

a portion of BAM to its balance sheet, the Far East Railroad will obviously not be able to make both ends meet and will be forced to ask the ministry for an increase in the income distribution ratio. So would it not be simpler to give it to BAM?

Switching the positions of course does not change the sum. And it's a waste of time to believe that by replacing one owner with three BAM will become profitable. The losses will be the same - they will simply be hidden.

How would neighbouring lines profit from this action? Why hang a stone around their necks? Point being, the stone's in a gem setting. There are things which BAM can make money off of (do forgive me for the expression): the latest equipment and technology; materials in short supply. After all, quite a bit of money is still available: according to plan, another 1.6 billion rubles remains to be appropriated. Only for....the Trans-Siberian railway. There are a lot of bottlenecks here, you see.

Generally, the new line could turn into an appendage of the Trans-Siberian railway and people would start to disperse... Could it be that nobody is concerned about this? Maybe the builders of this All-Union top-priority construction project. What's it like for the person who gave BAM the best years of his youth, his strength and his health, working honourably throughout three five-year plans, to learn from the newspapers that he built a "monument to stagnation?"

V. Degtyarev, head of BAM's construction board, figures that "In the course of reorganization,