

In general, everyone adopted an attitude of indifference and left the matter to the USSR Ministry of Railways to decide. The paradox is that a single department [USSR Ministry of Railways] is left to decide the fate of a railroad which must become the first step in the fulfillment of a State, and hence non-departmental program for the development of new regions.

And so it agonizingly seeks ways to rid itself of the heavy burden that is BAM with its losses and very complex problems, and which will certainly take more than one five-year plan to resolve. But does the answer lie in the proposed reorganization?

To be honest, the situation really became more than strange after BAM was awarded the Challenge Red Banner of the USSR Ministry of Railways and the central Committee of the Trade Union of Railway Transportation Workers on the basis of the outcome of All-Union socialist competition: award, then... liquidate!

Let us turn to the language of facts and figures. What will reorganization give? A savings of less than 3 million rubles as a result of the elimination of the railroad's administrative apparatus. What will be done with the remaining 232 1/2 million rubles in losses, which, for example, are projected for next year? They will obviously have to be covered by the earnings of the three neighbouring railroads, among which it is proposed that BAM be shared out. And are these earnings substantial? The Far East Railroad, for example, is considered profitable thanks only to its use of the income distribution ratio, which is 1.55. By adding