

On the other hand, congestion of freight cars also occurs when the raw material is being unloaded: pulpwood of normal length is arriving alternately with shorter material. The loading staff are at their wits end to know how to sort and sling this cargo. There is a shortage of unloading areas for industrial wood chips and up to 40 freight cars are needed for this every day. At times they must wait their turn for up to 20 or even 40 hours.

But no sooner has a line of them formed when first one crane, then another breaks down. The mechanisms are old and have just about had it. Whereupon a braking effect begins along the entire chain of cars. Quite often, up to 500 cars loaded with timber are assembled at the approaches to the Combine, paralysing both train movement and shunting operations.

When you take a close look at the spur lines leading to the Combine, not only in plan view but also in profile, as they say, a depressing picture emerges. While there is no point in depicting all of the shortcomings and defects, suffice it to say that derailments and damages to freight cars are frequent, with the need for additional heavy fines.

Of course, the Combine has its own track installation crews, but they are underqualified and lack the necessary machinery and tools. The Gorkii railway workers must also accept part of the blame. They interpret their partnership with the papermakers to mean: "We made a bargain with you that we would keep you supplied with freight cars, but you are not sending paper to our publishing house".

The fact is that at the Combine they are just now assembling the eighth papermaking machine, which will produce 200,000 tonnes annually. The raw material is to be waste paper: neither a lot nor a little - a million tonnes a year. This means that to provide for shipments of the raw material and finished product there will be an additional requirement for more than 10,000 cars.