

of railway overhaul workshops at Evoron overtaking station, preservation of individual facilities and railway lines. Unused production assets could be leased; empty plants could be put to new manufacturing uses. An opinion was expressed to the effect that it would be worthwhile not to go ahead with the construction of some facilities (these being mostly depots and maintenance shops). But BAM manager V. Gorbunov immediately rejected this proposal: "BAM's future will not be sacrificed to immediate advantage."

But he supported the idea of addressing a request to the USSR Council of Ministers to reevaluate fixed capital. It is presently valued according to the old [expense-oriented scale]. Fixed capital value includes, for example, expenditures on the construction of all kinds of temporary structures, temporary roadways, ports, berths - everything to which the railroad bears no relationship, but for all of which it nevertheless pays.

But we'll look truth in the face: all these measures will not remedy the situation. Losses of course will be reduced, but the line won't become profitable. Nor can it be expected to. After all, it's a pioneer line and freight-flow will increase with the development of bordering regions.

At the same meeting, I. Minenkova, assistant head of the economic service, quoted representative figures. According to economists' calculations, subsidies earmarked for BAM will increase until 1990 and will amount to 248.5 million rubles. They will then gradually decrease. Whereas in 1989 (the year BAM is put into operation) 76% of fixed assets will comprise subsidies, in 1995 they will fall by a