

The convicts worked under inhuman conditions - terrible cold of winter, midges and mosquitoes in the summer - they laid every kilometer of track at the cost of their lives. In good order the machine of repression delivered new batches of "enemies of the people", and the rails advanced. By 1953 trains were already travelling here from Salekhard to Nadya, and construction of the roadbed had been completed over the entire route.

After the death of our "leader and teacher" construction was halted and the camps were closed. And so stands to this day that monument to past years of cruelty and coercion. The rails have been eaten away by rust, the ties have rotted, buildings have collapsed, enormous quantities of national resources have been squandered.

But no amount of money can be weighed against the lives of those who died, nor can it heal the tens of thousands of broken destinies. Some sources indicate that nearly 100,000 prisoners worked on the construction project. How many died, no one knows for sure.

Photos depict a collapsed bridge, ruins of camp headquarters, and a camp guard tower.

Gudok
2 October 1990
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TRANSPORT - WATER

Norwegians Receive Training for Joint Operations on
Northern Sea Route

The day is not far off when foreign merchant ships, accompanied by Soviet nuclear-powered icebreakers, will be plying the Northern Sea Route. In September regulations were confirmed for foreign ships travelling this main arctic thoroughfare. Preparations for joint