

number and complexity of its installations. Here drastic cuts in manpower would be very difficult to effect.

Keeping people fully occupied is another matter. In other words, increasing traffic volume. But here it doesn't hurt to gather momentum, as they say. The line is still under construction. It is a giant building site. Two sections have still not been put into service. And this represents 550 of the entire 3,200-km line. Nevertheless, BAM is today ready to take on transit traffic between Lena-Vostochnaya and Komsomolsk-na-Amure. 1-2 trains for the present, 20 and more later on.

Coal-train runs from Berkakit through Tynda to the east and west have already been tried out. These runs must be made regular. Shipments of southern Yakut coal and lumber from areas adjacent to BAM might also be increased as a result of the development and construction of branch lines. This would provide additional profit.

Operational costs may also be decreased by improving production and administrative structures and through better economic management. Sizeable savings will most likely be made through more efficient work organization, more efficient use of equipment and facilities, and the elimination of flaws and train crashes.

A major discussion took place on this topic during a technico-economic meeting held at the headquarters of the railway administration, to which all services presented their estimates. Many ideas were voiced, i.e., integration of all districts of civil workings into one powerful trust, elimination