

It is evident that the direct losses include the demurrage of rolling stock, losses associated with starting-point operations and freight traffic and compulsory fines for failure to deliver freight to the lines of destination. All of this has fallen to the lot of the Vorkuta section. There was a shortage of trains and the railroad workers of the entire Pechora corridor - the Solvychegodsk and Sosnogorsk sections - suffered a corresponding loss of revenue.

The people at Vologda - the last on this coal run - suffered losses in end-point operations. In addition, the shipping of metal was sharply reduced, and the shipping of coke and (furnace) charge (coal screenings for heat generating stations) slowed and later halted altogether. Consequently, all other sections of the Northern also failed to receive some freight for transport, as well. What else?

"One has to remember," continues Vladimir Petrovich, "how we were working at the beginning of October. We were striving to exceed the plan for coal extraction and shipping. Every day we transported out of Vorkuta more fuel than required under the increased government goal set for us and our allied enterprises. Everything was geared to this rhythm. If we could keep it up, both the coal miners and the railway workers would receive millions in above-plan profits."

I have previously reported how the locomotive drivers of Vorkuta, since they had no work, were virtually forced to accept welfare - two thirds of average earnings, as stipulated for involuntary demurrage. But this, as the saying goes, was only the tip of the iceberg. The actual reduction in pay for last November will become the legal basis for taxation and for the labour remuneration fund in the fourth quarter of next year, even if normal pay is credited for 100-percent fulfillment of the plan. As the