

A Story of Heroic Reconstruction



CHINA'S RAILWAYS

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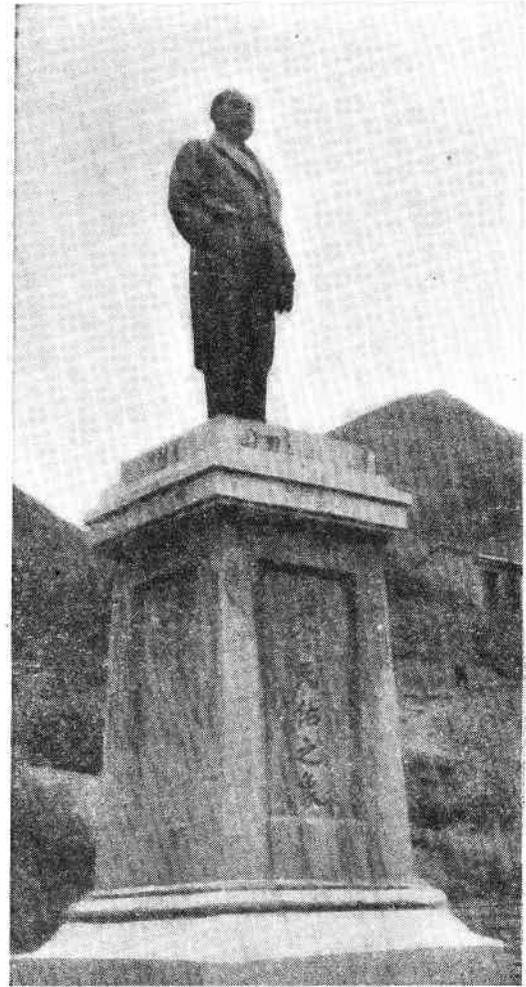
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*Statue of Engineer Chan Tien-yu
at Chinglungchiao Station.*



Teng Tai-yuan, Minister of Railways.

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Chapter One

A BRIEF HISTORY OF CHINA'S RAILWAYS

A VERY popular week-end excursion which the inhabitants of the capital city of Peking are fond of taking in the spring and summer time is the journey by rail to the world-famous Great Wall of China. As the train threads its way northwestwards the passengers crane their necks out of the windows on both sides of the train to see in the distance the seemingly endless Great Wall—one of the Seven Wonders of the World—winding and undulating high up among the towering mountains of North China.

Three hours after leaving Peking the train pulls into Chinglungchiao, a village station nestling at the foot of the mountains. The first thing that the passengers see on alighting is an impressive statue of a figure in bronze, standing in the centre of a well-kept flower border. Whose is this statue? And why is it in such an unusual place? The statue is that of Chan Tien-yu, who won fame throughout China and abroad as the chief engineer in charge of the construction of the first railway built

by the Chinese people without any foreign technical or financial assistance.

This was the railway connecting Peking with Kalgan, about 200 kilometres away. Under the shadow of the Great Wall the rail track runs through undulating land with great precipitous mountains on both sides and with many tunnels cut through the mountains. The longest of these is the Pataling Tunnel, which commences just outside Chinglungchiao station and extends for 1,091 metres. Its construction alone involved a gigantic and incredibly difficult task.

According to the original plan drawn up by British railway specialists the construction of this line was estimated to require a minimum of seven years and a cost of about nine million ounces of silver. When Chan Tien-yu was appointed as chief engineer in charge of construction newspapers abroad expressed high concern and ridiculed the idea that it was possible for the Chinese people to accomplish this gigantic task without foreign assistance.

But the Chinese people were by no means discouraged. On the contrary, they accepted the challenge with alacrity. And it turned out that thanks to the wise leadership and the many ingenious devices introduced by Chan Tien-yu the task was completed in four years in 1909 and at a cost of only five million ounces of silver.

This remarkable achievement, which bears full testimony to the limitless potentialities of the great Chinese people, stands out as an epoch-making milestone in the history of China's railways.

The Peking-Kalgan Railway was later on extended to Paotow, a big city of Suiyuan Province and became the present Peking-Suiyuan Railway.

Chan Tien-yu died in 1919. But his fame bids fair to become immortal, not only on account of his pioneering construction work but also for the great contribution he rendered to the safety of rail travel by his invention of automatic couplings which have since been universally adopted by railways throughout the world.

A Painful Episode.

Railway construction in China started rather late in comparison to that of the western countries. It was not until the imperialists forced their way into China after the Opium War of 1840 that China began to build railways. The first railway in China was built in 1865, and in the course of the subsequent 36 years a network of railways were constructed over a total distance of 26,900 kilometres. But 90 per cent of China's railways were built by the imperialists as a result of prerogatives acquired through the unequal treaties or were constructed by China with the aid of foreign loans. As a rule, when the imperialists invested in the construction of a new railway, the chief engineer was nominated by the creditor nation. Then why was the Peking-Kalgan Railway an exception? How is it that the Peking-Kalgan Railway was built without foreign loans and that the chief engineer was a Chinese? The explanation is to be found in what is to the Chinese a painful episode.

When the Peking-Kalgan Railway was still in blueprint, the original plan of the imperial Manchu Government was to use the profits from the Peking-Mukden Railway, then jointly administered by a Sino-British

Company, as funds for the construction of the Peking-Kalgan Railway. Naturally, the British imperialists insisted that the Manchu Government employ British engineers.

This proposal threw the Manchu Government into great consternation because it had already signed a secret agreement with tsarist Russia in which it was stipulated that if a railway was to be built in any part of the area north or northwest of Peking, extending to the Russian border, a Russian engineer should be in charge. The insistence of the British imperialists clashed with this secret agreement and constituted a dilemma for the Manchu Government. Afraid of offending either tsarist Russia or imperialist Britain, the Manchu Government compromised by employing a Chinese engineer.

It should be pointed out that the imperialists employed the railways as a means of exploiting China. By military force or treacherous inducement they forced the corrupt Manchu Government to bend to their will. Confronted with the overwhelming strength of the imperialists, the Manchu Government was completely at their mercy and fell an easy prey to the greedy and marauding invaders. By dint of the unequal treaties, signed at the point of the bayonet, the imperialists partitioned China into several spheres of influence and acquired the right to build railways and exploit the coalfields through which the railways ran. With China's railways, shipping and customs administration under their control, they laid hold upon the economic life of China and intensified their aggression and exploitation. Furthermore, under the pretext of protecting the railways, their armed forces penetrated into the interior of China and at the slightest excuse, they utilised the railways as a means of occupying

China's territory and pillaging and slaughtering the innocent and peace-loving Chinese people.

Kuomintang Exploitation

After the revolution of 1911, which overthrew the hated Manchu rule, Dr. Sun Yat-sen advocated the nationalisation of the railways. But with the exception of the Changchun Railway, which was magnanimously returned to China by the Soviet Union, all the other railways remained in the grip of the imperialists. Dr. Sun Yat-sen also mapped out a plan for the construction of 100,000 miles of railways but his plan was deliberately sabotaged by the Kuomintang reactionaries, headed by Chiang Kai-shek. What is worse, the reactionary Kuomintang regime used this as an excuse to borrow foreign loans at the further expense of the national independence and to intensify the exploitation of the people until they were bled white. For example, according to the statistics compiled by the Ministry of Communications of the reactionary Kuomintang regime Chinese railways had, up to the Japanese surrender in 1945, incurred foreign loans amounting to 53,823,643 pounds sterling. The reactionary Kuomintang government on three occasions issued "Railway Construction Bonds" and robbed the people, in term of pounds sterling, of about £ 9,310,000.

After the Japanese surrender, in 1945, Chiang Kai-shek unleashed a counter-revolutionary war against the liberated areas and used the railways to serve military purposes. But under the leadership of the Communist Party of China, the Chinese people knew how to deal telling blows to their foreign and domestic enemies and how to win victory in their struggle. As early as in 1923, the railway workers on the Peking-Hankow Line had carried out an exceptionally stubborn and heroic strike

and conducted a determined struggle against the imperialists and their lackeys in China. During the Anti-Japanese War (1937-1945) and the War of Liberation (1946-1949), the railway workers earned the gratitude of the People's Liberation Army and the people for their magnificent and sustained fight which in a variety of ways impeded or thwarted the movements of the Japanese troops and later, of Chiang Kai-shek's armies. Their steadfastness and heroism played an important part in bringing about the victory of the Chinese People's War of Liberation and in finally delivering the Chinese railways from the yoke of the British, American and Japanese invaders.

The construction of the people's railways of China originated in Northeast China. The Central Committee of the Communist Party of China has more than once stressed the significance of the restoration and reconstruction of China's railways. When the Northeast China Railway Bureau was established in 1946, Comrade Chen Yun, member of the Central Committee of the Chinese Communist Party, was appointed Director of the Bureau. After the Liberation of North China, the Department of Railways was set up in February, 1949, under the direct administration of the People's Revolutionary Military Council, and Comrade Teng Tai-yuan, member of the Central Committee of the Communist Party of China, was appointed head of the Department. After the founding of the People's Republic of China, this Department became the Ministry of Railways under the Central People's Government and began to assume leadership of the reconstruction of the people's railways of China.

During the past four years, Chinese railway workers have been engaged in the gigantic task of repairing and rebuilding the railways and bridges which were either

blown up, or seriously damaged and almost entirely dislocated by the reactionary Kuomintang bandits in the course of their panicky retreats. With their traditional hard-working spirit the railway workers battled against all odds and with unprecedented enthusiasm succeeded in re-opening to traffic the network of the Chinese railways. Following up their immense contributions in supporting the military fronts during the long years of war the railway workers are now playing a vital part in accelerating the interflow of goods throughout the vast breadth and length of China.

Chapter Two

FROM CHAOS TO RESTORATION

ON New Year's Day, 1950, four months after the American-supported Chiang Kai-shek reactionaries were ousted from the mainland of China, the Peking-Hankow-Canton Line of more than 2,300 kilometres was reopened to traffic. As a result, it was once again possible, for the first time in 13 years, for passengers to travel by rail from Manchouli on the Siberian border, right across China to Canton, close to China's southern boundaries. Six months later, the Central People's Government reported that 21,742 kilometres, or 88 per cent of China's network of railways had resumed full service.

For anyone with any knowledge of the utter chaos which was typical of the railway system prior to China's liberation, such a speedy reopening of these lines must seem like a miracle. In sober fact, it is one of the many miracles the people of China have accomplished in the short time since their enemies were overthrown and they began to learn to manage their own affairs.

Many Chinese railways, including the Peking-Hankow-Canton Line, had not been in operation since the outbreak of the Anti-Japanese War in 1937. The rails had been torn up and taken away, the sleepers had been used as firewood and the roadbeds had been levelled and planted with crops. Although it proved possible to round up and re-lay most of the rails despite 13 years of war and the accompanying deterioration, practically all the railway bridges and tunnels had been blown up by the retreating Kuomintang troops in their hasty flight.

After the liberation of Northeast China it was found that 40 per cent of the sleepers needed replacement. Eighty per cent of the locomotives, 40 per cent of the passenger coaches and 25.7 per cent of the freight wagons had been destroyed by the Japanese or the Kuomintang. All railway repair shops, without exception, had been severely damaged, a factor which added enormously to the difficulties in the Herculean task of restoration.

The railways inherited from old China proved to be by no means a happy legacy. When the Central People's Government started to repair the Lunghai Railway, a trunk line crossing China from east to west, it found that the rails of the Tungkwan-Kuanyintang section, 145 kilometres in length, were of no less than 15 different makes. Along the Hengyang-Kweilin Railway, all signal installations were either missing or out of order. Railway maintenance had been so neglected that with the first heavy rainfall 100 kilometres of the roadbed along the Suihua-Kiamusze Line were washed away.

In 1946, an American expert had estimated that the repair of the Chinese railways would cost 30 million dollars and would take three years. His estimate, however, failed to take into account two important factors.

He made no allowance, on the one hand, for the further destruction and deterioration of the railways in the subsequent four year's War of Liberation, and took no stock, on the other hand, of the fact that once the Chinese people had won the war they would throw their full enthusiasm into the battle of restoring the country's communication lines.

In the early stages of the Liberation War, the railways instead of being an asset proved to be a great liability to the Chinese people. They were used to lend greater mobility to the blood-thirsty armies of the Kuomintang reaction in their massacre of the Chinese people. In fact, railways in the old days were of little, if any, value to the common people. The entire lack of anything like efficient management had long been notorious. Trains seldom ran on schedule. They were overcrowded with KMT soldiers who never bought tickets but engaged in smuggling, while passengers who had bought tickets were denied seats. Corrupt railway officials made a practice of exacting all kinds of bribes in return for giving "priority" facilities in forwarding freight entrusted to their charge. It was only after the railways had been taken over and repaired by the people that they began to serve the interests of the country and the people.

How the Work Was Done

The year 1949 was drawing to a close. Somewhere in the deep mountains in the south, a group of railway workers were celebrating the construction of a new bridge. The party was held in an improvised dining car and newly-installed electric lights lent additional gaiety to the gathering. When the party was about over, the chief engineer, Li Shao-chang, with 40 years of experience on the railway, rose and said with a tremor in his voice:

"All the time that I had thought I was right, I was wrong, and I know it now. Formerly, under the KMT regime, we used much material and much labour but accomplished very little. Now we do wonders. There is no secret about it other than that the People's Liberation Army has taught us to rely on the workers, and to have confidence in their wisdom and their creative power. My outlook has changed entirely after living in the new society for a few months." "Horosho!" exclaimed the Soviet adviser when the chief engineer's heartfelt words were translated to him. The two engineers shook hands, and followed by the whole party, walked out of the car. They saw that the last of the 30-metre spans had already been set on the steel bridge supports, almost 30 metres from the ground. The second highest railway bridge in China was completed.

The above is not an isolated example. The 592-metre Liukiang Bridge, connecting the Hunan-Kwangsi Railway with the Kweichow-Kwangsi Railway, was destroyed by the Kuomintang troops in 1944. For four years, the KMT authorities tried to rebuild it but failed. The new bridge span weighing 1,600 tons which they had bought from Canada was lying hidden amidst tall grass when the PLA engineers found it. In February 1950, the task of rebuilding this great bridge was started and six months later it was completed.

The Huai River Bridge on the Tientsin-Pukow Railway was partly repaired in two months and went into service. The heavily damaged 393-kilometre Tsingtao-Tsinan Railway was restored in a single month. The repairing of the Hankow-Canton Railway was carried out during the monsoon season, when the workers were wet through day after day and had to work with the mud up to their knees.

Not least of the difficulties met with in the restoration of the railways was the acute shortage of steel rails, sleepers and tools. In this top-priority task when every day counted desperately, the solution was found in improvisation and in widespread appeals to the people for help. Scores of thousands of railway workers and peasants in the villages along the railways searched high and low to recover steel rails, couplings, switches, metal ties, signalling apparatus, etc., which years previously had been carried away and hidden in ravines in the mountains by the Anti-Japanese guerrillas or had been thrown into rivers when the Japanese invaders overran the country. Trees were felled to provide sleepers which often had to be carried long distances. High morale and mass enthusiasm was also displayed by those employed in rebuilding and repairing the railbeds and embankments. Whether in the sultry heat of the south or the biting cold winds of the north they remained hard at work with a speed and efficiency that would have been astonishing even in highly industrialised countries.

It was owing to the speedy restoration of the railways, which enabled the timely delivery of hundreds of thousands of tons of food-stuffs to the afflicted areas that the big floods of 1949, caused by the KMT's wanton destruction and negligence in the maintenance of the river embankments, were prevented from developing into a terrible disaster. It was also because of the railways that we were able to accentuate the interflow of goods and materials throughout the country in answer to the attempt on the part of the Kuomintang to blockade us by sea.

The Role of the PLA

In helping in the swift restoration of the railways, the role played by the Railway Corps of the Chinese People's

Liberation Army cannot be left unmentioned. This Corps, first known as the Railway Corps of the Fourth Field Army of the PLA, was inaugurated in July, 1948, simultaneously with the launching of the general offensive in the Northeast. It was responsible for the speedy restoration, often under enemy fire, of many lines essential to the rapid liberation of strategic points, notably Chinchow, the fall of which doomed the KMT rule in the Northeast.

On May 26, 1949, the Corps began to be known as the Railways Corps of the PLA and was placed under the direct control of the Ministry of Railways. It was responsible for the restoration of a section of the Peking-Mukden Railway, which made possible the speedy liberation of Peking and Tientsin, and a section of the Tientsin-Pukow Railway, essential to the successful crossing by the PLA of the Yangtse River and consequently the liberation of Nanking and Shanghai.

In the twelve months since its inception in July 1948, the Corps repaired over 1,000 kilometres of railway, and over 400 railway bridges. The Corps responded enthusiastically to Chairman Mao Tse-tung's call; "Where the People's Liberation Army goes, the train must go too!" Thus it not only made possible the swift movement of the army, together with its armaments and supplies essential to the speedy conclusion of the Liberation War, but also laid the foundation for the quick recovery of the people's economy.

In view of the fact that China has a territory of over 9,000,000 square kilometres, the present network of railways 26,000 kilometres in length is miserably inadequate. The task of repairing old and building new lines was given a very high priority in the plans of the Central

People's Government. In June, 1950, tens of thousands of the PLA men and workers began to build the 530-kilometre Chengtu-Chungking Railway in Szechuan Province. How important this line will be can be seen from the fact that as early as 1905, proposals were made for its construction. But throughout all the succeeding years, there were only conferences and paper plans. There is no knowing how much of the people's money was collected by successive reactionary rulers, the KMT included, on the pretext of putting the plans into operation.

The first 125-kilometre section of the Chengtu-Chungking Railway is scheduled to be open to traffic early in 1951, and the whole line will be in service by 1952. The completion of this railway will link the exceedingly rich Chengtu plain with Chungking, where the Yangtse and the Chialing Rivers meet. It will also link a large part of the southwest by rail and river with the rest of China.

Our Modest Plan

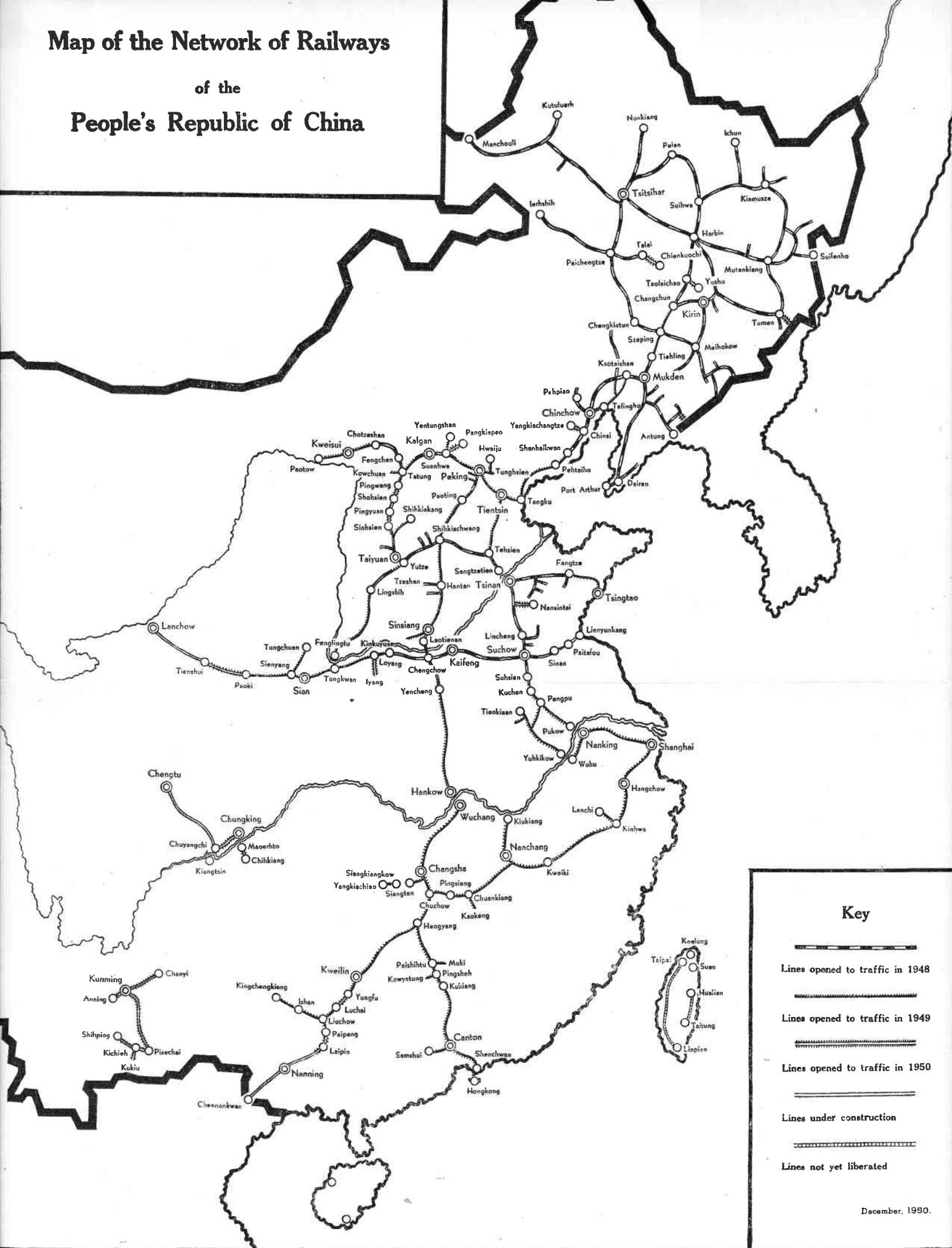
In building new railways, China will face many new difficulties, one of which will be the shortage of qualified technicians. This difficulty, along with others, however, will be conquered by the unlimited initiative of the people of China. Under preparation by the Ministry of Railways is a plan calling for the building of new railways.

It is a modest and feasible plan.

Under this new plan, many existing lines will be extended and new lines built to link up Inner Mongolia, the Northwest and the Southwest with the rest of China. Included in the plan will be the re-building of the 2,941-metre Yellow River Bridge and the construction of a still longer bridge over the Yangtse River. In fact, prelimin-

Map of the Network of Railways

of the People's Republic of China



Key

- Lines opened to traffic in 1948
- - - Lines opened to traffic in 1949
- · · Lines opened to traffic in 1950
- == Lines under construction
- ≡≡≡ Lines not yet liberated

ary work has already been started in connection with the Yangtse Bridge and actual construction will shortly begin. The enormous economic value of such a plan can hardly be imagined unless one has travelled China's mountainous southwest and the sparsely-populated northwest and glimpsed their great economic potentialities. The people of China are keenly interested in these plans and are confident that they will be carried to completion for they know that for the first time in her history, there is a government in China which has shown genuine concern for the needs and desires of the people.

Chapter Three

FRATERNAL HELP FROM THE SOVIET UNION

THE almost incredibly swift restoration of China's great railway network is attributable not only to the magnificent work of the Railway Corps of the PLA, aided by the railway workers and the hundreds of thousands of peasants who worked so devotedly at the task. Tribute must also be paid to the invaluable help rendered by our great friendly neighbour, the Soviet Union. At the time when the Kuomintang remnant forces, backed by American imperialism, were bombing and blockading our coastal cities in 1949 the Soviet Union supplied us with some hundreds of kilometres of rails. This took place in September, 1949, only two months after the Soviet Union had signed a trade agreement with China. The restoration of the Peking-Hankow and the Canton-Hankow lines would have been impossible without these supplies.

But what is most highly valued by the Chinese railway workers and the Chinese people as a whole is the enormous help rendered by Soviet railway specialists. Armed

with a combination of advanced technique and a high sense of internationalism, these Soviet specialists were able to fuse their experience with the great élan of the Chinese railway workers and as a result miracle after miracle was accomplished in the course of reconstructing China's railway system.

One of the outstanding features of Soviet advanced technique consisted in their outright rejection of the old conservative traditions and methods prevalent among the railway engineers and technicians of America, Britain and Japan. For example, in the course of repairing the previously mentioned bridge over the Huai River the Soviet experts brought to bear the experience they had gained in restoring the wrecked bridges over the Dnieper during the Second World War. Instead of proposing the building of an entirely new bridge, which would have been a gigantic task involving a great deal of time, they proposed to the Chinese engineers a series of improvisations. These were, however, received with grave doubts and regarded as a too dangerous experiment. The chief reason for these doubts lay in the fact that while the southern bank of the river at this point consisted of hard unyielding rock, the northern bank consisted of mud to a great depth.

The Ministry of Railways of the Central People's Government decided to overrule the fears of the Chinese engineers and to adopt the plan proposed by the Soviet experts. A vital part of this plan involved the sinking of a great number of specially constructed boxes into the river mud. It proved to be a hard battle against the mud and the flooded river water on the part of the divers, engineers and boatmen which continued for 60 days before the bridge was restored to first rate condition and rail traffic on the Tientsin-Pukow Line resumed.

In the case of the long bridge over the Pai Tu River between Tsitsihar and Peian in Northeast China three of the piers were badly out of plumb—one very seriously. The engineers on the spot, on the basis of their experience under the Japanese regime, considered it necessary to completely rebuild the bridge. But this would have meant not only throwing the bridge and the line out of operation for two vital months, but would have involved very heavy expense to the Government. Once again the suggestion of the Soviet experts was accepted and with their help the piers were set back to normal at a fraction of the cost in time and money, and the bridge was rendered completely safe.

Another feature of the Soviet advanced technique was the aptness with which they reorganised working methods and made fullest use of all available machinery to achieve the greatest possible efficiency with the minimum use of manpower. When the Soviet experts tackled the restoration of the bridge over the Hsiang River on the Canton-Hankow Line they devised, on the spot, a mechanical contrivance for hauling the bridge spans into position which enabled five spans to be placed in position in the course of a day instead of only one as formerly. The Railway Administration at Chengchow, on the advice of Soviet experts increased the speed of renewing rails from 3.5 to 14 kilometres a day. A third feature of the Soviet advanced technique was seen in their ability to economise in the use of materials and in making use of old and discarded materials; in displaying the greatest skill in improvisation and in refusing to be daunted by shortage of material supplies. In other instances, Soviet experts discovered that quite excessive safety margins were being introduced, as, for example, on one of the bridges on the Lunghai Line where they were able to dis-

pense with 600 metres of heavy compound girder which was made good use of elsewhere. Later, in constructing six bridges on the Peking-Hankow Line they proposed to repair damaged piers which the Chinese engineering corps had decided to demolish. As the result of following Soviet advice a great economy in time, manpower and materials was made. All this was not any guess-work on their part but was based on the most careful scientific calculations, as well as their previous experience in their own country in restoring railways which had been destroyed or damaged by the retreating Nazi armies.

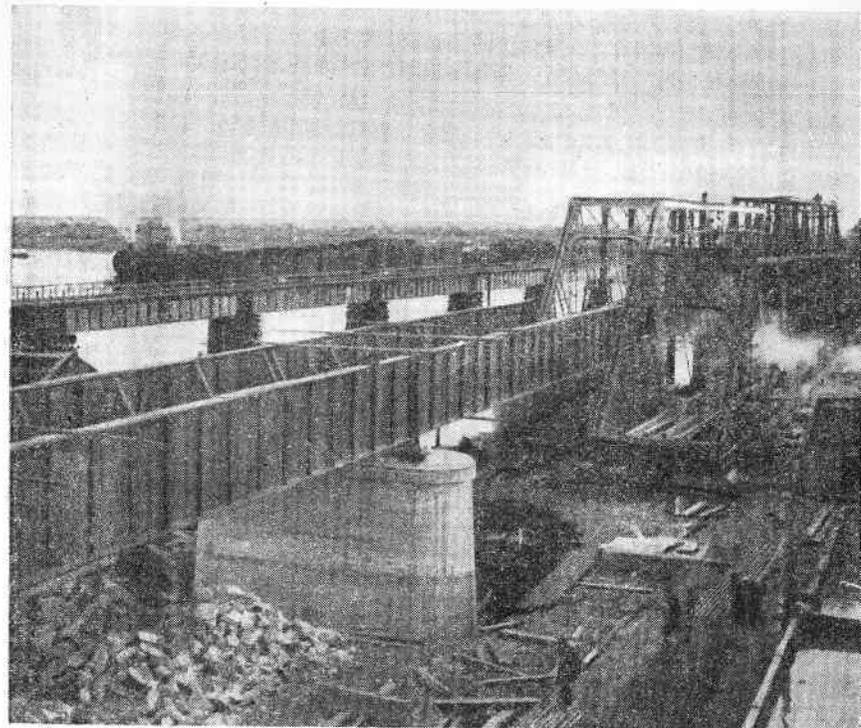
To those Chinese technicians who were accustomed to regarding British, American and Japanese technique as the last word, the Soviet methods soon proved far superior, and lacked the hidebound prejudices of the old-style engineers. Their own conservative technical outlook began to change in the face of this experience and they quickly displayed an eagerness to master the advanced socialist technique of their Soviet friends.

However, the ideological influence of Soviet help has laid no less strong impression in the minds of the Chinese people, as well as the Chinese railway workers, than has the technical influence just mentioned.

Owing to the fact that the Soviet experts brought with them an excellent working style and a sincere spirit of enthusiasm they came to be regarded everywhere as men made of special stuff.

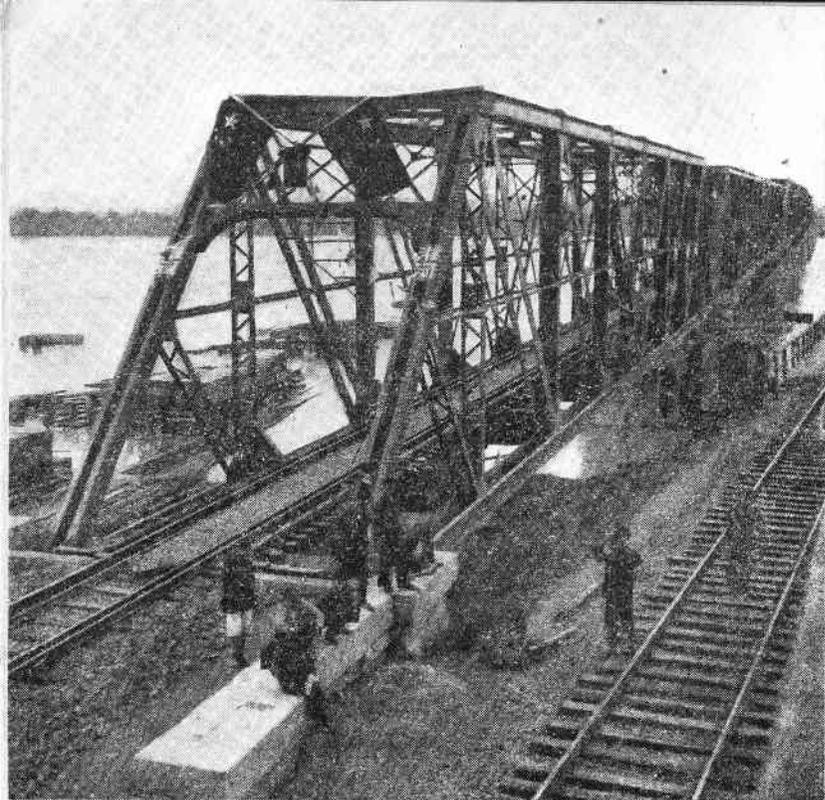
Work Comes First, Time Comes First

The Soviet experts are possessed of a strong sense of the value of time. They always say: "Work comes first, time comes first. If time is lost, all is lost." So the Soviet experts make the most effective use of every



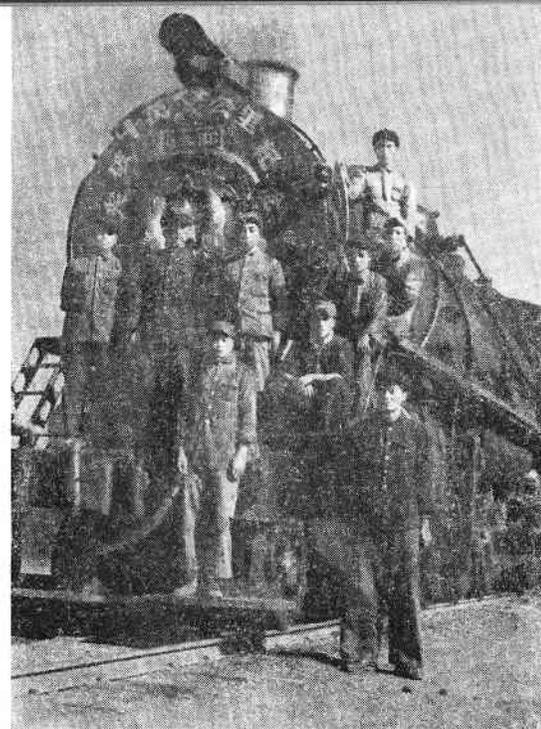
*The Huaiho
Bridge under
restoration*

*The Bridge
was destroyed
in 1949 by
KMT troops.*

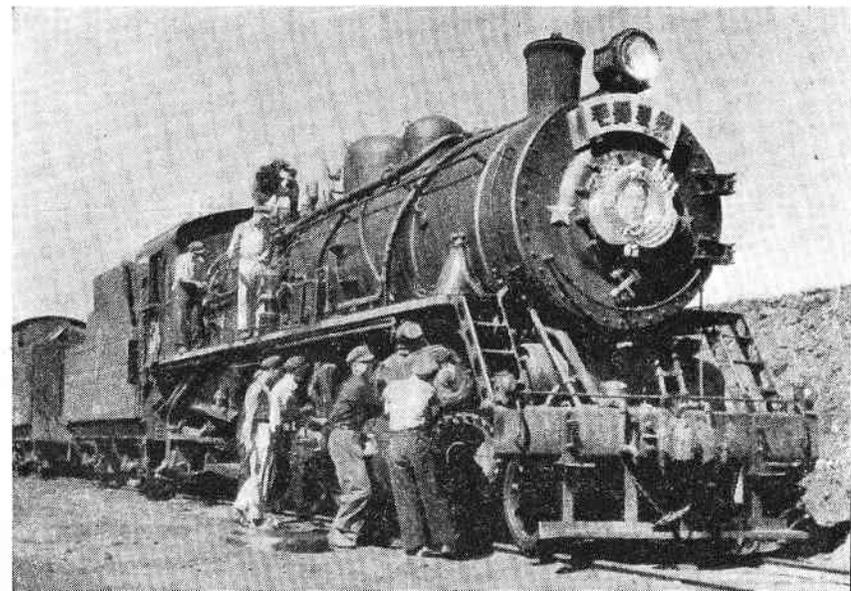


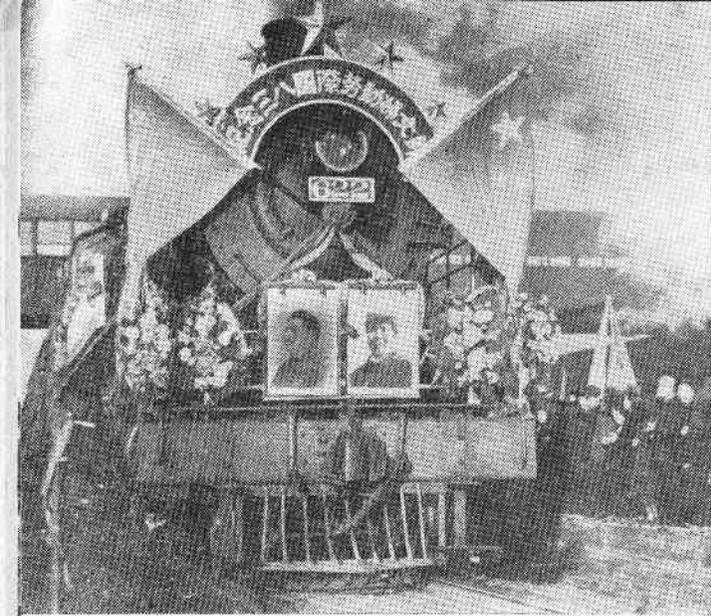
The Huaiho Bridge after being restored.

RIGHT ABOVE: The "Iron Bull" Locomotive. It was Tu Hsien-yang (extreme right), engine-driver of this locomotive, who first started the "Iron Bull" movement in 1950, which made a record safety run of 100,000 kms.



The locomotive named after Mao Tse-tung



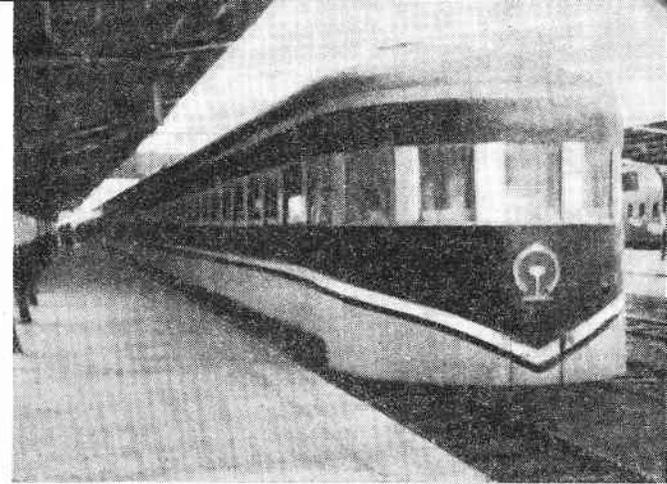


The first train driven by women leaves Dairen Station on International Women's Day.



Yu Fei, a woman fireman, on the look out.

One of the new streamlined trains on the Peking - Tientsin Railway.



Interior view of a coach on one of the new trains.



Passengers in the train's buffet-lounge.

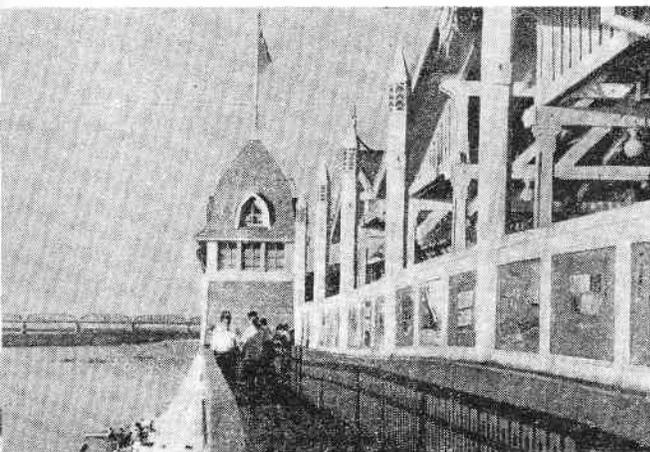


Section of the railway workers contingent passing through Tien An Men (Gate of Heavenly Peace), Peking, on National Day, 1950.

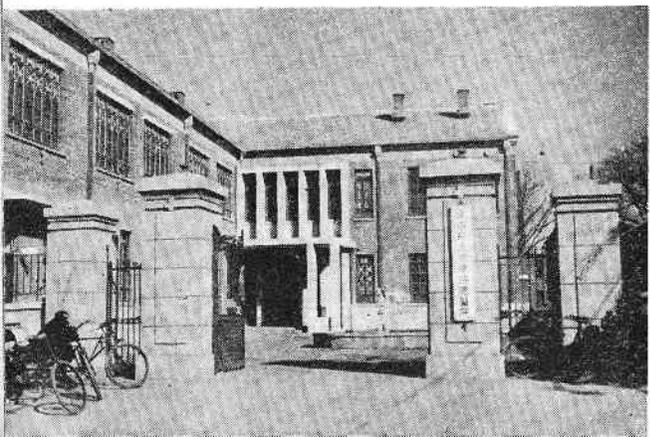


LEFT BELOW: Peking railway workers contingent in the National Day celebrations, Oct. 1, 1950. The front placard reads: The average monthly turn-round during January to August, 1950, was exceeded by 3.7 per cent.

A railway workers' sanatorium in Northeast China.

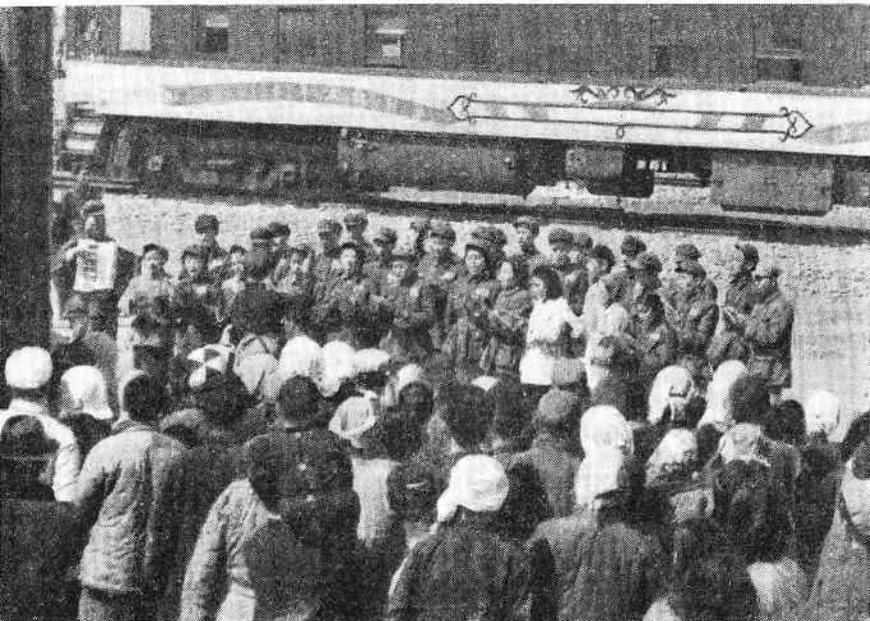


The Riverside Club of the railway workers in Harbin, Northeast China.



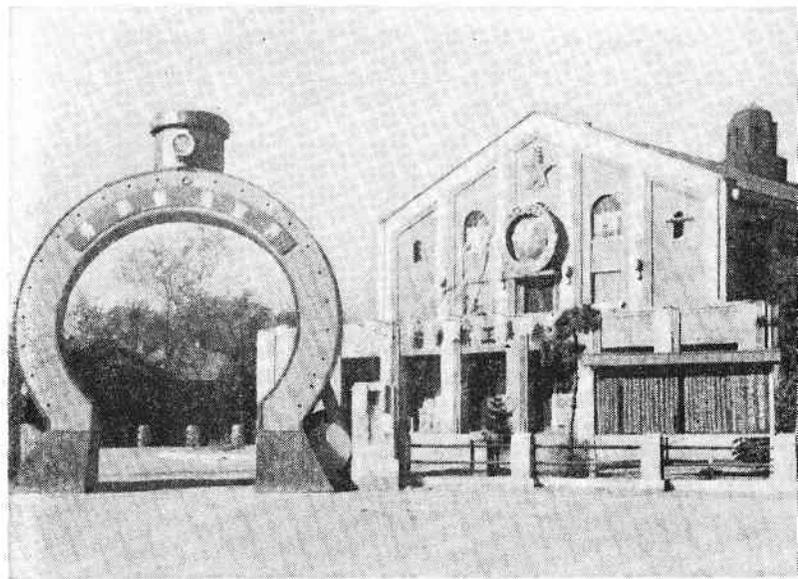
Reading-room in a railway workers' sanatorium in Northeast China.

LEFT BELOW: The Peking Railway General Hospital run by the Ministry of Railways exclusively for the railway workers and their family members.

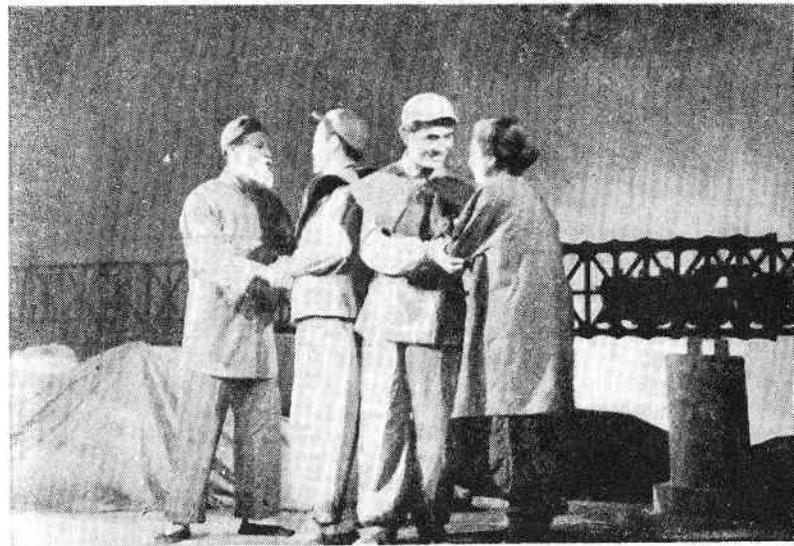


During a wayside halt the choir attached to the "Youth Culture Special" (seen in the background) teaches local inhabitants a new song.

This special train was equipped by the Ministry of Railways, the Railwaymen's Union and the New Democratic Youth League. In March 1950 it set off on a 5,000 miles tour. Its staff of 68 young men and women gave 114 theatrical performances and 79 film shows to audiences totalling 500,000 people. The train also acted as a mobile bookshop and library where railway workers could buy books, read newspapers and magazines, receive instruction in staging their own plays, learn new folksongs and dances and make use of the train as a social and cultural centre where they could listen to lectures, play and poetry readings, play chess and other games etc.



Another railway workers' club in Northeast China.

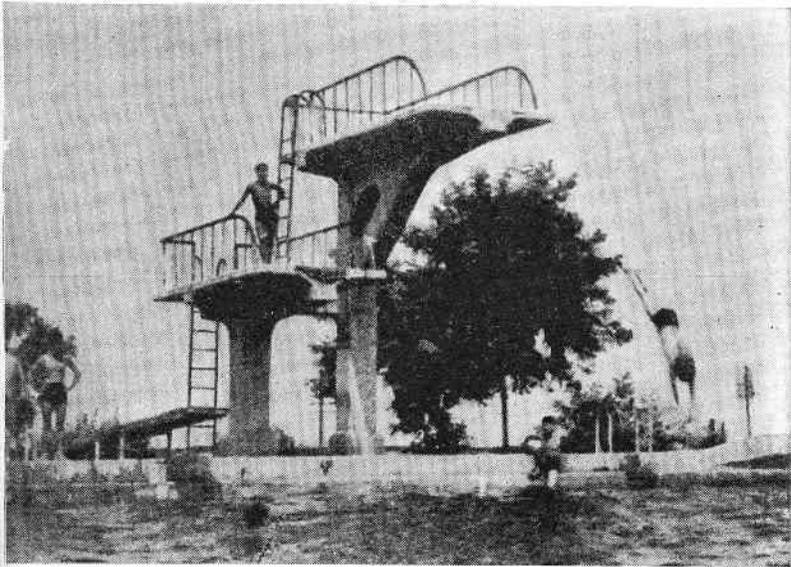


A scene during a play given by the "Youth Culture Special."

Peking women railway workers volleyball team.



Open-air swimming-pool of the Tientsin Railway Workers' Cultural Palace.



hour or even minute in their work in China. They teach the Chinese workers to count time by the second and to do things right away instead of saying "just a minute" or "let's take it easy." Wherever they go, they pay the greatest attention to encouraging the initiative of the workers. The Soviet experts never display the slightest sign of any feelings of arrogance. They explain their plans again and again to the workers. Frequently they would ask. "Is it all right?" or "What do you think about it?" If differences of opinion occur, meetings are held to straighten out the differences and work out a solution.

People's Experts

On one occasion a Soviet expert, having finished his task, at a certain section of the Lunghai Railway, wanted to leave for elsewhere. One of the Chinese comrades was feeling particularly regretful at his impending departure. Seeing that his Chinese friend appeared most unwilling to let him go, the Soviet expert said very frankly to him: "Comrade, you know that I am the people's engineer and must go where I am wanted by the people."

This simple, straightforward and clear-cut answer made a deep impression on our comrade who began to learn more from the Soviet experts than a mere knowledge of advanced technique. And in this answer the Soviet expert provided the reason why he and his colleagues came to China and worked with such a self-effacing spirit.

No matter how bad the weather or other conditions might be, the Soviet experts always stayed on the job with the Chinese workers, often they got drenched to the skin and plastered from head to foot with mud. While repairing the No. 8 Bridge along the Lunghai Railway,

our Soviet friend, Comrade Nilinikov, kept at the job until every span was raised into position and every rivet, every nut and bolt was examined. Once, he was attacked with dysentery. His interpreter advised him to return to Peking for a rest but he bluntly refused: "No, I can't do that. My task is not yet finished."

Training Railway Cadres for New China

Finally, there remains a matter of special significance—the training of Chinese women locomotive drivers and railway technicians by the Soviet experts.

Since 1947, about 280 technical workers have graduated from the Dairen Railway Technical School conducted by the Soviet expert Lesov. On March 8, 1950, the first International Women's Day since the establishment of the People's Republic of China, the first train ever driven by Chinese women locomotive drivers made its appearance on the Dairen-Port Arthur Line. The whole nation was thrilled with pride and joy.

"Could girls really do that?" To many conservative-minded people it seemed incredible.

This was not surprising for under the oppression of feudalism for thousands of years, Chinese women have always been regarded as inferior to men in every respect. When the news became known that Comrade Lesov had made up his mind to train women of new China to become locomotive drivers, some people in the railway service scarcely believed that he would ever succeed.

On June 1, 1949 when Tien Kuei-ying and Wang Po-hung, new China's first women locomotive drivers, went to enroll their names in the school list, they were ridiculed and thought to be building castles in the air.

However, Comrade Lesov and the Dairen Branch of the Communist Party of China encouraged them again and again, urging them to make up their minds to become new China's first women locomotive drivers. This encouragement gave them confidence and they were firmly determined to come up to the expectations of Comrade Lesov and the Communist Party.

Thus it was that the two girls took their place on the foot-plates of Locomotive No. 38 as fully qualified engine-drivers to make their first official run on International Women's Day, March 8, 1950. Seven other young women also took over their duties as the train's crew on the same train, thus making it the first Chinese train ever to be driven and conducted by an all-women crew. In honour of this remarkable occasion the locomotive was renamed "International Women's Day."

A veteran railway worker of the Dairen rail depot said with profound emotion as the train moved off to the accompaniment of the cheers and good wishes of the great crowd which had assembled, "Nowadays everything is changing. Girls today can actually drive locomotives as well as men. The help given by the Soviet comrades is tremendous. It would be wrong to belittle women any longer. They are going ahead with us men." In these and in many other ways the advanced socialist technical experience and the great spirit of internationalism of the Soviet experts, joined with the tremendous enthusiasm of the Chinese railway workers, have made immeasurable contributions to the speedy restoration of the railways, making of them a great arterial system which is bringing new life and strength to China.

Chapter Four

GREATER EFFICIENCY ON THE RAILWAYS

IN 1950, Chinese railways achieved a balanced budget. What was more, 13 per cent of the income from the Northeastern railways was used in re-investment. These accomplishments are unprecedented in the history of China's railways. In the past, as a general rule, railways were only able to operate with heavy government subsidies.

Since liberation, the railways also registered a considerable increase in traffic capacity. For example, the load carried by Northeastern railways in December 1949 increased by 66 per cent as compared with January of the same year. The load carried on the lines directed by the Tientsin Railway Administration shot up by 53 per cent between March and December 1949. This exceeded by 64 per cent the highest capacity achieved in 1947 under the Kuomintang.

Trains are now running at a greater speed. The speed (including stops at railway stations) of freight

trains in Northeast China in 1949 was 23.7 kilometres per hour, as against the 21.7 kilometres during the Japanese occupation. The freight trains of the Tientsin Railway Administration ran at a speed of 19.6 kilometres per hour, compared with 15.1 in July. In spite of increased speed, there were fewer engine breakdowns and railroad accidents in 1949 than ever before.

Drastic Changes Introduced

These important and yet initial improvements came as no surprise because the railways are now truly serving the interests of the people, and are no longer instruments in the hands of a handful of reactionaries for their merciless exploitation and oppression of the people. Railway workers are now working under the slogan: "For greater efficiency; for reduced costs and for more carloads." To realise these aims the railway administration has carried through a number of drastic changes.

One of the new systems taken over from the Soviet Union is the "responsibility system", which means that a particular group of drivers and mechanics are made responsible for the operation, maintenance, inspection and repairing of a particular locomotive. It was first tried in the Northeast and is now widely adopted on all lines. Experience quickly showed that the new system yielded better results; such as improved maintenance, higher speeds and fewer accidents, greater haulage, economy in the consumption of fuel and better team work among the locomotive men.

In Northeast China, locomotives used to be inspected after every 50,000 kilometres to see if major overhauls were necessary. But as a result of the new system and the special care taken by the workers in maintenance, a

dozen locomotives made runs of over 200,000 kilometres without major overhaul. One locomotive in Tsitsihar even covered more kilometres before undergoing a general overhaul. This means the cutting down of the time spent in general overhauls, which of course, means a great deal in a country where there are not sufficient locomotives.

In 1949, railway accidents in the Northeast were 65 per cent less than the previous year. Trains of the Tsitsihar Railway Administration in 1950 made a record run of 200,000 kilometres without a single accident, while similar records are now made for 230,000 kilometres. Such accomplishments must be appreciated against the background of the terrible mess the railways were in prior to liberation.

Through the introduction of "new methods for train-operations" which called for the swift loading and unloading of freight, the cutting out of administrative red tape, etc., freight cars were made far greater use of. This is calculated according to the speed of the "turn-round" of rolling stock, that is to say, in the average length of time, in terms of days, required by the rolling stock in a particular station or goods-yard between its first and second loading. The shorter the interval, the greater the traffic efficiency. The "turn-round" rate in Northeast China was cut down to 3.98 days in 1949, as compared to 5.6 days in 1948 and 14.45 days under the Japanese.

In spite of increased traffic efficiency, the ever-increasing demand for rolling stock, owing to economic recovery and increased trading activity, is still far from being satisfied. In December, 1949, the Ministry of Railways could only accept 65 per cent of the freight entrusted to it for transportation. It can thus be seen

how keenly the shortage of locomotives and rolling stock was felt. Here again the railway workers of new China have displayed great initiative and with unprecedented enthusiasm are doing their best to solve this crucial shortage.

The Iron Bull Movement

In February 1949, newspapers published the story of a locomotive named the Iron Bull which had made a record run of over 160,000 kilometres without a single accident and without a general overhaul. The leader of the crew of this locomotive, Tu Hsien-yang, immediately became famous throughout China and was regarded as something of a national hero, for actually the Iron Bull had years previously been taken out of service by the former Japanese railway administration as unfit for further use and had been relegated to the railway "bone-yard" as scrap.

The story of how this rusty, discarded engine was restored to active service and became a record-beater reads like a saga.

In July, 1947, the railway workers at the Suihua Station, in celebration of the liberation of Szepingkai railway junction, which had long been stubbornly held by Chiang Kai-shek's forces, were looking round for a gift which they could present to the victorious PLA. They remembered the Iron Bull and there and then decided that they would all give a helping hand to restore it to running order. For a whole month they devoted their spare time to the task and rounded up and made use of many salvaged spare parts. Finally the locomotive was tried out on several short runs but was reluctantly abandoned again on account of its low efficiency.

At about this time, Tu Tsien-yang returned after studying for a term at a workers' school. What was then going on in the mind of the new graduate? Let him tell us in his own words:

"Since I was a lad, I have been working on the railway for more than 10 years. When the Japanese were here, I had to court their favour by giving them bribes from time to time in order to hold my job. They never promoted me. The Communists came and they immediately promoted me. They sent me to a school and wanted to train me to become a better driver. If I didn't do well, it would be against my conscience. I had seen that the Iron Bull had been repaired by my fellow workers in their spare moments, and I hated the thought that all their efforts would have been made in vain. I was determined to volunteer to drive the Iron Bull and to see what I could make of it. So I got the work on it started again with the help of some of my mates. At last we fixed it up so that various tests were made and it was accepted back in commission. I decided to see what it could do. The rest you know."

The story of how the Iron Bull was renovated and of its subsequent record-breaking run without accident or overhaul was excitedly discussed among railwaymen everywhere. It gave rise to a widespread movement among locomotive crews who decided to emulate Tu Hsien-yang. By the spring of 1950 no less than 150,000 railway workers had joined in this movement which became known as the Iron Bull Movement. As one of the first positive results it was estimated that in its first five months more than 120,000 tons of coal had been saved.

Very soon there came to be many more Iron Bulls which were rescued from abandonment in the railway

yards and which later made outstanding records. One such locomotive was renovated and re-named Mao Tse-tung which made a run of over 130,000 kilometres in the course of 1947 and 1948 without a single mishap. Its chief driver, Li Yung, has been working on the railway for almost 30 years.

Of course, the building of new locomotives and rolling stock in China's own railway construction works affords the only real solution to the problems. And the workers are responding heroically to this situation. The works in Hwangkutun is turning out 182 freight wagons each month, as compared with the monthly rate of only 30 in the beginning of 1949. Many of the most vital parts of a locomotive which used to be imported are now being made in Chinese engineering plants.

Under the guidance of Soviet advisers the Chinese workers are very keen to learn new technique for they know that only in this way can they serve their country better. The number of workers who are promoted to technicians increases year by year. Thus, for example, in the Dairen plant, 43 were promoted in 1946; 128 in 1948 and 154 in 1949.

With the awakening of political consciousness and the self-sacrificing effort thus inspired, the Chinese workers are learning and working to bring about a constant improvement in the efficiency of the railways.

This spirit was typified in the example of a worker who after visiting a railway exhibition at Dairen and reviewing the many new improvements and innovations shown, wrote in big letters in the visitors album: "Labour Creates Everything."

Chapter Five

THE RAILWAYS IN THE SERVICE OF THE PEOPLE

THE most important task which confronted the people after the country had been completely liberated from Chiang Kai-shek's Kuomintang armies was that of transforming China from a backward agricultural country into a modern industrialised country.

The essential first step was for the government to take measures that would result in the stabilisation of commodity prices. In this the railways played a cardinal rôle, for with the restoration of the nationwide network of railways the products of the various areas could be quickly transported to other areas where they were in demand.

The effect of accelerating the flow of commodities was not only reflected in the stabilisation of commodity prices but also in the development of the national economy as a whole. In order to increase the efficiency of the

railway service the people's railway administration introduced a series of reforms.

The total rail freight carried on Chinese railways during the first eight months of 1950 was far in excess of that for the whole of 1949. The transport of coal, food and cotton accounted for over 50 per cent of the freight. With the speedy repairing and restoration of the railways, the government was enabled to readjust the supply of coal, food, timber, salt and cotton. All the larger coal mines were enabled once again to transport their coal to the industrial centres. It also became possible to resume the transport of coal to the old Liberated Areas where previously coal shortages had led to the using of hay for fuel purposes. In the spring of 1950 the government was able to carry out a tremendous improvement of food supplies throughout the country. The result of this was that food shortages, which during the years of the Anti-Japanese War had been an inevitable occurrence in the intervals of the harvest season, were averted, prices of all foods were stabilised and with this the adverse effect on the peasants of price fluctuations of agricultural products was eliminated.

The salt supply was also normalised. During previous years the peasants were hardly able to procure salt owing to the high cost of transportation and it became a rarity in the Chinese hinterland. Now the government is able to distribute salt from the salt-producing centres to the cities and also to the interior of China.

In similar fashion the previous acute shortages of cotton were alleviated. Cotton produced in Shensi, Shansi, Honan and Hupeh is now supplied to all the textile mills along the Tatung-Pucheng, Peking-Tientsin and Tientsin-Pukow Lines. Improved transport conditions

helped to greatly stimulate the production of cotton. All textile mills can now procure an abundant supply of raw material direct from the native cotton fields instead of having to rely upon foreign imports as was the case under the Kuomintang regime.

Grading of Rail Freights and Introduction of the System of Preferential Rates for Long Distance Transport

In conformity with the policy of the Central People's Government which calls for "the development of production": "interchange of commodities between the cities and the countryside" and "equal consideration for both private and public interests", the Ministry of Railways classified rail freights into 30 categories.

The rail charges for goods in category I is 17 times greater than that of category XIII. All luxury goods are classified in category I while raw materials and machinery for agricultural production, and daily necessities such as rice, flour, coal and salt are placed in the lower categories. Preferential rates, some of which are less than the actual costs of transport, are applicable to certain goods that are of vital necessity to the national reconstruction. For example, coal, which is a necessity for the people as well as the indispensable raw material for industrial production, is accorded this special rate. In the industrial area of Northeast China the freight rate for coal is charged at 200 dollars (Northeast currency) per ton for each kilometre while the actual cost of transport is 600 dollars. (Northeast currency).

On July 13, 1950 the Government announced a 25 per cent reduction in freight charges for wheat and a 30 per cent reduction for rice and flour. This coincided with

the wheat harvest in North China and the rice crop in South and Central China. With a view to encouraging the export trade, as well as the exchange of commodities between the various provinces, a 50 per cent reduction in the freight charges for tea, raw silk, and egg products, and a 30 per cent reduction for wool, tung oil, antimony and cement was announced by the Government on July 1, 1950.

Planned and Responsible Transport

Recent regulations for passenger and goods traffic clearly enumerated the duties and rights of the railway administration. The State-owned railways are responsible to the people.

The specified date of delivery must be strictly adhered to by the railway administration. If the delivery is behind schedule the administration must pay a fine. On the other hand the freight owners have to pay demurrage charges if they do not consign their cargo according to an agreed schedule. The railway administration is also made responsible for the safety of goods entrusted to their care. Should goods be damaged in transport compensation has to be paid to the owner. These provisions are in sharp contrast to the practice under the Kuomintang regime when little or no regard was paid either to time schedules or safe transport of goods.

A further instructive example of the growth of mutual cooperation between the railways and industrial enterprises is typified by the contract signed during the latter part of 1950 between the Northeast Railway Administration and the management of a certain coal mine. The purpose of this contract was that of facilitating increased coal output on the one hand, and raising efficiency

in utilising the carrying capacity of the railway, on the other. According to this contract the mine management is required to supply the railway administration with a transport plan which specifies the definite amount of coal scheduled to be transported during a fixed period of time. The railway administration, on its part, is required to allocate an adequate number of wagons in such a manner as to eliminate loss of time in loading.

In 1949 the loss sustained by the mine in demurrage charges paid to the railway administration as a result of the postponement of the dispatch of coal trains amounted to a very large sum apart from the loss in coal production thus involved. However, since the signing of the contract the railway administration has not only been able to supply the mine with the necessary number of wagons in keeping with the coal output, but has also been able to assist the mine management by introducing improvements in the technique of loading and unloading the coal wagons. As a direct result of this close cooperation the average time of turn-round of the coal wagons has been very considerably reduced.

Help in Solving Transport Problems

The Anshan Coal and Iron Works has always occupied a highly important place in the sphere of heavy industry in China. As a result of making use of the advanced methods of Soviet technique, its output was greatly increased. But at one stage there was a danger that the expected results would not be fully attainable owing to a certain lack of coordination between rising production and available means of transport. With a view to ironing out this difficulty the Mukden Railway Bureau sent a group of Chinese and Soviet experts to Anshan to inves-

tigate the routine processes of production and to make recommendations for improving the transport facilities. As a result the transport bottle-necks, both within the vast plant itself and on the railway line serving it, were rapidly overcome.

The railway administration was also often able to assist in working out transportation plans for industrial or commercial undertakings, including those which are privately owned, for in the present stage of China as a New Democracy both State-owned railways and private enterprise serve the interests of the people.

In general, it can be said that since the adoption of the Unified Transport Regulations, which cover both passenger and freight services a new chapter has been written in the history of the Chinese railway. Guided by the policy of the Central People's Government in economic affairs the Ministry of Railways has carefully worked out and put into practice a freightage policy which serves the interests of national rehabilitation and reconstruction.

The arduous work carried out during the past years has not only completely reshaped the existing people's railway system but has pointed out the direction for the development of new and more modern lines of railway communication. This experience of railway reconstruction shows that there is every reason to believe that a brilliant prospect of new railway construction lies ahead which will be achieved in the course of transforming the agricultural economy of old China into the industrial economy of new China.

Improved Passenger Service

Today, on all the railways in China, the behaviour of the train's crew toward passengers has undergone a

big change compared to that which used to be the case under the corrupt and chaotic Kuomintang administration. The railway staff have won repute as capable, enthusiastic and obliging workers, always ready and willing to extend a helping hand to the passengers. This is not accidental. It is the natural result born of the knowledge that they as workers are now the masters of the new society which is being built up and that they are serving the broad masses of the people.

Chinese people are greatly interested in the improvement in their own railways and are particularly moved by the selfless spirit of the railway workers. One of the trains on the Kirin-Mukden run, named "The Masses", under the leadership of its able conductor, Li Ching-hua, has become the pride of the Chinese people and the excellent service rendered by its crew to the passengers has become widely known. In acknowledgment of their gratitude to the train's crew a constant flood of letters of greetings and thanks pours into Conductor Li Ching-hua's office from people who have travelled on "The Masses".

An incident which took place on the train has become known far and wide. In June, 1949, when "The Masses" was on its usual run, a pregnant woman who was travelling unaccompanied was found to be near her time and in great agony. All the passengers were in a hubbub and quite at a loss what to do. But Conductor Li, calm and ready to cope with any situation, immediately broadcast an appeal for help over the train's loudspeaker system and two elderly women and a nurse responded to the call. A makeshift labour room was promptly made ready and the baby was delivered just in time. Conductor Li and the train crew prepared food for the woman who badly needed nourishment after her ordeal. Con-

ductor Li also made arrangements to have the woman taken home. When the train reached Mukden, he succeeded in finding a passenger who lived in the same neighbourhood as the woman and requested him to accompany her safely home.

Three days later, the husband of the woman turned up at the Mukden Station. He had come a long distance in order to personally express his thanks. Shaking Conductor Li by the hand, he said, "Conductor, I shall never forget your kindness. You have saved the lives of my wife and baby. I am a worker in an engineering works and today I understand more clearly that all workers are brothers. From now on, I shall work harder than ever before in order to repay my indebtedness to the people's government." On parting, he told the conductor that to commemorate the event he had christened his newly-born baby, "Che-sheng", meaning that the baby was born on a train.

Travellers by train today are deeply impressed by the sharp contrast between the people's railways and the railways administered by the corrupt Kuomintang reactionaries. In former days travel by train was by no means an easy or safe matter, to say nothing of comfort or enjoyment. There was no system or order anywhere. Trains seldom ran on schedule and at stations en route, before passengers leaving the train could get off newcomers would roughly force their way in. In such wild scrambles, children were sometimes trampled to death and personal effects were lost. Passengers with tickets were unable to obtain seats and were compelled to stand all the way while Kuomintang soldiers occupied the seats without paying a single copper. It was not rare that passengers unable even to board overcrowded trains

perched themselves on the roofs and were sometimes flung to the ground as the swaying train sped forward.

But today things are entirely different. Every effort has been made to enhance the comfort and enjoyment of the passengers. On "The Masses" there is a special coach provided for mothers who are travelling with their babies. The crew bustle backward and forward, always on the lookout to render service to the passengers.

The passengers are also provided with books and musical programmes broadcast over the train's loud-speaker system. They are no less informed of world events than those at home, for the train broadcasts the latest news at regular intervals. For example, passengers on a train bound from Mukden for Tsitsihar signed the Stockholm appeal after they learned from the broadcast about the launching of the peace signature campaign. Chinese travellers today are enjoying their train travel at ease because they are confident that in any eventuality there are train conductors and staff at hand who are as resourceful and reliable as those on "The Masses".

Chapter Six

A BRIGHT FUTURE FOR RAILWAY WORKERS

CHINESE railway workers are stepping up production with unprecedented enthusiasm because they understand that as part of the working class they are playing a vital part in the new society and because they themselves are leading a happy and contented life. The consequences of the eight years of Japanese invasion and the four years of the Liberation War against Chiang Kai-shek were chronic inflation and sky-rocketing prices. Living on a starvation diet and without minimum rest they were forced to work long hours to satisfy the greed of the Japanese and Kuomintang reactionaries.

But now such abominable and inhuman treatment are things of the past and marked improvements have been made in the life of the railway workers. Working hours have been reduced from the former 12 hour day to eight hours. Each long distance train carries three engine drivers and six firemen. The two-shift system has made way for the three-shift system.

In State enterprises workers are guaranteed a fair living standard and further improvement is linked with the development of production. The real wages of an engine driver on the Northeast railways is at least 2½ times more than under the Japanese or Kuomintang regimes. It is true that wages and conditions are best in the Northeast for as this area was the first liberated and is the most highly industrialised it has naturally had a greater chance to bring about increased production. But gradually similar improvements are being extended to all other parts of China and there will eventually be a unified wage system. This applies also to the extension of the Labour Insurance system which was also first introduced in the Northeast. Nothing of this kind could have been thought of in the old days when workers were entirely unprotected against illness, old age or injuries sustained at work. The existing Labour Insurance regulations lay it down that public enterprises must pay into a labour insurance fund the equivalent of three per cent of their total pay-rolls. Definite rules and scales have been set covering old age pensions, death and burial benefits, compensation for injuries at work, payment of wages during illness or injury, maternity leave and allowances for women workers etc. Twenty six rest homes and two seaside convalescent homes for railwaymen suffering from tuberculosis have been opened in the Northeast.

Education, Recreation and Culture

The introduction of labour insurance in the railway service has played an important part in further developing the class consciousness and political outlook of the railway workers. It has enabled them to realise more clearly that they as workers are the masters of the new

society and that this carries with it a direct responsibility for helping to still further improve the railway service.

Apart from the contributions paid to the labour insurance fund by the state enterprises, an additional 1.5 per cent of the total amount of the payroll is set aside to provide a cultural and educational fund which is administered solely by the trade unions. This has already led to a significant decrease in the extent of illiteracy among workers due to the extensive facilities for spare-time study and recreation which have been provided. In the Northeast the railway workers have 180 libraries, and 1,871 clubs. Nearly 36 theatrical troupes have been organised. In addition, there are 55 spare-time schools and 103 schools for railwaymen's children. The government has also set up technical schools with subsidies paid to railwaymen selected to attend. Many brilliant railway workers have emerged in the course of the campaign to improve the service. Many of these have been chosen to attend various international conferences, and others have been promoted to key positions on the railways and in the local governments.

The Chinese railway workers have a long tradition of militant struggle and even in the pre-liberation days were the best organised section of the Chinese working class. Following the great strike on the Peking-Hankow railway in 1923, the All-China Federation of Railway Workers (ACFRW) was formed. Under its guidance the majority of railway workers established local unions, although at that time the workers lacked any legal rights of organisation and had to employ secret, underground methods and forms of organisation. When the reactionary Kuomintang established its rule in 1927 the ACFRW led the railway workers throughout China in an incessant struggle against it despite the extremely unfavourable

conditions. In 1935, due to the ferocious persecution to which it was subjected by the Kuomintang and its hordes of secret police, the Federation was forced to suspend its activities. Later, when the Anti-Japanese War broke out in 1937 large numbers of railwaymen responded to the call of the Communist Party and carried on a heroic work of sabotage directed towards crippling and hindering the movement of the invaders' troops and military supplies.

It was not until August 1945, that peace was restored in Northeast China as the result of the defeats inflicted on the Japanese armies by the victorious Soviet Red Army. However, this peaceful interlude was short-lived because the Kuomintang endeavoured to seize the fruits of victory, and, aided by the Americans, who placed shipping and transport planes at their disposal, they occupied the southern and eastern parts of the Northeast.

It was only after a further two years' fighting in the People's War of Liberation against the Kuomintang armies of Chiang Kai-shek, that Northeast China was completely liberated by the People's Liberation Army. Then it was that the railway workers of Northeast China for the first time obtained full rights in forming their unions.

Industrial Unionism

On May 1, 1949, the General Union of Railway Workers of the Northeast was established with an enrolment of 90 per cent of the 170,000 railway workers. It was also in 1949 that the greatest part of the Chinese mainland was liberated.

Only then did it become possible for the All-China Federation of Railway Workers to resume its activities. A national conference was convened on July 1, 1949

which undertook the preparatory organising work. Seven months later, on February 7, 1950, a national congress of railway workers was held which formally re-established the All-China Federation of Railway Workers and elected a national executive committee. Of a total of 450,000 railway workers 90 per cent are now enrolled in its ranks.

The Federation is formed on the lines of an industrial union, embracing all who work on the railways, irrespective of craft, section or sex. The principle of equal pay for equal work was introduced from the outset.

Several newspapers are published by the railway workers' unions. For example, in Northeast China, "The Locomotive" is published every other day with a circulation of 18,000 copies; Peking and Shanghai both publish papers bearing the name, "The People's Railways" the former being issued every other day with a circulation of 10,000 and the latter every three days with a circulation of 5,000. The general purpose of these papers is to promote the political, cultural and technical education of the railway workers and to bring about greater all-round efficiency and democratic administration.

The political and social status of Chinese railwaymen has been fundamentally changed since liberation. Today all the conditions are present to ensure a gradual raising of their cultural and economic life. This in turn will increase their political consciousness and technical standards and promote the further development of production so that China may be able to pass from a backward, agricultural state into an industrialised country, and so bring about a happier, fuller and far richer life for its 475 million inhabitants.

PUBLICATIONS ON CHINA

	STANDARD EDITION	POPULAR EDITION
On People's Democratic Dictator- ship (By Mao Tse-tung) ..	US\$0.15	US\$0.10
On the Party (By Liu Shao-chi)	0.50	0.30
China's Youth March Forward .	0.30	0.20
The Chinese People's Liberation Army	0.30	0.20
The Common Program and Other Documents of the First Plenary Session of the Chi- nese People's Political Con- sultative Conference	0.15	0.10
The Trade Union Law	0.10	0.05
The Agrarian Reform Law	0.15	0.10
The Marriage Law	0.10	0.05
The First Year of Victory	0.30	0.20
Internationalism and Nationalism (By Liu Shao-chi)	0.15	0.10
Culture and Education in New China	0.30	0.20

IN PREPARATION

	Page
On Inner-Party Struggle (By Liu Shao-chi)	80
How to be a Good Communist (By Liu Shao-chi)	80
Korea: China's Case	105
China Accuses!	100

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