

to do would be to take the reinforced concrete items produced by the Association, load them onto railway flatcars and ship them off by rail from Kharp to the neighbouring town of Laybtagi. From there you transship them onto ships and dispatch them to the customers, who are setting up the oil and gas-producing fields and who are investigating the underground resources of the Yamal and Ob' basin regions. Not at all!

In fact, the "Yamalneftegazhelezobeton" Association of the Ministry of Oil and Gas Industry Construction Works loads its goods onto railway cars, which are then dispatched via Kotlas - Kirov - Tyumen' and Tobol'sk to Novyi Urengoi. And the rail system of the Ministry of Railways isn't even involved. In fact they use the tracks of the Temporary Exploitation Department of the Ministry of Transport-Related Construction Works to Yamburg. This goes on all year round.

What kind of economic accounting system can we be dealing with here? Moreover, there is a temporary agreement between the Ob'-Irtysk Steamship Line and the Northern Railway Administration on the stockpiling of freight for transshipment from rail to river at the river port of Labytagi. However, the railmen are not living up to this agreement.

The situation at the river port of Sergino is the same. The port is located at the eastern end of the railway line, which runs from the Central Urals /Srednyi Ural/ to the Ob', where the rails run right up to the left bank of this great river. Naturally, the gas and oil field workers, the geologists and other specialists employed by the Ministries' enterprises and by various other agencies, who are involved in developing the Western Siberian oil and gas industries, expect that their freight will arrive from Sergino, however...