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# SOCIO-HUMANITARIAN DEVELOPMENT OF UKRAINIAN SOCIETY IN THE EPOCH OF MODERNITY AND CURRENT POSTMODERN

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**Bielkin I., Bogatchuk S., Levchuk K., Makarov Z., Shvets L.,  
Mangora V., Mazylo I.**

**SOCIO-HUMANITARIAN DEVELOPMENT OF UKRAINIAN  
SOCIETY IN THE EPOCH OF MODERNITY AND CURRENT  
POSTMODERN TRANSFORMATIONS**

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**TABLE OF CONTENTS**

1.	<p><b>Bielkin I.<sup>1</sup></b></p> <p><b>THE USE OF BUSINESS GAMES IN PREPARING A FUTURE MANAGER IN HIGHER EDUCATION INSTITUTIONS AS A SCIENTIFIC PROBLEM</b></p> <p><sup>1</sup> Candidate of Pedagogical Sciences, Doctor of Philosophy, Senior Lecturer at Department History of Ukraine and Philosophy. Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	8
1.1	<p><b>TRAINING OF A MANAGER IN HIGHER EDUCATION INSTITUTIONS OF UKRAINE AND OTHER COUNTRIES</b></p>	8
1.1.2	<p><b>BUSINESS GAME AS A METHOD OF PROFESSIONAL TRAINING OF MANAGERS IN HIGHER EDUCATION INSTITUTIONS</b></p>	30
1.1.3	<p><b>MODEL OF FORMATION OF READINESS FOR PROFESSIONAL ACTIVITY OF MANAGERS IN INSTITUTIONS OF HIGHER EDUCATION WITH THE USE OF BUSINESS GAMES</b></p>	47
2.	<p><b>Bogatchuk S.<sup>1</sup></b></p> <p><b>SOCIO-ECONOMIC CHANGES IN UKRAINE IN THE 60-80S OF THE XIX CENTURY</b></p> <p><sup>1</sup> Candidate of Historical Sciences, Associate Professor of History of Ukraine and Philosophy Department. Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	69
2.1	<p><b>AGRARIAN REFORM OF 1861 AND THE SITUATION OF THE UKRAINIAN PEASANTRY</b></p>	72
2.2	<p><b>CONSTRUCTION OF THE RAILWAY NETWORK</b></p>	81
2.3	<p><b>INTERDEPENDENCE OF AGRICULTURAL DEVELOPMENT AND RAILWAY TRANSPORT</b></p>	86
3.	<p><b>Levchuk K.<sup>1</sup></b></p> <p><b>THE EMERGENCE AND DEVELOPMENT OF INFORMAL ORGANIZATIONS IN UKRAINE (1987-1989)</b></p> <p><sup>1</sup> Doctor of Historical Sciences, Professor, Head of the Department of History of Ukraine and Philosophy. Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	93
3.1.1	<p><b>HISTORIOGRAPHY OF THE PROBLEM</b></p>	93
3.1.2	<p><b>THE EMERGENCE OF INFORMAL YOUTH ASSOCIATIONS IN UKRAINE</b></p>	94
3.1.3	<p><b>DEVELOPMENT AND POLITICIZATION OF THE INFORMAL MOVEMENT IN UKRAINE UNDER THE LIBERALIZATION OF THE SOVIET REGIME</b></p>	98
3.1.4	<p><b>FORMATION OF INFORMAL ALL-UKRAINIAN PUBLIC ORGANIZATIONS</b></p>	113

4.	<p>Makarov Z.<sup>1</sup>, Shvets L.<sup>2</sup></p> <p><b>DEVELOPMENT OF PHILOSOPHICAL IDEAS ABOUT NATURE IN RETROSPECT OF THE CURRENT ENVIRONMENTAL CRISIS</b></p> <p><sup>1</sup> PhD of Philosophy, Senior Lecturer at Department History of Ukraine and Philosophy, Vinnytsia National Agrarian University, Vinnytsia, Ukraine.;</p> <p><sup>2</sup> Student of the Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	125
4.1	<b>INTRODUCTION</b>	125
4.2	<b>THE PROCESS OF UNDERSTANDING NATURE IN ANTIQUITY</b>	127
4.3	<b>CONTRADICTIONS OF THE NATURAL ONTOLOGY OF THE MIDDLE AGES</b>	131
4.4	<b>THE RELATIONSHIP BETWEEN MAN AND NATURE IN THE RENAISSANCE AND THE REFORMATION</b>	134
4.5	<b>FORMATION OF SUBJECT-OBJECT DICHOTOMY IN MODERN TIMES</b>	137
4.6	<b>THE DEVELOPMENT OF HUMAN CIVILIZATION WITHIN THE SUBJECT-OBJECT PARADIGM</b>	139
4.7	<b>ASSERTION OF THE INTRINSIC VALUE OF LIFE: SCIENCE AND BIOETHICS</b>	141
4.8	<b>REGULATION OF THE VALUE OF LIFE AND NATURE IN HUMANISTIC AND ENVIRONMENTAL ETHICS</b>	145
4.9	<b>CONCLUSION</b>	148
5.	<p>Mangora V.<sup>1</sup></p> <p><b>PECULIARITIES OF THE HUMAN RIGHTS PROTECTION MECHANISM IN UKRAINE</b></p> <p><sup>1</sup> Associate Professor of the Department History of Ukraine and Philosophy, Candidate of Pedagogic Sciences, Associate Professor, Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	151
5.1	<b>THE MECHANISM OF HUMAN RIGHTS PROTECTION: THE CONCEPT OF FEATURES AND TYPES</b>	151
5.2	<b>HUMAN RIGHTS PROTECTION MECHANISM IN UKRAINE</b>	158
5.3	<b>OTHER AUTHORITIES IN THE IMPLEMENTATION OF THE MECHANISM OF HUMAN RIGHTS PROTECTION</b>	168
6.	<p>Mazylo I.<sup>1</sup></p> <p><b>THE TRACK THAT LEAD TO VICTORY IN GERMAN-SOVIET WAR OF 1941-1945</b></p> <p><sup>1</sup> Candidate of Historical Sciences, Associate Professor of Vinnytsia National Agrarian University, Vinnytsia, Ukraine.</p>	186
	<b>REFERENCES</b>	209

## **6. The track that lead to victory in German-Soviet war of 1941-1945**

Ukraine was an important geostrategic factor in the last German-Soviet war of 1941-1945. It is with Ukraine, and even more broadly, that the decisive events on the entire Soviet-German front are connected with the entire southern direction as its geographical extension. The fate of the whole war was decided on the Ukrainian and in general the southern part of the Soviet-German front [222]. In 1941-1945, from 56 to 76 percent of the total number of Wehrmacht divisions were concentrated here, and 607 of them were defeated on this front, while on other fronts 176 enemy divisions were defeated [223].

It was impossible to resist the enemy without the use of transport. Historian Y. Dyakov claims that "...any war, especially the past, was based on transport with all its weight" [224, p. 3] This was due to the fact that the War Plan is tied to the roads. This was the case in the time of Xerxes and Batu, as it remained in the twentieth century. Moreover, the dependence of the armies of the twentieth century. from logistics to further increase the importance of transport communications in the planning and conduct of operations "[225, p. 60]. The special role of railway transport in the war is evidenced by the unprecedented scale and pace of evacuation of material resources and people from Ukraine in 1941-1942. To perform this task was possible only to the railways for a number of reasons. The main transport arteries of Ukraine in 1941 were a dense network of railways, which ran more or less evenly throughout the country, except for the network of roads in the western regions of Ukraine. The economic crisis of the 30s of the twentieth century. affected the state of the Galician and Volyn railways, which were deprived of subsidies from the Polish state for development. From 1929 to 1937, 22 kilometers of tracks were laid in Poland. In Galicia - none, and from a number of sections of the Lviv road the second tracks were removed and taken out. The Polish Ministry of Communications carried out a complete purge of Ukrainian railways. Almost all Ukrainians from both the directorate and the traffic service were fired or retired at the Lviv Railway Directorate. Traveling by train through the territory of Galicia, it was possible to see station signs in French, German, Romanian, but not

Ukrainian. In contrast to this situation in Czechoslovakia on Hungarian territory there are inscriptions in Hungarian, on German-German, on Ukrainian territory - Transcarpathia there are inscriptions in Ukrainian, and in Poland, where Ukrainians live, there are no inscriptions in Ukrainian on the railway [226, p. 161, 383].

In the pre-war years in the USSR was poorly developed road transport and count on its use for evacuation was not necessary, especially since a significant number of it was transferred to the Red Army. The first months of the war showed a weak readiness of river transport for military and evacuation transport. The main waterways flowed through the territory of the republic mainly in the north to south. The ports lacked the necessary capacity. There was a noticeable shortage of workers. Therefore, all the burden of military, mobilization transportation fell on the workers of railway transport.

In the pre-war period, 95 percent of all transportation in Ukraine was provided by rail. The length of roads reached 20102 kilometers, from 137 thousand kilometers of operational length of railways of the former USSR. There were nine railways in the USSR - Vinnytsia, Kovel, Lviv, Odesa, South, South-West, South Donetsk, North Donetsk and Stalin (now Prydniprovsk) highways. They were served by 348 thousand employees [227, p. 661].

In 1939-1940, the lands and railways of Eastern Galicia and Northern Bukovina were added to the transport system of the USSR when these territories passed to the USSR. The new Soviet leadership, among other things, began the reorganization of the railway industry in the western regions. At the beginning of November 1939, the Lviv and Kovel railways were formed on the basis of the former Lviv and Radom directorates of Polish railways. At the beginning, the leaders of the first were M. Y. Donchenko, then P. K. Shakhrai. From 1941 to 1949 he headed the Lviv Railway [226, p. 172]. After the Soviet troops entered Lviv, the specialists of the highway began to rebuild the Lviv railway station and tracks, because as soon as German troops attacked Poland, on the first day at 11.45 am air bombs fell on the main station of Lviv, Sknyliv and the surrounding area. The station was practically destroyed: 150 km of railways on 270 hectares of the area occupied by the station was destroyed [226, p. 162]. Reconstruction of the highway has also begun. We started with the conversion of a

narrow track (1435 cm) to a wide one (1520 mm). In May 1940, the state program for the transfer of industry, agriculture and transport was approved in a new way. Railway transport and the whole sphere of its service was declared state property. The Government of the Ukrainian SSR has allocated 50 million rubles for a significant reconstruction of the Lviv highway. In the directions Pidvolochysk-Ternopil-Krasne, Ternopil-Chortkiv-Zalishchyky, others, the station tracks continued. The second track was built on the Pidvolochysk-Ternopil-Zolochiv section. It was planned to restore the tracks on the sections Lanivtsi-Ternopil-Sambir, Husiatyn-Chortkiv-Khryplyn. By the spring of 1941, 2,631 km of main and 892 km of station tracks and 552 turnouts had been put into operation. The government did not spare funds for development. Much has been done to connect the railways of the highway with all the tracks of other regions of Ukraine. This allowed at the end of 1939 to establish passenger traffic between Lviv and Kiev. Training of skilled workers and specialists has begun. The training covered 16,000 young people. A railway technical school has started operating in Lviv. [226, p. 173, 395].

In the Chernivtsi region in 1940, 426 kilometers of railway track, 5 locomotive and car depots, and 46 railway stations were declared state property. 2100 km of telegraph and telephone lines.

Heavy defensive battles took place on the territory of Ukraine in 1941-1942. Railway transport at that time became the main chain that carried out operational and evacuation transportation. The railway had many tasks, both military and economic. Thus, operational traffic on June 23 and 24, 1941 reached 29.4% of the total load of railways. Military traffic in the republic for the first month and a half accounted for 72.5% of total freight traffic [227, p. 662].

In order to carry out such a volume of traffic, the work of transport had to be rebuilt on a military basis. From 6 pm on June 24, the Federal People's Commissariat of Railways introduced the use of the military parallel schedule, which was in effect until May 1942. It was called "parallel" because all freight and passenger echelons moving at the same speed had the same weight. which greatly simplified the formation, movement and downtime at stations). In addition, the railways were transferred to a



special military schedule - the letter "A", which provided for the rapid advancement of primarily military echelons and cargo associated with mobilization. A state of siege was imposed on Lviv, Vinnytsia, South-West and other highways.

The transportation of military units, equipment and civilian cargo, the population to the rear regions, first in Ukraine and then in the USSR, took place in extremely difficult conditions. Thus, by June 28, 1941, a large number of echelons had accumulated on the Vinnytsia highway, which greatly complicated the work. Therefore, a movement was launched on the railway to speed up the passage of echelons to the front line.

A characteristic feature of Ukraine's railway transport during this period was that the transport system and workers were attacked by German aircraft, first during the Nazi occupation and the Soviet occupation, which bombed stations and rolling stock. In total, during the war, enemy aircraft carried out 1,863 attacks, of which 11,326 caused various injuries, of which 3,949 led to traffic jams. The Kalynivka station of the Vinnytsia highway was bombed 12 times in June-July 1941 [228, p. 104].

Simultaneously with the strikes of enemy aircraft, numerous saboteurs tried to disrupt the work of transport. The Railway Administration went on to increase the number of paramilitary guards. At the beginning of August 1941, 2,200 people entered the security units on the South-Western Highway. On Stalin (now Dnieper) there were 19 (44 people each). In extremely difficult conditions, the railroad workers of the front lines had to escort the trains to the front line, to deliver the wounded. On June 25, 1941, the first echelons of the wounded began to arrive in Kyiv. To the wounded who arrived in Kyiv or traveled further east, women delivered hot food, cigarettes, helped to write letters [229, p. 36].

During the defensive battles in Ukraine, the advancing enemy units were restrained by railway armored trains. Workers of the Kyiv Locomotive Repair Plant developed technological documentation and built it at their own expense. 100 employees of the South-Western Highway joined the crew. The commander of the armored train was appointed A.S. Tykhokhod, deputy - former head of the Kyiv-1 passenger department, Vasylevsky L. The crew of the letter-armored train "Letter-A"

received the first baptism of fire in the Novograd-Volynskyi district on July 11, 1941, in the Zhytomyr region. The next battle with the enemy the crew spent behind the station Korosten, where the Nazis landed in order to capture the road Korosten-Novogovgrad-Volynsky. The crew managed to destroy the enemy.

The second armored train was built by the joint efforts of the Kyiv Locomotive Repair Company and the Bolshevik Plant. On July 20, 1941, the team of the armored train "Letter-B" set out on its first combat flight. Zhulyany-Boyarka section. Armored trains - "Letter-A" under the command of A. Tykhokhod, "Letter-B" under the command of L. Vasilevsky, as well as army armored trains under the command of Major Pankov, senior lieutenant Ananiev and armored train No. 56 under the command of Senior Lieutenant Ishchenko. Only the armored train "Letter A" on July 9, together with units of the 5th Army repulsed eight enemy attacks [229, p. 35].

On July 24, 1941, the workers of the KPRZ and the Darnytsia Car Repair Plant began construction of the third armored train. The situation at the enterprises was difficult. Most of the workers had been evacuated by then. There were not enough tools. I had to do most of the work by hand. By August 10, 1941, the third armored train was built. Bogdanov M, P., chief engineer of the company led his team.

Arranged the construction of armored trains on the highways of Donbass and Dnieper, in more economically developed regions. Thus, the railways of Donbass and Kharkiv built 15 armored trains [227, p. 664, 886].

During the defensive battles for Odessa, the military teams of three armored trains built at the enterprise of hoisting and tractor facilities of the city named after January Uprising. Odesa was besieged by 18 enemy divisions from land and for 73 days the city was defended by soldiers and citizens. The invaders planned to take the city first on August 10, then on August 23, 25, 27, and then on September 10. Odesa lasted until October 16. However, on August 10, the enemy broke into the sea and blocked Odessa from land. The people of Odessa did everything for the front. Repaired guns and tanks. Moreover, they organized the production of their own tanks. Tractor tractors were covered with armor, the tower was repaired. Such "tanks" were built at the plant. October Revolution and other enterprises of the city [229, p. 45]. Only

because of the deteriorating situation of Soviet troops in the Crimea, the Supreme Command decided to evacuate the Odessa defensive area in order to strengthen the defense of the Crimean peninsula. In August-September 1941, the railroad workers of the Odessa highway managed to build two more armored trains - "Chernomorets" and "For the Motherland". When the first armored train prepared by the staff of the plant went to the front. The January Uprising, the majority of its crew were volunteer workers. These people may have taken up arms for the first time in their lives.

The crews of armored trains fought with the enemy teams of fighter battalions, manned by railways of the South-Western Highway. Thus, at the end of August 1941, when enemy units were gaining ground in one of the villages near the Vorzel station, they were knocked out by the crew of the armored train "Letter-A" together with the militia. Another enemy landing party captured the Zhulyany station, where retreating Soviet units left a car with aviation equipment. The crew of the armored train did everything to save him. They rebuilt part of the destroyed railway line during the night, which made it possible to knock the enemy out of the station and take out the equipment [227, p. 664].

Railways of Donbass and Dnieper equipped 15 armored trains [227, p. 665].

Railway workers evacuated industrial equipment, workers, specialists and civilians to the rear areas of the former USSR. As the sea is modeled in a drop of water, so the importance of the railway illustrates the fact of evacuation of one of the 53 sugar companies in Vinnytsia, which worked in the region before the German-Soviet war. During the retreat of Soviet troops from Vinnytsia in 1941, the singer, chief engineer of the Kapustyansky Sugar Enterprise in the Trostyanets district, successfully used the existing 18-kilometer narrow-gauge railway in the direction of Vapnyarka station. After the liberation of the large railway stations of Zhmerynka and Vapnyarka in March 1944 and the resumption of train traffic, the above-mentioned chief engineer, in cooperation with the railways, returned the sugar plant's equipment to Kapustyany, where it was installed on old production sites. Employees of the enterprise already in the autumn of 1944 accepted beet raw materials for processing into sugar [230, p. 60-61]. The statement of Kononenko, Doctor of History, Vinnytsia State Pedagogical

University, corresponds to the realities of the time. republics evacuation had its own specifics. Thus, in Vinnytsia region it was focused on the evacuation of equipment of factories and factories, agricultural machinery and livestock of collective farms, skilled workers, engineers and employees, but was poorly organized due to the rapid offensive of the occupying forces [231, p. 91, 315].

The Vinnytsia Railway Railways took on the main burden of evacuating material resources and the population from Vinnytsia, Kamyanets-Podilsky and Zhytomyr oblasts. The evacuation processes carried out by them affected mainly the teams of the largest industrial enterprises and some categories of the population. A large number of people gathered on the road. As of July 2, 1941, there were 29 echelons of evacuees on the Vinnytsia Railway.

Evacuation processes in the western Ukrainian regions were complicated by the fact that on June 22, 1941, German aircraft brutally bombed railway facilities, stations - Kovel, Lutsk, Volodymyr-Volynsky, Sambir, Stryi, Stanislav, Krasny. On the night of June 23, German aircraft attacked all railway facilities on the Lviv highway. The Lviv station and depot were attacked seven times. The highways connecting Lviv with other important cities were damaged. Moreover, on June 29, all the main communications in Lviv and in the surrounding cities were destroyed, and on June 30, German troops occupied the city. Under such conditions, the evacuation could not be carried out [226, p. 177, 399]. On June 25, Lutsk was occupied, on June 29, Kovel was a major railway junction, and on July 2, Ternopil. On June 22, Hungarian troops occupied Stanislav (now Ivano-Frankivsk). It was not possible to carry out evacuation processes under such conditions.

The bulk of evacuation traffic was carried out by road workers, the tracks of which crossed the main industrial areas: South-West, Stalin (now Dnieper), South, South-Donetsk and North-Donetsk highways. More than 550 large enterprises (190 - union and 360 - republican subordination) were evacuated from Voroshchilovgrad (now Luhansk) Dnipropetrovsk, Zaporizhia, Kharkiv and Chernihiv oblasts alone. The scale of the evacuation can be judged from the following data: only from the ferrous metallurgy enterprises of the Left Bank of Ukraine, 5,017 wagons were sent to the

Urals and Siberia, including 4,017 wagons with equipment and 1,001 wagons with key workers and their families. 99,000 cars of various equipment were evacuated from Dnipropetrovsk region. From Zaporizhstal and Dniprospeksstal enterprises, 10,486 wagons were loaded, 12,500 equipment items from 34 major enterprises in the Kharkiv region, 7,840 wagons with equipment and materials from the Voroshilovgrad region, and 4,060 wagons from the Stalin region.

The railwaymen made a lot of efforts to evacuate the equipment of industrial enterprises of the city of Kyiv and the region. From the beginning of the war until September 5, the railways loaded 85,295 cars, including 61,994 cars with operational cargo. According to reports from the road authorities, from the beginning of the war to September 5, the railways loaded 85,895 cars, including 61,994 cars with operational cargo. Employees of the South-Western Railway removed equipment from 50 different industrial enterprises and 17,000 skilled workers from the Podilskyi district of the capital alone. The difficulty of evacuation work in the capital was that the enemy tried to break the city's defenses by resorting to air attacks. And even under such difficult conditions, 325,000 people and 197 industrial enterprises were evacuated.

Professionalism was demonstrated by railway workers who evacuated the Odessa industrial area. They managed to export 150 industrial enterprises, 190,069 tons of various equipment. First of all, the most important cargo was exported, which was sent by 85,000 cars. However, the railroad failed to complete the evacuation process because the occupiers seized the most important railways in late July 1941, connecting Odessa with the rear. 4,500 wagons with cargo remained unloaded at the stations. It was decided to transfer them to Nikolaev by sea. There was no such experience. It was only known that transport ships were used abroad for this purpose. Trying to follow this path did not give the desired result. The engineering and technical staff of the port found a way out - proposing to use three floating docks for this purpose. The first dock with 26 locomotives left Odessa on August 7, 1941. On August 8 he arrived to Nikolaev and in the evening these steam locomotives took guys to the rear. On August 11, the second dock arrived with 35 locomotives. In total 110 locomotives were delivered to Nikolaev in this way. In August, when the threat of enemy troops entering the lower

reaches of the Dnieper became apparent, the evacuation of such industrial centers as Dnipropetrovsk, Zaporizhia, and Kryvyi Rih began. For these purposes, the People's Commissariat of Railways has allocated the required number of cars, 5080 units per day. Workers of the Southern and Dnieper Roads carried out the main evacuation during the 15 days of August 1941. On the Dnieper road alone, 14,000 wagons of industrial equipment were shipped. The most difficult was the evacuation of equipment of metallurgical enterprises in Zaporozhye. Their deportation lasted more than a month, from August 19 to October 3, 1941. Thus, all equipment and even metal structures were removed from the Zaporizhstal plant. In total, the railwaymen shipped 16,000 cars with a total weight of 320 tons [227, p. 665, 887].

Extremely short deadlines were set for the evacuation of the Donbass industrial base. It took 4-5 days to relocate the Makeyevka and Stalin Metallurgical Plants, the Mushketovsky, Rutchenkivsky and Stalin Coke-Chemical Enterprises, the Khartsyzsk Pipe and Makeyevka Pipe-Welding Plants, and the Mariupol Metallurgical Plant and related facilities to relocate 3 days. Procrastination with the beginning of the evacuation, due to the rapid onset of the Nazis, caused significant losses. At the enterprises of Donbass there were a lot of usable mechanisms, equipment, production lines. To destroy them, the army command created subversive sabotage groups. A total of 4,060 wagons with equipment, materials and people were removed from the Stalin region (now Donetsk). In the Voroshilovgrad region (now Luhansk) the evacuation took place more systematically, which made it possible to remove by December 1941 7810 cars with industrial equipment and relocate 11 trusts of the coal industry. In total, equipment from 40 ferrous metallurgy facilities was exported from the territory of the Ukrainian SSR.

However, the evacuation of industrial enterprises in full was not possible only in part because the enemy posed a threat of capture of the region. "The evacuation of important metallurgical and coke-chemical plants in the Stalin (now Donetsk) region was effectively thwarted," said IF Tevosyan, a former People's Commissar for Ferrous Metallurgy. Some enterprises were completely captured by the enemy. Thus, the Mariupol plant named after Ilyich was seized by him on October 8, 1941. Even under

such difficult conditions, employees of the South Donetsk and North Donetsk highways managed to remove a certain amount of equipment from enterprises. Also, enemy aircraft were constantly hit by transport hubs and highways, large industrial centers, ports, crossings. The priority of military transportation has led to an acute shortage of rolling stock for evacuation measures. Different departments and people's commissariats did not always act in concert. By requiring the production of military products even on the front line, the Soviet leadership minimized the possibility of timely dismantling, loading and transportation of equipment and raw materials from many giants of the military industry [232]. Under those difficult military conditions, the dismantling of enterprise equipment and its export to the rear regions by Ukrainian railway workers in some way answers the question posed at the time by Doctor of Historical Sciences, Professor M.V. Koval, a famous researcher of Ukrainian history during the last war: , and it is not very clear: how could it be that, having been left without the western, located in Ukraine, military-industrial and raw material-food base and having almost twice less than Germany, production capacity, the Soviet Union in just one and a half years of war not only to restore the pre-war military power, but also to significantly increase it [233, p. 274]. If in the spring of 1942 the industrial capacity of the Soviet Union was 1/3 of pre-war capacity, then at the end of 1942 at the cost of incredible efforts given the loss of territory before the war lived more than 40 percent of the population and housed half of industrial, including military enterprises. were brought to 2/3. Soviet troops received twice as many tanks and planes as Nazi troops.

Railwaymen carrying out military and evacuation transportation solved another difficult task - the preservation of rolling stock. His evacuation was to replenish the part of him that was failing. The peculiarity of this stage of evacuation was that it took place in difficult conditions of the front zone, because the army command tried to use the railway until the last minute before the retreat. In the context of the defensive battles that took place in the Ukrainian theater of war, the work of the rolling stock was planned so that the part of the rolling stock that was necessary for transportation remained on the frontline railways. Others were to be evacuated. Thus, on October 10, 1941, 204 locomotives were evacuated from the locomotive fleet of the Southern Road,

leaving 361. All rolling stock was removed from the Odessa highway, except for 70 locomotives and 3,400 wagons carrying military cargo until the last moment of the city's defense. The management of the highways coordinated the evacuation of vehicles with the military leadership. Thus, on June 24, 1941, the Lviv Railway Administration appealed to the commander of the 6th Army with a request to evacuate the equipment of the Rava-Ruska station. They received permission to do so. During July 26-27, the railways managed to remove 437 locomotives and 16,081 cars. Part of the rolling stock could not be removed. 917 carriages, 2 armored trains, and 347 steam locomotives adapted to the Western European track remained in the territory occupied by the German invaders. At the same time, the management of the Lviv highway, in accordance with the orders, dismantled the railway line and infrastructure facilities so that the enemy would not use them. As early as June 29, all major railways in Lviv and surrounding cities were destroyed. The operational group of the railway management was the last to leave the city [226, p. 178].

During the retreat, the railroad workers removed not only rolling stock but also tracks. On November 10, 1941, they dismantled the main tracks: on the Stalin (now Dnieper) highway - 318, 1 kilometer, South - 145 kilometers, South Donetsk - 123 kilometers, on the North Donetsk - 368.2 kilometers, a total of 824, 3 kilometers of the upper structure of the tracks. From this number it was possible to take out: on Stalin (now Dnieper) - 304.5 kilometers, South - 13 kilometers, South Donetsk - 51 kilometers, North Donetsk - 194.8 kilometers. Only 565 kilometers. Station tracks were also dismantled: on Stalin (now Prydniprovsk) - 108.7 kilometers, South Donetsk - 0.8 kilometers, North Donetsk - 10, 5 kilometers, only 120 kilometers. We managed to take out of this number: on Stalin (now Prydniprovsk) - 87.4 kilometers, South Donetsk - 0.6 kilometers, North Donetsk - 4.5 kilometers. Only 92.7 kilometers [227, p. 667]. By October 1, 1941 alone, 75,590 transport workers had been evacuated from Ukraine.

After the defeats of 1941, not all of Ukraine was occupied by the enemy. On July 22, 1942, Soviet troops were forced to withdraw from Ukraine, near Sverdlovsk, Voroshilovgrad (now Lugansk) region, and on December 16 of that year, troops of the



Voronezh and Southwestern Fronts went on the offensive and began the battle for its liberation from Nazi occupation. and their allies in the Milovsky district of the Voroshilovgrad region. During January 1943-October 1944, Soviet troops conducted 11 strategic and 28 frontline operations. Troops of six fronts were involved in the liberation of the territory of the republic - the 1st, 2nd, 3rd, 4th Ukrainian and 1st and 2nd Belarusian, the Black Sea Fleet, three military flotillas, several air armies. The scale of the action required the relocation of a large number of leaders. According to the former People's Commissar of Railways IV Kovaleva, "there were up to five or six armies in the four Ukrainian fronts. Relocation of each required from 60 to 200 echelons of 50 cars in each [234, p. 502].

The Nazi occupiers inflicted heavy losses on Ukraine's railways. During the retreat, Hitler's leadership set a task for its subordinates: "It is necessary to ensure that during the retreat from the regions of Ukraine there is not a single rail left." During the years of occupation, the Nazis destroyed 10 main railways, 5.6 thousand railway bridges, 1916 stations (Mazylo Railway Transport...: problems of reconstruction and provision of military transport [235, p. 172]. In Donetsk region, 8 thousand kilometers of roads were destroyed, 1,500 bridges, 27 locomotive depots, 38 car depots, 400 stations and station buildings, more than 250,000 square meters of living space. to Pavlograd with a length of 113 km Calculations showed that the damage caused by the occupiers exceeded 70% of the value of fixed assets of the Donbass railways.

The social sphere of the North Donetsk railway was completely destroyed, where before the war there were 138 stations with 315.6 thousand seats for passenger service. There were 110 medical and sanatoriums, including 8 polyclinics, 60 health centers, 7 hospitals, 13 maternity hospitals, and 22 nurseries. There were 124 schools and children's institutions.

On the North Donetsk, South Donetsk, South, Stalin (now Dnieper) and South-Western roads, which operated the main roads 10844, 9,203 km were destroyed, which amounted to 80.3 percent. Of the total number of railway bridges, 2,087, or 80 percent, were destroyed. Of the 52 major locomotive depots, 36 or 70 percent were destroyed [236, p. 352].

On the Southern Highway, the Nazi invaders destroyed 80 percent of the railroad tracks on the Southern Highway, 75 percent of the bridges. The latter were an important component of the railway industry, without which the railway could not function properly. Its tracks only in the Kharkiv region crossed the rivers: Seversky Donets, Mzha, Oskol, Udil, Kharkiv, Berestova, Orel on which there were railway bridges. Up to 8,000 meters were destroyed. Locomotive and wagon depots, energy and water supply systems, communications and signaling facilities, and residential and medical facilities were shut down. Thus, the Kharkiv-Tovarna station before the occupation had 30,000 square meters of covered warehouses, intended exclusively for servicing the city's industry. The Nazi occupiers destroyed them in retreat. Railway workers were forced to unload all incoming cargo directly on the ground, which led to massive damage. The amount of losses amounted to 1029 million rubles [237, p. 347].

On the South-Western highway, the damage caused by the occupiers exceeded one billion rubles [238.p.660].

The occupiers destroyed 1,088 bridges and 176 railway stations on the Odessa highway. 34 locomotive depots, other production facilities. Losses amounted to more than one billion rubles. (Mazylo . Railways of the southern regions [239, p. 607].

On the Vinnytsia highway, the Nazi invaders destroyed 487 kilometers of main roads, 211 bridges, 5 locomotive and car depots, and 20 power plants. Losses amounted to more than 340 million rubles [240, p. 403].

The railways of the western regions of Ukraine suffered significant losses. In Lviv, the destruction of railway facilities was great. The entire railway junction needed to be restored. Both locomotive depots were destroyed, and the main station building was half-destroyed. Its underpasses were completely overwhelmed, the landing stage farms were damaged, and the railway tracks were covered with fragments of stone, metal structures and sleepers. The Germans took machines, locomotives and all equipment from the depot to Stryi. Destroyed the water supply system. Retreating destroyed local railway connections, in particular in the sections Lviv-Pidhaytsi, Halych-Pidvysoke, Stanislaviv-Buchach [226, p. 182, 404]. In some places the situation on the railway was somewhat different. M. Khrushchev, as the Prime Minister

of Ukraine, in July 1944, while in the region, reported to J. Stalin, the then leader of the USSR on the situation in Western Ukraine and on the railway. "The Sokal, Rava-Ruska and Chervona railway stations, where I was, are in a satisfactory condition. Rava-Ruska station is not affected at all. Sokal station is well preserved. Even railway and road bridges are not broken. It takes a lot of effort to put these stations in order and organize the movement of trains. Greater destruction of railways and stations is observed in places where the front edge of the defense was close. Here the enemy dismantled the tracks in advance and destroyed the station buildings [241, p. 549].

The destruction of transport was to some extent affected by the subversive activities of underground fighters and guerrillas in the fascist rear of 1941-1944. The Directorate of Oriental Railways has been organized on the highways of the former Lviv Railway since its occupation in Krakow, and in February 1943 the railway traffic on the former highway was directly subordinated to the German Ministry of Communications. Presidents of the directorates of the movement, sent from Berlin, were in Warsaw, Krakow and Lviv. AF Fedorov's partisans operated in Volhynia in March 1943-April 1944. Their main blow was also aimed at the Kovel railway junction. The guerrillas led by him damaged many echelons of ammunition, equipment, and enemy food. Local avengers were active. Partisans of the Yaremchuk detachment, who blew up 48 enemy echelons on the Sarny-Olevsk railway section during the summer of 1943, distinguished themselves by sabotage on the railway [226, p. 179,403].

In the Proskuriv underground the most active was the group of railwaymen of Grechany station which was united by AA Pirkovsky. He managed to establish contacts with the partisans of Shepetivka and Slavutych forests, which allowed for sabotage. The underground managed to bring down nine German echelons and destroyed 18 locomotives [228, p. 105].

There were not enough workers in the destroyed national economy at the beginning of the reconstruction. In the territories liberated from the Nazis, they remained only 17 percent of the prewar population. Therefore, during the reconstruction period there was a significant need for staff of mass professions,

qualified specialists. The organizers of railway transport, SV Kutafin and NT Zakorko, who had worked before the war as the first chief of the Southern and the second of Stalin's highways, returned to work. Krivonis PF returned to the leadership of the North Donetsk highway. In September 1943, 337 railroad workers returned to work on the Southern Highway. In March 1944, 1,275 people were re-evacuated to the Vinnytsia highway. In September, 1,466 more people. One of the sources of replenishment of the active army was the postponement of transport workers from conscription into the Red Army. farms of stations: Kozyatyn, Vinnytsia, Zhmerynka, Rakhny, Nemerchi, Sukhovate, Victoria, Starokostiantyniv [228, p. 107] Women were involved in work on transport. the figure reached 30-40% The weaker sex performed work on an equal footing with men.

There was a lack of staff in the reconstruction of steel highways in western Ukraine. A partisan from the K.A. Kovpak unit was appointed to administrative and economic positions on the Kovel highway. Working and living conditions were difficult. One third of the workers were provided with clothes and shoes. Food was also not organized in the best way. The menu consisted mostly of millet, and only occasionally of potatoes and meat. Living conditions were not the best: the workers lived in unrepaired, dirty dormitories. Plaster in the rooms collapsed, the windows were without glass. In general, the general situation in the area of the Kovel highway was uneasy. On April 11, 1945, an engineer of the Kadygrov project organization arrived at the 3rd section of the Department of Construction and Reconstruction Works to inspect the Kovel-Kamin-Kashirsky line to determine the scope of work. Before starting work, the latter demanded that he be guarded by armed guerrillas. Workers had to be armed and given enough ammunition [227, p. 673]. The religiosity of local residents influenced the consolidation of railway workers, especially in the western Ukrainian regions. On May 24, 1945, during the celebration of Easter, most of the local workers left their jobs and went home. 99 employees did not return to work after the holidays [227, p. 674].

Local authorities involved civilians in the reconstruction work. To ensure a broad front of work, in May 1944, 6,000 workers were mobilized to rebuild the

Vinnitsia highway, followed by another 16,906 civilians from the Vinnitsia region. In May-July 1944, 8 mass Sundays were held for the reconstruction of roads, which were attended by 60 thousand inhabitants of the region [228, p. 106].

The situation with personnel in the postwar period was different. Of the total number of 2 million demobilized in 1945-1948 in the industry of the USSR sent to work 350 thousand people, about 100 thousand for transport [242, p. 341].

In the first half of 1943, reconstruction work began in the Voroshilovgrad (now Luhansk) region, in the second half of the year - in other regions of the Left Bank. By the beginning of March 1943, the Red Army liberated the territory of the Voroshilovgrad (now Luhansk) region and about 40 cities and railway stations of the Stalin (now Donetsk) region from the enemy. By the beginning of March 1943, part of the North Donetsk road was liberated. Management of this highway is managed by Krivonos PF were in the area of the checkpoint 122 kilometers of the Voroshilovgrad-Millirovo road. The railway workers' efforts were aimed at rebuilding the highway. The military railway formations of the 5th Department of Military Reconstruction Works were the first to begin reconstruction work. The occupiers destroyed the Voroshilovgrad railway junction. A headquarters was set up to rebuild it, headed by the head of the movement's department, Kovalevsky IL First of all, it was necessary to restore the bridge over the station tracks. Specialists took a month for this. Assistance was provided by local businesses and rebuilt in two weeks. To restore the bridges across the rivers Lugan and Seversky Donets at the enterprise. A special bridge was equipped with the October Revolution. The local population helped. The bridge across the Seversky Donets was built in 20 days.

By October 1, 1943, 6 large bridges, 14 pipes, and one tunnel were built on the North Donetsk highway. The total length of the rebuilt artificial structures was 5,886 running meters. As of December 1, 1943, there were 793 bridges on the North Donetsk road, of which 35 were medium and 352 were bridges. 25 large, 13 medium bridges [243, p. 210]

28 bridges on the South Donetsk railway were destroyed. Of which. As of October 1, 1943, 10 were rebuilt with a total length of 454.9 running meters [243, p.

210]. Reconstruction works of the first stage at the Kupyansk-Rubizhne section were started by the 13th and 27th UVVR-5 railway brigades under the command of Colonels Petrov V.S. and Tsvitkov N.S. Svatovo-Rubizhne, repairing six small bridges and 60 kilometers of road. The movement of trains was restrained by the unbuilt bridge on the Svatovo-Goncharivka section. The railroad workers worked around the clock. Twelve days later the trains began to move in the direction of the front. In 50 days, the railwaymen, together with the local population, restored 700 km of main roads, bridges and communication lines on the North Donetsk highway. From the beginning of the expulsion of German troops until September 1943 in the Voroshilovograd region was restored 1140, 1 km of main roads, 6 large bridges, 21 medium bridges, 68 small bridges. 800 turnouts [227, p. 677]. Until May 10, 1943, Donbas was connected by rail to other regions.

In September 1943, the paths of the Southern Master were cleared of Nazi occupiers. The invaders destroyed 80% of the roads and 75% of the bridges. The latter were an important component of the railway industry, especially in the Kharkiv region where the rivers flowed: Seversky Donets, Mzha, Oskol, Orel and others. Locomotive and wagon depots, energy and water supply systems, communications and signaling facilities, living quarters, and medical facilities were destroyed.

The destroyed railway facilities had to be rebuilt on their own with minimal financial security. Military railroad workers helped. On October 1, 1943, 1945 km of roads and 560 km of station tracks and 1,085 turnouts were restored on the Southern Highway. Of the 313 destroyed bridges, 215 were rebuilt. The Kharkiv industrial enterprises provided assistance to the transporters, handing over 109 machines, 70 engines, 5 mobile power plants and other equipment to the Southern Railway Railways.

Reconstruction of the Southern Railway was of great importance for the further support of the offensive operations of the Red Army. So. On September 14, 1943, the railroad workers joined the revival of the Dnieper military flotilla, which was restored by boats of the Volga. By rail, to Sumy region. Echelons with boats arrived in the area of Pirogivka station. An 800-meter railway branch was built from it to the bank of the

Desna River and boats were launched directly from the platforms (Mazylo. From the History of Reconstruction of Railway Transport of Kharkiv Region [237, p. 348].

During the battles for the Dnieper River, special military formations and railwaymen put at the service of the front 11 thousand kilometers of railways [227, p. 677].

Reconstruction of the railway network of Kyiv and the region began after the liberation of the city from the Nazi occupiers in the autumn of 1943. Of great importance was the reconstruction of the low-water bridge near the station Darnytsia with a length of 1059.5 meters and a height of 5.5 meters. The Military Council of the 1st Ukrainian Front set the date of its construction - 20 days. At the beginning of its reconstruction, the railway and military harvested 5,000 cubic meters of timber, more than 1,000 piles, more than 150 tons of forgings. On November 20, 1943, the first military echelon crossed the bridge. The pace of construction of the bridge, as at that time, was a record - 81.5 running meters per day. The operation of the bridge made it possible to deliver 65,000 wagons of various cargoes to the front in November-December 1943.

At the same time, the railwaymen, with the help of the local population, were building a 1,195-meter-long Podolsk high-water bridge. The work began on December 15, 1943 and ended on February 20, 1944, which cost 48,000 man-days, or 45.4 man-days per running meter of its construction. It was necessary to drive 2146 supports, to install intermediate structures weighing more than 200 tons, to dump about 100 thousand cubic meters of soil. By January 15, 1944, 37 large and small bridges had been built at the Kyiv branch of the South-Western Railway with the help of special formations of the NKShS. Given these facts, the statement is fair. that "in the hands of the bridge builders were the keys to the successful completion of the Kiev offensive." [Mazylo. Reconstruction of the railway network of Kyiv [17.p.660].

The growth of railways and military transportation depended on the commissioning of damaged bridges and overpasses across Ukraine's large and small rivers. This was especially important in the areas of action of the fronts and the Dnieper River, other large and small rivers of Ukraine. On February 26, 1944, the USSR State

Committee for Defense ordered the People's Commissariat of Railways to begin priority work on the reconstruction of (37) large bridges across the Seversky Donets (5 bridges), Dnieper (12 bridges), Desna (4 bridges), Sozh (3most) rivers. ), Pripyat (2 bridges), Berezina (2 bridges).

Bridges on the Stalin (now Prydniprovsk) railway near Kindrashivska (227 m), across the New Dnieper (738.4 m), the Old Dnieper (370 m) near Zaporizhia, and bridges across the Dnieper near Dnipropetrovsk were to be rebuilt quickly. Dnieper) (1524.0 m), Kremenchuk (1003 m), Cherkasy (1175 m), Darnytskyi Bridge (1095 m). On the South-Western Railway, bridges across the Dnieper near Kaniv (780 m) and on the Desna near Chernihiv (556 m) needed repair.

In the area of Dnipropetrovsk (now Dnipro) bridges were restored in two stages. First built a floating and then high-water temporary bridges. A special lord ton-bridge regiment arrived to carry out the work. together with the railways they built a 156-meter-long overpass. The transition itself was built for 8 days, laying 105 meters per day.

At the same time, a high water bridge was built, for which 1,088 piles were driven, 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.

The bridge in the Kremenchuk area was built by the railway troops of the 2nd Ukrainian Front. The low-water bridge crossing was temporarily adapted for transportation. 17 days after its introduction on the right bank of the Dnieper, two thousand wagons with ammunition and military equipment passed, which allowed Soviet troops to hold the right bank bridgehead near Znamyanka and Korystovka, and later went on the offensive and liberated Kirovograd (now Kropyvnytskyi). A temporary 900-meter railway bridge was built on the bypass of the old, ruined one. The average daily rate of reconstruction was 30 running meters per day. Soldiers of the bridge detachment №1, bridge train №10 were built. They dumped 20,000 cubic meters of soil, hammered over 700 piles, and erected 38 span structures with a total weight of



1,250 tons. 52,000 man-hours were spent on the work instead of 68.7 thousand. According to current regulations, the bridge was built in 37 days [243, p. 212].

In the spring of 1944, bridges were rebuilt in the liberated territories of the Right Bank of Ukraine. The complexity of the situation was that the delivery of materials was complicated by spring weather, and the front needed urgent transportation. Even with this in mind, on the Aquarius-Kolosivka railway line, the bridge over the Ingul River was built in three weeks and on May 4 the trains moved in the direction of the front [243, p. 213].

During the liberation of the territory of the Right Bank of Ukraine, the norms of road rehabilitation were to be 8 kilometers per day, in practice, such norms were close to 11-12 kilometers.

Reconstruction of the Vinnytsia highway began in March 1944. Its rapid revival was dictated by military and economic needs. Thus, to ensure the offensive operations of the Red Army in March-April 1944 in Vinnytsia. South-Western and Kovel roads received more than 200 thousand cars [240, p. 403].

Kozyatyn, a large hub station of the Vinnytsia highway, was rebuilt by the railways immediately after the liberation of the Nazi occupiers by the troops of the 1st Ukrainian Front on December 28, 1943. The work was interrupted due to enemy bombing of the railway junction. Under such difficult conditions, the railways carried out reconstruction and provided timely departure of echelons, restoring the destroyed sections of railway tracks. They created the G1 bridge-train company, which rebuilt the tracks on the right-bank Ukraine for several years. Its workers restored 25 bridges and many railway structures.

On March 18, 1944, the troops of the 1st Ukrainian Front liberated a large railway junction - Zhmerynka on the Vinnytsia highway. Railway workers began its reconstruction. Residents of the town of the same name provided all possible assistance. Ten days after the start of reconstruction, the railways began transporting trains to the front line.

Back in March 1944, to ensure the offensive of Soviet troops, train traffic was opened on the Shepetivka-Ternopil section [244, p. 98].

In December 1943, the troops of the 3rd Ukrainian Front liberated Znamyanka station, where the task force of the Odessa Railway was located. The occupiers destroyed 1,088 bridges, 176 railway stations and 34 locomotive depots on the railway. A lot of effort has been made by highway workers to restore train traffic. In May 1944, 20 days after the liberation of Odessa, the first passenger train Kyiv-Odesa arrived. In August 1944, the reconstruction of stations and railways of Belgorod-Dniester, Reni Izmail began. With great efforts of the railways in September managed to transport the first echelon with cargo [239, p. 607,829].

In May 1944, the railway tracks of the Lviv highway were restored in the Ternopil region. The railroad workers returned to Lviv in July 1944. Reconstruction of the destroyed railway junction began immediately. Six thousand workers were involved in the work. By the end of July 1944, 552 kilometers of tracks were put into operation on the Lviv highway. Train traffic was resumed. On August 4, 1944, the first echelon arrived at Pidzamche station.

The situation at the Stryi railway junction was difficult. The occupiers destroyed equipment and water supply system. Completely destroyed workshops. The premises had to be restored. The locomotives were temporarily repairing the open air.

It was possible to restore the movement of trains on the routes Kolomyia-Stefanesti, Kolomyia-Chernivtsi, Kolomyia-Delyatyn. Together more than 200 kilometers. This helped to deliver ammunition and equipment to the front line in the Carpathians in time.

As of March 25, 1944, the movement of trains was resumed at the Olevsk-Sarny, Sarny-Rivne, Rivne-Kivertsi, Rivne-Zdolbuniv sections of the Kovel highway. Reconstruction of the Kovel junction began after its liberation by Soviet troops on July 6, 1944, and the Vladimir-Volyn and Rava-Rus railway junctions on July 20.

The fronts were secured through the rebuilt roads of the Lviv and Kovel highways. In June-August, more than 140,000 wagons arrived in specially designated unloading areas [226, p. 183].

On October 8, 1944, the territory of Ukraine within the pre-war borders was liberated from the German occupiers. The situation on the mountainous sections of the

highway between Stryi and Zakarpattia remained difficult. Bridges, tunnels, and viaducts were destroyed.

At the end of the summer of 1944, the Red Army stopped in the foothills of the Carpathians. The troops of the 4th Ukrainian Front were to carry out the East Carpathian Operation, which included the Carpathian-Duklen 39th Army for the Liberation of Eastern Slovakia and the Carpathian-Uzhhorod Army for the Liberation of Transcarpathian Ukraine. Railways through the Carpathian Pass passed through mountainous and forested areas. All 8 viaducts (total length 1180 meters, height 30-48 meters, on curves with a radius of 250-400 meters and slopes 22-25 degrees, two of 4 tunnels (length 490-1800 meters), 17 medium and large bridges length 727 The 45th Railway Brigade worked on the Carpathian mountain section of the Lavochna station, working without the necessary equipment in the rain for 16 hours a day. 18 medium, 24 small bridges, 6 viaducts, 2 tunnels As a result, military echelons went along the Carpathian tracks to the southwest [241, p. 551].

The roads in Northern Bukovina were also rebuilt. In the pre-war years, 426 kilometers of railway tracks were in operation in the region. 5 locomotive and car depots, 46 railway stations, 2100 kilometers of telegraph and telephone communication. In 1941-1944 the region was under German-Romanian occupation. The enemy inflicted heavy damage on vehicles during the retreat. At the end of May 1944, the main directions - Oknitsa, Mosha, Chernivtsi, Fences were rebuilt and rebuilt on the Russian track (1520 cm). In June 1944, a locomotive and car depot began operating. This allowed the delivery of military cargo for the troops of the 2nd and 3rd Ukrainian fronts during the Yasko-Chisinau offensive operation [245, p. 68].

The restored railways of the western Ukrainian regions, in addition to military-strategic and economic importance, have become an important factor in uniting these territories with other regions of Ukraine. The eloquent fact of the unification process through the railways is the territory of Transcarpathia in 1944-1945. The local railway network was 653 kilometers long. Of which 168 wide tracks (1520 cm), 345 kilometers of Western European (1435 cm) and 140 kilometers of narrow tracks (760 cm), and consisted of four railway lines, three of which crossed the territory from northeast to

southwest in the direction of Uzhgorod. Chop, Skotarske-Bateva, Zymir-Vyshiv, and one from east to west in the direction of Chop-Vyshiv. Transcarpathian transport was destroyed by the invaders until October 1944, a turning point in the history of the region, when "As a result of the victory over fascism Transcarpathian land was liberated from foreign oppression and due to historical circumstances and the will of the majority joined the Ukrainian SSR [246. P.225]. When representatives of the Lviv Railway arrived in Transcarpathia, a picture of terrible destruction opened before them. The technical condition of the railway tracks did not meet any requirements, the rolling stock was a set of old used locomotives and wagons. We had to rebuild the region's railway in the shortest possible time [226, p. 185]. The first steps towards its revival were made in late 1944 and 1945. A memorandum and a draft resolution of the USSR State Committee for Defense were prepared in Stalin's name, which determined the boundaries of the railway and the list of necessary preparatory work. However, this project failed to materialize. On December 10, 1945, by the decision of the Council of People's Commissars of the USSR, the Transcarpathian railway became part of the Lviv Railway [226, p. 185]. Subsequently, there was a further resumption of train traffic. This is important both for the development of Transcarpathia and the unification of the territory of the republic was completed in March 1948 [246, p. 108].

According to the author, the railways of Ukraine have carried out huge volumes of various types of transportation, which certainly had a significant impact on military operations both in the country and abroad. They also withstood the burden of evacuation and reconstruction work, which made it possible to connect different regions.