

Automobile transportation in the years of the Great Patriotic War. History of the branch and its heads

In January 1942 after the tragic death of D.V.Popov, Ivan Grigoryevich Gavrilov was appointed the first head of the People's Commissariat of the automobile transportation. He worked in the People's Commissariat since the day of its creation as a Deputy of the People's Commissar.

Childhood and youth did not differ from his peer's life to a great extent. He was born on 24 June, 1904 in Ilyinka village, Kuschevsk district, Krasnodarsk region in the peasant's family. Since the age of 7 he studied in the winter, and in the summer – the same peasant's labour. Being the representative of one of the first generations, educated by the Soviet power, he early got used to the social work and entered the Komsomol (Young Communist League). In 1923, by having the work experience in the Agriculture Department of the Volost Executive Committee, he was elected the secretary of the Committee of the Komsomol of the Steppe Volost in Rostov district (since 1924 – Kushchevsk district), then – a member of the Bureau of the District Committee of Komsomol. In 1925-1926 years he worked as the Executive Secretary of the District Department of the Union of assistance to defense and aviation and chemical building of the USSR (OSOAVIAHIM), later the instructor of voluntary societies.

School education was not enough for the active and energetic young man, that is why as he had the possibility, he entered the faculty of working youth (workers' faculty), which prepared yesterday's proletarians and peasants for studies at universities. It took three years. The following step – Road Institute in the same Rostov-on-Don.

In 1934 Ivan Gavrilov received the diploma on higher education in specialty engineer-mechanic of the automobile transport.

During those years Kazakhstan did not have possibility to prepare needy specialists from its residents, but the necessity for them was very high. The Russian Federation sent cadres. So, Ivan Grigoryevich as the young specialist was sent to Kazakhstan. Besides, for the post of the head – director of the automobile sector of the road-transportation department of Alma-Ata Regional Executive Committee. In Alma-Ata in 1935 the new organization – State Automobile Inspection appeared. The head of Alma-Ata regional State Automobile Inspection Gavrilov was appointed, and in 1938 he was entrusted to control this organization in the republican scale.

On 13 July 1939 Ivan Grigoryevich was appointed the Deputy of People's Commissar of the automobile transport of the KazSSR. In three years was the another promotion: Gavrilov became the Commissar.

All the researchers of the history of automobile transport unanimously indicate the period of the Great Patriotic War as the most difficult in its development. The automobile transportation was the youngest among all existing at that time. Before the war the base necessary for its development was created. In the whole republic in 1939 there were 255 trucks and 120 buses, one –tire – and eight autorepair workshops.

If before the war automobile transportations consisted of 53% from the whole volume of the transportations in the KazSSR, in 1945 this figure decreased to 16%.

By 1947, because of the repair and restoration of the time-expired vehicles the autopark increased to 673 trucks. During war years the battery plant, three repair-charge battery stations, an automechanical workshop were created, and the tire-repair workshop became the plant. Eventually, all these efforts allowed during 1941-1945 years to transfer more than two mil.t. of goods, and in 1946 about 113 th.t. of grain was transferred.

In the first after-war year the system of the automobile transportation in Kazakhstan from the promised 270 new trucks got only 48. There was the off-road in the country, the automobile rubber became worn and there was no change for it. The cars of foreign brands were not able to be exploited on the national fuel.

In March 1946 the People's Commissariats in the USSR, including the Kazakh SSR, were transformed into the ministries. Ivan Grigoryevich Gavrilov serving for the Government was presented to the session of the Supreme Council of the KazSSR and appointed the Minister of the automobile transportation.

From the reference letter as of 1947: "Personally, comrade Gavrilov is disciplined, morally stable, politically literate. For the honest work in the post of the head of the Ministry of automobile transportation on the day of the 25th anniversary of the Kazakh SSR he was awarded the order of the Patriotic war I degree and medal "For valorous work in the Great patriotic War of 1941-1945 years".

On 25 July 1953 the Ministry of automobile transport of the KazSSR was renamed the Ministry of road and transport economy of the KazSSR. L.G.Zhukov was

appointed the Minister, the first deputy – Ph.Kh.Takezhanov, and deputies – Kh.N.Ramazanov and I.G.Gavrilov. The epic of virgin lands was approaching, but it was a new page in the history of the big country and its automobile transportation.

In the Ministry Ivan Grigoryevich worked till 1958, then he was transferred to the post of the director of the Kazakh scientific-research and project institute of the Ministry of the automobile transportation of the KazSSR. In 1957 he got one more governmental award – “Badge of Honour”.

In 1963 he retired, in 1965 he returned to the Ministry again as a consultant. Since 1969 he was on pension. In 1995 he passed away.

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