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**RESEARCH OF DEVELOPMENT TENDENCIES
OF MODERN UKRAINIAN SOCIETY
(HISTORICAL - PHILOSOPHICAL AND
EDUCATIONAL ASPECTS)**

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**Bogatchuk S., Mazylo I., Pikovska T., Makarov Z., Bielkin I.,
Mangora V., Mangora T.**

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consolidation of Ukrainian society in modern history of Ukraine." In writing the monograph were used: historical and genetic method, statistical analysis, sociological and pedagogical research.

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2. Reconstruction of railway transport in Ukraine (1943-1948)

From the second half of 1941 to the autumn of 1944, the regions of Ukraine were under foreign occupation. The enemy turned into ruins 16,150 industrial enterprises, which before the war employed 2.6 million workers, 882 mines in the Donetsk coal basin, hundreds of enterprises in other industries. Ukraine has lost energy, metallurgy, coal, chemical, shipbuilding, machine tool, aircraft and transport industries [76, p. 13]. The damage caused by the occupiers to the economy of the republic amounted to 285 billion rubles, rail transport more than 10 billion rubles.

In the pre-war period, rail transport provided 95 percent of transportation in Ukraine. The length of roads here reached 20102 kilometers from 137 thousand km. operational length of the USSR railways. There were nine railways in the USSR - Vinnytsia, Kovel, Lviv, Odesa, South, South-West, North-Donetsk, South-Donetsk and Stalin's (now Dnipro) highways. They employed 348 thousand employees who served the railway networks of Ukraine out of 2 million 821 thousand all working in the system of the People's Commissariat of Railways [77, p. 661]. Their efforts ensured the movement of military, ambulance trains, participated in the evacuation of fixed assets of enterprises and the population in the rear areas of the USSR.

In the winter of 1942, in the spring, summer and autumn of 1943, as a result of the offensive battles of the Red Army, the Donetsk region was liberated. In the Donetsk region, the occupiers inflicted heavy damage on the railways. On the territory of Donetsk and Southern railways 8 thousand kilometers of track, 1.5 thousand bridges, 27 locomotive depots, 8 car depots, 400 stations and station buildings were destroyed, more than 250 thousand square meters of living space were destroyed [78, p. 41]. More than half of the station and main tracks on the Odessa railway were destroyed. In the South-West, all cargo platforms, warehouses, and ancillary facilities were destroyed. On the left bank of Ukraine, highway routes were completely destroyed. The Nazis destroyed bridges across the Dnipro. Up to 25% of the main tracks of 30% of stations, 57% of railway stations, 90% of water supply were destroyed on Lviv Railway, 75% of bridges and all tunnels were blown up [78, p. 41].

In the autumn of 1943, the left bank along the Dnipro was cleared of Nazis. In the spring of 1944, the territories of Dnipropetrovsk, Zaporizhia, Kherson oblasts, and the Crimea, where the Stalinist (now Dnipro) highway ran, were liberated. The Nazis destroyed the railway. They blew up 3,500 switches, 38 large and 602 small bridges, 4 tunnels, communications facilities, destroyed all warehouses, 83 water towers, 83 water pumps, 33 power plants, completely or partially destroyed 19 railway stations, 344 housing, 25 clubs, 75 schools, 26 hospitals, 18 nurseries and sanatoriums, destroyed 70% of locomotive depots, 83% of man-made structures, 65% of water supply facilities, 87% of car depots and car repair points, 62% of main roads and 65 station tracks [79, p. 157]. In Dniprodzerzhynsk, the Nazis inflicted material damage on the local car-building plant for 26 million rubles [80, p. 23]. The occupiers in Zaporozhye destroyed 27 enterprises, including a locomotive repair plant. Only the old tender, mechanical shops and the procurement department of the blacksmith shop were suitable for work [81, p. 82-83].

The destruction of Lviv's railway facilities was impressive: both locomotive depots were destroyed, and the main station building was half-destroyed. Its underpasses are overwhelmed, railway tracks are covered with stones, metal structures, sleepers. Machines and locomotives were taken from the depot to Stryi. The water supply system and viaducts were destroyed. The section of the railway between Ternopil and Pidvolochysk was severely damaged. Practically the whole Ternopil railway junction was destroyed [82, p. 182]. During the occupation, the production facilities of the Vinnytsia Railway were located in different occupation zones. The city of Koziatyn and the local railway junction were managed by the German administration, a similar junction in Zhmerynka - the Romanian zone. Before retreating, the Nazis mined Kozyatyn railway station. Members of the local underground organization Zaliznychnyk did not allow its destruction. He was injured in airstrikes. At the Zhmerynka railway junction, the enemy completely destroyed the railway industry [83, p. 224]. The occupiers blew up 487 km of main roads, 211 bridges, 5 locomotive and car depots, and 20 power plants on the Vinnytsia Railway. Losses amounted to 340 million rubles [84, p. 60].

Rail transport played a significant role in that war. It played the role of the backbone in the transport needs of the front and the economy of both the former Soviet Union and Ukraine. The large scale of hostilities, the remoteness of the front from the rear in the absence of a developed network of highways put rail transport in the category of important factors in the offensive of the Red Army. During all the years of the war, the volume of military transportation alone exceeded 19 million wagons on average, which allowed to transport more than 300 million tons of cargo [85, p. 305]. At the final stage of the war, the technical equipment and energy supply of the Red Army units increased. The need for military transportation increased by 12%. If in 1942 the troops were delivered 1.5 million tons of ammunition and 2662 thousand tons of fuel, then in 1943 these figures increased to 3 million tons and 3261 thousand tons, respectively. Its average daily shipment for the entire period of the German-Soviet war reached an average of 987 tanks, including in 1944. - 1484, in April 1945 - 1693 tanks. Ukraine in the Second World [77, p. 669]. To provide Soviet troops involved all modes of transport, but primarily - rail. Offensive operations of the Ukrainian fronts during the liberation of Ukraine could not be prepared and carried out without railways and railroads. In 1943-1944, almost half of the Soviet troops were concentrated within the territory of the republic - 30 all-military, 10 tank and 7 air armies, and 1 defense, 11 strategic and 23 front-line operations were conducted. Troops of six fronts were involved - the 1st, 2nd, 3rd and 4th Ukrainian and the 1st and 2nd Belarusian fronts. According to the former People's Commissar for Railways of the USSR (1944-1948), only 1, 2, 3 and 4 Ukrainian fronts consisted of up to five or six or more armies. Relocation of each required from 60 to 200 echelons of 50 cars in each "[86, p.261]. Troops were advancing from east to west and south of the territory of the republic, which needed a large amount of weapons, ammunition, fuel and lubricants, food, human contingent. It was necessary to provide troops with the power of the railways.

The Soviet political and military leadership was aware of the importance of transporting troops in the reconstruction of industry. Therefore, according to the resolution of the State Defense Committee (SDC) "On the reconstruction of railways" of January 3, 1942, the restoration of railways was to take place in three stages: first -

the reconstruction of main tracks, bridges and the minimum number of tracks at stations and junctions; restoration of temporary communication and energy saving; secondly - the restoration of the necessary railway and energy facilities to ensure the passage of at least 8-12 pairs of trains per day; thirdly - the complete restoration of railways and to bring their capacity to the initial [76, p. 102].

Immediately after the liberation of the territory of Ukraine by the Red Army, railway troops and railway engineers began reconstruction work on the railways. Employees of the North Donetsk Highway in Artemivsk started working on September 15, 1943, and on September 20, employees of the South Donetsk Highway in Yasynuvata [87, p. 72]. The scale of the destruction of the Donbass transport network was large. The first reconstruction works of the first half of 1943 were carried out within the Voroshilovograd (now Luhansk) region, in the second half of the year - in the Donetsk (before 1961 Stalin) and other regions of the Left Bank.

In December and January 1943, Soviet troops entered the administrative boundaries of the Luhansk region, in the north of which is a large railway junction - Svatovo. The Nazi invaders caused him great material damage by destroying the railway depot, main production facilities, and railway equipment. Reconstruction began with the restoration of the locomotive depot, mechanical, washing. electric welding shops, boiler rooms, acetylene-generator, anti-scale and production facilities, other services to start the rolling stock [88, p. 714]. In February 1943, Soviet troops approached Lysychansk and on September 2 liberated the city, a railway junction, from Nazi invaders. Reconstruction of transport and mines was started. At the end of the month, employees of the trust "Lysychansk Coal" extracted 430 thousand tons of fuel and began to ship to consumers [88, p. 465]. On February 17, 1943, the troops of the South-Western Front liberated the city and the Rovenka railway junction in the south-west of the region, which the occupiers destroyed. The premises of the railway station and the transport hub used by the miners of the Frunzevugol trust were blown up [88, p. 677].

By early March 1943, almost the entire territory of the Voroshilovgrad (now Luhansk) region had been liberated from the enemy and part of the railway tracks of

the North Donetsk Railway, which was located near the 112-kilometer checkpoint on the Voroshilovgrad-Millerovo line, had been cleared. The leadership of the Voroshilovgrad branch was located in Kindrashivska-Nova, the leadership of the Debaltseve branch in Dovzhanska, Chervonolimansky in Kupyansk, Popasnyansky in Svatovo. All efforts were aimed at rebuilding the highway. The first works on the revival of the highway were started by railway soldiers of the 5th Department of Military Reconstruction Works [89, p. 257-258]. At the Voroshilovgrad railway junction, reconstruction work began with the reconstruction of station tracks and the restoration of the bridge. It was planned to complete the work in a month. Invested in two weeks. Workers of the bridge train of the Luhansk steam locomotive company named after October Revolution and soldiers of the railway military unit led by Lieutenant Colonel G. Bocharnikov. By joint efforts, the cities across the Seversky Donets River were built in 20 days [89, p. 258]. Works on the Kupyansk-Rubizhne section were performed by the 13th and 27th railway brigades of the UVVR-5 under the command of Colonel V.S. Petrov and Colonel Tsvetkov N.S. Railwaymen repaired six small bridges and 60 kilometers of roads [89, p.258]. Railway workers, the military, and the local population have made considerable efforts to repair the large bridge on the Svatovo-Goncharivka section. Worked around the clock. Work should be carried out in cold water. In 12 days the cities were restored [89, p. 259]. As a result, it became possible to pass trains in the direction of Lysychansk. In 50 days, the railways together with the local population on the North Donetsk highway restored 700 kilometers of main roads, bridges, communication lines [89, p. 259]. From the beginning of the expulsion of German troops until September 1943 within the Voroshilovgrad region was put into operation 1140.1 kilometers of railway tracks, 6 large, 21 medium, 68 small bridges, 800 switches [77, p. 677].

On September 1, Soviet troops liberated the city of Chervonyi Promin, Shterivka station, and on September 2, the cities of Lysychansk, Chistyakovo, and Slavyanoserbsk. On September 3, 1943, the Debaltseve station in the Donetsk region was liberated, where on the fifth day after the expulsion of the occupiers, a local railway

junction began operating, through which trains went to the front line with equipment and ammunition [90, p.307].

On September 6, 1943, units of the 297th and 61st Guards Divisions liberated Slovyansk from Nazi invaders, who destroyed 25 industrial facilities, railway junctions (there were as many as 5) and a railway technical school. Military railroad workers, with the help of local residents, began rebuilding the railroad. Ten days later, echelons of weapons, ammunition and food marched through the railway station into the active army. Subsequently, all 40 tracks of the railway station were repaired. This made it possible to deliver coal, metal, oil, and wood to the city for the revival of industry [90, p. 717].

On September 8, 1943, the city of Donetsk was cleared of Soviet troops by Nazi invaders, and the reconstruction of the local railway junction began immediately. On October 3, the first passenger train from Moscow arrived at the railway station [90, p. 106-107]. On September 10, 1943, Soviet troops of the 28th Army of the Southern Front liberated the town and station of Volnovakha in the south of the Donetsk region. Local authorities mobilized the local population to rebuild the railway station. Through great efforts, on the third day after the release, trains were allowed to pass through the station. At the end of the calendar year, the railwaymen set up auxiliary station shops, two sections of the locomotive depot, and put the power plant into operation. Communication, water supply, dormitory premises, several living quarters, shops and a canteen were rebuilt. In November-December 1943, the Locomotive Depot and the Volnovakha Railway Department took the leading positions in establishing work on the South Donetsk Railway. Moreover, in 1944 the railwaymen of the junction provided technical assistance to the local peasants of the collective farms - "Cultural Revolution", "Red Guerrilla" and employees of the state farm "Transporter". In the latter, with their help, workers fully master the pre-war number of sown areas [90, p. 232-233]. On September 14, 1943, Soviet troops completely cleared the Donetsk land of the enemy. Already on the third day after the liberation of some sections of the South Donetsk railway, trains began to run. In three days, the Yasynuvata-Volnovakha section was restored. 52 hours earlier than scheduled, trains were launched on the

Volnovakha-Mariupol section. By October 20, 1943, almost 2,000 kilometers of railways had been rebuilt on the South Donetsk Railway. Subsequently, the main shops of the locomotive depot at Yasynuvata station were put into operation [89, p. 262]. The lack of wooden bridge piers hampered the reconstruction of bridges and the operation of restored roads. This problem needed an urgent solution. Employees of the Voroshilovgrad Locomotive Company helped the railwaymen, established the production of supports from metal structures [89, p.263]. Another problem was solved with the help of the People's Commissariat of Railways (NKSHS) - the replacement of powerful locomotives of the FD series with less powerful ones. The restored track could not withstand the load, which made the movement of trains impossible [89, p. 264].

Reconstruction of transport depended on the availability of personnel. The work of the first turn was performed by the railway troops and special formations of the NKShS, the second turn was performed by the railway teams. After the military units of the Red Army immediately began to rebuild the railway troops, engineers and specialists, mobilized residents of different regions. Assistance was provided by enterprises of various People's Commissariats - metal, wood, fuel and lubricants, other necessary materials and equipment. In the first stage, station tracks, highways, communications, water supply, locomotive and car depots were restored. Special construction and restoration departments were established at the railway administrations. This approach allowed to quickly carry out the necessary work and restore train traffic. Already on the third day after the liberation of the South Donetsk highway, the movement of trains was resumed on the sections Martsevo-Ilovaisk, Yasynuvata-Volnovakha [89, p.263].

In August 1943, the reconstruction of the Southern Railway began. This process intensified after August 29, when the highway was completely cleared of Nazi invaders, who destroyed 80 percent of railways and 75 percent of bridges. Locomotive and car depots, signaling and communication facilities, water and energy supply systems, and other technical facilities were completely destroyed [91, p. 25]. The military were followed by miners and military railroad workers. The first demined

roads and bridges, in particular across the Uda River, near the Nova Bovariya station, the Lopan River near the Kharkiv-Sortuvalna station and the Honcharivsky overpass on the Kharkiv-Pasazhyrskyi-Novoselivka section. The local population provided reconstruction assistance. By joint efforts we managed to establish the movement of trains. On August 29, 1943, the first echelon arrived at the Kharkiv station. On August 31, a train from Kupyansk arrived at Kharkiv-Balashivskyi station. On September 7, a train departed from Kharkiv-Pasazhyrskyi station at Nova Bovariya and Lyubotyn stations, and on September 8, a train was sent to Osnova station. [91, p. 25]. With the help of military railways, the local population on October 1 managed to restore 1945 kilometers of economic roads, 560 kilometers of stations, 1085 units of turnouts. Of the 313 destroyed bridges, 215 were restored [92, p. 347]. They tried to optimize the movement of trains on the restored sections of the Southern Highway. Direct routes of echelons to destinations began to be promoted without their processing at other nodes. This made it possible to speed up the delivery of the required front to the location of defense enterprises 12-15 hours ahead of schedule [91, p. 25].

During the Chernihiv-Pripyat offensive in 1943, the troops of the three fronts - Central, Voronezh and Steppe - launched an offensive to liberate the northeastern regions of Ukraine. On the left wing of the Central Front, the 60th Army under the command of Lieutenant-General I.D. Chernyakhivsky fought. The towns of Krolevets, Putivl, and the large Vorozhba junction station of the South-Western Railway were liberated. This made it possible to cut off the enemy's railway connection in the direction of Bryansk-Kyiv. Soviet troops advanced along the Konotop-Bakhmach-Nizhyn railway. On September 5, troops of the 60th Army approached the city and the Konotop railway hub, and on September 6, they cleared them of the occupiers and cut off their rail service in the direction of Kyiv-Bryansk and Kyiv-Kursk. On September 9, Soviet troops liberated the city and the Bakhmach hub, where five railroads connecting German troops to the rear diverted in different directions. Then Soviet troops advanced in the direction of Nizhyn. September 15 over the city of majors red flag of victory. As a result of the liberation of the city, the enemy lost the last railway line on the left bank of the Dnipro River [93, p. 116]. Thus, in the first half of

September 1943, the troops of the 60th Army under the command of I.D. Chernyakhivsky liberated the Konotop region of the South-Western Railway from the Nazi invaders. The destruction was significant. Of the 36 tracks at the Konotop railway junction, only two remain intact. The station, depot and its main shops, the central telephone exchange were destroyed. In total, 30 stations, 21 warehouses, 27 landing platforms, 3 locomotive depots, 2 car depots, and 3 power plants were destroyed in the department. 176 objects were blown up by the traffic service alone, 295 km of main roads and 129 km of stations were destroyed. In the Konotop depot were destroyed: wheel shop, car control, oil storage, pantry car, electric welding, office. The amount of losses was 7374,445 rubles [94, p. 29, 106].

Reconstruction was carried out quickly. On the third day, train traffic was resumed at the Konotop-Bakhmach section. They began to rebuild the main shops of the locomotive depot, the turning circle, the equipment farm, the steam boiler room, and the warehouses. Konotop Communication Distance resumed operation. The telegraph, SCB devices and communications started working. A month later, 28 railway tracks and 98 switches were restored in the Sumy region. At the same time, the Konotop Locomotive Repair Enterprise began to be rebuilt. Engineers and workers, with the help of the local population, raised the plant from the ruins. This made it possible at the end of November 1943 to involve 1,276 workers in the process of reconstruction and production. Resumed work locomotive, boiler, tender, blacksmith, wheeled, foundry, mechanical [94, p. 31, 107]. Successful reconstruction at the Konotop branch became possible not only due to the dedicated work of railway workers, but also due to the presence of a housing and repair office and a construction and reconstruction site. The team of the first in an adapted, wooden room, from the available materials, organized the production of acutely deficient bricks, the latter. It was used to rebuild various facilities. Cooperation has paid off. From 1943 to 1945 it was possible to restore the stations at intermediate stations, residential buildings, educational institutions, hospitals. Rebuilt 40 houses with an area of 8875 square meters [94, p. 34].

The joint efforts of military railwaymen, workers of the unit and local residents of the Vorozhba station managed to restore the passage of military echelons towards the front. Already in September, 739 echelons were sent from the station. Most of the work was done by hand. Enemy aircraft bombed and disrupted some of the site's facilities, which were reopened. Railway workers had to work 12 hours and master related professions to repair the damage. The orders of the leadership were unquestioningly carried out. The productivity of subordinates was influenced by the authority of the leader. Such an iconic figure was O.E. Kartenev, chief of the Vorozhba station track distance. When the destroyed bridge at the 303 rd kilometer of the Vorozhba-Lgov section had to be repaired, he managed to ensure that construction materials and mechanisms were delivered quickly. It was difficult to solve the problem. Only thanks to the willful actions of the leader it was possible to accomplish in a short time. The bridge was repaired five days earlier than planned [94, p. 31, 107].

On September 29, 1943, Red Army troops occupied an important railway junction in Kyiv, the Darnytsia station, which was completely destroyed by the occupiers. It had to be rebuilt under frequent bombing by enemy aircraft. Therefore, some railway tracks had to be rebuilt once, and the locomotive depot twice. Echelons arrived from the rear roads through Konotop, Vorozhba, Nizhyn [93, p. 118]. Further offensive was possible only with the construction of bridges across the Dnipro River, near Kiev. One of the first to be rebuilt was Darnytsia low-water. This task was performed by military builders under the leadership of General Kabanov P.A., and the chief engineer - Zingorenko G.I. After 13 days, the first echelon passed over the bridge [95, p. 128].

Until December 1943, there were battles for the Dnipro River. The cities of Kremenchuk, Dnipropetrovsk (now Dnipro), Cherkasy were liberated, and enemy groups in the districts of Zaporizhia and Melitopol were liquidated. There was a problem of restoring bridges, especially in the area of Kiev, Dnipropetrovsk, Kaniv, Cherkasy, Kremenchug, Zaporozhye. Given the importance of rebuilding such structures, on October 7, 1943, the State Defense Committee issued a special resolution "On preparation for the restoration of bridges across the Dnipro " [89, p. 265].

Reconstruction of the Darnytskyi Bridge in Kyiv began and the construction of a temporary, downstream, low-water bridge, 1,059.5 m long and 5.5 m high. 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. This made it possible to deliver 65 tons of various cargoes across the bridge in November-December 1943 [77, p. 660]. During the reconstruction works, the railway workers faced a big problem - the reconstruction of bridges. 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 Dnipro r - 370 m and the new Dnipro - 738.1 m. [21, Arc. 4].

In the area of Dnipro (Dnipropetrovsk) from October 25, 1943 UBVR 3rd Ukrainian Front for 7.5 days, built a railway pontoon crossing, which played an important role in providing troops who expanded the bridgehead on the right bank of the Dnipro. From November 14 to December 11, 1943, 247 trains (12,266 cars) with cargo for troops passed through the bridge [97, p. 212].

In Dnipropetrovsk (now Dnipro) the bridges were renovated in two stages. First they built a floating, then high-water temporary bridges on the bypass. A special pontoon-bridge regiment, whose personnel were brought from the rear areas, performed the work. 156-meter-long overpasses were built together with the railways. The transition itself was built for 8 days, laying 105 meters per day [97, p. 211].

At the same time, the construction of a high-water bridge began. For this purpose, 1,088 piles were hammered, 192 span structures weighing four tons each were installed, 33 intermediate structures of 20-32 tons each were installed, and two overpasses over 200 meters long were erected. The work was carried out from November 1 to December 10, 1943 [97, p. 211].

It was important to rebuild the bridge crossings in the area of Zaporozhye, 1.5 km long. across the new and old Dnipro. The bridge over the Dnipro dam was destroyed. They began to build a bridge over the new Dnipro, the island of Khortytsia and the southern part of the old Dnipro. The difficulty of reconstruction was that in January 1944 the thaw began. The snow began to melt, rains fell. Off-road was

formed. The pace of work was affected by snow and rain. However, the first stage of the bridge was put into operation on February 22, 1944, when the troops of the 3rd Ukrainian Front fought with the Nazi invaders on the Right Bank of Ukraine [77, p. 678].

On October 25, 1943, Soviet troops liberated the city of Dnipropetrovsk (now Dnipro) from the occupiers, and on October 26, Melitopol. In February 1944, the occupiers were expelled from all right-bank stations. As of March 15, stations and railways on the right bank of the Dnipro River had been cleared of Nazi occupiers. Reconstruction of the Stalinist highway (now Prydniprovskya) began in September 1943 with the arrival at the Chaplino station of an operational group led by Deputy Chief of Railways A.I. Kukhtenko. . Served major industrial centers of Ukraine: Dnepropetrovsk (now the Dnipro), Zaporozhye, the Kherson region and the Autonomous Republic of Crimea [98, p. 157].

Before the war, the railway department was located in Dnipro (Dnipropetrovsk), there were: locomotive repair, car repair, switch, traffic light and electrode plants. In Zaporozhye - locomotive repair company. 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 [24. Arc. 28].

Troops of the South-Western (from October 20, 1943, 3rd Ukrainian) Front under the command of Malinovsky R. Ya., From 10 to 14 October 1943 liberated the left bank of Zaporozhye from Nazi invaders. The battles for the island of Khortytsia lasted until December 29, 1943 [100, p. 242]. Soviet troops completed the liberation of the left bank of the Dnipro (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 [101, p. 93,171]. The invaders retreated, tore down 3,500 turnouts and 4 tunnels, destroyed 38 large, 35 medium and 602 small bridges, disabled communication equipment, electrified the Zaporizhia-Dolgintsevo section of the road, 33 power plants, 19 railway stations, 344 dwellings, 75 schools,

26 hospitals, 18 kindergartens, causing losses of 1, 4 billion rubles [98, p. 157]. 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 railroad 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 dismantle the wagons and put them in a safe place without fear 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. 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. Communication was attentive to the well-established work of the railway. It is possible to have locomotives, tracks, cars, and without communication the movement of echelons will not happen. Liaison specialists resumed telephone and telegraph communications between the various stations. Thanks to great efforts it was possible to restore it across the Dnipro [98, p. 159].

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 filling vacancies in transport were railway workers who were engaged in the maintenance of 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 CP (b) U of November 30, 1943, 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 [28, Arc. 11]. Also, in agreement with local party and Soviet authorities, local workers were involved in transport work. This

lasted until July 1944. This practice had a positive effect on the reconstruction of transport, but since the second half of 1944 the replenishment of the highway with local labor has deteriorated significantly. This was due to the fact that in parallel with its restoration, work began on the reconstruction of enterprises and institutions of other industries Kryvbas, Donbass, Dnipro, where local authorities directed the flow of labor, a total of 18,970 locals on the highway. 1135 workers were sent to other highways of the former USSR [28, Ark.11].

In October 1943, on the third day after the liberation, the reconstruction of the Dniprodzerzhynsk (now Kamyanka, Dnipropetrovsk region) car-building enterprise began, the occupiers of which destroyed 26 million rubles. We started with demining. The importance of its reconstruction is evidenced by a specially adopted by the USSR State Defense Committee resolution of February 6, 1944 "On the restoration of the Dneprodzerzhinsk car-building enterprise" whose workers were to master the production of cars for narrow-gauge railways. Since January 1944, a group of specialists has been providing assistance in rebuilding and adjusting production, as the company had a shortage of qualified personnel and energy resources. Solved this problem administratively. By order, engineering and technical workers from other plants in the Dnipropetrovsk region were sent to the enterprise. On November 23, 1943, the enterprise began production, and cars began to be assembled for narrow-gauge railways in May 1944. The staff of the enterprise simultaneously fulfilled military orders [104, p. 23, 99, 100].

On the territory of Podillya there are large railway and strategically important nodes-stations: Kozyatyn, Zhmerynka, Vinnytsia, Vapnyarka, Mohyliv-Podilskyi, Proskuriv, Shepetivka, Grechany, and others. The Vinnytsia Railway was separated from the South-Western Road in 1940 as a separate entity and lasted until 1953.

On December 28, 1943, infantry and tank units of the 1st Ukrainian Front captured the railway junction and the town of Kozyatyn [83, p. 304]. On March 18, 1944, soldiers of the 38th Army and the 1st Ukrainian Front liberated the city and the large railway junction, Zhmerynka. On March 16, 1944, the military units of the 2nd Ukrainian Front captured the railway junction and the town of Vapnyarko.

Vinnitsia inherited a difficult state of transport. The Nazis blew up 487 km of main roads, 211 bridges, 5 locomotive and car depots, and 20 power plants on the Vinnitsia Railway. Losses amounted to 340 million rubles [105, p. 105]. Significant damage was caused to the narrow-gauge railway network.

The first steps to restore the Vinnitsia railway were made in early 1944. Workers of the highway restored the broken rolling stock and rolling stock. In March 1944, to ensure the offensive of Soviet troops, train traffic was opened on the Shepetivka-Ternopil section [106, p. 125].

In December 1943, the troops of the 3rd Ukrainian Front liberated the Znamyanka station, where, together with the advanced units of the Red Army, the operative group of the Odessa Railway entered. The railwaymen spent a lot of effort to restore this station and the Separate Station. In April 1944, the reconstruction of the Odessa railway junction began. In August 1944, the reconstruction of stations and railways of Belgorod-Dniester, Reni, Izmail began. During 1944, thanks to the efforts of railway workers and residents of the region, it was possible to restore the work of the railways of Mykolayiv region [107, p. 607].

In the summer and autumn of 1944, work was carried out to rebuild the railways in the western regions. At the end of July 1944, 552 km were put into operation on the Lviv highway. tracks [108, p. 550]. At the end of 1944, the GKO adopted a resolution "On the restoration of railways through the Carpathian Pass" which planned to restore the railway connection between Lviv-Stryi-Mukacheve-Chop-Shatoralaceychel, Lviv-Przemysl-Zaguzh-Lupekuv-Bonovtse-Mikhalyany and rebuild the bridge across the yew. in the direction of Chop-Debrecen [82, p. 183].

On October 8, 1944, the territory of Ukraine within the pre-war borders was completely cleared of occupation troops. This made it possible to intensify the restoration of railway connections with many stations. By the end of October 1945, 2,312 kilometers of main tracks, 686 kilometers of station tracks and 2,613 turnouts had been restored and "altered" (1,520 cm) on the Lviv Railway. Also, a significant amount of work was performed on the restoration of engineering structures and office - technical premises [82, p. 184].

At the end of 1944 on the railways of the republic was restored and altered on the domestic track 20292 km [77, p. 677].

In Transcarpathia, which was liberated as a result of the Carpathian-Uzhhorod offensive of Soviet troops in September-October 1944, the Transcarpathian railway network was 653 kilometers long, of which 168 wide collision (1520 cm), 345 kilometers Western European (1435 cm) and 140 kilometers of narrow tracks (760 cm). The railway network consisted of 4 railway lines, three of which crossed the territory of Transcarpathia from northeast to southwest in the direction of Uzhgorod - Chop, Skotarske - Batevo, Zymir - Vyshiv and one from east to west in the direction of Chop - Vyshiv [109, p. 122]. According to the investigation of the emergency commission for accounting of damage caused by the German-Hungarian occupiers, it was established that 90 locomotives, 16 motor locomotives, 320 passenger and 2,800 freight cars were removed, 194 kilometers of railway line were destroyed, 97 bridges with 5872 running meters and 84 stations were destroyed. 13 tunnels with a length of 1140 running meters, 14 narrow-gauge locomotives, 16 kilometers of forest railways [110, p. 619]. Transcarpathian transport at the end of 1944 was practically disabled [111, p.108]. The first steps towards its revival were taken in late 1944 and in 1945. Military units of the Red Army came to the rescue. Dozens of trophy locomotives were received through them in 1945 [111, p. 108].

In the postwar period, work on the reconstruction and reconstruction of railways, bridges, and railway transport enterprises in Ukraine continued. Stations were rebuilt. On the South-Western Highway, they appeared in Chernihiv, Fastiv, Myronivka [93, p. 131]. At the Konotop branch of this line, the railway connection was completely restored, the shops of the Konotop locomotive depot were expanded, which were replenished with new tools and electric jacks with the help of which the locomotives were lifted in 15-20 minutes. The technical equipment at the Konotop Locomotive Repair Plant has improved. By the summer of 1947, all communications had been restored. Five years after the liberation of Sumy and Chernihiv at the Konotop branch of the road were restored roads along with man-made structures, power plants in

Vorozhba, Bakhmach, clinic and sauna at Bakhmach station, the house of locomotive crews in Khutor Mikhailovsky, others [94, p. 33.34].

In 1948, the construction of second roads on important routes on the Southern Highway was completed, all bridges were rebuilt, and new ones appeared - metal and reinforced concrete. In 1949 the Kryukivsky Bridge across the Dnipro (Kremenchuk) was put into operation. Locomotive and car depots, 32 large railway stations were overhauled [91, p.25].

In the postwar years there was an increase in industrial production in Ukraine, respectively, increased the flow of finished products, which put on the agenda - the completion of mainly reconstruction work on the railways of Ukraine. Therefore, during the first three years of the post-war Five-Year Plan period, the reconstruction of the railway facilities of the South-Western Road was mainly completed [93, p. 132]. Although this process continued until the end of the Five-Year Plan, it lasted on the Lviv Railway throughout the postwar period.