

## **Transport hubs of the Crimean region and Ukrainian SSR in terms of infrastructure development after the Second World War**

### ***Węzły transportowe Ukraińskiej SRR i regionu krymskiego w kontekście strategii rozwoju infrastruktury po II wojnie światowej***

#### **Summary:**

It is common knowledge that in 1954 the Crimean Region of the Russian SFSR was transferred to the Ukrainian SSR. There were numerous speculations about its legal aspect. Nowadays, the current need is to analyze the social and economic preconditions for making the decision on the transfer of the Crimean region from Russia to Ukraine, and there were plenty of them. This article presents the prospects for the development of rail communication between the Crimea and Ukraine which were planned before 1960. The plans for the development of rail communication between the Crimea and mainland Ukraine had economic and military-strategic factors. They provided the prospect of a drastic increase in transportation loads. The active development of agriculture and industry on the territory of the Ukrainian SSR, extensive construction of the channels and irrigation systems, construction of a military base in Sevastopol, as was foreseen by the plans for social and economic development, became the preconditions for the planned growth of transportation loads between the Crimea and Ukraine and stimulated the development of rail communication between the Ukrainian SSR and the peninsula. It must be separately noted that the plans for the development of recreational resources of the Crimean peninsula stimulated not only the development of connection between Ukraine and the Crimea but also the development of transport in the Crimea itself.

#### **Keywords:**

Soviet Union, Ukraine, Crimea, railway lines of the Crimean peninsula

#### **Streszczenie:**

W 1954 r. obwód krymski Rosyjskiej Federacyjnej Socjalistycznej Republiki Radzieckiej został przekazany Ukraińskiej SRR. Jako że wokół tego faktu powstały liczne kontrowersje aktualna jest potrzeba przeanalizowania jego przesłanek społeczno-gospodarczych. W artykule podjęto próbę ich artykulacji oraz pogłębionej analizy. Punktem wyjścia zaprezentowanych rozważań jest przyjęta w roku 1947 i realizowana do roku 1960 koncepcja rozwoju połączenia kolejowego Półwyspu Krymskiego z Ukrainą. Plany te uwarunkowane były wieloma względami, przede wszystkim czynnikami gospodarczymi i wojskowo-strategicznymi. Ważne miejsce odgrywała konieczność radykalnego wzrostu objętości przewozów. Zakładano wtedy, że nastąpi szybki rozwój gospodarki rolnej i przemysłu, budownictwa kanałów oraz systemu nawadniania, rozbudowa bazy wojskowej w Sewastopolu. Oddzielne znaczenie miały plany zagospodarowania zasobów rekreacyjnych Półwyspu Krymskiego, które stymulowały rozwój nie tylko połączeń pomiędzy Ukrainą a Krymem, ale także i rozwój transportu na Krymie.

#### **Słowa kluczowe:**

Związek Radziecki, Ukraina, Krym, linie kolejowe Półwyspu Krymskiego

## **1. Economic zoning of the Ukrainian SSR. Economic development of southern Ukraine after the Second World War**

Administrative borders of the USSR republics did not always denote the economic zoning of country. Actually, they appeared when Soviet Union was formed and they were changing because of the kind of ethical and political turmoil. The command-administrative system was established and the All-Union Communist Party of Bolsheviks was created in the USSR. Since 1952 it was called the Communist Party of Soviet Union, it was one representing a totally new vertically integrated mechanism of socio-economic progress management. And the initial economic sense of borders within Soviet Union republics was lost. The governing Communist Party of Ukraine was managing economy of the USSR decisively. Committing economic policy, it was to develop a large structural net, one uniting all administrative units as well as people of various professional and territorial backgrounds, for example. When such structural parties appeared, they secured audit as well as mobilization of qualified labor (to mobilize it in a case of such necessity as large governmental construction, for example). People from party organizations had to look after the work force engaged in construction or manufacturing. They had to define the promising party members inside the governing party. Passionate party followers were to watch the potential workforce, who hadn't joined the party yet.

Availability of resources and energy was crucial economic regions in the USSR to appear around the large-scale projects. Logistics was an important factor as well. Administrative zoning was effective to manage agriculture and local industries directed by Soviet Union Ministries and local governments at that time. Most agricultural enterprises of the Ukrainian SSR after the Second World War were directed by the USSR's Ministries. Development of enterprises was to remain under the supervision of soviet government and local party institutions were to look after that, though their efficiency often was the reason to attract regional material and financial resources if necessary. Fedorov being the first secretary of the Ukrainian Communist Party in Kherson Regional Committee asked to lobby for larger financing to construct oil-processing plants in Kherson, because at times of war the only local resources were assigned to cover the vast majority of construction needs<sup>1</sup>. Party leaders of the Ukrainian SSR

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<sup>1</sup> Секретарю ЦК КП(б)У товарищу Хрущеву Н. С. Докладная записка по письму секретаря Херсонского обкома КП(б)У тов. Федорова (від – П. С.) Зам. Секретаря ЦК КП(б)У нефтяной промышленности Т.

were active engaging local labor as well as exploiting construction materials, – and all that was to show enterprises growth under the All-Union supervision.

There are many examples of such reconstruction at times of war. Administrative zoning in the USSR happened to be quite efficient at that time, if to speak about the most beneficial usage of local resources, and it was not the only one case. Large-scale projects as well as construction of industrial complexes was in need of local supervision. It was completely other case and other principles up to which these economic and industrial regions were appearing. We can speak about the development of Donbas energy base in this context. River capacities were crucial Hydroelectric Power Stations to appear around them.

The problem of economic resurgence of the Crimean region, which until 1954 was a part of the Russian SFSR, was considered directly in the writings of A. Pashchenia. In his monograph „The Crimean Region in the Soviet Period (1946-1991)”, it was noted that after the end of the Second World War, the Crimean Region leadership set three tasks: to resurge the industrial capacity for the needs of the USSR Black Sea Navy Fleet; to restore the agriculture capacity and recreational base<sup>2</sup>. A. Pashchenia noted the unsatisfactory implementation of the plans to restore the economic capacity of the Crimean region, in particular, the city of Sevastopol, which in 1948 was planned to be rebuilt within 3-4 years<sup>3</sup>. However, this city was already rebuilt in the period after the transfer of the Crimean peninsula to the Ukrainian SSR under the lobbying of the leadership of Ukraine<sup>4</sup>. In a similar way, according to A. Pashchenia, the funds for the industry renovation during the first five-year plan after the war were underestimated and the reconstruction plans were not implemented. As a result, the unsatisfactory rates of economic recovery in the Crimean region could not stimulate the development of its transport connection with the mainland part of Ukraine. At the same time, as noted by Ye. Yeremenko, preference was given to the recovery of rail communication in the Donbas region and the Kryvyi Rih iron-producing area, as well as these areas' communication with large industrial centres, in particular and primarily with Moscow. In total, according to the data presented in the study by Ye. Yeremenko, during 1946-1955, there were put into operation more than 700 km of the new railroad lines on the

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Гонты. 11.VI.1948 г., Центральний державний архів громадських об'єднань України (ЦДАГО України). – Ф. 1. – Оп. 23. – Спр. 5132. – Арк. 7.

<sup>2</sup> В. Н. Пашеня, Крымская область в советский период (1946-1991 гг.), Симферополь 2008, р. 345.

<sup>3</sup> Ibidem, p. 372.

<sup>4</sup> Доповідь про Державний бюджет Української РСР на 1953 рік та звіт про виконання Державного бюджету Української РСР за 1952 рік, ЦДАГО України. – Ф. 1. – Оп. 24. – Спр. 2943. – Арк. 171.

territory of Ukraine, and for the first three years of the first post-war five-year plan of economic development of the Ukrainian SSR, the pre-war loads of rail transportation were restored<sup>5</sup>. The problems in the process of economic resurgence of the Crimean region and rather high rates of railroad construction and restoration of rail transportation loads on the territory of the Ukrainian SSR the peninsula had communication with, indicate a really low degree of preference in ensuring the resurgence of the Crimean economy.

Article aims to investigate problems of railway connections development between Crimean peninsula and continental Ukraine during the first «five-year plan» at times of Crimea and Ukrainian SSR economic integration after the Second World War .

Actually, new resources explored on the regional level didn't necessarily provide other regions with energy as well. All-Union industrial development was of political significance for the Soviet Union government, one responsible to provide regions with the necessary workforce. Creation of economic zones in USSR on the regional level, and in Ukrainian SSR in particular, was tightly connected with appearing of energy base clusters. Donbasenergo, Dniproenergo as well as Mykolaiv and Odessa integrated energy plants were the energy units of the regional level, but the key one after the Second World War was Kherson. While Khakovka Hydroelectric Power Station was being constructed, southern energy region appeared to unite Dniproenergo, Mykolaiv, Kherson, Rostov and Crimea<sup>6</sup>.

Transport zoning was crucial, railway system to develop and energy areas to form. Post-war transfers were mainly the railway ones. Increasing tendency of railway transfers to the southern parts of the Ukrainian SSR was simultaneous to the age of aggressive construction. Prisoners' department could provide with figures about transportation of human beings to get engaged in constructions of the governmental level in terms of the USSR and Ukrainian SSR in particular. Kherson oil-processing plant was reconstructed by engaged prisoners, which also had to develop the important motorways, Southern-Ukrainian & Northern-Crimean channels as well as Khakovka Hydroelectric Power Station. Stalin railway net covering the area of Kherson, Zaporizhzhya and Dnipropetrovsk regions in terms of Ukrainian SSR was to connect continent with Crimean peninsula. Zaporizhzhya was the administrative centre of this railway as well as administrative regional zoning centre of Ukrainian SSR South-

<sup>5</sup> Е. А. Еременко, Развитие железнодорожного транспорта Украинской ССР, Киев 1969, р. 19.

<sup>6</sup> Схема развития электрических сетей от Каховской ГЭС. 28 июня 1951 (для Зав. відділом будівництва і будматеріалів ЦК КП(б)У Мацуй П. А. – П. С.), ЦДАГО України. Ф. 1. Оп. 24. Спр. 1291. Арк. 3.

East. It was to concentrate power-generating capacities on the regional level as well as manage railway connections to Dnipropetrovsk, Kherson and Crimea as a railway hub. Stalin railway development plan in 1947 meant to accelerate transportations from Ukrainian SSR and Crimea in direction to Zaporizhzhya and Kherson. Besides, Kherson had to become a large transport hub. And it's worth attention that Stalin railway was connecting with Odessa one in Kherson region at Snigurivka station<sup>7</sup>. Kherson was to connect Crimea with the continental part of the Ukrainian SSR. The Kherson city role as a railway station hub was increasing as the city was becoming power generating capacities and agricultural development centre in southern parts of Ukrainian SSR. Construction of Southern-Ukrainian and Northern-Crimean channels was simultaneous to construction in Zaporizhzhya<sup>8</sup>. At the same time, Kherson party institutions, mainly Kherson regional committee of the Ukrainian Communist party, had to direct Khakovka Hydroelectric Power Station construction. It was responsible new fabulous projects to appear in the region<sup>9</sup>. In 1947 Stalin railway development plan was to reconstruct railways that had already existed before the Second World War on Crimean territory and ones connecting Crimean peninsula with continental part Ukraine. And Sevastopol-Sarabuz railway branch, in particular, with a total length of 96 kilometers was used to transfer 0,4 million tonnes of cargo per kilometer to Sarabuz and 0,5 million tonnes per kilometer in direction to Sevastopol. Accelerated cargoes transportation was planned further, - 1950-year plan, for example, meant the transfer of 0,5 million tonnes per kilometer in direction to Sarabuz, and analogically 0,8 - to Sevastopol. But 1955-year plan already meant the increase up to 0,7 on the route to Sarabuz and up to 1,4 - in direction to Sevastopol. It was planned to be 0,9 to Sarabuz and 1,6 to Sevastopol in 1960<sup>10</sup>. Sevastopol branch of the Stalin railway was planned to transfer more, because that area of Sevastopol city was planned to be empowered with the military base. The adequate policy of Sevastopol reconstruction officially began only in 1954 after lobbying for

<sup>7</sup> Сталинская ж. д., «Схемы железных дорог и водных путей сообщения СССР. Для служебного пользования», Б. м., 1943, схема 27.

<sup>8</sup> Стенограмма первого совещания партийно-хозяйственного актива строителей Южно-Украинского и Северо-Крымского каналов «Укрводстрой» от 9-10 июня 1951 года, Запорожье, ЦДАГО України. - Ф. 1. Оп. 24. - Спр. 1358. - Арк. 4.

<sup>9</sup> Выписка из протокола №31 п.3-з заседания бюро Херсонского обкома КП(б)У от 30 июня 1951 г. Об основных положениях районной планировки зоны влияния Южно-Украинского канала и Каховской ГЭС (постановление облисполкома и бюро обкома), ЦДАГО України. - Ф. 1. Оп. 24. - Спр. 1290. - Арк. 37.

<sup>10</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.Х.47, ЦДАГО України. - Ф. 1. Оп. 23. - Спр. 4753. - Арк. 351.

larger financing to reconstruct city in front of Ministers' Council in the USSR. Ukrainian Central Committee of the Communist Party was responsible for that kind of regulation<sup>11</sup>. The prospectives of Stalin railway development meant the increase in transfers on Sarbuz-Djankoy route, with the total length of 72 kilometers in direction to Djankoy transport hub. In 1940 cargoes were transported in the amount of 0,9 mln tonnes per kilometer to Djankoy and 1,3 million tonnes per kilometer in Sarabuz direction. It means the itself fact of more transferred cargoes from Sarabuz station is worth attention. This station was a Crimean peninsula connection hub, so couldn't manage to maintain many holiday makers. It served as a cross-docking facility for goods produced on peninsula. The total amount of transfers from Djankoy in direction to Sarabuz increased as well as from Sarabuz to Sevastopol. In 1950 the plan was to transfer up to 0,8 from Sarabuz to Djankoy and 1,7 - from Djankoy to Sarabuz. So, the increase in transfers to Sarabuz was twice as much ones to Djankoy. If to speak about the amount of transferred cargoes from Djankoy to Sarabuz it was 1,7, and 0,5 were meant to be directed to Sevastopol. Sarabuz was the kind of railway hub, cargoes to be delivered from by railway and distributed further with other means of transport. It was the sign of Crimean economy reconstruction. The peninsula was in need of transport acceleration in order to gain all the necessary rehabilitation resources. 1955-year plan meant the increase of transportation up to 1,2 in direction to Djankoy and 2,1 - to Sarabuz. Radical increase up to 50% of the initial amount of transfers was awaited on Djankoy-Sarabuz route, and slightly lower indicators - in vice versa direction.

Sarabuz station was a local Crimean peninsula hub. Trains to Sevastopol and Evpatoria were departing from it. Speaking about Evpatoria branch prospectives, the new ring railway Feodsiya-Alushta-Yalta-Alupka-Evpatoria was planned. Government paid a lot of attention to reconstruct Sevastopol on the military basis. Evpatoria branch was actually the secondary one in comparison to Sevastopol or Kerch branch. Development of recreational infrastructure wasn't prioritized in Crimea at that time. And railroaders trade union committee in particular was interested in reconstruction of economy of Ukrainian South. A part of space was withdrawn from the rest house of this institution to create an orphanage «Malutka» by the city executive committee of Evpatoria<sup>12</sup>.

<sup>11</sup> (В – П. С.) ЦК КП Украины тов. Кириченко А. И. (від – П. С.) Дудина Ю. Принято по ВЧ 28.X.1954 г., ЦДАГО України. – Ф. 1. – Оп. 24. – Спр. 2943. – Арк. 171.

<sup>12</sup> Выписка из протокола №16 партийной группы Президиума Центрального Комитета профсоюза рабочих железных дорог Юга от 10 апреля 1947 года, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 83-83 зв.

This is a bright example illustrating that governmental officials didn't share the interest in the recreation industry reconstruction. They were more obsessed with current local problems. The main flows of passengers and cargoes passing through Sarabuz had to reach the destination of Sevastopol. Policy of socialist economy in 1947 after the governing of Stalin didn't mean a lot of attention to link the separate recreational centers with continent. It was the only one railway branch accessing main recreational centers. The railway branch development plan was to connect continent and peninsula. It had to be loaded with cargoes as well as passengers up to measure to access more recreational centers. Railway transportations were developing simultaneously to the sea ones connecting Feodosia, Alushta, Yalta, Sevastopol and Evpatoria<sup>13</sup>. When Crimea became the integral part of Ukraine, prospective Feodosia-Sarabuz route connecting continental Ukraine and peninsula appeared. Such background was favorable for Crimean economy to become the leisure one.

Large-scale reconstructing of Ukrainian national economy housing sector began in 1947, but it was a tremendous lack of building materials at that time. Local government officials were trying to accelerate construction exploring the local resources and boosting production capacities of building materials in Kherison and Zaporizhzhya regions as well as areas adjacent to Crimea. The reason to investigate Crimean resource potential was active construction of Khakovka Hydroelectric Power Station as well as South-Ukrainian and North-Crimean channels, in particular<sup>14</sup>. The development of this route in 1960 was about the increase in transfers on the route to Djankoy — up to 1,6, and in the other direction — up to 2,4 million tones of cargoes per kilometer. So, Djankoy-Sarabuz and Sarabuz-Djankoy routes were transfer more of cargoes.

## **2. Perspectives of railway development connections in 1947. Economic integration of Ukrainian SSR and Crimea**

Djankoy-Fedorivka branch was the key Stalin railway one connecting Crimea and continental Ukraine with a transport hub in Zaporizhzhya with a total length of 177 kilometers and 2,7 million tonnes of cargo per kilometer

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<sup>13</sup> Сталинская ж. д., «Схемы железных дорог и водных путей сообщения СССР. Для служебного пользования», Б.м., 1943, схема 27.

<sup>14</sup> Справка о ходе строительства предприятий Министерства промстройматериалов УССР в районе строительства Каховского гидроузла и трасы Южно-Украинского канала по состоянию на 10 мая с. г. За підписом Заступника Міністра промисловості будівельних матеріалів Української РСР М. Лисенка. 5.VI.1952 р., Центральний державний архів вищих органів влади України (ЦДАВО України). – Ф. Р-2. – Оп. 8. – Спр. 5745. – Арк. 85.

was a 1940-year plan for it in direction to Fedorivka. In direction to Djan-koy this figure was 3. Railway was the core peninsular mean of connection. The biggest amount of transfers, mainly of holiday-makers, were directed to peninsula. And those very transfers had to supply recreational complexes with provision and military base. 1950-year railway development meant the increase in transfers in direction to Fedorivka up to 2,4 million tonnes of cargoes per kilometer, and up to 2,6 - in direction to Djan-koy. In 1955 the amount on Fedorivka route meant to be 3,4 and to Djan-koy - 4,1. In 1960 it meant to be 3,9 in direction to Fedorivka and 4,9 - in the other direction<sup>15</sup>. So, development of sustainable railway connections approached the increasing tendency of transfers in direction to Crimea. That was the reason to reconstruct Crimean economy and more military groups to appear on the peninsula.

Fedorivka-Zaporizhzhya railway branch connecting Zaporizhzhya with the biggest industrial city of southern Ukrainian SSR had the total length of 88 kilometers. In 1940 it was meant to transfer up to 3,1 million tonnes per kilometer in direction to Zaporizhzhya and 1,6 - in the other direction. 1940-year transfers to Zaporizhzhya covered twice as much amount of cargo in comparison to route in direction to Fedorivka. That year the only one railway branch was connecting continental Ukraine with Crimea. It means the amount of transferred cargoes from Crimean peninsula in direction to Fedorivka was similar to one from Zaporizhzhya to Fedorivka. Fedorivka station was an important transport hub connecting southern parts of Zaporizhzhya region and Zaporizhzhya city itself as well as providing transportation in direction to and from the Crimean peninsula. 1950-year plan meant up to 2,8 million tonnes of cargo per kilometer in direction from Fedorivka to Zaporizhzhya and up to 1,5 - in the vice versa direction. After the Second World War, when the first «five-year plan» was established, it failed to reach even the pre-war indicators, because socio-economic development of Fedorivka-Zaporizhzhya route area was not a priority for government at that time, because the first «five-year plan» was focused on reconstruction of Donbas economy<sup>16</sup> as well as Dnipro Hydroelectric Power Station situated in Zaporizhzhya<sup>17</sup>. Since the second «five-year plan» began in 1950, development of southern Ukrainian SSR and north-

<sup>15</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.Х.47, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 351.

<sup>16</sup> Закон про п'ятирічний план відбудови й розвитку народного господарства СРСР на 1946-1950 рр., «Засідання Верховної ради СРСР (перша сесія), 12-19 березня 1946 р. Стенографічний звіт», Москва, 1946, р. 346.

<sup>17</sup> Ibidem, p. 350.

ern Crimea was prioritized. Proper conditions of southern Ukrainian SSR and northern Crimea agricultural development is all about the 1950-year plan. Reconstruction of heavy industry particularly in Ukrainian SSR after the Second World War was thought to be a focus of the first «five-year plan». The second one had to increase the social wealth of population enhancing agriculture and agricultural production. Stalin railway branch Fedorivka-Zaporizhzhya had to provide sustainable regional development, particularly for Crimean region, after the Second World War in terms of the first «five-year plan».

Before the construction of Southern-Ukrainian and Northern-Crimean channels, peninsula was in depression. Tough climate conditions as well as bad supply of manpower were reasons productivity in sector of agriculture to be low<sup>18</sup>. Too little amount of people were engaged in reconstruction of Crimean economy known for its recreational resources. Lots of all-union enterprises, institutions and organizations had to contribute that economy to function. Trade union uniting southern Evpatorian railroaders possessed a sanatorium, one to be a concern to conflict with the Evpatorian city executive committee<sup>19</sup>. 1940-year development plan was the last pre-war one still indicating growing transportation tendency in direction to regional centers, - but that wasn't a socio-economic development priority yet in 1950. Well, general Ukrainian SSR railway net development plan meant simply transportations to be growing in 1950 and 1955, and 1960. 1950-year plan for Zaporizhzhya-Fedorivka route across Dnipro to Crimea meant to exceed best indicators of 1940th<sup>20</sup>.

Fedorivka-Zaporizhzhya railway development plan in 1955 was to cover the amount of 4 million tonnes of cargo per kilometer in direction to Zaporizhzhya and up to 2,2 - in direction to Fedorivka. In 1960 these figures had to reach the indicators of 4,5 and 2,9 analogically<sup>21</sup>. In 1955-1960 Zaporizhzhya-Fedorivka railway branch development was constant and sustainable, the same as one of the USSR economy, it had to follow. Since 1950 Djankoy-Kherson railway was to connect continental Ukraine with Crimean region. Partly transfers between continental Ukraine and Crimea since 1950 were conducted not from

<sup>18</sup> Стенограмма совещания в ЦК КП(б)У по вопросу строительства Южно-Украинского канала. 7.10.1950, ЦДАГО України. – Ф. 1. Оп. 24. – Спр. 235. – Арк. 6.

<sup>19</sup> Выписка из протокола №16 партийной группы Президиума Центрального Комитета профсоюза рабочих железных дорог Юга от 10 апреля 1947 года, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 83-83 зв.

<sup>20</sup> (В – П. С.) Совет Министров Союза ССР товарищу Сталину И. В. (від – П. С.) Л. Кагановича. Не пізніше травня 1947 р., ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4023. – Арк. 12.

<sup>21</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.X.47, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 351.

Zaporizhzhya but from Kherson – this way construction of new Stalin railway branch began.

In 1950 Djankoy was becoming more and more powerful transport hub, more and more was transferred via branches connecting Sevastopol and Djankoy through Sarabuz as well as in terms of Kerch-Djankoy branch with a total length of 191 kilometer. And this year plan meant up to 0,8 million tonnes of cargo per kilometer to deliver to Djankoy and 1,7 – in direction to Sarabuz<sup>22</sup>. We have to mention the growing significance of Kerch city status as peninsular industrial centre. Kamysh-Burun metallurgic plant and factory named after Voykov were large enterprises located in this city. Regional enterprises of the continental Ukraine were supplied with fuel and raw materials by railway. And after war only via railway due to the lack of capacities to fix the maritime fleet<sup>23</sup>. Industrial region along the Dnipro river could supply industries of Kerch with all the necessary materials. 1950-year plan meant up to 1,1 cargoes in direction to Djankoy and a bit less than the pre-war indicators in direction to Kerch – up to 1,5<sup>24</sup>. First «five-year plan» meant reconstruction of Kerch industrial capacities, but it wasn't the factual increase in production as well as reconstruction of its full capacities. The lack of fresh water was a significant problem for Crimea to develop. Actually, construction of Southern-Ukrainian and Northern-Crimean channels was planned to provide enterprises of Kerch with fresh water from the Dnipro<sup>25</sup>. 1955-year plan meant up to 1,7 to transport in direction to Djankoy and 2,3 – to Kerch, in 1960 these number were up to 2,2 and 2,5 accordingly<sup>26</sup>. In 1955-1960 general socio-economic development plan was expected to represent a growing tendency of cargoes to transfer. Besides, in direction to Kerch was transferred more than to Djankoy. It was good city to be developing as a prospective Crimean industrial centre.

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<sup>22</sup> Ibidem,- Арк. 353.

<sup>23</sup> Секретарю Центрального Комитета ВКП(б) України (так в тексті – П. С.) товарищу Кагановичу Лазарю Мойсеевичу (від – П. С.) Начальника Азовского пароходства Сидорова. 17 октября 1947 г., ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4747. – Арк. 231.

<sup>24</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.Х.47, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 353.

<sup>25</sup> Секретарю ЦК КП Украины товарищу Мельникову Л. Г. Докладная записка к вопросу о преимуществах принятой Правительством схемы орошения юга Украины (від – П. С.) Зав. отделом ЦК КП Украины по строительству и стройматериалам Мацуй, Зав. сектором отдела ЦК КП Украины по строительству и стройматериалам Бибилова. Не пізніше 21.2.1953 р., ЦДАГО України. – Ф. 1. – Оп. 24. – Спр. 2893. – Арк. 37.

<sup>26</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.Х.47, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 351.

### 3. Kherson city development as a transport hub connecting continental Ukraine and Crimea

Djankoy-Kherson branch linking continental Ukraine and Crimea was a one of fascinating construction scheme. Djankoy-Kherson branch of Stalin railway was planned to be exploited since 1950. It was a peculiar one with the total length of 171 kilometer in comparison to Djankoy-Fedorivka with a length of 177 kilometers and Fedorivka-Zaporizhzhya with a length of 88 kilometers. It means that Djankoy-Zaporizhzhya railway connection had the total length of 265 kilometers. Railway to Kherson had to link Crimea and continental Ukraine. And 1947 was a year shipping across the Dnipro river to begin in terms in accordance with special program<sup>27</sup>. This was a reason Kherson to become an important transport hub providing both sea and railway connections. Transportation conditions across the Dnipro River were generally improved to enhance Southern-Ukrainian and Northern-Crimean channels construction. Development of navigation across the Dnipro River to Kherson was necessary in 1947, but since this water artery began to function as a crucial for the Ukrainian SSR route, it couldn't constantly provide more and more transfers on the regional level. Actually, new Crimean railway branch connecting Djankoy and Kherson was to provide Crimea with access to the continental part of Ukraine connecting the cargo turnover across the Dnipro with Crimean peninsula.

Eastern Ukraine was facing a rapid industrial development. Crimea was developing railway connections with Zaporizhzhya, this city to become a hub supplying peninsular industrialization with Donbas raw materials and fuel. Tendency to shipping transfers across the Dnipro could shorten routes in southern directions, partly shifting from land routes to water ones. But construction of a railway branch with a hub in Kherson didn't mean that one connecting Zaporizhzhya and peninsula was not necessary anymore.

The cargo turnover in this direction had to grow. Djankoy-Kherson branch had to represent the following indicators of the 1950-year development plan: 0,5 in direction to Kherson and the same amount to Djankoy. In 1955 it had to be 0,9 and 0,6 in accordance. And 1,2 million tonnes of cargo per kilometer to Kherson and 0,6 - to Djankoy in 1960. We have to mention, transfers via that railway in continental direction to remain the same, but a stable growing

<sup>27</sup> Постановление бюро Запорожского обкома КП(б)У № 312/24 от 15.IV.47 г. О ходе подготовки шлюза и порта им. Ленина к открытию сквозного судоходства. За підписом Першого Секретаря Запорізького обкому КП(б)У Л. Брежнева, ЦДАГО України. – Ф. 1. – Оп. 23. – Спр. 4747. – Арк. 77.

tendency of transfers in the continental direction from Crimea to appear. It was the main peculiarity between this one providing the link with Crimea and railway in Zaporizhzhya direction. Transfers from Crimea to Kherson happened to be lower than awaited. In 1950 Djankoy-Fedorivka route had to provide the total amount of transfers up to 2,4, 3,4 – in 1955, and 3,9 – in 1960, – so a bit more than in terms of Kherson-Djankoy route. So, construction of new railway branch connecting Crimea and continental Ukraine was planned to satisfy certain requests, that appeared only after war. The role of Dnipro as the Ukrainian SSR transport artery is growing providing transfers to southern and central regions of republic. Besides, the 1948-year development plan of the Ukrainian SSR already meant constructions of Hydroelectric Power Station in the area of Kherson<sup>28</sup> as well as irrigation system to become the reason of supplying raw materials in Crimea, on construction which was the reason to supply raw stuff in Crimea.

Let's look at Khakovka Hydroelectric Power Station, Southern-Ukrainian and Northern-Crimean channels construction plans which meant the supply of building materials from Crimea. A. Bochkin as the Head of the «Ukrvodbud» main department mentioned to the first secretary of the Ukrainian Communist Party Central Committee L. Melnykov and the Head of the Ukrainian SSR Ministers' Council D. Korotchenkov since 23.05.1951, that railway branch capacities had to increase on Zaporizhzhya-Djankoy route, because the number of construction needs had grown, building the Southern-Ukrainian and Northern-Crimean channels as well as plant named after Voykov in Crimea<sup>29</sup>. Though it wasn't much, it was important to boost irrigation perspectives of northern parts in Crimean region.

In 1947 Crimea was a prospective region with many recreational complexes. So, railway development was really important. A new railway branch with the total length of 320 kilometers connecting Feodosia, Alushta, Yalta, Sevastopol, Evpatoria appeared. It had to be able to transfer up to 0,5 million tonnes per kilometer in direction to Feodosiya, Sevastopol etc and 0,6 – in vice versa directions. It means that branch was to provide connection with such main port cities of Crimea as Feodosiya and Simferopol. Maintaining services of resort cities meant more transportations at a lower cost. Finally, that railway was

<sup>28</sup> Товарищу Сталину И. В. (від – П. С.) Н. Хрущева. 31.XII.47 г. Передано по ВЧ, ЦДАГО України. – Ф. 1. – Оп. 23. – Спр. 4697. – Арк.565.

<sup>29</sup> Председателю Совета Министров УССР товарищу Коротченко Д. А., Секретарю ЦК КП(б)У Мельникову Л. Г. Начальника Главного Управления строительства Южно-Украинского и Северо-Крымского каналов «Укрводстроя» А. Бочкина и Начальника Сталинской ж. д. директор-полковника движения К. Коломийцева. 23 мая 1951 г., ЦДАВО України. – Ф. Р-2. – Оп. 8. – Спр. 2414. – Арк. 73-74.

not built. Crimea became the part of Ukraine in 1954 and Central Committee of the Ukrainian Communist Party was responsible to issue a special letter №2/102 to the Central Committee of the All-Union Communist Party since 28.IX.1954. The letter aimed to discover fundraising opportunities to construct the Simferopol-Yalta railway in 1955. The USSR governmental insisted this money assignation to be impossible<sup>30</sup>. And decree «About the rehabilitation of agriculture, resort towns and Crimean region cities of the Ukrainian SSR» was a reason for this. Besides, peninsular railway net was separated from Djankoy in 1947, connecting this transport hub with Sevastopol and Kerch (it was approaching Kerch through the port city Feodosiya). So, the Crimean railway transport net was constructed exclusively to cover the peninsular military base needs, and maintenance of other facilities and branches was secondary. This statement was about the industrialization in Kerch. But as was mentioned across the railway net development prospectives, Crimean economy status as recreational one was growing which led Feodosiya to become a peculiar transport hub as well. This status was to be of a completely new significance speaking about the links between city resorts and transport hubs. Issue of Yalta railway construction indicated the actualization of this question in 1954 in connection with the prospectives of peninsular development in the sphere of recreation. The development of Crimean recreational sphere was postponed from 1947 to 1960 year, – in other words, up to the time peninsular would be provided with the railway transport.

New Simferopol-Alushta railway route with a total length of 70 kilometers was planned for construction in 1955. And this very year it had to provide the following amounts of transfers — up to 0,3 to Alushta and 0,1 - to Simferopol. 1960-year plan was 0,4 and 0,3 accordingly<sup>31</sup>. 1955-year plan was characterized by active construction of infrastructure, acceleration of transfers to the city resorts as well means to provide proper conditions people to have a vacation. So, since Crimea had become the part of the Ukrainian SSR, massive construction of city resorts began. But motor and seaway transport was thought to be cheaper in comparison to the railway one development of which was still not the first priority.

<sup>30</sup> (В – П. С.) ЦК КП Украины тов. Кириченко А. И. (від – П. С.) Дудина. Принято по ВЧ 1 ноября 1954 года. Сообщаю Вам о состоянии рассмотрения отдельных вопросов, поставленных ЦК КП Украины на рассмотрение ЦК КПСС, ЦДАГО України. – Ф. 1. – Оп. 24. – Спр. 2943. – Арк. 175.

<sup>31</sup> Выписка из проекта развития сети железных дорог Союза ССР на генеральную перспективу. Грузовые потоки по основным направлениям ж. д. сети УССР на перспективу. 10.X.47, ЦДАГО України. – Ф. 1. Оп. 23. – Спр. 4753. – Арк. 358.

## 4. To sum up

So, Djankoy-Zaporizhzhya and Djankoy-Kherson branches of Stalin railway were connecting continental Ukrainian SSR with Crimea. Both were important for economy of southern Ukraine. In 1944 Kherson city is becoming more and more influential as a regional centre and a hub connecting Stalin railway with Odessa, Zaporizhzhya as well as South-Donetsk railway. 1947-year USSR railway net development plan meant to accelerate railway transportation within continental Ukraine and Crimea as well as empowering one between Zaporizhzhya and Crimea. Railway branch connecting Crimea and Kherson was to enhance transportation in both directions. Kherson was an important logistic hub providing water connections across the Dnipro. 1947 was the year when transit navigation construction across the Dnipro began.

Literally, Crimea accessed two railway transport hubs. A lot was done for good logistics to provide sustainable connections between Crimea and continental Ukraine. Soviet government was trying to enhance agricultural and industrial development of southern Ukraine realizing large-scale programs across Kherson and Zaporizhzhya regions in order to stimulate transport connections with Crimea and fulfill first two «five-year plans».

Development of other routes connecting continental Ukraine and Crimea as well as socio-economic development projects on the territory of Crimea and southern part of the continental Ukrainian SSR during the first «five-year plan» are truly worth of the further analyses.

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