

Unsatisfactory State of Logging Roads to be Remedied
by New Road Design

In our sector there has been a marked decline in the volumes of timber hauled in summer. The reason? The unsatisfactory state of the logging roads. Whereas a quarter of a century ago more than 40 per cent of the annual timber haulage plan was fulfilled in the second and third quarters, latterly this has dropped to less than a third.

Two examples illustrate this. The Kordon logging enterprise of the "Permlesprom" Association uses 24 tractor-driven timber haulage 'trains' built at the Minsk motor vehicle plant to remove about 150,000 cubic metres of timber annually. Due to the poor state of the roads and the softness of the road surface the efficiency of the major logging roads in the spring and autumn and in part during the summer, is limited. It is for this reason that in comparison with the indices for the USSR as a whole, the load per 'train' has been reduced by more than half. Furthermore, the planned capacity at haulage distances of up to 55 kilometres does not exceed 12 cubic metres.

On the other hand, we have the Barguzin timber combine of the "Zabaikallés" Association which hauls out 700,000 cubic metres annually, using 39 single assembly and dual assembly 'trains' built at the Krasnoyarsk motor vehicle plant. Here, the capacity per shift of the single assembly 'train' over the distance cited for the Perm 'trains' is 36.6 "cubes".

Such are the advantages of using good roads. Until now, however, we have paid scant attention to their quality, even though expenditures