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RECONSTRUCTION AND RESTORATION OF THE WORK OF THE DNEIPER HIGHWAYS IN 1943 - 1945

Abstract.

The article examines the reconstruction work on the railway transport infrastructure of the Dnieper region, which is important in economic and strategic terms. This region after the Nazi occupation inherited a critically destroyed state of railway transport, and for the reconstruction of industrial enterprises, Dniproges railway network was extremely necessary. Reconstruction of the railway, its work was important not only for the revival of the Dnieper region, but also the southern regions of Ukraine. A significant team of railroad workers was formed. Gradually the level of their professionalism increased, the social sphere was revived.

Keywords: Dnieper railway, Dnipro (Dnipropetrovsk), Zaporizhia, railway transport.

Reconstruction processes on transport in different regions of Ukraine took place differently and had their own peculiarities. Therefore, studies on the regional history of the Second World War are on time, because they allow us to clarify the specifics of the processes that took place in Ukraine during the years of economic reconstruction, and thus understand the basic patterns. Today, in terms of partially destroyed economy of Donbass, it has an applied nature.

To study the problem of some importance are some published works: "Dnieper Railway" [7], "Restoration of the Dnieper. Documents and materials", other scientific researches [3].

A brief reference to the history of the Dnieper highway shows that its construction began in 1875, the routes of which provided access to the seaports of Kherston and Tavriya provinces, and also provided bread supplies to the central provinces of the Russian Empire. In terms of freight turnover, the highway took first place among all in the Russian Empire in the early twentieth century. In the 1920s, the Yevpatoria-Sarabuz and Dzhankoi-Armyansk tracks were built. On January 4, the highway was renamed Stalin's, and in 1961 a new one was named Prydniprovska. The highway served large industrial centers of Ukraine: Dnepropetrovsk, Zaporozhye, the territory of the Kherson region and the Autonomous Republic of Crimea [8].

The German-Soviet war completely changed the lives of railroad workers. Hitler's command at all costs tried to keep the Zaporozhye place of arms, as its loss entailed the loss of the Crimea [10, p. 234]. Therefore, neither the Wehrmacht nor the deep German rear could do without transport infrastructure [2, p.11]. This was

typical for the Red Army, because after the departure of the occupiers, the existing fleet of road and rail transport in Ukraine was insignificant [2, p.59]. Therefore, there was an urgent need to rebuild the railways.

Before the war in Dnipro (Dnipropetrovsk) there were: locomotive repair, car repair, switch, traffic light and electrode plants. In Zaporozhye - locomotive repair. Personnel of highly qualified railway workers were trained at the Dnipropetrovsk Institute of Railway Engineers. The commissioning of the above-mentioned enterprises and institutions created more favorable conditions for the reconstruction of the transport network of the region and Ukraine. "11. Central State Archive of Public Associations of Ukraine (TSDAGO of Ukraine). F.1. Op.77. Ref.47. Arc. 28].

Troops of the South-Western (since October 20, 1943, 3rd Ukrainian) front under the command of Malinowski R.Y. from October 10 to 14, 1943, the left bank of the city of Zaporizhia was liberated from fascist invaders. The battles for the island of Khortytsia lasted until December 29, 1943 [10, p.242]. Soviet troops completed the liberation of the left bank of the Dnieper (Dnipropetrovsk) on September 20, 1943 and from there struck at enemy positions on the right bank. Almost a month later, on October 25, the city was finally liberated from the Nazis [1, p. 93, 96].

In the spring of 1944 there were battles with the Nazis on the territory where the paths of the Stalin (Dnieper) railway ran. On March 15, stations and railways on the right bank of the Dnieper River were cleared of fascist occupiers [7, p.156].

The invaders retreated, tore down 3,500 turnouts and 4 tunnels, destroyed 38 large, 35 medium and 602

small bridges, damaged equipment, causing damage of 1.4 billion rubles [7, p. 157].

A major problem for the advancing troops and railways in Ukraine and, in particular, the Dnieper region, was the reconstruction of bridges. On the roads of the North-Donetsk, South-Donetsk, Southern and Stalinist highways of the railway bridges, the occupiers tore down and burned 2087, or 80 percent [11. CDAGO of Ukraine. F.1. Op.77. Ref.47. Arc. 209]. During the retreat, the occupiers destroyed two bridges in Dnipro (Dnipropetrovsk) with a length of 1524 and 1383 meters and in Zaporizhia bridges across the old Dnieper - 370 m and the new Dnieper - 738.1 m. [11. TSDAGO of Ukraine. F.1. Op.77. Ref.43. Arc. 43].

Reconstruction of bridges significantly affected the supply of troops advancing on the territory of the Right Bank of Ukraine. A temporary wooden bridge on the Dnieper River in Dnipro (Dnipropetrovsk) was built within 33 days, on which on December 10, 1943 the echelons began to move. Until now, there was a pontoon crossing [7, p.159].

In the area of Dnipro (Dnipropetrovsk) from October 25, 1943 UBVR of the 3rd Ukrainian Front for 7.5 days, built a railway pontoon crossing, which played an important role in providing troops that expanded the place of arms on the right bank of the Dnieper. From November 14 to December 11, 1943, 247 trains (12,266 cars) with cargo for troops passed through the bridge. [4, p.212].

In the area of Dnipro (Dnipropetrovsk) bridges were renewed in two stages. First they built a floating, then high-water temporary bridges on the bypass. A special pontoon-bridge regiment from the rear areas arrived to perform the work. Together with the railways, 156-meter-long overpasses were built. The transition itself was built for 8 days, laying 105 meters daily [4, p.211].

At the same time, a high-water bridge was being built, for which 1,088 piles were driven in, and 192 span structures weighing four tons each were installed. 33 intermediate structures of 20-35 tons each were installed, and two overpasses over 200 meters long were erected. The works were carried out from November 1 to December 10, 1943. Difficulties with its operation arose in the spring of 1944, during the ice drift, when the personnel of three battalions built icebreakers around the clock and restored damaged bridge structures [4, p.211].

Also, in order to restore the movement of the echelons, it was necessary to restore the inter-node communication, without which the work of transport is not possible. For this used trophy and domestic equipment. The connection was established on November 30 between Dnipro (Dnipropetrovsk) and Sukhachivka, others stations. Overcoming difficulties, it was possible to restore the connection between the stations of the left and right banks of the Dnieper [7, p.159].

While the work was opening, for the reliability of bridge structures, the Stalinist Railway Department together with the Dnipropetrovsk Institute of Railway Engineers created bridge test stations consisting of: chief, with a monthly salary of 1,400 rubles; Art. engineers (2 people), respectively - 1 thousand rubles; engineers (3 people) 800 rubles; Art. technicians (2 people) 600 rubles [11. TSDAGO of Ukraine. F.1. Op.77. Ref.33. Arc. 93-94]

As soon as the Nazis were expelled from Zaporizhia, the reconstruction of temporary one-and-a-half-kilometer bridges across the old and new channels of the Dnieper began. In Zaporozhia, the enemy destroyed two bridges. The temporary bridge was built downstream, pouring more than 500 thousand cubic meters of canvas. Two more bridges were built across the Old and New Dnieper, 1886 meters long, six medium bridges, and 14 kilometers of road. They were operated until 1952, when they were replaced by capital ones [4, p.213]. At the beginning of their reconstruction was hampered by great destruction. Also, the dam of Dniproges was badly damaged. Therefore, it was decided to rebuild a temporary bridge over the Dnieper River, the island of Khortytsia, through the southern part of the Old Dnieper. For the second time, the railway guards had to build such a bridge. The mini fields on the island of Khortytsia were especially disturbing. The difficulty also lay in the fact that in January 1944 the thaw began and the air temperature rose to + 5 + 8 degrees. The snow was melting. It rained, there was no road. Civil railroad workers and the local population came to the rescue, forming 12 labor battalions of 500 each. Snow and rain prevented the pace of work from increasing. The first stage of the bridge was put into operation on February 22, 1944, which was of special importance during the intense battles of the troops of the 3rd Ukrainian Front with the German invaders on the Right Bank of Ukraine [5, p.361]. The resumption of the Zaporizhia and Dnipropetrovsk railway junctions contributed to the reconstruction of the region's powerful enterprises.

The highway had to be rebuilt in difficult conditions. Enemy planes often bombed stations: once a bomb hit a tank of gasoline and a pillar of fire rose. The flames engulfed the train. But the station chief Moisey Panteleimonovich Tereshchenko, who ordered the removal of trains from the affected area, was not confused, and the fire attracted the attention of the enemy, who continued to bomb the station. The railway workers did not leave their jobs and continued to perform their duties as dispatcher Deiko, train builder Reva, hitchhiker Babenko, and switchman Tereshchenko. They continued to separate the wagons and put them in a safe place, not afraid of the flames that continued to erupt. They did this manually without using a locomotive due to a damaged track. They managed to save 220 tons of food. Two tanks of gasoline remained in the fire. One was punctured and fuel leaked from it. They manually eliminated the hole, extinguished the fire and immediately started repairing the track. No one left the workplace until the station's capacity was restored, and then the echelons began to pass to the front line.

It is worth noting that the scale and pace of restoration work on the highway depended on personnel, production capacity and material resources. The source of replenishment of vacancies in transport were railway workers who were engaged in servicing the railway in the occupied territories and who were not subject to mobilization into the active army. Thus, by the Resolution of the GKO of November 22, 1943 and the decision of the SNC of the USSR and the Central Committee of the Communist Party /b/ U of November 30, 1943, the railroad workers who remained in the temporarily occupied territory were subject to mobilization for reconstruction work. Soviet and party bodies of Dnipropetrovsk, Zaporizhia regions and Crimea registered in

1944 6985 people and 615 workers of other roads [11. CDAGO of Ukraine. F.1. Op.77. Spr.234. Ark. 11]. Also, in agreement with local party and Soviet authorities, local workers were involved in transport. This lasted until July 1944. This practice had a positive effect on the reconstruction of transport, but from the second half of 1944 the replenishment of the highway with local labor significantly deteriorated. This was due to the fact that in parallel with its restoration, work began on the reconstruction of enterprises and institutions of other industries in Kryvbas, Donbass, Dnieper, Dniproges, where local authorities directed the flow of labor. A total of 18,970 local people were hired on the highway. 1135 workers were sent to other highways of the former USSR [11. TSDAGO of Ukraine. F.1. Op.77. Spr.234. Ark.11].

They also used forced labor, as evidenced by a letter from the secretary of the Central Committee of the Communist Party M. Khrushchev dated December 1, 1943 to the heads of regional executive committees of Kharkiv, Sumy, Poltava, Stalin, Voroshilovograd, Chernihiv, Dnipropetrovsk, Kyiv and Kursk regions. that on the basis of the decision of the T-bills of November 22, 1943 "On urgent measures to strengthen the farms of the railways liberated from the German occupiers" all employees, both mobilized and voluntarily recruited into the UBVR system of railways, are assigned to permanent work Decree of the Presidium of the Verkhovna Rada of the USSR of April 15, 1943 "On the imposition of martial law on all railways" and "Statute on the discipline of workers and employees in railway transport." Therefore, the Central Committee of the CP / b / U asks to immediately instruct the district military registration and enlistment offices of the mentioned regions to accelerate conscription into the Red Army and mobilization of these workers for other types of work [6, p.671].

The pace of reconstruction depended on the availability of resources and equipment. Work began on the basis of local resources. Over time, production equipment on objects of transport came from the funds of the NKSHS. In 1944, the reconstruction of 14 locomotive repair plants on the territory that existed before began occupied by Nazi invaders. Then the Dnepropetrovsk enterprise was allocated 152 units of metal-cutting equipment, three compressors. In 1945, 76 more metal-cutting machines and 10 welding units were also allocated to the enterprise. A total of 228 metal-cutting machines and 30 units were involved in the production. This gave at that time the opportunity to implement the state plan for the repair of locomotives and spare parts for them. [11. TsDAGO of Ukraine. F.1. Op.77. File 7. Ark.28].

The revival of railway stations was another important problem of reconstruction. Thus, the station of Zaporozhye station was completely destroyed by the occupiers. Due to the lack of the necessary premises, the shop of the transport consumer society was temporarily used for this purpose. A similar situation lasted until 1947. During this time, local authorities allocated 190 and 123 thousand rubles for its reconstruction. [12. Central State Archive of the Supreme Bodies of Power

and Administration of Ukraine (TSDAVO), FR-2. Op.7. Spr.125. Ark. 226].

The staffing and resource provision of the railway sections made it possible to restore 1,694 km of main and 1,308 km of communication lines on the highway by the end of 1943, and by October 25, 1944, 2,366 km of main roads were put into operation. Also restored 11 stations, 589 production facilities, 30 schools and 137 houses [7, p. 162].

In the process of rebuilding production facilities, the highways tried to solve the social problems of railway workers, youth and children. So, at locomotive repair, car repair and machine-building enterprises of mm. Dnipro (Dnipropetrovsk) and Zaporizhia provided workers with public catering. In April-May 1944, 9 canteens were organized, where 2,470 people were fed, of which 600 were students of FZO. The lunch diet consisted of two dishes, one for breakfast and one for dinner. The quality of food was satisfactory. There were also household enterprises: 5 hairdressers, 3 sewing workshops, tin and watch workshops [11. TSDAGO of Ukraine. F.1. Op.77. Spr.125. Ark.90].

Thus, the reconstruction work on the Dnieper Railway in 1943 - 1945 significantly contributed to the increase of military and economic transportation [7, p.163], as well as the revival of the cities of Dnepropetrovsk and Zaporozhye as important industrial centers of Ukraine.

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