

they need to. Although the station is regarded as a category 2 structure, it has evolved into one which meets category 1 requirements. This means that the section can easily handle any volume of freight traffic.

The supervisors particularly stress the importance of accurate information regarding incoming freight. This information is received from Pechora three times a day and makes it possible to shunt the equipment and prepare in advance to receive freight from the plant, which may arrive by one of several routes and be unloaded at numerous points.

"We have no grievances against our clients", says N. Uleshov, "The major recipients have special railway transport units."

For example, just one such small unit processes up to five thousand freight cars each month. The units "Severpromstroya" and "Usinskstroya" are well-equipped. There is, therefore, none of the notorious demurrage of rolling stock on spur tracks.

Usinsk will become the major crude oil station in the Komi ASSR. It already has a first-rate switchyard with eight tracks, a small gravity yard and two shunting engines. In addition to this, the construction of a filling platform connected by a high-capacity pipeline to Kharyage has almost been completed. Everyone is anxiously waiting for work to begin on the oil deposits.

"One may get the impression that we have no problems here, that we are prospering and without a care in the world. This is not the case at all", says N. Uleshov. "People are streaming to the new