (political science major) at the entrance of the museum at 13 : 30. In the nearby café; Presto, answered her many questions on Far East. She was not interested in East Siberia. Her main interest was Federal-Far East Russia relationship. We made exchange of opinions on the eastern part of Russia in general. After she went home, he packed everything for the tomorrow's departure.

Murota has met her again at 20 : 00 near the museum, and had a light dinner together at Gutovi near Primore. She recommended a seemingly interesting book to him; Reddaway, Peter, and Robert W. Orttung, eds.(2004), *The Dynamics of Russian Politics: Putin's Reform of Federal-Regional Relations*, Volume 1, Rowan & Littlefield Publishers.

Bidding farewell to her near the railway station, Murota returned to the hotel at 21 : 50.

### **5. 3 Leaving Russia for Japan by the Ship "RUS"**

*Monday, September 18, 2006, cloudy and windy, (Primorski Summer Time)*

*Left Vladivostok back to Fushiki, Toyama in Japan*

This was the day of Murota's departure by the cargo-passenger ship "RUS" from Vladivostok heading for Fushiki Port, Takaoka City, Toyama Prefecture, Japan. Nakayama had already made such sea voyage to Japan exactly a week ago, by the same ship.

Boarding procedure was determined as; each passenger had to make a passport presentation to the "BIS" office at 10 : 00, to take it back there at 14 : 00 and to line up from 18 : 00 or before boarding. Following this posted procedure, Murota went to the office at 10 : 00 sharp. But the office only opened at 10 : 20. After handing his passport over to the office people, he made a city walk. According to the TV news of the previous day, a typhoon was approaching the Sea of Japan. Probably due to this, it became a little bit windy in the city. He took his passport back from the office in the afternoon.

It was supposed that custom control would start at 19 : 00, but it actually started at 22 : 30. Investigation went very slowly. People were just waiting and waiting for so many hours for embarkation. When he got on board and entered the assigned room 5687 of the deck 4 (Berth B), it was already midnight. Dinner was served in the dining hall of the ship from 01 : 00. Four Japanese men including me were at the same table.

*Tuesday, September 19, 2006, cloudy (On the Sea of Japan)*

Murota had breakfast in the dining hall though feeling a little sea sick. Coming back to his cabin

room, he was in a bad shape. The ship was rolling, not strongly but constantly, obviously under the influence of the typhoon. He then skipped lunch. Toward an early evening, the Sea of Japan became calm so that he recovered from his sea sickness. He could eat dinner with the Japanese members at the same dining table as yesterday. He walked around inside the ship, he found out that it was manufactured in Poland in the 1980s.

*Tuesday, September 20, 2006, fine (Japan time)*

When Murota woke up in the morning, he felt no rolling of the ship anymore. The weather seemed to be getting better and better. He enjoyed to be on the deck of “RUS”. The ship arrived at Fushiki Port before noon. The custom clearance was very simple. He had some difficulty to find the bus stop to go to the JR Takaoka station. But he somehow managed to reach the railway station with heavy bags. He safely came back to Kyoto by JR trains.



**Photo 30** The Ship “RUS” Approaches Fushiki Port, Takaoka City, Toyama, Japan. A Railway Seen behind the Port Building  
(Photo by Murota: September 20, 2006)

## Conclusion

Our research trip in East Siberia and Far East during the summer of 2006 was organized as one starting from Beijing, China and entering Russia at Zabaikalsk. As the course of coming back to Japan, we chose the sea route from Vladivostok to Fushiki (Toyama). For this trip, it takes one month or more, Nakayama did not use air route at all. Murota used air route only from Kansai (Osaka) to Beijing. All the rest were either train or ship. In this sense, our trip itself was an eco-tourism.

By using trains and ships, we could meet and talk to many people in Russia (some in China too). In this manner, we also enjoyed a whole variety of outstanding sceneries of nature in the eastern part of the Russian Federation.

In the early era of Post-Soviet Transition, cargo was the most important topic of the Trans Siberian. Russian federal government had been making approach to relative countries to use international transit cargo transportation by Trans-Siberian (Sergyev and Vinokur 1997, p. 16). Transit would revitalize the entire Russian economy, but only transit, the economics in local areas where these trains

has passed through would not reinvigorate. In Russia today, disparity in wealth between regions has become a big problem.

The eco-tourism in Asian part of Russia including East Siberia and Far East in Russia is not so popular in the world today (Khantashkeeva and Murota 2004, p. 108; Japan National Tourist Organization 2006; Japan Ministry of Land, Infrastructure and Transport 2006), however, this area has a potential of eco-tourism through the attractive ethnic and cultural diversity (Murota 2000, p. 64)

As Tsuji (2002, p. 11) tells, there are a lot of resources for tourism, and in East Siberia and Far East in Russia, many historic points which indicate communication between the west and the east exist; on this trip, authors experienced magnificent natural environment.

Additionally, at least in the 1920s, detailed information of the cities along the railway was in the Guidebook of Trans-Siberian (Tanabe 1902; Japanese Authority of Transportation Bureau ed. 1919). In other words, it had been introduced as a factor of tourism (Fujimoto, 2002, p. 4). Authors have experienced these points and were concerned that they were real. In these tourism areas, there were model cases, for example in the Svyatoy Nos peninsula along Lake Baikal they have limited the number of entrance to conserve over use of natural capital, or at Alkhanai National Park area and the town nearby conserved by the local administration.

On the other hand, almost all Russian cities and suburbs were filled with various kind of garbage, especially PET bottles. It seemed that waste management did not catch up with their economical modernization. In suburb area, garbage was in open air wide storage. It seemed that it was the final treatment plant without any disposition. In the railway stations, the situation was conspicuous, too. For the development of tourism, especially eco-tourism, this may be a point which could not be ignored.

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