

experts explain, the bank will need to apply corresponding sanctions. Something else is also clear: it will not be possible to introduce a number of planned benefits for certain categories of railway workers to pay for night duty, hot food, etc. since it is no longer possible to accumulate the necessary funds by the required deadline. Who is going to compensate the northern workers for all of this?

Moreover, the railway workers are still not certain that they will succeed in recovering the more than five million (rubles) which is actually missing from their bank accounts. They say: "We'll submit it to arbitration, but who knows how that will turn out." What is missing is a conviction that right will triumph.

For a number of days already, the prescribed number of empty rail cars have also not been recorded on dispatchers' charts. In November, a large number of open cars had to be sent eastward to the Kuzbass or even further - as far as Neryungri. To bring them back now and restore runs of empty cars in the trans-Arctic region will, of course, not be possible within the time frame allowed. This, too, represents losses.

On November 30, when the time of reckoning had come, the November indebtedness for Vorkuta was known: more than 920,000 tonnes of coal had not been shipped to customers.

The indebtedness for December has already been planned. During the first ten days of the month the average daily demand for cars to be loaded is 200 units below the norm. This corresponds exactly to the daily shipment of fuel from the "Vorgashorskaya" Mine, which remains on strike.