

One can understand why the sovkhos is in no hurry to accept the goods since there usually is no place to store them. Storehouses are few and far between.

But why is it that the railroad workers keep silent? Why are they not sounding the alarm? What's more - as the people's inspectors explained - this time the railwaymen even attempted to conceal the demurrage by not including it in the daily reports on the operations of the railway line division. It was only on the eve of the holidays, following intervention by the republic Council of Ministers and the Committee of People's Control, that the railroad workers "woke up" and began to re-route the 'penalized' cars to other stations.

It seems that the transport workers' reasoning is "stretch it out as much as possible": the unloading of cars is the responsibility of enterprises of the Ministry of Railroads, while the provision of transport and containers is the responsibility of the agricultural customer.

Having studied the unsatisfactory organization of unloading operations for cars arriving at the Syktyvkar station and destined for sovkhoses of the republic's State Agro-Industrial Committee, the CPC of the Komi ASSR severely punished those responsible.

Gudok

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