

As a result, the supply of pulp which must make up the seven-and-eight-day norm is sufficient for only one and a half to two 24-hour periods, after which there will be none at all. This is partly offset by the fact that the Kondopogans long ago mastered the technology of producing "thin" paper. This will make it possible to consume the pulp more economically. But the debt to the consumers will continue to grow. It is already on the wrong side of 6,000 tonnes.

Moscow, Leningrad, the Ukraine, the Baltic, Armenia and other regions are bombarding "Kondopogabumprom" with telegrams saying "Send paper, otherwise there will be no newspapers". Two months ago the freight car problem became paramount. In November alone, the Association did not receive more than half of its planned allocation of rolling stock. The warehouses are glutted with rolls of paper.

In the circumstances the railway resorted to extreme measures: it allocated refrigerator cars to transport the rolls. Instead of using them for shipments of fish, meat and other rapidly spoiling products, they would now be loaded with newsprint.

They are only just managing to load the rolls, and it must be said, in much smaller quantities than in the usual covered cars: 24 tonnes instead of the usual 42. Added to this is the fact that the shippers are proving "difficult", including the expensive Toyota Company. The recipients have been racking their brains over the question of how to remove the rolls from the refrigerator cars. They are using ropes and other facilities, which are damaging the paper and resulting in much of it going to waste.