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ВОССТАНОВЛЕНИЕ ЖЕЛЕЗНОДОРОЖНОГО ТРАНСПОРТА В 1943-1950 гг. КАК СРЕДСТВА ОБЪЕДИНЕНИЯ РЕГИОНОВ УКРАИНЫ

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RECONSTRUCTION OF RAILWAY TRANSPORT IN 1943-1950. AS A MEANS OF ASSOCIATION OF REGIONS OF UKRAINE.

Аннотация.

В статье отражен процесс восстановления железнодорожного транспорта, который, по мнению автора, стал одним из средств объединения различных регионов Украинской ССР, особенно в послевоенный период. Отдельные регионы вошли в состав Украины в 1939, 1940 и 1945 гг. и первые шаги своего существования делали в новых социально-экономических и политических реалиях.

Abstract.

The article reflects the process of reconstruction of railway transport, which, according to the author, became one of the means of uniting different regions of the Ukrainian SSR, especially in the postwar period of national history. Some regions became part of Ukraine in 1939, 1940 and 1945 and took the first steps of their existence in the new socio - economic and political realitions.

Ключевые слова: *железнодорожный транспорт, восстановление, регионы, объединение.*

Keywords: *railway transport, reconstruction, regions, associations.*

Historians of Ukraine claim that "An important consequence of the Second World War was the unification of Ukrainian lands" [2, p. 58] where "... Each region has its own historical, cultural, linguistic, ethnic and religious characteristics" [9].

Before the war, the Ukrainian SSR had a developed network of railways, which connected the industrial areas - Donbass and Dnieper with the Right Bank, Slobozhanshchina, South, central regions, and since 1939 and Western Ukraine. The Nazi occupation changed the situation. During the retreat of the occupying army, everything that could not be taken out was to be destroyed on the territory of the republic. The amount of losses to the railway industry of Ukraine were estimated to 10 billion rubles. Therefore, without the reconstruction of the railway infrastructure, it was difficult to wage hostilities, carry out reconstruction processes and unite different regions of Ukraine. It should also be borne in mind that the waterways crossed the territory of the republic from north to south. River transport could not be involved in military transport, and later in reconstruction. In addition, he suffered greatly from the occupiers. Therefore, leadership at that time used the railways to ensure the front,

reconstruction processes, and strengthen the position of the state.

For objective reasons, they were the first to rebuild the railway network of the republic. The battle for Ukraine reached its top in the autumn of 1943 and in the spring of 1944. At that time, the Ukrainian section of the front was 800–850 kilometers. Almost half of the Soviet troops were concentrated within its borders – 30 all-military, 10 tank and 7 air armies. During 1943 – 1944 on the territory of Ukraine there was 1 defense, 11 strategic and 23 front operations in which troops of six fronts were involved – the 1st, 2nd, 3rd and 4th Ukrainian and the 1st and 2nd Belarusian, Black Sea Fleet, three military flotillas, several air armies. According to the testimony of the former People's Commissar of Railways I. Kovalev, "... there were up to five, six or more armies in the 1st, 2nd, 3rd and 4th Ukrainian fronts. Relocation of each required from 60 to 200 echelons of 50 cars in each [10, p. 669]. 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 successful offensive of the Red Army and reconstruction processes. Reconstruction of transport required significant funds, which were lacking. The state was

able to provide for economic recovery in 1943 – 1945 7% of the amount of damage caused to Ukraine by war and occupation. To organize the work on the restoration of railway transport of the USSR in 1945, according to the relevant plan, capital investments worth 1,062 million rubles were issued. [10, p. 670]. Due to the lack of funds, directive methods prevailed in the organization of reconstruction works, in combination with economic ones, which include the planned method. The latter became widespread at peacetime.

The scale of destruction of the Donbass transport network was large. Therefore, the necessary priority reconstruction works of the first half of 1943 were carried out within the Voroshilovograd / now Lugansk / region, in the second half of the year - on the territory of other regions of the Left Bank.

In 50 days, the railways, together with the local population, rebuilt 700 kilometers of main roads, bridges, and communication lines on the North Donetsk highway. From the beginning of the expulsion of German troops until September 1943, 1,140.1 kilometers of railways, 6 large, 21 medium and 68 small bridges, and 800 turnouts were restored within the Voroshilovograd region [10, p. 677].

During the liberation of the Right Bank of Ukraine, the norms for the restoration of railways were to be 8 kilometers per day, in practice, such norms approached 11-12 kilometers [10, p. 677].

During the battles for the Dnieper, special formations and railwaymen put 11,000 kilometers of railways at the service of the front. On the territory of the Right Bank of Ukraine on the four Ukrainian fronts since January 1944, there were 11 railway brigades engaged in restoration work [10, p. 677].

After the retreat of the Germans in all cities of Western Ukraine, at all railway stations and junctions chaos reigned [8, p.182]. The Germans not only destroyed the tracks, station equipment, but also destroyed all human-made structures - bridges, viaducts, tunnels [8, p.183]. Significant damage was made to the Lviv Railway. The destruction of Lviv railway facilities was impressive [8, p. 182]. Both locomotive depots were destroyed, the building of the main station was half-destroyed. Its underpasses were completely flooded, and the railway tracks were covered with fragments of stone, metal structures, sleepers [8, p.182]. Repairs were carried out at a rapid pace: communication lines were restored, electrical centralization of switches was established, and dispatching services were launched. By the joint efforts of railwaymen, military and civilian workers, the movement of trains was restored as soon as possible [8, p. 182].

The Germans took machines, locomotives, and all machinery from the depot to Stryi, and destroyed the water supply system. There were no rooms for workshops. Locomotives were repaired in the open air [8, p.182]. Reconstruction on the mountain section between Stryi and Mukachevo turned out to be the most difficult. We had to rebuild two viaducts and a tunnel. And to pull by hand on the steep mountains six-meter multiton columns beyond force, because there was no entrance [8, p.183]. In July 1944, thanks to the selfless work of railway workers, 552 km of roads were put into

operation on the Lviv highway, Kovel'ska - 1020 [10, p. 677].

On October 8, 1944, the territory of Ukraine within the pre-war borders was completely cleared of German 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 switch shunters had been restored and "altered" (1520 cm) on the Lviv Railway. Also, a significant amount of work was performed on the restoration of engineering structures and office - technical premises [8, p. 184].

At the end of 1944, 20,292 km of the republic's railways were restored and rebuilt on the national track. The real mechanism of unification of Ukraine in 1940, 1944 became the railways of Bukovina, and from October 1944 and June 1945 - Transcarpathia.

In 1940 and 1944, according to Soviet laws, 426 kilometers of railways, 5 locomotive and car depots, 46 railway stations, 2100 kilometers of telephone and telegraph communication [3, p.122], became state property in Northern Bukovina. In 1941, all this was subordinated to the German-Romanian administration. During the Proskurovo-Chernivtsi offensive operation by Soviet troops, in March 1944, the territory of (Northern) Bukovina was liberated. The fighting was still going on, and work on the restoration of roads began [3, p. 122].

In Transcarpathia, whose territory was liberated as a result of the Carpathian-Uzhhorod offensive of Soviet troops operation, in September-October 1944, there was a railway network with a length of 653 kilometers, 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 Uzhhorod - Chop, Skotarske - Batevo, Zymyr - Vyshiv and one from east to west in the direction of Chop - Vyshiv [3, p. 122]. According to the investigation of the emergency commission on the account of the damage caused by the German - Hungarian occupiers established 90 steam locomotives, 16 motor locomotives were taken out. 320 passenger and 2800 freight cars, 194 kilometers of railway line, 97 bridges with a length of 5872 running meters, 84 stations and station buildings, 13 tunnels with a length of 1140 running meters, 14 narrow gauge locomotives, 16 kilometers of forest railways were destroyed [6, p. 619] Transport of Transcarpathia at the end of 1944 was practically disabled [7, 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. Through them in 1945 dozens of trophy locomotives were received [7, p. 108].

Along with the reconstruction, local authorities began the process of liquidation of private property of leading industries, transport, communications, banking and credit system. The beginning can be considered with the decree of the local People's Council of December 5, 1944 on the transfer of ownership of state property of the Czechoslovak Republic and the Kingdom of

Hungary to Transcarpathian Ukraine [6, p. 620]. Although formally legal, the territory of Transcarpathia until June 29, 1945 was part of Czechoslovakia until the signing of the Czechoslovak-Soviet Treaty on Transcarpathian Ukraine 6, p. 610. And on August 17, 1945 by the decree of the PCTU (People's Council of Transcarpathian Ukraine) were nationalized: located on the territory of Transcarpathian Ukraine railway transport and communications [6, p. 622].

That leadership of the USSR, taking into account the economic condition of the region, its geographical location and ethnographic features, hatched plans to create the Transcarpathian Railway. A memorandum and a draft resolution of the GKO were prepared in the name of J. Stalin, at that time the head of the USSR, which determined the boundaries of the railway and a list of necessary preparatory work to be carried out by November 1, 1945. The task force was to begin work in Uzhhorod. Two traffic divisions were to start operating in a short time, and within a month the line on the allied (Russian) track of the line - Chop - Batevo - Seget - 135 kilometers long, Batevo - Mukachevo - 26 kilometers, Chop - Uzhhorod - Velykyi Bereznyi - 60 kilometers. It was planned to rebuild by September 1, 1945 the road section from the station Velyky Berezny to the station. Hair 40 kilometers long [4, p. 54]. This project failed to materialize, which did not prevent the reconstruction of the Transcarpathian railway network. Already in late 1945 - early 1946, transport in the region began to revive. 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 [8, p. 185]. Initially, trains ran only on the territory of the region, and in March 1946 communication was established to Lviv and Kiev [7, p.108].

After the war, there was a further resumption of train traffic in Transcarpathia. In a short period of time it was possible to repair about 500 kilometers of tracks, in the locomotive depot Korolevo and Chop to resume flushing repairs of locomotives, there was a direct connection on sections Lviv - Mukachevo, Uzhgorod - Korolevo [8, p.185]. It was also necessary to expand the European track to the east - Russian. Initially, Chop was rebuilt into Mukachevo - Svalyava - Volovets, then Chop - Beregovo, Khust - Tyachevo, and later Chop - Uzhgorod - Uzhok. This is important both for the development of Transcarpathia and the unification of the territory of the republic what was completed in March 1948 [7, p.108].

In the spring and summer of 1944, the southern regions of Ukraine were connected by rail with other regions. In April 1944, the reconstruction of the Odessa railway junction began. The fact of resumption of train traffic on the Odessa highway is interesting. The leading role is played by existing locomotives. They were submerged in the forty-first year of the retreat and lifted from the seabed in the forty-fifth. More than 40 lifted locomotives were placed on rails, which gave results already on May 1, 1944. after 20 days from the time of the liberation of the city the first passenger train Kyiv-Odessa was driven [3, p. 121].

In August 1944, the reconstruction of the Belgorod-Dniester, Reni, and Izmail railway tracks and stations began. At the first node, the occupiers destroyed 170 km tracks, bridges, cars and locomotives. Significant efforts of the railways in September managed to launch the first echelon with load [3, p. 121].

In 1944, employees of the Reni railway station resumed freight transportation, and depot workers carried out complex repairs of locomotives. At the Izmail polling station it was possible to resume communication to Odessa on May 16, 1946 [3, p. 121].

During 1944, thanks to the efforts of railway workers and residents of the region involved in the reconstruction of Mykolayiv region, the railway junctions of Voznesensk and Pervomaisk were put into operation. On the latter, a railway bridge across the Sinyukha River and the Southern Bug [3, p. 121].

In the city of Kherson it was possible to start work in 1944 on the railway junction, the routes of which approached the river and sea ports [3, p. 121].

On the Crimean peninsula in early April, the reconstruction of the Dzhankoi railway junction began, and in early May all the tracks, the turning circle, the car repair point started [3, p. 122].

Reconstruction of bridges and human-made structures has begun, without which the railway is unable to fully carry out transportation. This is due to a number of circumstances. Firstly, the vast majority of rivers in the republic flow from north to south. Thus, on the Dnieper River, from Kyiv to Kherson, there were 15 railway bridges, on the Desna - 7. Kharkiv region was crossed by 11 rivers, through which railway bridges of 30,000 running meters passed. Of this number, 24,000 running meters were damaged, destroyed and destroyed during the German occupation and hostilities of 1941-1943, including various bridges over the rivers Seversky Donets, Mzhu, Oskol, Udil, Orel and other waterways. Secondly, a part of the territory of the western Ukrainian areas is located in mountainous district where there are no bridges. Viaducts and tunnels traffic is impossible. Former People's Commissar of Railways of the USSR I. Kovalev claims that the railways through the Carpathian Pass passed through the mountainous and forested area" [5, p. 209]. All 8 local viaducts (total length 1180 meters, height 30-48 meters, on curves with a radius of 250-400 meters and slopes 22-25%, two of 4 tunnels (length 490-1800 meters) 17 medium and large bridges length 727 During 1944-1945, 588 bridges, 89 pipes, 4 tunnels, 9 overpasses, 202 buildings 5, p.209 were restored on the Lviv Railway during the liberation.

The occupiers destroyed large bridges across the Dnieper, which were rebuilt by railway troops and special formations of the NKVD. In the area of the city of Dnipro / former Dnipropetrovsk / bridges were renewed in two stages. Firstly, they built a floating, sweaty high-water temporary on the bypass. To perform the work, a special potoon - bridge regiment from the rear areas arrived. On April 25, 1943, the UBVR of the 3rd Ukrainian Front built a railway pontoon crossing for 7.5 days, which played an important role in securing the troops. That expanded the bridgehead on the right bank of the Dnieper. Together with the railways,

a 156-meter-long overpass was built. The transition itself was built for 8 days, laying 105 meters per day [5, p. 211].

At the same time, a high-water bridge was being built, for which 1,088 piles were hammered, 192 span structures weighing four tons each were installed, 33 intermediate structures, 20-32 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 [5, p. 211].

Transport (railway) engineering was also rebuilt. In 1944, NKSHS began rebuilding 14 locomotive repair plants located in Ukraine. Favorable economic preconditions were created for their reconstruction. By order of the People's Commissar of Railways of March 15, 1943, all organizations and enterprises of railway transport, who resumed their activities on the territory liberated from German occupation, freed from counting of debts that they had on the day of liberation of the territory on all payments to the budget [1, p. 362].

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FRENCH REVOLUTION OF 1789-1794: AN AMBIGUOUS WAY TO REALIZING THE IDEA OF NATURAL HUMAN RIGHTS.

Abstract.

The Great French Revolution is one of the most important milestones on the path to the modern concept of human rights. As a result of the revolution in France, the "old order" was abolished - absolutism, the remnants of feudal relations in agriculture and the division of society were destroyed.

The French Revolution proclaimed the inalienable rights of man and citizen, and began the formation of the rule of law and civil society.

Keywords: *Great French Revolution, republic, human rights, equality, democracy.*

At today's stage of social development, the concepts of human rights and democracy are perceived by us as something familiar, something that goes without saying. We rarely think about the fact that this has not always been the case. The period of existence of human society without respect for human rights far exceeds the period of a democratic democratic society with equal rights for all citizens.

Such scientists as D. Bovykin, T. Matveeva, L. Novak-Kalyaeva, and O. Kartunov studied the French Revolution.

The relevance of the topic is that there were aspects that made the French Revolution completely unique.

The French Revolution actually built a completely new socio-political system. The ideological basis of this perestroika was the work of the Enlightenment. They had an extremely high level of trust in society.

There was an idea among the Enlightenment that in order to change the social order, it was first necessary to adopt the right laws and write the right Constitution, that this was the path to general prosperity.

The aim of the article is to assess the significance of the Great French Revolution (1789-1793) for the formation of the modern concept of human rights.

The Great French Revolution is one of the most important milestones on the path to the modern concept of human rights. This problem raises many discussions and additional questions. In this regard, L. Novak-Kalyaeva notes: "The basis of the modern concept of human rights is the ideological legacy of the Great French Revolution of the late eighteenth century. during which the theoretical foundations of the concept of human rights were formulated, while the dynamics of the revolutionary process instead of its implementation led to