

Workers of the World unite!

**RAILWAY
TRANSPORT**
in the USSR

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STATE RAILWAY PUBLISHING HOUSE
Moscow * 1933 * Leningrad

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1. At the Boundary between two Five Year Plans

The many million strong proletariat of the Union of Soviet Socialist Republics, which has been steadily marching under the leadership of the Communist Party along the road outlined by V. I. Lenin and his best comrade-in-arms Stalin, has victoriously completed the Five Year Plan of socialist construction. The foundation of socialist society has been built.

The entire world is a witness to the epoch-making victories gained by the proletariat of the USSR. At the January plenum of the Central Committee and Central Control Commission, Comrade Stalin gave a thorough analysis of the enormous changes that have taken place in the Soviet Union.

The Five Year Plan had to transfer our country from its backward, partly medieval, technique on to the lines of new, modern technique, to convert it from an agrarian into an industrial country fully independent of the caprices of world capitalism; it had to stamp out the capitalist elements, to widen the front of the socialist forms of economy and to create an economic base for the abolition of classes in the

USSR, for the building of socialist society. The Five Year Plan was to have "created in our country such an industry as would be capable of re-equipping and reorganizing not only industry as a whole but transport and agriculture as well, on the basis of socialism." The task of the Five Year Plan also consisted in converting the small scattered farms into big collective farms.

All of these fundamental tasks of the Five Year Plan have been splendidly fulfilled in four years.

In the face of these victories only the most stupid enemies of the USSR can deny the economic achievements of the proletarian state and the successes secured in building socialism in the land of the soviets. While the entire capitalist world is in the grip of the most serious economic crisis, while every country in the world is in a state of unprecedented decline and economic collapse, the Soviet Union alone grows stronger and more powerful.

After summing up the results of the First Five Year-Plan, the proletariat of the USSR has proceeded with the solution of the tasks of the Second Five Year Plan, which is a concrete program for building the classless socialist society.

Railway transport in the Soviet Union, one of the most important sections of the national economy, has grown at a rapid tempo such as

has never been achieved in the capitalist countries.

From the destruction of the civil war and intervention period to socialist reconstruction on the basis of the most modern technique, from an archaic, helpless railway system left by the Russian capitalist to the high technical and operating standards of the Soviet railways, which frequently excel those of the railways in the capitalist countries, such is the path covered by the proletariat of the USSR, such is one of the most thrilling pages of the struggle of the working class for socialism.

2. From Disintegration to Restoration Bold Face

Tsarist Russia entered the imperialist war with a backward, poorly organized transport system which was unprepared for extensive operations; with dilapidated locomotives and cars, weak roads and an inadequate water supply system, bridges of old designs, etc. Nearly one-fourth of the locomotives were of the age of 40 to 45 years. The Russian capitalists were not interested in renovating and improving the rolling stock of the railways.

The general backwardness of railway transport made itself felt already in the very first weeks of the war; the railways proved to be helpless in the face of the ever-growing traffic. The situation became worse from month to month. Re-

pairs of locomotives and cars were neglected, the rolling stock decreased and the number of decrepit engines and cars grew at every junction; on the eve of the October Revolution there were over 5,500 locomotives entirely unfit for work. The percentage of sick cars had grown from 5.4 to 14.7. The imperialist war completely undermined the already weak transport system.

The October Revolution brought with it the Soviet power. The entire capitalist world watched with alarm the measures of the Soviet Government.

The Russian capitalists in alliance with world imperialism embarked upon the policy of intervention. With the aid of armed force and the organization of famine they hoped to strangle the revolution. Backed by money, provisions and military supplies, the white armies encircled the Soviet Republics. The British landed military forces in Archangel, the Japanese in Vladivostok and the French in Odessa. The whole of the vast country was in the throes of a civil war which lasted for over three years, until finally the last citadel of the white guards, the Wrangel army, was hurled into the Black sea by the Red Army in 1920.

The Civil War, during which the fighting was carried on not only in the zone of the railway lines but immediately along the lines themselves, demanded unprecedented efforts on the part of the transport workers and caused ex-

ceptional devastation. Up to 80 per cent of the railway lines lay in the sphere of hostilities. In 1919, there was a period when only one-third of the railway system was in the hands of the Soviet power. The fact that the fighting was carried on primarily along the railway lines resulted in railway transport suffering greater losses than the other branches of the national economy; nowhere did the devastation and chaos reach the same terrific proportions as in regard to transport. The biggest railroad junctions, the most important and vitally necessary structures, whole main lines with numerous bridges were wiped off the face of the earth and converted into heaps, of debris.

During the Civil War were destroyed 3,672 bridges, 950 km., of main lines, 2,904 switches, about half a million square meters of civil structures, etc. The retreating white armies burned down and blew up the bridges. Among the bridges destroyed was the Perm bridge across the Kama river, the Dniepropetrovsk, Kremenchug, Cherkasi and Kiev (2,300 m.) bridges spanning the Dnieper, the Omsk bridge across the Irtysh, the Sizran bridge across the Volga which had a length of 1,200 meters, and many others.

In 1919, the majority of the locomotives in the country were in a state of disrepair while nearly a quarter of the cars were classed as „sick“. The railway experienced a grave fuel crisis since the basic fuel resources of the coun-

try were in the hands of the whites. Many lines were forced to change over from oil and coal to firewood and peat which demanded super-human efforts on the part of the engine crews, especially as they were working on crippled machines.

During this heroic period the Communist Party gave its best forces to transport; the Communists of the Petrograd Putilov Works went to work in the Murom railway shops to rescue the transport system which was being choked up. It was during this period that the workers of the station Sortirovachnaya on the Moscow-Kasan railway organized the first Communist subotnik, working voluntarily and without pay for the common cause of the proletariat. V. I. Lenin referred to this new form of labor as the "great initiative", regarding it as a model example of Communist labour.

Only thanks to the greatest attention and care displayed by the Party and the government, thanks to the firm Bolshevik leadership of the Leninist party and to the devoted, heroic work and revolutionary spirit of the railway workers did the Soviet transport system succeed in solving its tasks. During 1918-21 the freight turnover only amounted to 37.1 million ried, the traffic in 1921 being equal to only tons and only 83,6 million passengers were car-one-fifth of the pre-war figure.

As soon as the civil war came to an end the victorious proletariat took up the work of the

restoration of the entire national economy, including the railways. This was a difficult task, for the land of the Soviets could not depend on any outside assistance. Transport had to be restored with the country's own forces and means. Industry at that time was in a state of complete breakdown; the output of coal had dropped from 28,500,000 tons in 1913 to 8,500,000 tons in 1920; the output of oil from 9,250,000 tons to 3,800,000 tons, while the production of copper had ceased altogether.

Already at that period the Soviet proletariat splendidly demonstrated the fact that „there are no fortresses which the Bolsheviks are incapable of capturing“ (Stalin). In a remarkably short period the working class of the Soviet Union reconstructed its economy.

In 1920, while the Civil War was still going on, the plan of locomotive repairs was carried out by the Soviet railwaymen by 123 per cent, and the plan of car repairs by 135 per cent. In 1921, the locomotive repair plan was carried out 102 per cent. In 1923, loadings sharply increased by 30 per cent in regard 1922.

The steady growth of the traffic of the Soviet railways during the restoration period is evident from the following table.

Already in 1925 the passenger traffic exceeded the pre-war level by 22.7 per cent, and two years later, for the first time in 14 years, the pre-war freight traffic was exceeded.

By the beginning of the First Five Year Plan

	1913	1923	1924	1925	1926	1927	1928
Loadings (in million tons) . . .	132,4	61	71	92	122	140	156
Percentage of 1913	—	45,1	53,6	69,5	92	105,7	117,8
Number of passengers carried (in millions) . .	185	122	170	227	260	258	291
Percentage of 1913	—	65,9	91,9	122,7	140,5	139,4	157,3

	1913	1927—28	Percentage
Loadings (Million tons)	132,4	150,6	114,0
Working (in milliard ton-kilometers) . .	65,7	88,2	134,2
Passengers carried (in millions)	184,8	280,6	157,2
Passenger-kilometers (in milliards) . . .	25,2	23,6	93,6
Milliard ton-kilometers of products carried .	90,9	111,8	123,0

railway transport had considerably oustripped the 1913 figures.

The gigantic task of restoring transport, and organizing its efficient operation, could be fulfilled in such a short time in the USSR alone, the land of planned socialist economy.

In addition to the campaign for making

good the material losses, the country, by its own forces and by mobilizing its internal reserves, developed new railway construction schemes. Already in 1927 the length of the railway system reached 74,542 km., an increase of 28 per cent on the pre-war period (the border states Poland, Latvia, Esthonia, etc. ha-

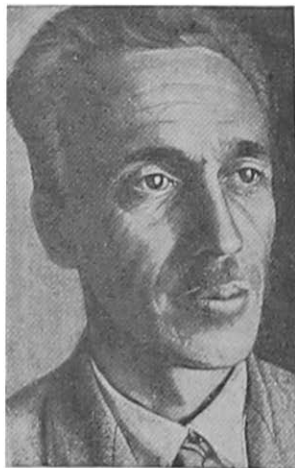


The inventor of the slide valve and exhaust steam injectoe — comrade Trofimov.

ving received 11,000 km. of railroads). The Turkestan-Siberia trunk line, the Magnitnaya-Kartali line which made it possible to build the Magnitogorsk Metallurgical Giant and a number of other lines began to be built.

In 1927 the daily loadings of the Soviet railroads exceeded 27,000 cars (compared with 27,400 in 1913). New powerful and improved types of locomotives produced by Soviet plants,

including the passenger classes "M" and "SU" and the freight class "E", began to be operated on the railway lines. The locomotives were modernized and supplied with a new system of slide-valvers invented by the worker Trofimov, steam superheaters invented by



The inventor of a new type of rail joint — comrade **Andreyanov**

Chusov, and other devices. Repairs to rolling stock made marked progress; capital repairs of a locomotive were reduced to 73 days or one-third of the 1920 figure and 51 days less than in 1913. The system of communications, steam power production, etc. were considerably improved. Operations were raised to a much

higher level than in tsarist Russia. Every link of socialist transport was reinforced.

This was accompanied by a steady improvement of the conditions of the Soviet railway workers. Average wages in 1927 amounted to 68 rubles 70 kop. compared with 32 rubels 490 kop. in 1913. The Soviet railwaymen and their families were entitled to free passage on the railways and to reduced prices of fuel. Hundreds of day nurseries, libraries, theatres, clubs, hospitals, dispensaries dining rooms, bath-houses, laundries, and transport cooperatives were opened, complete workers' villages were built, etc. Through the system of socialist insurance, the Soviet railwaymen received tens of thousands of places in the health resorts of Crimen and the Caucasus and in the different rest homes.

Transport entered the first Five Year Plan with increased strength and higher technique and efficiency.

3. The First Five Year Plan

In the First Five Year Plan railway transport speedily developed together with the whole of the Soviet economy. The curve of growth of the Soviet economy after the completion of the restoration period not only did not descend but steadily continued to climb upwards, refuting the assertions of the open enemies of the Soviet republic who denied the creative force

of the proletariat and the possibility of constructive work in the USSR and who maintained that the speedy tempo of development had been possible only restoration during the period of economic thanks to the reopening of the old shevist tempo of development of industry, agriplants inherited from the capitalists. The Bolculture and transport throughout the First Five Year Plan delivered also a crushing blow to the "theories" of the right opportunists within the Communist Party who urged that the tempo of construction decided upon was beyond our strength and advocated a rejection of the struggle and capitulation before the difficulties. At the same time a cruel defeat was inflicted on the "left" opportunists.

The Five Year Plan in regard to railway transport, which was until recently mocked at by the enemies of the USSR, has not only been fulfilled but overfulfilled.

To begin with, the freight and passenger traffic program has been exceeded. Tremendous changes have taken place in the material-technical departments of transport inherited from capitalism, railway mileage has increased, the power of the locomotives and the the capacity of the cars have grown. The operating indices and the financial standards have advanced. A basis has been created for the building of transport machinery.

The growth of freight traffic on the Soviet railways during the First Five Year Plan far

exceeded the maximum variant of the plan, not to speak of the minimum variant. Already for the final year of the first Five Year Plan, in 1932 the freight traffic exceeded the plan. During the four years of the Five Year Plan, transport advanced by 80 per cent in the freight traffic section. Needless to say such a tempo of growth is unthinkable in a single capitalist country even during the highest prosperity. Neither Germany nor the United States, the countries with the highest development of the productive forces in the past could boast of such figures.

But the passenger traffic of the First Five Plan even exceeded in tempo that of the freight traffic. Already in 1930 the number of passengers carried was in excess of the provisions for the last year of the Five Year Plan, while in 1932 the number of passengers carried was twice as large as had been foreshadowed by the plan.

The following table of the growth of the work of transport (ton-kilometers plus passenger-kilometers) shows how the provisions of the Five Year Plan were exceeded from year to year and how far Soviet transport has progressed compared with the pre-war period.

In 1932 the task of the railways for the last year of the Five Year Plan was exceeded by 26 per cent, the 1928 volume of operations was doubled and the 1913 volume of operations

Total commercial work in milliard ton-kilometers

	1913	1928	1929	1930	1931	1932	1933
Five Year Plan provisions . .	—	—	121,5	135,7	152,6	172,3	198,1
Performance . .	90,9	117,9	144,9	185,7	213,6	250,0	—
Fulfillment of plan in percent	—	—	119	137	131	145	—

was exceeded more than two and a half times. The data on daily loadings show that the average loadings in 1932 amounted to 51,400 cars compared with 27,40 in 1913.

During the past Five-Year Plan, Soviet railway traffic underwent not only quantitative but also qualitative changes. This was a striking reflection of the industrialization of the country, of the rise of the share of the industrial output in the total national economic balance of the country.

The share of industrial loadings in 1932 amounted to four-fifths of the total compared with three-quarters before the war. This is illustrated by the following table.:

Naturally the constant growth of freight and passenger traffic resulted in a considerable increase in the density of the traffic. The daily number of trains per kilometer of line increased during the four years of the Five Year Plan by 51 per cent (freight trains 38 per cent, pas-

Composition of railroad traffic in million tons

	1913		1927—1928		1932	
	Ab- solute figure	% of total	Ab- solute figure	% of total	Ab- solute figure	% of total
All traffic . . .	131,2	100	150,6	100	267,0	100
Including:						
Industrial . . .	100,2	75,8	120,6	80,0	219	82
Agricultural . .	32,0	24,2	30,0	20,0	47,6	18

senger trains 78 per cent). This necessitated a vast amount of work to make possible an increase of the capacity of the lines, as will be described below.

In density of traffic the Soviet railways hold the first place in the world.

How little this resembles the situation of the railways in the capitalist countries! The volume of their operations has disastrously declined.

Indices of railway traffic in different countries

	1913	1928	1932
USSR	100	118,2	202
United States	100	116	62,2
Great Britain	100	84,1	63,5
Germany	100	103	60,2

These indices are based on official data. From the same sources we obtain the following even more instructive picture of the dynamics of passenger traffic.

Passenger traffic (in millions)

	1913	1928	1932
USSR	184,8	291,1	980
United States	1,044	798	443
Great Britain	1,199	1,195	1,112
Germany	1,577	2,009	1,307

A comparison of the general work of the railways of the USSR with those of the United States in ton-kilometers is highly interesting.

	1913	1923	1928	1929	1930	1931	1932
USSR (standard gauge lines) .	90,9	39,0	117,9	185,0	185,7	213,7	250,5
USA (complete system) . . .	496,3	669,3	687,7	707,5	707,5	492,1	467,3

The Five Year Plan for the railways has been exceeded not only in the total volume of operations but also in capital investments. During the Five Year Plan much construction work was carried out involving the building of new lines and reconstruction of old ones.

Under the plan, capital investments in railways during the five year period were to have amounted to 6.7 milliard rubles. This sum was invested in four years. During this period the size of the annual investments in the railways was trebled. Thus the proletariat of the USSR has not only succeeded in restoring railway transport to the volume of the pre-revolution days without outside aid but in ensuring a rapid growth of the railway system, a fundamental reconstruction of the technical base of the railways.

The operating length of the Soviet railways increased from 77,000 km. in 1928 to 82,000 km, on January 1, 1933. In five years 6,400 km. of new lines were built, an increase of eight per cent. The USSR is the only country in the world which has increased the length of its railway system in these years. As regards the United States, the length of the railways has even decreased, as is evident from the following table.

**Length (operating length) of railways
(in thousands of kilometers)**

	1913	1928	1932
USSR	55,6	75,9	82
USA	402,0	401,2	398,6
Great Britain	32,6	32,8	32,8
Germany	50,7	53,7	53,9

Thus we see that in the most important capitalist countries railway construction virtually ceased fully 30 years ago and the USSR is the only country building new railways, thereby clearly demonstrating that it is not the capitalist classes but only the victorious proletariat which is capable of creative, constructive work.

The total volume of new railroad construction (including the lines which have not yet been put into operation) during the Five Year Plan amounted to 16,000 km. Many of the lines built were of paramount economic importance, particularly the Troitsk-Orsk, Borovoye-Akmolinsk-Karaganda, Leninsk-Novosibirsk, Kurgan-Sverdlovsk and other lines. The biggest single line was the Turkestan-Siberia railway with a length of 1,442 km., linking up Turkestan with Siberia. The history of this line, which was built under unusually difficult conditions, is widely known. The whole world knows of the amazing heroism of the builders of the Turksib who completed the line ahead of the date set by the government. A considerable section of the new railway system, aggregating about 2,000 km., was designed to ensure the development of the iron, steel and coal industries. While new lines were built, a vast amount of work was carried out in expanding the stations and railroad junctions, in strengthening the most important lines and increasing their capacity. The Five Year Plan provided

for the laying of 2,200 km. of second tracks but actual performance amounted to about 2,600 km. 18 per cent more than planned.

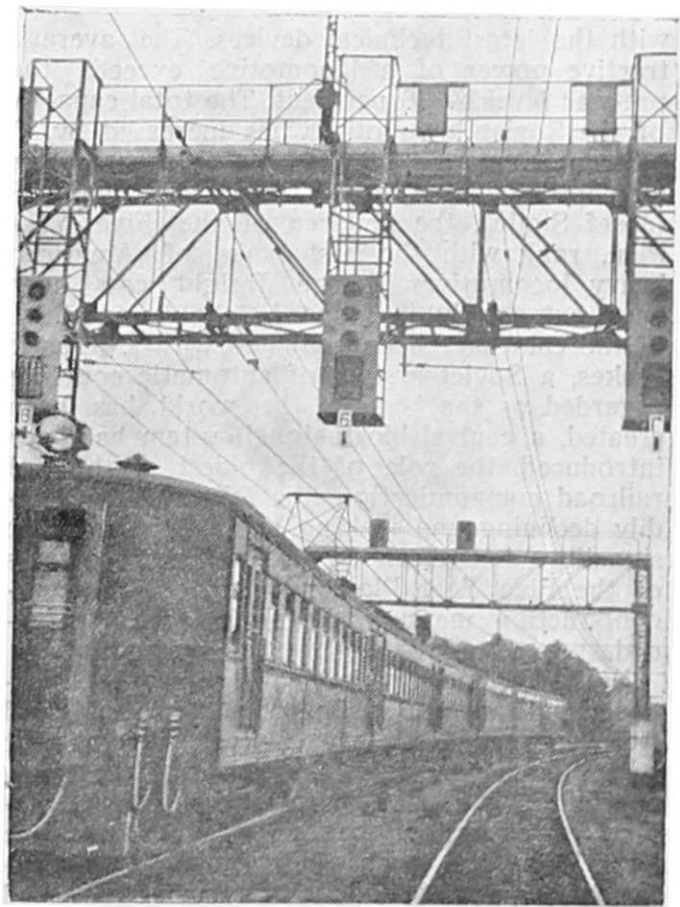
Roosevelt, President of the United States, has worked out a railway "rehabilitation" scheme which provided for the following measures: writing off as a total loss a large part of the capital investment of the railways; systematic scrapping of unprofitable lines; introduction of a peculiar policy of railway protectionism consisting of legislative restrictions protecting the railways from the destructive competition of other forms of transport. In the Soviet Union there can be no talk of such competition; every form of transport here works to full capacity serving the growing needs of industry and agriculture.

One of the fundamental links in the reconstruction of transport — a question fully discussed at the Seventeenth Congress of the Party — consists of electrification which will make the transport system an integral part of the electric power system of the USSR. The advantages of electrical traction, both technical and economic, are so obvious that its very slow introduction in the transport systems of Europe and America can be explained only by the specific peculiarities of the capitalist system. The electrified lines in these countries constitute at the best only a small percentage of the total system, and this is due solely to the reluctance of the railway magnates to invest large

amounts of capital, to the crisis which shakes the foundation of the capitalist system and prevents a growth of freights, to the existence of an enormous surplus of rolling stock, which must be further increased by electrification, to the opposition of the coalowners and to the unorganised, chaotic conditions inherent in capitalism, etc. Quite different is the situation in the USSR which does not know of any crisis, which has created an economic system making possible a tremendous tempo of technical progress. It is natural that it is precisely in the USSR that the electrification of transport will develop on the widest possible scale. The USSR will be the first country in which electric traction will be developed on a scale unprecedented in the history of world technique.

During the first Five Year Plan much work was carried on for the electrification of the Soviet railways (in the Donbas, Urals, Transcaucasia, a number of suburban lines). A total of 153 km. were put into operation. It must be remembered that tsarist Russia did not have a single kilometer of electrified line so that this work is entirely new to the USSR.

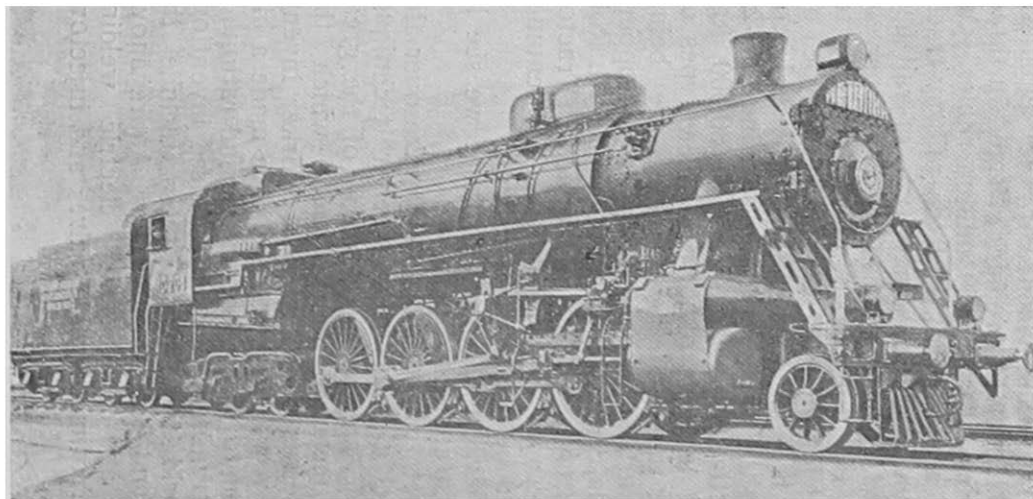
At the same time very much attention has been given to the locomotives and cars. In accordance with the basic principle of the Five Year Plan which calls for an enlargement of the operations of the rolling stock much has been done to increase the capacity of the locomotives and cars and equip the rolling stock



The electrified passenger line of the Northern railway and the automatic block system in operation

with the latest technical devices. The average tractive power of a locomotive exceeds the pre-war level by 36 per cent. The total capacity of the Soviet locomotives has increased by 45 per cent compared with 1913.. The super-power locomotives FD (Felix Dzerzhinsky) and JS (Josef Stalin), the children of the Five Year Plan, rank with the best types of American heavy locomotives. Large freight cars have been extensively introduced, about one-third of the cars have been equipped with automatic brakes, a Soviet system of automatic coupling regarded as the best in the world has been created, a central block-signal system has been introduced, the role of the oldest method of railroad communication, the telegraph, is steadily declining and making room for automatic signalling and telephone system. The provisions of the Five Year Plan in regard to these reconstruction measures have also been exceeded.

While the most prominent politicians, economists, authors and philosophers of Europe and America regard the "excessive" development of technique as one of the causes of the crisis, proclaim a war upon machinery and urge technical retrogression, the USSR founded its Five Year Plan upon the assimilation and transplantation on Soviet soil of the most advanced foreign technical experience, the utilization of the latest achievements in science and technique. This is fully applicable to the transport



The „J. S.“ locomotive (Josef Stalin)

industry. The employment of the Japanese methods of locomotive repairs effected in three years a saving of over 100 million rubles. On the basis of a careful study of the railway track in Europe and America a new type of rail has been devised. Welding has been extensively introduced, effecting a saving of from 30 to 40 per cent of metal. The "Garret" type of locomotive is being tested. The Lugansk Locomotive Works is building a giant engine "2-7-2" with a tractive power in excess of 30,000 kg. and a load per axle of 20 tons. New types of oil burning and electrical engines are being designed. Large 60-ton freight cars, hoppers and gondola-cars are being manufactured. Roller bearings have been introduced. Tractor pullers have appeared on the lines. This enumeration could be continued endlessly.

What a striking contrast to what we see in the capitalist countries!

But Soviet transport not only takes over the modern achievements of foreign technique. Europe and America do not know of the great source of technical improvement which the USSR possesses in the mass of worker inventors. Railway worker-inventors have made a big contribution to the reconstruction and rationalization of transport. Scores of these inventions are of world importance; these include the Matrosov and Kazantsev brakes, Andreyanov's rail joint and Dulchevski's electric welding apparatus, Trofimov's slide valves and injectors,

Karpov's "defectoscope," Borikin's road combine, etc., etc. During 1932, railway workers submitted over 100,000 suggestions for improvements. The saving effected by the suggestions and inventions amounts to tens of millions of rubles; 85 per cent of the railway inventors are



The inventor of the automatic brake — comrade Kazantsev

rank and file workers. The USSR is the only country in the world in which inventions are planned; one of the pivots of this plan is the "socialist order to inventors" which has been published in many thousands of copies and consist of a list of subjects of chief concern for transport as well as of instructions and an index of literature on the different subjects.

One could cite a large number of striking facts and figures characterizing the growth of Soviet transport which has far outstripped the pre-war level and is successfully carrying out, under the leadership of the Communist Party, the slogan "to catch up and outstrip the advanced capitalist countries." These successes could not be prevented by the wreckers who attempted with the aid of foreign elements to disorganize the work of the transport system, or by the opportunists who retarded its progress by opposing the reconstruction measures.

The basic result of the Five Year Plan in the national economy was formulated by Comrade Stalin at the January Plenum of the Central Committee and Central Control Commission as follows: "as a result of the successful fulfillment of the Five Year Plan we have already fundamentally solved its chief task, the building of a basis of modern technique for industry, transport and agriculture."

4. What the Revolution has done for Soviet Railway workers

In the capitalist countries all technical progress, all inventions, improvements, rationalizing measures lead to a degradation of the conditions of the working class, an increase of unemployment, the throwing on to the streets of tens and hundreds of thousands of people, In the USSR all achievements of modern science

and technique serve the interests of the toilers and raise their material wellbeing. The tremendous successes in industry and agriculture have resulted in the complete abolition of unemployment in the USSR and the disappearance of the sense of insecurity among the workers. At the same time unemployment abroad has run into tens of millions.

The world economic crisis in the capitalist countries has inflicted a severe blow also on the railway workers. Thus in America the number of workers on the railways has declined by 700,000 since the period of „prosperity” in 1928 and last year amounted to only a little over a million. In the USSR, which has carried out a gigantic work of reconstruction and rationalization of its transport system, the number of railway workers has during the same period increased from 1,032,000 to 1,542,000. The following table indicates the growth of the number of workers throughout the Soviet railways and the increase of the membership of the railway workers' union.

This table clearly shows not only the absolute growth of the number of transport workers but also the increase in the percentage of women employed on the railways. The new social conditions created by the Soviet power have made it possible for the working woman to quit the kitchen (the extensive system of communal feeding), give up home washing (mechanized laundries) free herself from the care of the child-

Number of Railway Workers and Trade Unionists

Year	Number of Workers	Trade Union Membership	
		Men	Women
1925	873 000	778 209	78 569
1928	1 132 400	1 030 385	101 115
1930	1 155 965	1 001 814	100 549
1932	1 542 748	1 210 300	160 828

ren (day nurseries, kindergartens and playgrounds, child feeding) and to take a place in industry, to become an active participant in the building of the new life.

The economic plan for 1933 provides for an increase in the number of workers in transport by another 100,000, and the collective agreement between the People's Commissariat for Railways and the Central Committee of the Railwaymen's Union contains the provisions that "when engaging workers the Peoples Commissariat for Railways and its local organs undertake to give preference to women on a list of professions agreed upon with the Central Committee of the Union."

The employment of highly skilled labour has greatly increased on the Soviet railways. In 1928 there were about 4,000 engineers with university degrees; today their number has been doubled. At the same time about 45,000 practi-

part of the Soviet Union, including Central Asia, the Far East, Transcaucasia and the North. The workers faculties which represent the main channel by which the workers reach the higher schools had about 22,00 students at the end of last year. This insures adequate enlistment for the transport universities.

This year there will graduate from the universities for the railways 1,518 engineers and 15,296 technicians. Special courses are held for 470 engineers and 8700 technicians while another 4,000 engineers and 15,000 technicians will raise their skill through correspondence school courses. The factory apprenticeship schools will enroll 50,000 students. The Peoples Commissariat for Railways has a budget of 7.5 million rubles for the construction of new schools and dormitories and of over a million rubles for their equipment.

Another 24 million rubles had been allotted by the Commissariat for the dissemination of technical knowledge among the workers, engineers and employees of the railroads. The Commissariat, together with the Central Committee of the Union, has organized 10 bases for technical propaganda in the biggest clubs, 22 new travelling clubs and 17 broadcasting points.

The Five Year Plan of labour and cadres on the Soviet railways has been exceeded in every respect while from abroad news arrives daily describing the abyssmal depths into which capitalism has been plunged. The latest newspaper

reports indicate that the railway companies of the USA have decided to cut the wages of 100,000 workers by another 25 per cent.

In the course of the Five Year Plan the real wages of the Soviet railwaymen grew from year to year as is shown by the following table.

. Average monthly wages of a worker in rubles

	1st yr.	2nd yr.	3rd yr.	4th yr.
According to the 5-year plan .	73,77	78,44	84,09	89,81
Actual wages .	74,30	85,10	101,00	117,00
% of plan . .	100,70	108,30	120,20	130,00

The average wages of railroad workers in 1913 amounted to 32.80 rubles. The wage fund for this year has been fixed at 1,823 million rubles and the average monthly wages of a railway worker at 140 rubles compared with 128 rubles in 1932. The figures quoted for wages according to the various years are expressed in stable rubles.

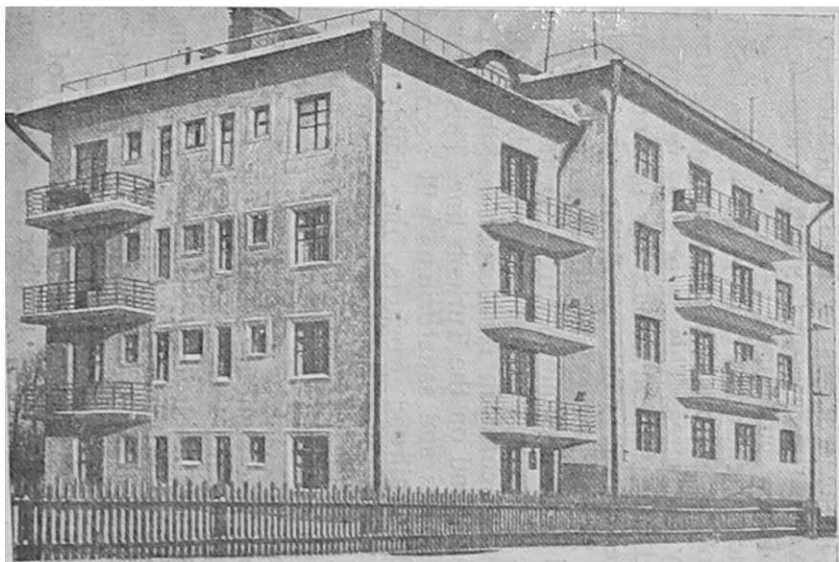
If we take into consideration social insurance, the workers' welfare fund, the housing construction, the safety measures, the cultural services, etc. the tremendous improvement of the conditions of Soviet railroad workers become particularly striking.

„The present worker, our Soviet worker,

wants to live so that all of his material and cultural demands are met both in the sense of food supply, housing, cultural and all other demands. He is entitled to this and it our duty to secure these conditions for him." (Stalin)

The scale of social insurance for railway transport of the USSR may be seen from the fact that last year 190 million rubles were contributed by the railway administration to the social insurance fund, equal to 13.5 per cent of the total payroll. The workers' welfare fund based on special contributions from the enterprises, which is expended on improving the cultural services for the workers will be equal this year to 28 million rubles. This money is used to maintain the clubs, kindergartens, playgrounds, young pioneer camps, etc., as well as to build dining rooms, bath houses, clubs, rest homes, nurseries and to grant premiums for good work, etc.

Abroad, the workers are forced to move from their flats into miserable huts while the unemployed look for a refuge in the public squares and on the subway stairs. The Soviet power spends annually large sums for the building of new houses. In 1928 the railroads received 31.3 million rubles for this purpose, and this year, they were given 51.2 million rubles. A total of 556,000 sq. m. of floor space will be built, in addition to 51 bath houses, 47 dining rooms, 11 clubs and 47 day nurseries. Another 18 million rubles has been allotted



A newly constructed block of workers' dwellings

this year for sanatoria, rest homes and health resorts for railway workers.

The total budget for social insurance for the railway workers in 1933 amounts to the impressive figure of 300 million rubles (exclusive of new buildings).

Much attention is being given in the USSR to improving labour conditions and enforcing safety measures. This year the railways will spend nine million rubles for this purpose.

The railway workers of the Soviet Union have 22 rest homes and 15 sanatoria which are capable of accommodating 100,000 persons a year. More rest homes are being built on the Black Sea coast, in Transcaucasia, Siberia, Central Asia and on the Turksib line. This year the rest homes and sanatoriums will accommodate 168,000 railroad workers, the children's rest homes and sanatoria, 1,850 children of railwaymen, and the pioneer camps 5,000 children, all free of charge.

The food supply of the workers in the Soviet Union is a standing concern of the business managers and public organizations. The railways have their own cooperative system. It establishes kitchen gardens, organizes cattle farms, runs hundreds of dining rooms, etc. etc. The transport cooperatives have been particularly successful in the organization of communal feeding. The number of dining rooms for the transport system has grown to 3,000 and they serve daily over four million courses.

Many of the dining rooms have created their own piggeries, rabbit farms and dairies in order to improve the food supply of the railway workers. Others buy products from collective farms. We shall cite just one characteristic example to show the relations which have been developed between the railwaymen and the collective farmers.

In response to the action of the northern railway which sent a workers' brigade to the collective farms to help them to repair their implements, to strengthen their organization and to purge them from wrecking and kulak elements, the collective farms sent to the dining room of the depot 5,000 rubles worth of food products.

There are many cases of such concrete cooperation between the workers and collective farmers. Socialist transport is surrounded by socialist collectivized villages and farms. The collectivization of agriculture, which has reached 62 per cent for the whole Union, has been completed in the grain growing regions: 150,000 tractors, are ploughing the socialist fields; 12,000 combines work where 15 years ago barbarous methods of harvesting were in vogue; there are 211,000 collective farms, 5,000 state farms and 2,500 machine tractor stations in the country which for centuries had been regarded as a model of backwardness and darkness.

Socialism has irrevocably been established over one sixth of the globe.

5. The Second Five Year Plan

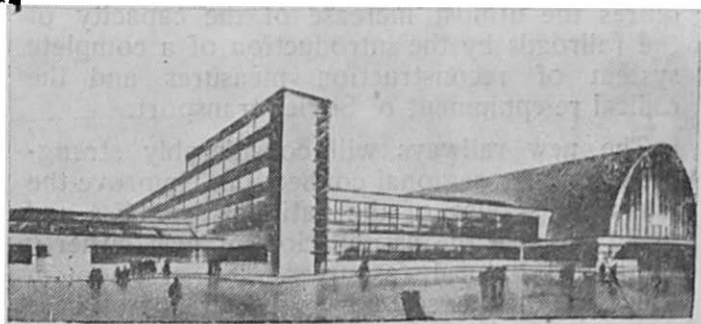
The 17th all-Union Party Conference in summing up the results of the First Five Year Plan, drew the following conclusion:

“As a result of the realization of the Bolshevik tempo of socialist construction and the liquidation on the whole of the parasitic classes, the bases and sources of exploitation of man by man have been destroyed already during the first Five Year Plan, the national revenue has grown at a tempo inconceivable in the capitalist countries, unemployment and poverty (pauperism) have been abolished; the ‘price scissors’ and the contrast between the city and village are being destroyed, the welfare and cultural level of the workers and toiling peasants is growing from year to year, the death rate is declining and the population of the USSR is rapidly increasing.”

In the decisive historical victories of the proletariat of the USSR in fulfilling the Five Year Plan in four years a significant role has been played by the successful fulfilment of the Five Year Plan for railway transport which constitutes “an integral, organic part of socialist industrialization.”

The 17th Party Conference adopted a concrete program calling for the establishment

already in the course of the Second Five Year Plan of a classless socialist society. As the Conference pointed out, this task of epoch making importance can be realized "only on the basis of an extensive **technical reconstruction** of the entire national economy of industry, transport and agriculture."



Plan of the new railway station at Sverdlovsk

The railway transport of the USSR is faced with colossal tasks in the Second Five Year Plan. The 17th Party Conference issued instructions to carry out a radical reconstruction of the railways and undertake extensive construction of new railways and big bridges, "introducing powerful locomotives and large freight cars, electrifying a number of lines, extensively developing automatic coupling, automatic signaling, oil burning engines. The

development of railway transport must ensure an acceleration of the growth of a number of districts and national republics whose needs have been inadequately served in the past" (from the resolution of the 17th Party Conference).

The enormous growth of freight and passenger traffic in the second Five Year Plan requires the utmost increase of the capacity of the railroads by the introduction of a complete system of reconstruction measures and the radical re-equipment of Soviet transport.

The new railways will considerably strengthen the inter-regional connections, improve the transport service of the national republics and make possible the assimilation of new hitherto unutilized natural resources. The creation in the East of the second coal and metal base puts tremendous demands upon the railways in the region of the Ural-Kuznetsk combine. The system of railways in the Donetz basin will be considerably extended and many local lines will be built.

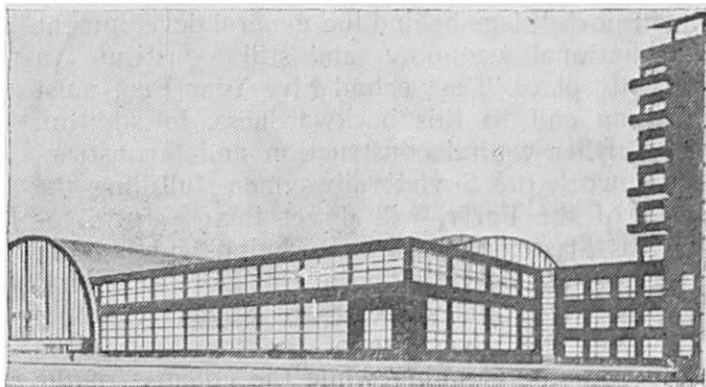
In 1933 new railway lines aggregating 1,854 km. will be put into operation.

Several thousands kilometers of railways will be electrified under the second Five Year Plan. The first to be electrified will be the system of lines in the basic coal and metal centres (Donbas, Ural-Kusbas), a number of sections of lines in Transcaucasia and the suburban traf-

fic of the most important centres and health resorts.

In addition to electrification, the Second Five Year Plan calls for the introduction of powerful engines on the biggest lines and the development of oil-burning engines.

Reconstruction measures (automatic signaling, coupling, brakes) will be extensively deve-



Plan for the new railway station at Novosibirsk

oped. A great program has been worked out for the reconstruction of the railway track, the building of bridges, etc.

The realization of the tremendous reconstruction program for the entire railway transport will unquestionably place it in the vanguard of our key industries. Under the Second Five Year

Plan railway transport is scheduled to increase its freight program from year to year. It will be able to do this the more efficiently as each unit of the rolling stock will be rationally employed, the internal resources full mobilized, etc.

The Bolsheviks who are daily enforcing the slogan of self-criticism do not close their eyes to the defects still existing in Soviet railway transport. It lags behind the general development of national economy and still constitutes a „tight“ place. The Second Five Year Plan must put an end to this backwardness. In addition to further capital construction and reconstruction work the Soviet railwaymen, fulfilling the will of the Party, will direct their efforts towards mastering modern technique and making the best use of the material transport resources.

The exceptional successes of Soviet transport revealed the advantage of the socialist system of economic planning while the collapse of the railway industry in Europe and America is a result of the anarchy of the capitalist system. The cause of the rapid growth of the USSR lies in the very nature of Soviet economics. State planning ensures coordinated development of the different industries and full utilization of the production possibilities. In the Soviet Union there are no factories or mills forced to stop work owing to a shortage of demand. Abroad, valuable goods that do not find a buyer are

being burned or dumped into the sea. Here no crisis of over-production is possible.

The toilers themselves are the owners of the factories, mills, and railroads in the USSR. This creates an entirely new socialist attitude toward labour and constitutes a powerful factor in speeding up the tempo of economic development. Labor in the Soviet Union is increasingly becoming „a matter of honour, a matter of glory, a matter of valour and heroism.“ (Stalin) Socialist competition and shock brigades, counter-plans advanced by the workers and engineers, help to fulfil and overfulfil the plans of the factories.

The planning of socialist economy, the enthusiasm of the working masses, the firm united party leadership which mercilessly fights down the resistance of the class enemy and all deviation from the general line of the Party, these are responsible for the gigantic tempo of the development of Soviet industry, transport and agriculture, these ensure the building of socialism in the USSR.

