

"straighten out" (the situation with) roundhouses to accommodate heavy trains, otherwise there would be no sense in introducing the new locomotive. But in those days people didn't have the habit of looking ahead. There were directives. And there was the "Intensification-90" program, which called for a hundred new locomotives to be in operation by this year in the Vorkuta Sector. Now people are preparing the next directive, which will determine whether the locomotives will run at all on the Northern Railroad.

Could it have been done differently? If could have if the railroad people, from the very beginning of testing, while developing the new technology had made just a little progress, both in phasing in the new locomotives and in new forms of management. But there hasn't been the slightest advance in this direction. Just as it was six years ago, the depot is still a structural entity that doesn't have the right to decide anything for itself. And what's more, there are no funds for implementing such a decision. And so the simplest way is: if you like the locomotive, buy it.

How much talk have we already had about how the administrative-command system hinders technological progress, and yet here is one more clear example: railway transport in our country during the transition to a market economy remains a rigidly centralized sector in which labour collectives have no possibility of making money for technical improvements. And the railroad industry has no funds that it can simply "give them" for this. There's no "fat" these days.

But things will probably be the same in the future, when like it or not, the new locomotive will have to be used in the North simply because the depots here have fewer and fewer engine drivers. Given this situation, if a locomotive which can to some degree respond to this problem is cast aside, this will not make the burden any lighter.

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