

## **Automobile transportation of Kazakhstan and its head in pre-war years**

Automobile transportation in pre-war years became one of the largest branches of the national economy in Kazakhstan, which evoked the necessity of the creation of the People's Commissariat of the Automobile Transportation (PCAT). Its organization in July 1939 required significant amount of time and efforts. Taking into account that there were no specific directions on the ways of development of the branch, and the organization of the work of the automobile transportation which was divided into 8000 motor transport service was not that easy. The own economy of the People's Commissariat was created on the basis of the destroyed resource base inherited from the People's Committee of the Communal Economy.

In the very 1940 the PCAT had 18 motor transport services of the mixed type with garages and repair workshops. The park of the equipment consisted mainly of the motor trucks "GAZ-AA", "ZiS-5" and "YAG-4", buses "GAZ-03-30", "ZIS-8", "ZIS-16" and passenger cars of the brand "GAZ-A", "pick-up" and "M-1". The garage of the economic Administration of the Council of the People's Commissars of the Kazakh SSR, apart from the cars of the brand "GAZ-AA" and "ZIS-101", had the automobiles of the type "Lincoln", "Buick limousine", "Ford-B" and others. Even for 2 years, from 1939 to 1941, automobile park of Kazakhstan rose up to 7300 automobiles and until 1941 it consisted of 32 869 automobiles. Drivers were in demand. In the created for these purposes driving schools, in particular in Alma-Ata driving school, 635 drivers were prepared in 1937, this figure increased to 1527 people until 1940.

Quick development of the automobile transport required the buildings of new roads. Off-road hampered the transportation of goods, connection with main industrial centers, regions of the republic.

Particularly, hard conditions of the transport connection evolved in the east of the republic and Alma-Ata region, where improved, with the stone cover roads included: in East-Kazakhstan region – 2%, Alma-Ata – 17%. That is why, in the first place, the construction of the route “Eastern circle”, consisted of the “Ust-Kamenogorsk – Bukhtarma – Malokrasnoyarsk – Samarka – Kokpekty – Georgievka”, by total distance of 444 km and the route “Alma-Ata – Sary-Ozek” connected with the Horgoss route by total distance of 175 km of road. In general, the network of the vehicular roads of Kazakhstan in 1940 reached 100 th km, from them – 2 routes of national importance – 574 km, 12 of the republican meaning – 92 939 km.

The conditions of the war time made it necessary launch the activities of the PCAT on the organization of the repair of the automobiles, being subject to the Red Army; concentration of the automobiles, being located in small car services, in charge of the PCAT; preparation of the replacement of workers being recruited to the Red Army owing to the female cadres; mass transfer of the automobiles from gasoline to the solid fuel; restoration of the worn-out details and use of all the types of local transport.

In accordance with the resolution of the party bodies the control of the activity of all autorepair workshops was laid onto the PCAT. From the sent to the Red Army automobiles counting 10 th pieces (the first delivery) the significant part required the capital and medium repair. Only for the period of the mass deliveries of automobiles (from 23 June to 20 August 1941) in the autorepair workshops 5760

automobiles were repaired. From various small automobile economies 2421 cars were transferred. Besides the automobiles, into the jurisdiction of the People's Committee the autorepair workshops were accepted in the following cities: Guryev, Aktubinsk, Chimkent, Alma-Ata and Karaganda. 846 women for the enterprises of the PCAR and 252 women for other People's Committees and organizations on the specialties of a driver, mechanic, electrician and tire repairer were trained.

Inadequate number of gas generating plants imported to Kazakhstan from Moscow and Gorkiy, limited the transfer of the automobiles from gasoline into solid fuel. By the PCAT and Scientific-research laboratory of the automobile transportation (SRLAT) the project on the production of gas generating plants for trucks and passenger cars "M-1" on the cooperative basis with the People's Committee of local industry (Mechanical plant Alma-Ata), which had to give out the iron cast, and the People's Committee of farming (Oxygen plant), which planned to take over main welding works, was worked out.

Insufficient import of repair parts into the republic evoked the automobile economies to work on the restoration of worn details more confidently. By their own forces they restored the intermediate rollers, articulated joints, valves of the truck "GAZ-AA", pins and so on.

Difficult was the situation with tires. Mostly, the demand of the automobile transportation in the vehicle battery was satisfied: by having available adequate quantities of raw materials - lead, they organized the transfer of the three repair-battery charging stations - Alma-Ata, Petropavlovsk and Semipalatinsk regions - under the supervision of the PCAT and began the production of batteries in Kazakhstan.

The war, which had just started, delayed further development of the automobile transportation, that is it was re-oriented to the transportation of goods, necessary for the provision of the front by the food, ammunition and equipment.

The second People's Commissar of the automobile transportation Dmitry Valeryanovich Popov was appointed. Popov's biography was typical for that time. Since the first days of the PCAT creation he worked as the Deputy People's Commissar on cadres. In October 1940 Dmitry Valeryanovich was appointed the People's Commissar of the automobile transportation in the republic, and in February 1941 he was elected the Chairman of the PCAT Board.

Popov was born in Leningrad in 1907. His father worked as the assistant of the class supervisor and librarian of men's gymnasium, later – the accountant, and by the beginning of Imperialist war – record keeper of the Indent directing. When a boy turned 8, his father left four children and wife. The family actually lived at the expense of mother who worked as the educator in the orphanage. In 1919 his mother died, and till 14 the boy lived with his relatives in Moscow.

In 1931-1932 years Dmitry Valeryanovich worked in Ulyanovsk as the deputy director, director of the training center of the Glavspirt of the USSR. In November 1932 Popov was recalled to the disposal of the Glavspirt to Moscow. In 1934-1937 years he worked in the system of "Transenergokadry" as the head of Ivanovsk department, director of Moscow central school of instructors-teachers, inspector of Moscow directorate, head of Zaporozhye training automobile center, deputy head of the Transcaucasian department in Tbilisi. Since March 1937 D.V.Popov was

appointed the Deputy Head and head of the Kazakh department “Transenergokadry”.

In the position of the People’s Commissar of automobile transportation of Kazakhstan Popov showed himself as a wonderful organizer. His colleagues in the People’s Committee spoke of him positively.

Popov Dmitry Valeryanovich lived till 34 years old. He died while fulfilling his duties in the car crash in December 1941.

The material on the documents of the Archive of the President RK and biographical reference book “Kazakstannyn Halyk Komissarlary. 1920-1946.” was prepared by a chief specialist of the Archive R.K.Kanguzhieva.

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