

TIMBER AND WOODWORKING

Railway Tie Replacement Situation Reported Stretched to the Limit

I have just had occasion to read an important telegram at the headquarters of the "Krasnoyarsklesprom" Association. It recommends that "... representatives of the railways meet with directors of production associations of the Ministry of the Timber Industry for the purpose of negotiating and renegotiating agreements for 1990 and 1991 so as to ensure that the resources allocated and remaining for cross-ties and beams, in accordance with a preliminary communication from USSR Gosplan, be kept at the current year's level."

"This is the third time in six months that I have flown to Krasnoyarsk", complains A. Plakhotin, the Deputy Head of Route Servicing for the Odessa Railway. "Soon, our trains won't have anything to run on, for not only have we been undersupplied with cross-ties year after year. We are being undersupplied now."

V.G. Shubin, the Deputy General Director of "Krasnoyarsklesprom", was unable to gladden the heart of his southern visitor. He had no cross-ties at all and advised the latter to turn to the producers, after first enticing them with some sort of "mutually advantageous arrangement."

One hesitates to enquire, even rhetorically, how the Odessa Railway could awaken the interest of the woodworkers. On one occasion, for example, they asked U.A. Plakhotin for a carload of chocolates, but he was unable to fulfill the request as the railway doesn't haul confectionary.