

There can be no question that the idea put forward about the redistribution of resources needs to be examined in detail and analysed from all sides. Obviously it will not be a cure-all. But to put it into effect with possible variants is simply a necessity. There is nothing to indicate that over the next two or three years the situation with respect to the supplying of the railway network with wooden cross-ties will undergo any radical changes.

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Pre-Winter Track Repairs on Transbaikal
Railway Halted by Lack of Cross-Ties

At the height of the summer track repair season the Belogorsk mechanized track repair station No. 46 was inactive for a period of one and a half months. Its workers received a mere pittance in wages and were on the verge of strike action. Also experiencing wage losses were the machinists of the Blagoveshchensk station's locomotive turnaround depot. This was because the dilapidated state of the cross-ties had made it impossible to keep to the timetable and ensure normal speeds on the line. Speeds were restricted over 22 kilometres of the Belogorsk - Blagoveshchensk branch line. The reason for all of these misfortunes was the same: in the entire Svobodnyi Division of the Transbaikal Railway there are practically no new or disused ties with which to make the tracks ready for winter.