

- About what would you like to speak at the congress?

- About our most heartfelt concern. BAM's technical equipment, painful as this admission may be, is far from meeting present-day standards. In some points, during the many years that the railroad has been under construction, its design has become outdated. In the Bamovskaya-Tynda-Berkakit sector, the plan called for laying rails of the lighter type R-50 on sand and gravel ballast. The use of new, powerful diesel locomotives and the passage of heavy rolling stock have increased the load on the road, especially on small radius curves. This has resulted in intensive lateral wear of the rails.

- And another thing: the little BAM has already exceeded its carrying capacity and it is necessary to build a second road. The blueprints are ready, but there is nobody willing to undertake construction work - there is no general contractor. In addition, acting on the request of the Moscow State Institute of Transport Planning, the ministry has cut the project's budget by approximately 50 million, excluding the devices of automatic blocking and centralized dispatching presumably for the time being - until the 13th five-year plan, when electrification of this sector will begin. How then can we increase the railroad's capacity? Remember that by 1990 the demand will increase by 40%.

- Our relations with the designers are far from what one would expect from business partners. For instance, the engineers of the Tynda car depot had asked the designers to develop a system of centralized supply of oxygen and propane/butane required for cutting torches. The deputy to the chief engineer of the Moscow State Institute of