

and fifty kilometers long, now stays open in summer as well. Quite a few bridges have been put up and accommodations for drivers and boiler houses have also been constructed. However, even in winter we make good use of the road. We dispatch heavy truck convoys, which are capable of delivering forty and more tonnes of coal in one trip."

Grigorii Ivanovich led a truck convoy, which had gone to pick up fuel from Tiksi for delivery to Kular. They had to drive their trucks over the frozen Laptev Sea, where snow storms sometimes prevented them from seeing landmarks or dangerous crevices in the ice. These Arctic truck drivers bravely tackle the snow-covered ridges and the channels of the rivers Chondon and Irgichyan and the Borso stream. They efficiently carry out difficult runs over the forest-tundra of the Yano-Indigirka interfluvium. Among these experienced drivers are M. Zaraiskii, I. Boev, the brothers Aleksandr and Aleksei Kul'pin and their comrades. Their cargo was destined for the employees of the Deputatskii lead producing combine, one of the most northerly placer mines, "Tenkeli", and mountain of the same name.

And now the "ice shipping season" is drawing to a close. Farewell, winter ice road, until next November.

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"Footware" for All-Terrain Vehicles

The products made by the Nizhnevartovsk tire makers are widely known among the drivers and farm machine operators of the Soviet Union. This year the