
Railways of Uzbekistan: Stages of Formation and Development

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Abstract: This article provides a brief analysis of the formation, stages of development and prospects of the Uzbek Railway on the basis of archival document and existing sources.

Keywords: Politics, economy, military strategy, transport and communication system, Governor-General of Turkestan, Central Asian Railways, problems in the railway system, Uzbekistan Railways, prospects, second transport system.

Located at the crossroads of international trade routes for centuries, the land of Uzbekistan has a favorable transport and communication and transit potential in terms of international relations. The international community acknowledges that the Great Silk Road, which connects East and West, passes through the regions of our country, creating favorable conditions for regular dialogue and cooperation between different civilizations and cultures.

Today, the railway has a special place in the transport and communication system.

It is safe to say that this sector is the largest natural monopoly in the country, and its effective operation in market conditions will have a significant impact on the progress of all economic reforms in our country. Given that currently more than 60% of cargo and more than 75% of passengers in the country are transported by rail, we feel more deeply how important this sector is in the development of our economy [1].

The establishment of an independent and integrated railway transport communication system, which reliably and effectively connects all regions of the country, provides access to international transport networks, is undoubtedly our greatest historical achievement in this direction. These did not happen spontaneously. In order to understand this more deeply, it is important to properly assess the importance of railway transport in the economic life of our country, to study its history of construction, its place in the socio-economic life of society.

The history of foundation Uzbekistan's railways dates back to the second half of the 19th century. After the conquest of the Uzbek khanates by Tsarist Russia and the establishment of the Governor-General of Turkestan (1867), the process of adapting the country's wealth to Russia's interests began. However, the lack of convenient and affordable transport links connecting Turkestan with the central regions of Russia hindered the implementation of the intended policy. That is why the Russian trade and industry circles, which are in need of new trade markets and sources of raw materials, especially cotton, began to promote the development of transport links connecting the central regions of the empire with Central Asia. They discussed the issue for more than 25 years, and from 1854 to 1880, more than 40 projects were submitted to the Russian government. By the decision of the Russian government in 1877 and 1878, several scientific expeditions were organized in order to select and study the most favorable direction of the proposed projects. The scientific expedition concluded that the Orenburg-Tashkent route "... is more convenient than other routes, has

advantages, is important in terms of importance" and that it is expedient to build a railway in this direction [3].

However, given the Anglo-Russian conflict on the Afghan-Central Asian border, the Russian government called for "immediate construction of a military base in the Mikhailovsk Bay of the Caspian Sea, the transportation of necessary supplies," and the establishment of a Caspian military base. decided to build a road [4]. In 1880-1888, the first railway connecting Russia and Turkestan in a length of 2,885 versts (1 verst -

1.06 km) was built to Samarkand and was called the Caspian Military Railway. After the completion of the Samarkand-Andijan (with the Tashkent branch) railway in 1895-1899, this railway was merged with the Caspian military railway and from January 1, 1899 was renamed the Central Asian Railway. [5]. However, the lack of a direct connection between the Central Asian and Russian railways was to some extent an obstacle to the development of bilateral trade relations between Turkestan and Russia. Therefore, on the eve of the completion of the construction of the Caspian railway, the issue of connecting Turkestan with the central regions of Russia by the shortest and most continuous Orenburg-Tashkent railway began to be discussed. After the Russian emperor approved the construction of the Orenburg-Tashkent railway on April 4, 1900, in the spring of 1901 the construction of the Orenburg-Kazalinsk railway of the Orenburg-Tashkent railway and on October 9, 1901 the construction of the Tashkent-Kazalinsk railway began. The 1736 verst Tashkent-Orenburg railway was put into operation on January 1, 1906.

The growth of Russian industry in 1909-1914, especially the growing demand for raw cotton in the textile industry, prompted a practical approach to the construction of the Fergana railway.

On July 14, 1908, the Department of the State Council of Russia approved the charter of the Kokand-Namangan railway joint-stock company. After the payment of the deposit required by the joint-stock company to the state bank, the construction of the Kokand-Namangan railway began on May 9, 1911 and was put into operation on July 7, 1912, a year ahead of schedule. The Special Committee of the Ministry of Finance and Railway Communications of Russia in October 1912 60 km (1 km - a unit of measurement equal to 0.9 km) Uchkurgan-Hakkulobod, on August 25 this year 99 km It was decided to transfer the construction of the Namangan-Jalal-Abad railway to the Kokand-Namangan joint-stock company. Construction began in 1912 and was completed in 1916.

The economic, political and especially military-strategic situation in the early twentieth century necessitated the construction of a railway in the southern and southeastern part of the Bukhara Emirate and the connection of the Central Asian railway with Termez, the easternmost part of the emirate. began to eat. After the charter of the Bukhara Railway Joint-Stock Company was approved by the Russian emperor on July 13, 1913, in April 1914 the construction of the railway from Kagan to Termez began. On February 9, 1916, the laying of the railway from Kagan station to Termez was completed, and on the same day the first military train arrived in Termez from New Bukhara.

The construction of the Central Asian railway, on the one hand, led to the development of industrial and agricultural production in Turkestan, the improvement of trade relations, the intensification of domestic and foreign trade, on the other hand, Tsarist Russia's Turkestan o. stabilized the military-strategic position in the country, created great opportunities for Russian investors to develop the country's natural resources.

During the Soviet era, the discovery of new mineral deposits in the republic, the appearance of new cities, the development of nature reserves and glaciers, the opening of a new "transport

corridor" from Central Asia to the central regions of Russia, the Volga and the Caucasus. to create access to the regions, to eliminate irrational long and bypass roads, and to build new railways. For this purpose in 1947-1955 the length was 627 km. In 1959-1962, the 289.2-kilometer Navoi-Uchkuduk, which included the settlements of Tinchlik, Karmana, Konimex, Karakata, Kizil Kuduk and Uchkuduk, was built. In 1957 the 110 km long Syrdarya-Jizzakh [11], in 1966-1970 the 154 km long Samarkand- Karshi [12], in 1972 the 406 km long Kungrad-Beynov railway. 1 tracks were built and put into operation [13]. The opening of these railway lines provided Uzbekistan and the Central Asian republics with access to the Volga and Caucasus regions, connecting the Karakalpak ASSR, Khorezm and Dashoguz regions with the administrative and industrial centers of the Central Asian republics. It has stimulated the development of the economic potential of the regions and the development of their natural resources, laid a solid foundation for the development of industry and agriculture in the regions, had a positive impact on the development of non-ferrous metallurgy in Uzbekistan. played an important role in meeting the need for transportation, had a positive impact on the development of protected lands in the Mirzachul, Karshi and Sherabad steppes, as well as contributed to the development of productive forces in these areas.

After gaining independence, it became clear that the railway system, as in all areas, has a number of problems that hinder its sustainable operation, expecting its solution. In particular, first of all, after the collapse of the USSR, the cargo of our republic has to pass through the territory of several countries to reach the seaports. "Today," said the President of Uzbekistan Sh. M. Mirziyoyev, - transport and transit costs of the countries of the region, which do not have direct access to seaports, are significantly higher, reaching 70-89% of the value of exported products "[14]. This limits the opportunities for the development of economic ties between our countries and makes our goods dependent on countries in transit. All this is leading to a decline in the competitiveness of the transport sector in the whole region. "[15] and the railways to Khorezm and the Republic of Karakalpakistan had to pass through neighboring Tajikistan and Turkmenistan. "Spiritual obsolescence", service at the level of time One of the problems was the lack of equipment and technology to allow demonstrations.

From the first years of independence, the Government of the Republic of Uzbekistan has paid special attention to the development and improvement of the railway network. In order to fully meet the needs of freight and passenger transportation by rail and to ensure its stable and safe operation, by the Decree of the President of the Republic of Uzbekistan dated November 7, 1994 in the territory of the former Central Asian Railway "Uzbekistan Railways" state joint-stock company was established on the basis of the In order to develop railway transport communications, attract foreign investment, improve the level and quality of railway transport services, the President of the Republic of Uzbekistan issued a decree on March 2, 2001 Decree of the Cabinet of Ministers of the Republic of Uzbekistan dated March 3, 2001 "On improving the organization of management of the State Joint-Stock Company" Uzbekistan Railways "" motivated [16].

During the years of independence, more than \$ 8 billion was invested in the development of railway communications and infrastructure, of which more than \$ 2.6 billion was directed [17]. On the basis of decrees and special resolutions of the President of the Republic of Uzbekistan and the Cabinet of Ministers of the Republic of Uzbekistan, at the end of 2001 the 633-kilometer Navoi-Uchkuduk-Sultan Uvaystog- Nukus was built. In June 2016, the commissioning of the new 123-kilometer electrified Angren-Pop railway will further develop the economic potential of the northern and southern regions of the country. mastering, most importantly, has created new jobs and provided employment to thousands of our compatriots. These roads have served as one of the most important steps in the establishment of a single and integrated national railway communication system in our country.

During the years of independence, special attention was paid to the electrification of railways. In the past period, the lines "Tashkent-Khojakent", "To'qimachi (spinner)-Angren", "Tashkent-Samarkand", "Marokand-Karshi" were electrified. The 325-km-long Karshi-Termez railway section is being electrified, and the second stage of the Jizzakh-Yangier electrified railway network with two-way traffic is underway. Over the years, more than 1,800 kilometers of railways have been electrified. As a result of electric trains, it was possible to reduce the cost of operating trains by 20%, increase the speed of passengers and freight by 1.3 times. The high-speed Afrosiyob electric train, manufactured by the Spanish company Talgo, was launched between Tashkent and Samarkand in 2011. In August 2015, a similar high-speed train was launched between Tashkent and Karshi. on the Tashkent-Bukhara route in August. The train, which can carry 215 passengers, travels the Tashkent-Samarkand route in 2 hours, the Tashkent-Karshi route in 2.5 hours, and the Tashkent-Bukhara route in 3 hours and 25 minutes.

In order to improve the level and quality of services in the transport sector, Uzbekistan Railways pays special attention to the provision and modernization of rolling stock with the most modern, high-efficiency locomotives and comfortable wagons. In recent years, the purchase of 49 modern electric locomotives and 10 passenger locomotives, as well as the modernization of 120 locomotives show that the scope of work in this area is growing [19]. Today, the rapidly developing, high-tech railway passenger car construction and repair plant in Tashkent, the foundry-mechanical plant, the unitary enterprise "Uztemiryo'lmashtamir" produce locomotives and passenger cars. In addition to refurbishment, modernization and re-equipment, our car industry was founded in a short time. 2,500 freight and 150 new passenger cars were developed, and 735 passenger cars were modernized.

At the same time, the Uzbek railways are faced with the task of "increasing the volume of freight and passenger traffic, as well as further enhancing the economic potential of the regions, integrated development of rich mineral resources, training of specialists for industry, economic and social development." "Implementation of investment projects aimed at meeting the growing demand for coal products" [21], "further development of transit potential of the country and increase the share of transport in the structure of national economies ... attraction of modern technologies and foreign investment in transport infrastructure, East - In the framework of the Western project, starting from China, passing through Kyrgyzstan and Uzbekistan, then through the newly built Baku-Tbilisi-Kars railway line, the countries of Southern and Eastern Europe, the Middle East and the Mediterranean the task of forming new transport corridors leading to ports they stand"[22].

In short, in Central Asia, the railway served as one of the factors of economic development in Turkestan as an advanced technique and means of transport of its time. All the changes that took place as a result of the construction of the railway in the Turkestan region were made in the colonial interests of the metropolis.

During the years of independence, the development of the transport system has strengthened the territorial integrity and security of the country, deep from of the transport and communications system has opened up favorable opportunities for economic development of large natural resources. It has met the demand, but also affected the growth of foreign economic relations

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