

World War for strategic purposes to provide access to the Barents Sea, which does not freeze over, it remained little used. Only since the Revolution did the main line take on a second life, becoming the main artery for the rapid development of the inexhaustible wealth of the Kola Peninsula.

A mighty factor in advancing the development of the management of the railway was the decree "On prospects for the development of Murmansk and the reconstruction of the Murmansk railway" adopted in January 1932 by the Sovnarkom. The basis of reconstruction was electrification, which was carried out as a rapid pace. Trains had already begun to run between Kandalaksha and Apatity Station by November 7th, 1935. These trains were drawn by the first Soviet locomotives of the VL19 series. A new page was turned in the development of the railway - electrification, which was followed by the construction of secondary lines, and the introduction of the most up-to-date signals and automation.

The industries connected with the mining and processing of minerals developed at a rapid tempo on the Kola Peninsula. The Kola Peninsula is a preserve of minerals: of the three thousand minerals known to science, more than eight hundred have been found here, some of which are unique in their associations and economic importance.

The effort and resources invested in the development of the natural resources of the Kola Peninsula have made it possible to develop its productive forces. Now Khibiny is being succeeded by the no less wealthy Kaivy. The oblast is becoming an oil-producer.

We could not imagine our life without the sea. Since the late 20s, the Oblast has become the country's fish getter.