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SOCIAL BIOGRAPHY AS A SOURCE FOR THE STUDY OF "LABOR HISTORY" IN THE CONTEXT OF THE HISTORY OF THE COUNTRY

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ABSTRACT:

The authors of the article consider social biography as a source on the history of labor, contributing to the disclosure of the historical process through human individuality. In the study, an attempt was made to reconstruct a social biography using the example of the labor biography of Ivan Georgievich Makarov based on materials from a personal file, collective memoirs and newspaper publications. The article describes the characteristics of these historical sources. The authors prove that these biographies can be used to reconstruct the labor feat of the Soviet people at a turning point for the country - during the Great Patriotic War. The study concluded that the biography of the Hero of Socialist Labor was used in the development of a system of non-material incentives and education of labor discipline.

INTRODUCTION

The biographical genre in historical research has long been considered a classic of the historian's scientific work [1, p. 26-30; 8]. In recent years, the subject of this direction of historical science has been rethought and filled with new content. In the context of microhistory in historical biography, in all the diversity of its manifestations, they tend to see a specific research technique that allows you to look at the historical process "from the inside", through human individuality. Such a turn in the attitude of historical science to the biographical genre is due, according to L.P. Repina, a general change in the attitude to human individuality and, as a consequence, personalization of the subject of history [19, p. 264].

The concept of "social biography" has become quite firmly in the terminological apparatus of modern science, with the help of which the connection between personal and social phenomena in the context of historical events is revealed. The study of social biography makes it possible to find out the influence of global historical events on a specific individual [14; 2, p. 391-401].

A significant role, according to foreign researchers (M. Hearn, G. Knowles, N. Salvatore), biography plays in the context of social history and the history of labor [10, p. 64-69]. At the same time, the modern scientist is interested not so much in the study of the life of an "outstanding personality" as in ordinary participants in the historical process, whose everyday actions, in fact, constitute the fabric of history. Coverage of certain aspects of their lives will allow a deeper study of the factology of historical processes, to comprehend the cause-and-effect relationships of specific historical phenomena.

In recent years, there has been an increase in researchers' interest in the topic of labor as a separate area of historical science [3, p. 170-178]. If earlier attention was focused on the processes of formation, development and functioning of production, branches of the national economy, etc., now scientists are interested in the attitude of a person in the process of labor activity [12]. Human as a mechanism for the implementation of production tasks.

The connection between labor history and biography is not accidental and more than immediate. Labor is an integral part of human existence and, as a subject of historical research, is essentially anthropocentric. As a result, it seems logical and quite reasonable to turn to social or labor biographies for a more detailed and detailed look at labor processes and their relationship with historical events.

This study is an attempt to reconstruct the social biography of the Hero of Socialist Labor, Ivan Georgievich Makarov in the context of historical events during the Great Patriotic War and the post-war period. Analysis of biographical data will allow you to "look" at the "inner kitchen" of the labor process, to see in it a human personality, its role and significance.

The history of our country knows many "challenges". One of the most global in the context of general historical processes of the twentieth century, which set the vector for the further course of history, was the Second World War. For our people, the events of the Great Patriotic War and the memory of them are value-forming. In this regard, the attention of historians is attracted not only by the direct hostilities and human life in their context, but also by the history of the rear, where social tension sometimes took on no less character. Labor discipline and cohesion of society during this period, its ability to perform the necessary labor tasks, are significant criteria for the stability and vitality of society and, therefore, are of interest for research.

The railways of the USSR had a special role and special position in the context of wartime. All the necessary cargo and human resources, evacuation and military echelons were transported along the steel arteries, in critical, sometimes life-threatening conditions. Hundreds of thousands of lives and the outcome of military operations depended on the uninterrupted and trouble-free operation of all structures of railway transport. Already on June 23, 1941, by order of the People's Commissariat for Railways, the movement of trains was transferred to a military schedule, which provided for the priority passage of military echelons and cargo [20, p. 21]. The same document established the prescription for the precise operation of the stations. During the war, large railway stations, especially those near which important strategic objects were located, performed an incredible amount of work: they met, distributed and sent further evacuation echelons along the route, formed and dispatched military trains, and regulated the movement of civil and medical trains. The timely delivery of military cargo and human resources, and hence hundreds of thousands of lives, depended on the clarity and consistency of their work. The station manager organized and controlled the entire work process, made decisions based on the current situation, and was personally responsible for them. In May 1942, Ivan Georgievich Makarov was appointed head of the Gorky - Tovarnaya station.

1942 was the most difficult of the war years for railway workers. An endless stream of evacuees, lack of fuel, locomotives and wagons, lack of repair bases, destroyed tracks and stations - all these issues had to be resolved quickly and "on our own". The state of affairs at the railway stations of the city of Gorky was complicated by the fact that the city was the first receiving point on the route of evacuation flows and the largest starting point for echelons with front-line cargo produced at the factories of Gorky and the region. The tracks of the sorting and goods stations were filled with wagons, which made it absolutely impossible to form trains with military equipment [11, p. 26]. Sormovskiy, Aviation, Automobile factories demanded immediate sending of equipment to the front. In such conditions, it was decided to send evacuation cargo to the sorting station, and Gorky - Tovarnaya had to deal with the formation and dispatch of specialized letter trains [11, p. 29]

In this difficult time run the station and was appointed I.G. Makarov. He left no memories or private letters to family and friends. We can get information about his working life from several sources. Firstly, this is a very "weighty" personal file, consisting of 77 sheets. The case includes a personal record

sheet, orders of the head of the Gorky road, award lists, characteristics of different years for the period of service, presentation, extracts from orders of the head of the road, the People's Commissariat of Railways and decrees of the Presidium of the Supreme Council of the USSR, sheets of service attestations, memorandum, telegrams of the chief of the road and autobiography. The personal file was formed during Makarov's service on the Gorky road, therefore it contains detailed and thorough data from a long segment of his work biography. Personal file documents, undoubtedly, are of an official nature, but at the same time they are not "ceremonial", they record not only career "ups", merits and awards, but also miscalculations, difficult times. In addition, some personal data can shed light on the internal situation in the team, on facts that are important for the reconstruction of general historical events of the specified period.

Another source of information was publications in the departmental periodical press - the newspaper "Volzhskaya Magistral". We studied newspaper issues for 1942 - 1946, identified articles and notes about I.G. Makarov. Unlike documents of a clerical nature, periodicals are a vivid example of not only an official assessment of labor activity, but in essence is a repeater of the most important ideological attitudes and performs an educational task in relation to the work collective.

A collection of memoirs of veterans of the Gorky-Sortirovochny locomotive depot was of great importance for establishing some facts of Makarov's biography. Memories of the history of the station and depot and of the people who worked there were collected in the 80s. last century and published by the Road Center for Scientific and Technical Information and Libraries of the Gorky Railway in 1982. Currently, the manuscript is kept in the Museum of the History of the Development of the Gorky Railway.

Only a person who possessed extraordinary organizational skills and was well aware of the specifics of station work could establish the uninterrupted operation of the station in crisis conditions. Such a person was Ivan Georgievich Makarov, who by 1942 had significant experience in railway transport, including as the head of the Sorting Station and the head of the Gorky Traffic Department.

Ivan Georgievich was born in 1892 in a peasant family in the village of Lyubovnikovo, Tambov province (now - Sasovsky district of Ryazan region). From the age of 12, he worked for a local landowner, was a shepherd, a housekeeper, and a groom [4]. Such data is reported about him by "Volzhskaya Magistral", in a detailed article published on the occasion of the awarding of the title of Hero of Socialist Labor to Makarov. From the autobiography of 1948, contained in a personal file, it follows that up to the age of 15, Ivan Georgievich lived with his mother, studied in winter, and in spring and summer helped her in the field and looked after children, which there were five in the family [13, p.76]. It can be noted that the official seal somewhat embellishes the standard biographical data of a peasant son, forming the image of a hero-worker.

RESULT

In 1913, Makarov went to work at the factory of Savva Morozov in Orekhovo-Zuevo, first as a canvas maker, then as a locksmith. In 1916 he was dismissed on suspicion of strike activity. According to the newspaper, several workers threw the director of the factory into the water, which was the reason for the investigation and dismissal. In his autobiography, Makarov uses the phrase "for reasons unknown to me." The question arises, were the newspapermen really better informed about the situation in the factory in 1915? Or is there again a somewhat "embellished" fact of the biography to create the most complete heroic image? The second option seems more likely. In fact, the biography, indicated by newspaper publications, formed a romantic image of a hero-worker, a fighter against oppressors, who, with his labor (which is very important), achieved the highest recognition of the country's leadership, party and people. In wartime conditions, such an educational burden on the image of the worker is justified and understandable. It served as a kind of continuation of the tradition of non-material stimulation of labor, which originated in the thirties. And should have helped to strengthen labor discipline, inspire hope. However, in order to obtain more reliable information that reflects the real facts of the period of interest to us, it is necessary to refer to the materials of the personal file and to the memoirs of Makarov's colleagues.

In 1916, he got a job as a conductor at the Likhobory station of the Moscow - Okruzhnaya Railway. During the October Revolution, Makarov already worked as a switchman. Ivan Georgievich was actively involved in the process of revolutionary struggle. He was elected secretary of the local trade union committee. However, Makarov fought for the new power not only on the ideological front. In 1919 he was mobilized into the Red Army in the 36th reserve battalion in Usman [4]. Some time later, after completing short courses of a combatant commander in Moscow, Makarov was sent to the front near Petrograd. After being seriously wounded and in accordance with the decree on the return of railway workers to transport, he again returned to the Likhobory station. In the same year I.G. Makarov was elected secretary of the local party organization.

Until 1923, Ivan Georgievich managed to work as a compiler, clerk, and station attendant. Thus, he firsthand, from the inside, studied all the specifics of station work.

In 1928, Makarov entered the Moscow Institute of Transport Engineers. He graduated in 1930 with the qualification of a railway technician of the first category.

After working for 5 months as the head of the Shakhunya station, Makarov was appointed to the post of head of the large station Gorky - Tovarnaya. In 1935 a new station was put into operation Gorky - Sortirovochnaya, built according to the project of V.N. Obraztsova with modern technical equipment. I.G. Makarov was appointed to supervise the station work. He organized training courses for qualified personnel at the station, the lack of which was acutely felt, introduced indicators of the quality of work: the average gross train weight, car turnover, idle and empty carriage mileage [11, p. 29-30].

In May 1940, by order of the Deputy People's Commissar of Railways, Ivan Georgievich was appointed head of the Gorky branch of the movement. Here he was found by the Great Patriotic War, the first years of which were especially tense for transport. When trains with equipment of industrial enterprises pulled from west to east, the roads, including Gorkovskaya, were overloaded, and the stations were clogged with trains. If we add to this the number of evaco trains with people arriving at that time in Gorky, then one can imagine that the congestion of the station tracks was prohibitive.

From the archival data it follows that only in December 1941 year 19 995 people proceeded through the Gorky evacuation point (no one counted the cars). In 1942 through the evacuation point №1 passed 38 584 people, 1 253 teplushki [7, l. 4-8]. The head of the evacuation point noted in the reports that the downtime of cars with people at the station ranged from two hours to more than two days. Nobody kept track of the exact time. The reason for this was the great congestion of the path. I. G. Makarov was unable to cope with the "sewing" path, in March 1942 he was removed from his post with the wording: "The head of the Gorky branch of the Movement Makarov allowed the sewing of the Gorky branch of the Movement and especially the station Gorky-Sortirovochnaya and did not provide work in wartime." [15].

At the same time, a critical situation arose at the Gorky - Tovarnaya station, the head of which was not only removed from office, but also taken into custody. Under these conditions, the head of the Gorky railway, Ya.I. Sokolinsky wrote a memo to the main personnel department of the People's Commissariat of Railways. In it, he explained that "Comrade Makarov ... in peacetime coped with the work of the department," and that "to manage the station Gorky - Tovarnaya Comrade Makarov has sufficient experience and will cope with the work" [13, p. 45].

Thus, deciding the question of a candidate for the post of the head of the station, which was of strategic importance, Ya.I. Sokolinsky supported I.G. Makarov, who was recently removed from office. This is not an ordinary phenomenon, especially in wartime conditions, when reputation, merits and miscalculations were considered and studied especially closely. This means that Ivan Georgievich really had authority and enjoyed the confidence of the team and management. They listened to the opinion of the head of the Gorky road, and in May 1942, by order of the People's Commissariat for Railways I.G. Makarov was appointed station master.

DISCUSSION

The station Gorky - Tovarnaya acquired special significance during this period. It was the most important link in the industrial complex of the Gorky plants, which were waiting for fuel and raw materials and sought to send their products to the front. It was necessary to organize a clear transportation of goods in a new way, to rebuild the technological process on the fly, to apply it to the new location of factories, to the tasks of intra-hub transportation, to a new direction of freight traffic [6]. The new plant manager was not immediately able to solve these problems. There is no information about the

first difficult months of work in the new position in newspaper articles, but a memorandum addressed to the head of the road and his deputy for political affairs, the essence of which boils down to the accusation of I.G. Makarova in inaction and inept leadership. The author of the note, the deputy head of the road for the traffic service, wrote that "... the available car fleet for the period from 5 to 12/VIII was reduced by only 406 cars ... from the working fleet of 1954 cars - there were 575 cars without markings ... the specialization of tracks in all parks was violated ... there were no uniform shifts ... I could not fully establish who is in charge of the station, the Soviet commander or someone else? " [13, p.43]. The wording of the memo is tough and categorical, the accusations are very serious. However, no dismissal followed. Perhaps because Ivan Georgievich was in office for only 3 months and coped with the work as much as was possible at all during this period, and the note was not given a move. Perhaps there were other reasons that saved the stationmaster's life and position. It is not known what the immediate reaction of management was to this note. No information has been preserved in the personal file. However, it contains a lot of positive characteristics, written by the head of the road and his deputies both before and after the incident: "... owns the full erudition of the work of railway transport. He is very disciplined and efficient ... He masters his duties quickly ... He takes work seriously and thoughtfully "[13, p. 16]. What did I.G. Makarov, being under close scrutiny and constant pressure? One can only guess about it. However, he managed not only to justify the confidence of the management and fulfill the planned targets, but also to bring the Gorky-Tovarnaya station to the first place along the way. The new head developed a special method of loading on railway platforms one and a half trucks manufactured by the Gorky Automobile Plant. Each next truck was put in the back of the previous one. Compacted loading "herringbone" helped to save from 5 to 6 platforms on each route [5, p. 254]. The freed platforms were used to send additional tanks to the front from the Krasnoye Sormovo plant.

More than once during the Great Patriotic War, the entrusted by I.G. Makarov, the enterprise was awarded the Challenging Red Banner of the People's Commissariat for Railways. During the war, more than 100 000 guns, 15 000 aircraft, 23 600 tanks, 10 000 mortars, 8 000 self-propelled guns, 500 000 trucks and armored vehicles were sent to the front from the station.

In issue 138 of the newspaper "Volzhskaya Magistral" dated November 18, 1943, an article was published dedicated to IG Makarov: "Ivan Georgievich has invested a lot in the organization of the technological process of the station, laying the foundation for its transformation into a leading enterprise of the road. As the head of the movement of the Gorky branch of the road, he ensured the uninterrupted movement of trains to the front and transportation associated with the evacuation. The enormous work of the oldest railway worker was marked with a high government award" [4]. Of course, the article does not contain information about difficulties and failures in work and overcoming them. The data on work in the position of the head of the traffic service is clearly embellished, there is not a hint of failure in them. Such selectivity in informing labor collectives may well be attributed to the

requirements of wartime and the need to educate a disciplined, executive and responsible labor collective.

In 1943, by decree of the Presidium of the Supreme Soviet of the USSR, for "special services in providing transportation for the front and the national economy" I.G. Makarov was awarded the title of Hero of Socialist Labor with the Order of Lenin and the Hammer and Sickle gold medal [22].

More than once the leadership of the road characterized Ivan Georgievich as a technically advanced, disciplined, proactive, decisive, skillful manager and commander. In 1945, Ivan Georgievich Makarov was awarded the medal "For the Defense of Moscow" for the skillful organization of work, for "the successful fulfillment of the tasks of the Government and the military command for the transportation of defense and national economic cargo" [23]. Later the career of I.G. Makarova was quite successful. On August 14, 1944, he was awarded the personal rank of director-lieutenant colonel of the movement. In 1947 he was elected a deputy of the city council, in 1948 he was appointed head of military transport. In 1950, Ivan Georgievich was sent on a long business trip to the German Democratic Republic to work in the Soviet Control Commission, organized in 1949. By the decision of the Council of Ministers of the USSR, instead of the Soviet military administration for the management of the Soviet zone of occupation in Germany, the Soviet Control Commission was formed in Germany, whose activities were terminated on May 27, 1953.

Upon his return from a business trip, I.G. Makarov was awarded the second Order of Lenin [5, p. 255]. In 1955 he became the head of the military mobilization sector of the Gorky branch. May 6, 1957 Ivan Georgievich died.

In the labor biography of I.G. Makarov, as a mirror reflected the history of our country of this difficult period. There are downs and ups in it. We can say with confidence that this person was not afraid of difficulties, he loved his work, was truly passionate about it. He contributed to the development of the industry. For his labor activity I.G. Makarov was awarded: Orders of Lenin, Red Star, Badge of Honor, medals For Valiant Labor in the Great Patriotic War of 1941-1945, For the Defense of Moscow, For Victory over Germany, badges: "Honorary Railwayman", "Drummer of Stalin's Call", "Excellent Mover".

A voluminous personal file and newspaper articles make it possible to reconstruct the labor biography of I.G. Makarov and conclude that it (reflected in newspaper publications) served as an ideal, a means of fostering a responsible attitude to work, continued the tradition of non-material incentives, being an indicator of high social status and honor.

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