

Azerbaidzhanian and Transcaucasian main lines. Between September 5 and 17, for example, the movement of trains by way of two junctions to the Yerevan sector of the railway was completely suspended. This means that in no more than 12 days Armenia was prevented from receiving more than 33,500 railway cars. On the North Caucasian Railway and on those of the Ukraine, Volga region and Southern Urals there were about 1,300 "abandoned" trains, that is to say, more than 100,000 units of rolling stock were excluded from taking part in useful work. Currently, there are about 260 such trains destined for Armenia.

In the circumstances, the Ministry of Railways had no alternative but to redirect the flow of railway cars. It decided to send trains destined for Armenia by way of a circuitous route on the heavily overloaded single-track line Tuapse - Adler - Samtredia - Tbilisi. Extremist elements of the People's Front of Azerbaidzhan demanded that the People's Front of Georgia close this lifeline to suffering Armenia, which has played such a vital part in restoring the latter's economy following the earthquake. The Georgians however, rejected their demand. In revenge, the Azerbaidzhanan extremists imposed a ban on the release of foodstuffs and petroleum products to Georgia: from September 10 to 30 not a single railway car carrying these products arrived there.

The Minister of Railways has devoted special attention to the use of rolling stock on the access routes of industrial enterprises. It is unfortunate that not even the extreme situation has persuaded the transport services of our sectors to exercise thrift with respect to each car, and to strive for reduction of enforced idleness during loading operations. Suffice it to say that since the beginning of the