

120,000 square metres of dwelling space equipped with all amenities. This means that over two thousand railroad workers' families will become new settlers.

"The builders of the Bamtransstroi Industrial Design and Construction Corporation will doubtless be equal to their tasks and even more. For example, we proposed that in building a second track on the Little BAM they utilize around 70 million roubles, while they are ready to take on a counter plan and to do nearly twice as much. My own feeling is that the same thing will happen on the main BAM that parallels the latitude line.

It is true that the suppliers presented us with a New Year's "surprise". The Minsk Machine Tool Engineering Corporation, the Bryansk enterprise and even the Simferopol' Electrical Engineering Plant, belonging to our Ministry, sent telegrams refusing deliveries for the Baikal-Amur Main Line. The reasons vary. Some are beginning new series production, others are renovating, still others have been put in a bad position by someone...

"Overall, it is a difficult situation, but nonetheless I hope that we will come to a mutual understanding with our suppliers, that the BAM will be put into permanent operation and that by 1990 it will begin to operate normally. It will become a railroad equipped to a first-class level, a line to whose construction our entire multi-ethnic country has contributed a great deal. People from Belorussia and Latvia built the Taksimo section; others from Uzbekistan, the Kulanda track; still others from Bashkiria, the Zeisk section, and so on. Each station on the Baikal-Amur Main Line preserves the warmth of the fraternal hands that build it and bears the impress of an ethnic colour..."