

Telegrams were then sent to all of the suppliers under the signature of the Chief of the Railway: "On the Transbaikal Railway, for the first time in many years capital repairs to the tracks have been halted due to the lack of cross-ties. The collectives of the mechanized track repair stations and track maintenance sections - and these amount to thousands and thousands of people - are sustaining enormous losses. Freight traffic is being delayed and the safe movement of trains is in jeopardy. Only two months remain during which it will still be possible to rectify the situation and make the tracks ready for winter. On behalf of the railway workers of the main line I am appealing to your collective to increase to the maximum deliveries of cross-ties. For its part, the railway will guarantee the prompt provision of rolling stock. On the basis of the number of ties shipped I am allotting for the encouragement of your workers... roubles."

While the amount of the material encouragement promised is very substantial, it would be unwise to indicate it, for with the approach of winter the price of cross-ties is rising rapidly. Only the lespromkhozy of the Chita oblast, who depend on the Transbaikal Railway, have gone to meet the latter half-way and have recently increased their shipments. In the Khabarovsk and Primorskii kraia they are not in a hurry to do so.

Recently, at a joint conference of railway workers and loggers an astonishing fact came out: the new local soviets in the Chita Oblast have placed restrictions on logging in certain districts which are precisely those from which they have been supplying timber suitable for cross-ties. The situation even reached the point where special local protective detachments prevented the loggers from entering the forest. What will be the outcome?

Perhaps it is still not too late to meet one another half-way over cross ties?

Gudok

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