

But this is not the only reason for the shortage. It has long been known, and often described in the newspapers, that deliveries of paper are very poorly organized. So once again, I find myself investigating the interrelationships between the partners, in an attempt to clarify the numerous "whys".

It would seem that the railway workers on the Gorkii Main Line are keeping closely in touch with the collective of the Balakhna Pulp and Paper Combine (PPC) and that they are in fact supplying them with sufficient numbers of covered freight cars for shipments of finished product. But it is also clear that officials at the Combine are not always doing their share in the partnership by keeping the transport newspapers supplied with paper. This in spite of the fact that the requirement for it is quite modest. For instance, the printing trades workers in Rostov, Donetsk, Dnepropetrovsk and Kuibyshev, where "Gudok" is produced, require no more than one carload a month, even for the costly multiple runs.

On each occasion when I arrive at Balakhna, in the PCC's sales department they show me the way-bills, which give one the impression that shipments of product are even outstripping the train-movement graph. Where, in fact, is it going? Unwittingly the suspicion arises: is it being disposed of "on the side"? But after mulling this over I ask myself "Could it be that our transport muddle is to blame? How many railways cars containing all kinds of goods in short supply are sitting on the sidings baking?"

At the administrative offices of the Combine I turn my attention to the display chart showing the planned development of the enterprise's approach spur lines. Judging by its faded and discoloured appearance, the need for such development is minimal and any new dotted lines or projected installations have remained untouched for years, even though the Combine is faced with a catastrophic requirement for the development of transport and warehousing facilities. The enterprise is being suffocated by the insufficiency of spur lines and areas for unloading raw material and shipping out finished product.