

of Transport-Related Construction Works, that is, the "Tyumenstroiput'" Association and the "Surguttransstroi" trust.

Here are some examples brought to light by the Chief Engineer of the Administration for Industrial and Technical Equipment Supplies and Acquisitions, V. Slaikovskii, and an Engineer from the Capital Construction department, L. Gerasimenko. Lyudmila Izosimovna showed the economic side, while Viktor Andreevich uncovered the negative consequences of the "stretchable timetables" applied to the construction of major transport construction projects.

Nizhnevartovsk-1 station. In accordance with the draught plans for the fourth phase in the construction of the surface facilities of the Samotlor field and the development of the station, construction of the tenth rail line began in 1981. Had the usual standards prevailed, the project should have come on line back in the middle of 1985. However, the work still isn't finished. That means that one of the two existing lines is still preempted by the construction and installation enterprise which is responsible for building the platform. Passenger trains use the second line. The station is closed and can no longer handle trains bound for the power station or for Vakh station.

The overbridges at Nizhnevartovsk-1 are still under construction.

At Vakh they have not built housing, a water conduit or services and technical buildings. Nor have they brought in communications links, power lines, etc.