

but I myself witnessed, last autumn, the uprooting of a remaining forest outline at the Kamnega Siding. Tractors are tearing stumps out everywhere, although the builders have agreed that this is harmful. They, however, have no right to refuse this work, since it is in the design and checked by the customer. The right-of-way generally presents a dreadful picture: the living organism of the "mar'" has been crushed and buried under dead earth. The State commission, however, as formal acceptance practice has shown, does not notice this. Just who will stop the axe and bulldozer blade poised to strike the natural environment, if only on sections that have not been put into permanent operation?

The embankments are unfortunately not alone in their deterioration: a similar fate has overtaken the railroad cuts, where slopes have washed away and crumbled, silting up drainage ditches. Everything is flooded and frost heaving, track sagging and water over ice are frequent. The drainage situation is being aggravated by the power transmission poles, since they have been purposely placed directly in the drainage ditches, from which they must be immediately removed. A commission organized by the two ministries [Railways and Transportation Construction] had indicated that the design institutes and the general contractor should plan and implement a set of measures to repair deformations (even on track sections already put into permanent operation) in about thirty cuts. This will be a major operation, but because the Ministry of Railways has not become involved, no one has begun it. Resources are needed to accomplish the task, but they are not being allotted.