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HISTORICAL SCIENCES

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Mazylo Igor Vasylovych
Ph.D., associate professor
Vinnytsia national
agrarian university
Vinnytsia, Ukraine

FROM THE HISTORY OF RECONSTRUCTION AND WORK VINNYTSIA RAILWAY (1943 – 1950S).

Abstract.

An integral part of the Podillya economy was and remains a railway transport. The region inherited a complex state of transport after a Nazi occupation. Its network was practically disclosed. The first steps on the path of transportation were made in early 1944 and transport began to revive. The role of the Vinnytsia railway as a separate entity in the life of the Podilsky region and Ukraine began to grow. Gradually formed a rather significant staff of railways where representatives of different nationalities worked. Their educational and qualification level increased, the social sphere revealed. Problems of research of domestic history under this angle allows more more clearly to comprehend the economic and social history of the region in dramatic, military years and reconstruction.

Keywords: Podilsky region, Vinnytsia railway, social sphere employees.

Microhistory is developing in European countries. Similar studies are in demand in Ukraine. Patriotic scholars are studying the history of settlements, enterprises, institutions, firms, villages, families. Scientists, Podillya Localview accumulated a factual material that forms a certain vision of the past edge and simultaneously allows you to see the region's place in the national context both in the past and present. After all, Vinnytsya region is located 26.5 thousand square meters. km, Khmelnytsky region by 20.6 thousand square meters. km. This territory is greater than the state of Israel (14 thousand square meters. Km) and such a European state as Belgium, (30 thousand square meters).

Road connections, rolling stock, fixed assets were and remain an important part of administrative entities, and the national economic complex of Ukraine, Vinnytsia and the entire Podilsky region.

In the pre-war period, rail transport was provided by 95 percent of transportation on the territory of Ukraine. The lengths of the ways here reached 20102 kilometers, from 137 thousand km. The operating length of the railways of the USSR. In the USSR there were nine railways – Vinnitsa, Kovel, Lviv, Odesa, South, South-Western, North-Donetsk, South-Donetsk and Stalinskaya (now Prydniprovskaya) highways. There were 348 thousand employees who served railway networks from 2 million 821 thousand of all employees in the NKSC system [10, p.661].

The Vinnytsia Highway was allocated from the South Western road in 1940 as a separate entity and lasted until 1953. The road administration was in Vinnitsa. In technical relation, it was not sufficiently developed because of the then then Western border of the USSR. The unsatisfactory work of the railway manifested itself during the events of June 1940 when it occurred a turning point in solving the fate of another ethnic part of Ukraine – Northern Bukovina and Southern Bessarabia. Podillya at that time was the border margin. Therefore, in order to expand the bandwidth of the main

line, the construction of the Limestro-Mohyla Railway Line - Podolsky - Yampil in 1940 was launched.

Railways in the first days of the war in 1941 provided the needs of the front and rear, and took over the main burden of evacuation of material resources and the population from Vinnitsa, Kamyanets - Podilsky and Zhytomyr regions. They conducted by evacuation processes, mainly, collectives of the largest industrial enterprises and some categories of population of administrative centers of the region. Evacuation had to be carried out in difficult conditions, since the army command tried to use transport until the last minute. Also, transportation of troops, cargo occurred in bombing conditions.

German invaders during the occupation of the region of 1941 – 1944 and indentation destroyed important railway junctions – Kozatin, Zhmerinka, Limestone, Shepetovka, Grechany, whose significance is viewed on the example of the first station located on the main highway Moscow – Odessa, Leningrad / Now St. Petersburg / - Odessa. From this station, the railway tracks are started in the direction of Kovel and Lviv. This railway junction was very destroyed by the occupiers and suffered a bombard of Soviet aviation. On the Vinnitsa railway, the Nazis brought 487 km of major ways, 211 bridges, 5 steam locomotive and car depots, 20 power plants. Losses were estimated to more than 340 million rubles [4, p.465].

The liberation of Vinnitsya region began in December 1943. At the end of December, a large railway junction – Kozatin was released from Nazi invaders. Through it there were important major contributions used by the Nazis in the bend of the Dnieper [1, p.396] in 1944. The Soviet army was liberated: February 11, Shepetovsky Node, March 18 – Station of Zhmerinka, the next day of the troops of the 2nd Ukrainian Front captured Mohyliv-Podilsky railway junction on the Dniester River. On March 20, part of the 1st Ukrainian front liberated the Vinnytsia station, and after a few

days cleared from the enemy city of Proskurov / Now Khmelnytsky / – a railway junction, subsequently Kamyanets – Podilsky [5, p.124] The entire territory of the region on which they passed the tracks of the Vinnytsia Highway, completely released and began to rebuild.

The rebuilt period at the Vinnytsia Trunk began in March 1944. An assessment of this is the order of the head of the railway from 1.03.1944, in which the permissible speed of trains on the released areas of the road amounted to 20 to 45 km per hour [2. Davy.F.136.OP.23.Spr.10.Ark. 14]. The beginning of the rebuild was dictated by military needs in the first place. Also and economic interests: the leadership of the Vinnytsia region with its revival was related to the development of sugar production and livestock industry. [2. Davy.F.136.OP.23.Spr.66, acre.22], replenishment of peatlorosis [2.Davo. F.136.O.23.CII.66, ARC.40], river fleet [2. Davy.F.136.OP.23.Spr.66, ARC.14], other branches of industry and agriculture.

In March 1944, to ensure the offensive of Soviet troops was opened a way at the Shepetovka district–Ternopil [3, p.281].

During the reconstruction great help were labor resources from the local population and warriors– railways, prisoners of war. Thus, fighters 68 restorative battalion 7 – Lieutenant's railway brigade Volkova cross-linking at the Kozatin-Grechany sections organized by the forces of railwaymen Vinnytsia highways: it was gathered 419 people and formed 198 brigades that worked very intensively. There were days when each of them managed to shift 5.6 km. At the section 14 of the brigades, local inhabitants on this operation were trained 47,500 people-days 23 [3, p.281]. To ensure a broad front of the work, in May 1944, 6,000 workers were mobilized on the reconstruction of 6,000 workers, in 16906 citizens from the territory of Vinnytsia [6, p.73] on the initiative of local party bodies, in May – July 1944 to rebuild the railway The paths were carried out eight massive illnesses. In which 60 thousand inhabitants of the region were attended [6, p.73].

The workers of the highway returned to the destroyed rolling stock. This was done on a Shepetivka junction and others [3, p.281].

Started to rebuild Zhmerynka car repair plant. Already May 5, 1944, People's Commissar of the USSR Arutunov B.A signed an order to start reconstruction. The works were carried out using a business method [7, p.314].

The company from the ruins had to raise those workers who at one time were left to work on the occupied by enemies territory, as well as re-evacuated from Canashian BRP and enterprises No. 494 Narmakovy-prom, where in 1941 102 employees were sent, only 7 of which were returned [7, p.314 .].

The head of the Vinnytsia Highway was obliged to return to the company 33 employees employed on the road, from which they had already managed to remove the reservation and send to the front [7, p.314].

The ineffective was the help of the authorities on the grounds for mobilizing the population for the reconstruction of the enterprise, which was stated by the RNA of the Ukrainian SSR and the Central Committee

of the KP / b / U, which was planned to score 450 people for constant work and temporarily three months 300 people. They did not complete the ruling of districts: Tulchinsky, Nemirivsky, Pogrebyschensky, Khmelnytsky, Tomaspil. Partially mobilized: Shargorodsky, Mohyliv – Podilsky, Zhmerinsky [7, P.314].

Women, ill people and elderly prevailed among mobilized. Obviously there were no others. This resulted in the outflow of frames: as of November 15, since 192 people left the work of 109. Attempts to return them through executives of local councils and the prosecutor's office did not give results [7, p.314].

Many workers had low qualifications: from 338 employees 260 came from the village to produce without proper training and experience [7, p.314].

The inhibition of rebuilding works in the enterprise was caused by the fact that from the first May 1944 hostile aviation began to systematically bombard that lasted until July 29. During this time, the Nazis destroyed at the station Zhmerinka 15 km of tracks, station buildings, depot, railway hospital and a significant part of urban buildings. In the enterprise, shops were destroyed: repair – recycling, wheel, power stations, workshops of assembly shop, storage, garages, administrative premises. Was fully disrupted with a water supply. Losses amounted to 350 thousand rubles [7, p.314].

Negatively affected the situation of social factors. The housing stock had 536.6 square meters. There were no hostels. The decision of the Vinnytsia Regional Executive Committee on allocation in the city of Zhmerinka housing stock for employees of the plant was not performed [7, p.314].

With the organization of catering at the enterprise there were problems due to the lack of centralized provision. Additional nutrition of Stakhanovists and workers was not carried out. The preparation of vegetables for winter was not carried out [7, p.314].

Certain conditions for the start of rebuilding work came from the first August 1944. At that time, 313 employees were employed by the enterprise: including workers – 228, engineering and technical workers and employees – 85.

The overwhelming majority of them worked on the cleaning and reconstruction of shops and freight equipment. This situation lasted during August and the first half of September. During this time the premises of the workshops and ways were cleaned, mill of the blacksmith shop were fixed and components of several machine tools from the number of those arrived from the rear. Managed to accumulate a certain number of spare parts and materials that allowed in the second half of September to begin repair of cars, having such means: in the repair – blacksmith shop – 3 machines, wheeled – 2, foundry – 2, instrumental – 1, carriage – 6. at the disposal of the enterprise There were 2 cars of the brand "Sitroen", 4 pairs of horses, but there was no own power base. Providing electricity was carried out from the networks of the Vinnytsia railway [7, p.315].

At the Vinnytsia Highway it was necessary to rebuild the train stations. Thus, 41 warehouses, 10 commodity office operators were restored by the

Kozyatinsky department. Due to this, a number of capacities reached the pre-war level [5, p.124].

Rebuilding of stations in Vinnitsa, Proskur was started. The local population has also helped. Thus, at the initiatives of the collective farmers of the Tyvrivsky district of Vinnytsia region in 1946, railway station was built – one of the best on the road [5, p.124].

The rebuilding plan envisaged the construction of 11 specialized stationary premises already in 1946, mainly on the way of Kiev – Zhmerinka – Lviv including on such junctions as stations, Shepetivka and smaller in the territory of the region. In 1947, their construction had to continue at Sarbynivka and Viytivtsi stations. 1949 stations such as Staroconstantiniv, Miropoli, Belgorodka we put into operation [8, P.467 – 468].

In military and post-war periods continued the rebuilding of the railroad, especially its social sphere, because for the specified time, 23 thousand people worked on the railway [2. Davy.F.136.OP.23.Spr.81, ARC.25]. There should be reconstructed buildings of social role: schools, hospitals. Available medical facilities have only partially preserved. With a norm of 8 hospital beds for one thousand people there were 2,4 [2. Davy.F.136.OP.22.p.16, ARC.27]. Hold patients were almost unable. In winter, temporary potbelly stoves were used in the wards. In unfinished rooms there were dining rooms, laundry. Instead of beds used wooden taps. There were no medical facilities at such stations as buckwheat, Shepetovka. Planned to restore hospitals in Vinnitsa (150 beds), at the nodes of buckwheat (75 beds), Shepetovka (by 50 beds), to create a tuberculosis in Kozyatin whose road did not have. After the plan of construction work at the disposal of railway workers is 650 beds at a rate of 5 per 1000 people. This norm, undoubtedly, was quite minimal [8, p.273].

At hospitals opened polyclinic compartments. So, Kozyatinskaya had only 3 rooms. It was not provided by reception of patients with separate specialties. Therefore, if necessary, only 200 patients (8, p.273) were overlooked 500. In Vinnitsa, they planned to build a clinic for 600 visitors, with actively functioning tuberculosis, physiotherapeutic, children's and venereal departments, and pharmacies with a warehouse. In total, the reconstruction of medicine was planned to spend 6 million rubles [8, p.274].

School education was also recovered. Before the war at the disposal of the road there were 325 schools. After the war, the contingent of children of railwaymen of the corresponding age has accounted for 10,700 people. Schools of Proskurov and Zhuravlivka stations were located in houses of an apartment type. Children at Grechany stations studied in rural hut [8, p.274]. However, the restoration of schools did not solve a full educational problem on the railway.

Also provided for the construction of two kindergartens in Kozyatin and Zhmerinka. There were not enough of ash places. In general, 4 million rubles spent on rebuilding schools and children's institutions [2. Davy.F.136.OP.23.Spr.81, ARC.28].

In order to solve a housing problem in the management of the Vinnytsia railway created a special department, whose task, in 1944 there was the restoration

of a housing stock in the amount of 5 thousand square meters. Also planned to rebuild 316 residential buildings, 15 huts, 48 premises of cultural and household purpose [2. Davy.F.136.OP.23.p.16, ARC.2].

As of March 15, 1945, 33 residential buildings were put into operation with an area of 6706 square meters. Subsequently, 300 thousand rubles were still allocated to restore individual housing [8, p.466].

It was complicated by the position of employees with food provision.

The prices for essential items were high enough. In order to improve the food provision of employees, the administration of the road resorted to different ways. Thus, the provision of goods lacked, carried out through departments of labor supply. For the needs of 850 working lines of the Zhmerinka there were given away in Proskurov – herrings – 475 kg., siardelle – 962 kg., oil of animal and vegetable, respectively – 273 and 36 kg., Eggs – 3960 items, egg powder – 37 kg., cookies – 37 kg [8, p.468].

The workers of the railway, in the fall of 1946 – in the spring of 1947, had to survive the difficult times due to hunger, which was caused by drought, post-war food difficulties and rebuilding problems. The card system has been stored on food products. From October 1946 new prices were established and reduced rates on bread and food cards [14, p.304].

The deterioration of the life level of railway people caused dissatisfaction, and therefore a negative assessment of reality. Thus, at a spontaneous rally on the rise of prices, the Machinist Oshkoder noted: "Hurry, not hurry – equal we work for nothing. The prices on the products increased, 100 rubles were given, and for bread they take only 300 rubles. Under Soviet rule, we will die so naked and barefoot. " A worker Kobko angrily stated his opinion: "No one pays any attention to a worker – just work. They have already brought us to the point that we go naked and barefoot. You will have to go to the gang, there is no other way out "[14, p.308].

It should be taken into account that for the period of reconstruction in Ukraine, and the Vinnytsia highway lacked everything, therefore it had to live in difficulty.

In 1945 – 1946, the USSR, including Ukraine, passed into peace rails. In 1946, rail districts were formed. Within the limits of Ukraine, five administrative and territorial railway districts were formed, including the South-West, which included: South West, Vinnytsia, Odesa, Lviv, Kovel and Chishineon Roads [13, p.131 – 132].

In order to improve operational guidance on highways, and Vinnytsia, in particular, in September 1946, were formed economic units – department: Kozyatyn, Zhmerinka, Shepetovska, Grechany, Gaivoron. In subordination of which there were all available enterprises and a rolling stock [13, p.132].

They planned in 1947 to go to normal operating regime, establishing a transition period for individual groups, as from Vinnitsa – 15 in 1947, and with all the number of inflamed work for some time remained great [11.Cdago of Ukraine. F.1.OP. 77.mp.304, ark 14].

Stalin regime, as in the pre-military years, has intensified the stimulation of labor to grow production efficiency. Party and trade union editions intensified the advocacy of achievements of innovators and stakhanovists of production, as well as urged to restore the All-Union Socialist Competition, aimed at performing the front orders [12, p.293].

Rail transport then was a powerful consumer of fuel. During the war, and on its completion, the movement began for its savings. An example showed Machinists Depart of Station Kozatin – Deputy of the Verkhovna Rada of the USSR V.N. Bogdanov, depot Shepetovka – E.E.Cryvochchuk and P.F.Hudzei [5, p.150].

The movement has spread to accelerate circulation of working capital, and those who were free were transferred to the current account of NKSC. Thus, the contribution of Gayvoron workers was 100 and 500 thousand rubles [5.S.127].

Even due to raising the circulation of cars tried to provide over-plan accumulation. The measures taken gave the result: in 1949, the work of the road became a relaxing, significantly decreased the cost of transportation. The workers of the depot Zhmerinka received a super planned profit of 800 thousand rubles, Shepetovka – 713 thousand [5, p.153].

The profitability of the economic activity of the railway in the future allowed cash prizes to stimulate the directorality of the work of railways. In 1950, Kozyatin Vinnytsya's junction was isolated from a special fund from the Special Foundation for the high quality repair of cars. Accordingly, 86 thousand 479 rubles, for timely sending of locomotives to the destination – 3 thousand 65 rubles, for overcoming the repair plan repair plan – 47 thousand rubles. For high quality without removing carriages and unvarious movement to the meat of destination – 196 thousand 794 rubles, for qualitative repair of equipment and preventing the simple and timely supply of oxygen – 12 thousand 978 rubles. In general, premature amounted to 3 million 748 rubles [5, p.149].

In post-war years, the role of the Vinnytsia railway in the life of the Podilsky region and Ukraine grew. The general and qualification level of railwaymen increased. It is worth noting that high, at that time, indicators of reconstruction and work of rail transport of Ukraine were extracted as administrative methods, hard labor and economic levers.

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