

they could generate twice as much heat as they do now. The heat engineering laboratory told the Bogotol locomotive depot what had to be done to increase the heat output, but the managers of the heating plants not only did not put the simple technical recommendations into effect, they did not even care to remove the scale from the boilers.

An extensive heat loss takes place during the heat transfer. The ducts have been laid in swampy ground; with freezing temperatures they become torn and twisted. But this is considered to be a matter of course.

The reasons for such indifferent attitudes toward the city's neglected heat engineering must be sought partly in the expectations that the Bogotol leaders associate with the projected powerful railroad heating plant.

Once it is in operation, it will be warm everywhere - says the first secretary of the District Committee of the CPSS, N. Ozeredenko. It will have sufficient capacity for about six years, and then we'll see.

However, it is imperative to attend to the problem right now.

The new heat plant is being built by the same CAE-378 team which is to blame for the suffering of innocent people in apartments full of holes. Expecting to complete this project in 1988, the district authorities and the client - locomotive service administration - are relying on the method of collective involvement, in other words, hoping that the entire town will pitch in...