

Long Delays In Northern Railway Construction

Turning east just after Surgut, the railway line runs across the taiga toward the capital of Samotlor. Here, at Nizhnevartovsk the passenger service ends, but freight trains continue on through Severnaya, Savkino and Vakh stations, filling with railway cars the broad network of branch lines which runs through the industrial zone of this oil-producing city. Last year alone the "Nizhnevartovskneftegaz" Industrial Association received 34,663 loaded freight cars. Of these, 20,420 were destined for the largest of the Association's subsidiaries, the Administration for Industrial and Technical Equipment Supplies and Acquisitions, which operates thirty five kilometres of branch lines.

For many years the railway workers and oil-field workers suffered from not having their own Industrial Railway Transport Enterprise. But then last year such a linking unit between the station workers and their clients appeared. The Enterprise took on the responsibility for the main work on the branch lines and then came to an agreement with the oil field workers to start offering them rolling stock loading and unloading, as well as warehousing services. The railway workers helped ensure that the operation of the system handling the growing volume of freight traffic functioned more efficiently, especially now when new oil fields are being opened up on the left bank of the Ob'River, in the Orekhovo-Ermak and Ketovo regions.

However, a lot of problems remain to be dealt with at the Nizhnevartovsk centre. The main problem is the long delays which have become chronic afflictions of two subsidiaries of the USSR Ministry