

**BAIKAL-AMUR RAILWAY PROJECT  
(BAM) NKPS  
(СССР-Ж)**

The Baikal-Amur Mainline (*Baikalo-Amurskii Magistral* – BAM) is a railway line traversing Eastern Siberia and the Far East. It was built in the 1930s as a strategic alternative route to the Trans-Siberian Railway, especially to the vulnerable sections close to the border with China. Most of the eastern section was built during the war, mainly by GULAG prisoners and German and Japanese prisoners of war, of whom many died. In 1953 construction work on the BAM stopped and it was finally declared complete only in 1991.

The Bamlag, formed in 1932 to provide labour for the BAM, was one of the large labour camps formed in the Far East of the USSR. Its administration was co-located with the BAM headquarters at Svobodnyi (Amur province) and its divisions were located in a wide territory from Irkutsk to the Lower Amur district. There were 255,300 prisoners in this camp system in May 1938.

Starting in 1935 a number of aircraft were used for surveying, transport and liaison duties within the BAM project (known from August 1937 as the Bamtransproekt). They were registered to the People's Commissariat

The first aircraft registered to BAM in 1935 was Tupolev MP-6 СССР-Ж1.

for Communications (*Narkomat putei soobshcheniya* – NKPS), from 1938 to the Main Directorate for Railway Construction (*Glavnoe upravleniya Zheleznodorozhnoi stroitel'stva* – GU ZhDS), which was subordinate to the NKVD from February 1939. The first was a PS-7 (MP-6), СССР-Ж1, which was acquired in April 1935. In 1936 a large area was photographed and surveyed by this aircraft with L G Krauze at the controls.

Air stations were set up at Nizhneangarsk, Bratskoe, Irkana, Nelyaty, Sovgavan', Komsomolsk-na-Amure and at other places. The most numerous type used was the MP-1/MP-1bis flying-boat, of which 26 were obtained in 1937-40. Six Sh-2 amphibians were delivered in 1938 and three G-1s, six P-5s and 13 U-2 variants arrived in 1938-41. The only addition during the war was a pair of PS-84s that were delivered in September 1943.

When the war started in 1941 the BAM air unit remained intact because the maps produced were deemed as a military asset. However, in August 1942 most of the personnel were transferred to the military.

**DAL'STROI**

See under GULAG.

**DINAMO  
FOOTBALL CLUB**

The Dinamo football club was formed in 1923. Its Khar'kov section obtained the first prototype of the Yakovlev AIR-6 in 1933. Dinamo aircraft did not have proper registrations, but carried a blue letter "Д" (Cyrillic D) inside a white rhomboid as an identity marking.

A rare photo of the first prototype of the Yakovlev AIR-6 with Dinamo emblems. In the background is Avianito-1 СССР-Л1474. Tushino, 1937.



Beriev MP-1bis СССР-Ж3 was used by the BAM railway project administration.

