

At the same time, authorities have organized courses to train builders in the special construction techniques necessary in an earthquake zone.

Gudok

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The BAM: Progress Update

On 12 December, the overall freight dispatch plan for the Baikal-Amur Rail Line was met ahead of schedule. The railroad workers on the newest line in the country greeted this event with hope and optimism, although the year to come promises to be very difficult.

Viktor Fedorovich Degtyarev, Chief, Board of Directors, BAM Construction, and First Deputy Chief of the Baikal-Amur Railroad offers his comments.

"Four integrated projects in their start-up phase will go into operation in 1989: the Zeisk-Tungala, Chara-Taksimo and Taksimo-Angarakan track section, and the permanent bypass of the Severomuiskii Tunnel. Not until now has so much completed construction work been handed over at once on the Baikal-Amur Main Line to acceptance authorities for use in transport operations. The scale of work lying ahead is impressive. Over the next year, construction organizations must put into operation fixed assets to the value of one billion 300,000 roubles and utilize over a half billion roubles of capital investment. We shall accept for permanent operation about 600 kilometres of track (including the bypass) and shall bring into use