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GRADING OF SOURCE BY OFFICE OF ORIGIN						SOURCE'S OPINION OF CONTENT					
COMPLETELY RELIABLE	USUALLY RELIABLE	FAIRLY RELIABLE	HOT USUALLY RELIABLE	NOT RELIABLE	CANNOT BE JUDGED	TRUE	PROBABLY TRUE	POSSIBLY TRUE	DOUBTFUL	PROBABLY FALSE	CANNOT BE JUDGED
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THIS IS UNEVALUATED INFORMATION

SOURCE A Pole born in Russia of Polish political prisoners. In the early months of World War II he was captured by the Germans and later recaptured by the Soviets. As a political prisoner, he spent time in Odessa, Ukhta, Vorkuta and Kolyma. He escaped from a slave camp in 1942 and made his way south in the USSR, finally escaping to the Middle East in 1944. He served as an officer in the Anders Army.

1. In 1941 there were many Soviet army officers and engineers in the Kolyma area. They were based in Magadan. There were also NKVD men, but I have no detailed information on them. Guards in the slave camps were often criminal prisoners, men who had murdered and stolen. The organization of prison camp guards was known as VOXR (Military guards).
2. The "free" people in Kolyma are mostly ex-prisoners, people who theoretically were released to return to their former homes. In fact, however, they were obliged to live in slave camp areas because if they returned home, they often were arrested on some charge and re-sentenced to slave labor. Most people "voluntarily" remained in the camp areas, where the life was admittedly bad, but still a little better than actual camp life. There was no travel between communities.
3. There were about 2,000 free people in the Sredne-Kolymsk area and about 30-40,000 prisoners. In addition, there were transit camps in all of the Kolyma region, which were particularly busy in the warmer summer months.
4. I was in a transit camp for a short period, during which I worked on the Magadan air field. This field had two crossing strips, each about 1 1/2 mi long. At that time the main strip was half-paved, but work was being done to pave it completely. The cross strip was narrower and not paved. There was much air activity at the field. We saw mostly slow two- and four-engine planes, but there was also one very slow six-engine one which we called the "cow." Prisoners were often transported by plane, and I am sure the gold was flown out of the area.
5. Construction of airfields seemed to be a major activity in the Kolyma region. There was a small field at Sredne-Kolymsk with one hangar. I do not know of other specific locations.
6. While I was in the area, prisoners from several camps (30-40 men) were working on a highway from Nishne-Kolymsk to Magadan. This was simply a wide dirt road which had logs thrown across it to pack it down. It was usable only from September to November. In the summer mud made it impassable; in the winter snow blocked it completely. This was the only highway I knew about in the region.
7. I know nothing of railroads up there, but there was talk that a line was to be built from Kolyma [sic] to Dudinka.

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