

# DEVELOPMENT OF THE RAILWAY AND AUTOMOBILE NETWORK OF UZBEKISTAN IN THE SECOND HALF OF THE 20TH CENTURY (1945-1990)

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## Abstract

It is known that soon after, production, transport system and roads in Uzbekistan after the second world war were in a somewhat difficult situation. By the 70s and 80s of the 20th century, there was considerable development in this system. In particular, progress in the railway system and its impact on society were far more effective. This article will tell you about the positive changes in the railway system in these years.

**Keywords:** Railway Transport, Highways, freight car works, freight transport, industrial enterprises, communication points, passenger and freight volumes, new railway stations.

## Introduction

The geographical location and administrative borders of Uzbekistan became more complicated after the collapse of the Soviet state. Uzbek cargo had to pass through the territory of several countries to reach seaports. In this regard, the President of the Republic of Uzbekistan noted that “today, transport and transit costs of countries in the region that do not have direct access to seaports are significantly high, reaching 70-89 percent of the cost of exported products” [1]. This situation limited the republic’s ability to develop economic ties, made it dependent on the countries through which transit cargo passed, and led to carriers losing up to 40 percent of the time required to deliver cargo due to “imperfect cargo clearance procedures” between the former Soviet republics [2].

It should be noted that the railway has its own history and developed as a transport industry. Currently, information on the geography of rail transport is based on general literature on the geography of transport and a number of articles briefly touched upon in this work. Based on the above, in addition to the information provided in the works on this topic, general information such as the density of rail transport, speed, travel time to the destination, stopping stations, the impact on the development of infrastructure on them, participation in employment, routes of international and local freight transportation, their types, seasonality of freight transportation by rail, international and local freight traffic, as well as the range and volume of goods transported within the country and in international traffic, also increases the need to study the industry. In Uzbekistan, railways occupy a leading and important place among the modes of transport. Another advantage of rail transport over other modes of transport is that it

causes less damage to the environment and operates smoothly, despite adverse weather conditions [3].

In the years under review, railways played an important role in the export of products grown mainly in Uzbekistan. At the same time, the Tashkent region is rich in industrial enterprises, and railways play a significant role here, mainly in the transportation of raw materials. At that time, all transport sectors of the Tashkent region were quite well developed. This area is located at the junction of railways, air and highways connecting the central regions of Central Asia with the republics. Most of the railways are electrified. The roads consist of asphalt concrete and gravel roads and connect all regions of the republic. Railway stations were mainly focused on industries serving the cotton and agricultural sectors of the national economy, and the railways also served cotton-growing regions. Beginning in 1935-1936, major organizational, technical and economic measures were also carried out in railway transport. They focused on regulating train traffic and preventing accidents and collisions. A number of measures were also taken to improve the material support of the system. Thus, in 1933, 7.5 million rubles were allocated for the transport system across the Union, and by 1937 this amount reached 9.3 million rubles. In order to regulate train traffic, a unified timetable was developed throughout the Union in 1935. The regulation, which reflected the new rules of technical operation, was put into effect in the summer of 1936.[4] Naturally, in the first years the plan was implemented consistently over many years.

There were delays and shortcomings in the operation of motor transport, and management errors were also a negative phenomenon, but since the errors were studied and corrected in a timely manner, and things were put on the right track, the auto trust achieved positive results. In 1968-1988, the management of the auto trust paid more attention to the construction of buildings for all of its constituent motor enterprises, the creation of repair shops, and the creation of conditions for workers and employees. During these years, 5,322 rationalization proposals were developed and implemented. As a result, a profit of 950 thousand soums was received.

From 1955 to 1991, the trusts transported more than 1 billion tons of national economic cargo, and freight turnover increased to 13,938.9 billion ton-kilometers. The region's motor transport workers actively participated in the construction of large industrial facilities, including the Almalyk Mining and Metallurgical Plant, the Tashkent, Syrdarya, Angren State District Power Plants, the Charvak Hydroelectric Power Plant, the Tashkent, Akhangaron, Charvak reservoirs, major highways, and the Tashkent-Bekabad road. The trust's motorists made a significant contribution to the aftermath of the 1966 earthquake in Tashkent, and the restoration and construction of the city. The motorists also took part in the events in Afghanistan that began in December 1979. 350 vehicles of the transport company went to very difficult and dangerous Afghanistan, helping residents of Afghan villages by delivering food, medicine, clothing, fuel, and other essential items.

In 1987, the Toshviloatuktrans detachment provided assistance in eliminating the consequences of floods in the Pskent and Galabinsky districts, and in 1988, in clearing rubble after the earthquake in Armenia[5].

As a result of the reorganization, the efficiency of public transport use increased slightly, the volume of freight transportation reached 148 thousand tons, freight turnover - 56 million ton-kilometers, financial indicators increased, revenue amounted to 854 thousand soums, profit - 47 thousand soums, mileage utilization rate - 0.83%.

Since 1974, a new stage in the development and improvement of intercity freight transportation began. In the same year, the 56th special automobile enterprise in the city of Bektemir was transferred to its disposal. In 1975, independent automobile plants were created in Samarkand, Andijan and Angren, which in 1982-1981 were transformed into automobile enterprises No. 70, 51 and 5. In 1974, 408 thousand soums were allocated for the development of the technical base of production and management of the department's enterprise. In the same year, a control center was put into operation, all means of communication were equipped - telephones, two teletype radio stations, a selector studio began to work, a board was installed, and control over the planned route of the car's exit from the garage was carried out [6].

In the 1970-1980s, freight bus stations were built in the cities of Tashkent, Angren, Bukhara, Jizzakh, Kokand, Kattakurgan, Namangan, Syrdarya, Urgan, Shakhsibaz, Yangiyer, platforms for 4,000 containers equipped with mechanisms were organized, hotel spaces were increased, and comfortable conditions for drivers were created. In 1980, 6,041 thousand tons of cargo were delivered to their destinations through freight bus stations, and 10,730 thousand tons through special motor transport enterprises. Freight bus stations earned 48,879 thousand soums, and special transport enterprises earned 17,006.3 thousand soums.

In 1987, the Intercity Freight Transportation Department was transformed into the Republican Production Department "Uzshaharlararo-avtoyultrans", which was granted the right to distribute the volumes of freight transportation by road and rail, make changes to quarterly plans for the wage fund and utilization costs, pay an additional 30 percent of the tariff to persons performing additional duties of deputies, and also reward employees of enterprises and organizations that provide assistance in the transportation of goods on one-time trips [7].

In 1972-1982, a centralized transport and forwarding department of the highway operated on the Tashkent-Samarkand road. The freight bus stations of Tashkent, Syrdarya, Gulistan, Jizzakh and Samarkand were transformed into the newly created freight bus stations of Yangiyer, Tashkent-2, Yangiyul and Chirchik. The transport and forwarding agency was transferred under its control. In 1982, the Tashkent-Samarkand Highway Maintenance and Forwarding Department was transformed into an association and became part of special automobile enterprises No. 56 and No. 70[8].

Taking into account the nature of the formation of transport modes in the Tashkent region in the period from 1945 to 1990, objective and subjective reasons, the uniqueness of their development, dynamic changes in growth rates and a number of other aspects, we considered it appropriate to consider them at the following four historical stages:

Stage 1 1945-1955

Stage 2 1956-1965

Stage 3 1966-1980

Stage 4 1981-1990

278 | Page

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