

In order to eliminate all these deformations in the roadbed, we must develop special construction standards applicable to the Ministerial agencies concerned. As recently as a year ago, officials decided to prepare such standards, but things have gone no farther. Without standards, the design institutes know neither what to do nor how to go about it, since they have not previously run up against such a problem.

Two years ago, VNIIZHT [the All-Union Scientific Research Institute of Railway Transportation] took the initiative and presented to the Central Track Board a program to stabilize the roadbed on the Eastern and Central sections of the Baikal-Amur Main Line, but this proposal, too, sat quietly in the desks of the key managers. The cost of this work was to have been about 40 million roubles. Against this figure, we see annual unproductive operational expenditures, due to roadbed deformations, of over 10 million roubles. Obviously the game is worth the candle.

Nowadays the press often voices the opinion that the resources invested in the Baikal-Amur Main Line have been squandered. In rebuttal, I would cite the dictum at the beginning of this article and stress that I consider this railroad to be the common property of our many ethnic groups. It will bear fruit for future generations like a garden that has been planted. It must, however, be put in order. Inaction here will be ruinous. Only if the Baikal-Amur Main Line remains as an individual