

RAILWAY TRANSPORT IN UZBEKISTAN IN THE 20S OF THE 20TH CENTURY

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ABSTRACT

After the establishment of Soviet power in Turkestan, the restoration of economic relations was also important for the Center. The Soviet government immediately used all its resources to restore the destroyed iron arms and build new lines to take raw materials, fuel and other cargo out of the country. At this point, the economic potential of each region was carefully studied by specially formed groups. In order to attract the local population to the railway transport, they were placed only on specially designated jobs. The article covers the construction of new railway lines. Also, problems and achievements in railway transport are revealed on the basis of historical materials.

KEYWORDS: *October Events, Turkestan Blockade, Railway Transport, Soviet Government, General Cotton Committee, Central Asian Railways, Bukhara Government, People's Commissariat Of Roads, Turkestan-Siberian Railway.*

INTRODUCTION

The relevance of the research topic is determined by the role and importance of railway transport in solving important tasks such as developing the economy of Uzbekistan and increasing the export potential. Considering the geographical location of Uzbekistan in the region, railway transport is important in the development of the national economy. It is necessary to develop a single comprehensive strategy in the field of development of the national transport network that meets high international requirements and standards, and to ensure its large-scale integration into international transport communications, taking into account the requirements of the republic's product manufacturers to export their products to the regional and world markets in the future. In this regard, it is important to study the history of railway transport, in particular, the historical experience of the economy of the revival period of the 20s.

LITERATURE ANALYSIS AND METHODOLOGY In the 1950s and 1960s, economists created a number of scientific works on the transport structure of Uzbekistan, as well as the railway network, but they also covered the goals of the Soviet government in the field of railways. In a number of scientific publications dedicated to the history of the development of the transport system and railways in Uzbekistan, created in the later years of the Soviet era, in particular, in the studies of V. Suvorov and J. Kalimbetov, the issue of the role of railway workers and political organizations in the republican industry of the Central Asian republics, in

particular in Uzbekistan, was covered. In the articles of R. Aminova, B. Burikhonov, the main attention is focused on such issues as the formation of the working class in the railway network, the contribution of industry workers to the development of the national economy of the Soviet state, the role of the communist party in the formation of the local working class. A.Z. Togaeva's research is devoted to the history of the construction of the Tashkent-Orenburg railway, its role in the economic life of Turkestan. In this work, the military, political and economic interests of the government of the Russian Empire from the construction of railways in the country, economic and social consequences of the construction of railways are expressed.

RESULTS It is known that after the events of October, the private ownership of the means of production was abolished in the country, all the railways were transferred to the hands of the Soviet state. The intervention and civil war of 1918-1920 did not allow to improve the material and technical base of railway transport, to develop cargo and passenger transportation. During these years, the national economy of Turkestan was also in a difficult situation. Delivery of grain, fuel, industrial goods, weapons, oil products to the country was stopped, many enterprises were destroyed. In 1920, the volume of gross product decreased by 12 times compared to 1917, and almost 2 times compared to 1913. The number of working enterprises decreased by 70 percent. Despite the difficult situation in Turkestan during this period, all resources were mobilized to start the railway work[4:5].

The opening of the blockade of Turkestan and the restoration of economic relations between Turkestan and the RSFSR were also important for the Center. The Soviet government immediately did everything to get raw materials, fuel and other goods out of the country. During 1920, 6730 wagons of cotton, more than 1100 wagons of wool, more than 662 thousand pieces of leather, several echelons of oil and gasoline were delivered to the Center from Turkestan. As can be seen from the above data, the export of Turkestan has exceeded the import several times. Thus, the Soviet authorities used Turkestan as a source of cheap raw materials for an industrial center. He did not stop exporting food even from hungry Turkestan. The report of the Central Press also testifies to this. In the January 11, 1920 edition of "Jizn natsionalnostey" newspaper, Kyzil Turkestan writes in a note for Moscow: "These days, 20 wagons of brass were sent from Andijan to Moscow. If the trains move normally, 3,500 wagons of bread can be brought from Andijan" [3:262]. These wagons were brought to the Center from the Ferghana Valley, where whole villages were dying of hunger. Many other types of food were also sent from Turkestan to the metropolis. Only at the beginning of 1920, 20 wagons of island fish, 5 wagons of grape wine, etc. were sent there[3:263].

According to the information provided by the district commissioner Pravdin at the 9th meeting of the Soviets of the Republic of Turkestan, the length of railways in Turkestan is 4618 versts, of which 523 versts have been destroyed [5:90]. Before the restoration of railways and the construction of new lines, the Center conducted studies of the geographical and economic financial possibilities of each region, focusing on its interests, that is, what products can be grown and how much can be transported. To implement these goals, a group of technical engineers in the field of railway transport was recruited from Moscow[8:70].

By this time, a number of problems arose in the field of railway transport. According to the archive documents, in addition to administratively improper organization of management, there were irregularities such as non-regulation of the steam locomotive park in accordance with

traffic requirements, lack of control over the use of steam locomotives. Due to the fact that the plan for the repair of steam locomotives and wagons was not implemented, in the distribution of materials, while there was a need for that material in some region, this material was stored with a surplus in another region. Due to the lack of water at the stations and fuel not being brought on time, the trains stopped at the stations for a long time. The wagons on the roads are in unsatisfactory condition. The best wagons adapted to the climate of the Turkestan roads were taken outside Turkestan, that is, to Russia, and the rest were converted into special trains or accommodation units by various institutions and organizations [9:63].

At the same time, in order to attract the local population to the railways, an order was given on the need to immediately organize a conductor's course in the district and to attract local residents who know the Russian language [9:73]. By translating the instructions and regulations into the Muslim language, it is possible to proceed with the training of the natives for the occupation of signalmen and similar inferior positions, and also to protect the natives from ill-treatment in a proper and courteous manner by the conductor and persons authorized to inspect trains and station staff. It was emphasized that their relationship is strictly controlled [9:74]. As it can be seen from the data, the personnel policy of the existing system in relation to the local population also depended on the specific features of the political system.

In 1921, 1,048,240 pounds of cotton were sent to the Central Cotton Committee (Glavkhlopkom). However, this amount of fiber seemed too little to the Center and they demanded additional cotton shipments from Turkestan. A report analyzed by Klimov, Commissioner of the Worker-Peasant Inspection, shows that in January 1921, 7,000,000 pounds of cotton fiber, 327,000 pounds of linter [received from the cotton seed after passing it through the linter machine] were sent to the Center in January, 1921; used in cotton production. // https://dic.academic.ru/dic.nsf/dic_fwords/50757, 103000 chakhbuta[Cotton waste] prepared[10:63]. He even decided to build the Ettisuv railway to bring more raw materials from Turkestan to the Centre. At the beginning of 1922, 1,150 wagons (63,470 bales of cotton) were sent from Turkestan to the center in the direction of Krasnovodsk, 1,547 wagons (85,030 bales of cotton) in the direction of Orenburg, totaling 2,724 wagons (148,500 bales of cotton). Only in June of this year, 2,180 wagons of cotton fibers were sent to the Center on the Orenburg and Krasnovodsk routes [2:235]. With the construction of the railway, textile factories were able to transport large quantities of cotton. However, the primary processing of raw materials was carried out on the spot, and as a result, the one-sided development of the country's industry and the fact that the income was several times lower than that of the processors made the situation of farmers difficult.

Central Asian Railways economic service staff has carefully studied the economic situation and potential of the regions where each renewable railway line is located. For example, in 1924, this service economist Polinsky conducted studies of the former Karshi-Kitab railway section. Polinsky had the opportunity to reach the city of Guzor uezd, which are 42-46 versts from the city of Karshi. The road from Guzor to Kitab was under the threat of "printers". He gave the following information about the results of the study. According to him, the inspector had the opportunity to go to the city of Guzor uezd, which is 42-46 versts from the city of Karshi. The road from Guzar to Kitab was under the threat of raiders. Guzor district is located 45 versts from Karshi station. The former Mang'it station got its name from the Ak-Mang'it village or volost of

Guzor uezd. A part of this uezd, and precisely the southwestern part, serves the Karshi railway line. The northern part, that is, Samsonovo station, is opposite to the Karshi-Kitab section in economic relations operates in dependence [13:28]. The considered region is located in the Kashkadarya river basin, where the western part of Karshi uezd dries up in the summer months. Wheat and rice are mainly grown in this area. There is no exact information about the amount of harvest. In addition, cotton and local tobacco are grown. In the pre-war period, cotton growing began to develop rapidly. However, during the revolution, its amount decreased. At the moment, Gostorg is collecting old stocks of cotton from the 1918 harvest that were seized while being exported to Afghanistan. Today, a small amount of cotton seeds collected from the villages are sold in the markets. Timely promotion of cotton cultivation should be considered to bring great results. Unfortunately, there is no cotton committee in this region. Gardening is a favorite activity of local residents. Apples, pears, and pomegranates are found around the book. But there are few parks in this region. However, the vineyards are the pride of the local population, and the grapes are considered the best in Bukhara. Agriculture allows the following products to be transported by rail: 500,000 pounds of wheat, 10,000 pounds of rice, 2,000 pounds of tobacco, and 20,000 pounds of fruits. In addition, infertility is very rare or absent[13:29]. The local population has a need for factory products. In conclusion, it should be said that the population is very interested in the construction of the railway[13:30]. According to the data, before the rehabilitation of railways and the construction of new lines, the possibilities of cotton cultivation were studied and analyzed in each region.

In the years after the Civil War, the main focus was on the restoration of destroyed railroad tracks. During this period, almost 70% of the funds spent on transport were used for the development of railway transport. Devastation caused a very low level of transportation with cargo until the beginning of the 30s of the 20th century. In 1924, two times less cargo was transported than in 1913 [7:7].

New railway lines were also built in Central Asia and Kazakhstan. The Burj-Jhambul-Frunze railway (since 1926) built in the territory of South Kazakhstan and Kyrgyzstan connected the city of Frunze with the main railway of the country. The newly built Karshi-Kitab and Namangan-Andijan railways have become very important for the economy of Uzbekistan. Funds were allocated for the strengthening of railway lines, and the restoration of railway transport was also carried out in Uzbekistan [6:28].

According to Yanishevsky, a representative of the former Bukhara government, there is no analysis of Bukhara's economic situation. Regarding financial participation in the construction, the members of the Bukhara government, which are part of the Republic of Uzbekistan, expressed their agreement to provide 25% of the cost of the construction of the line from Samsonovo to Dushanbe [12:9]. According to Dolgoplov, the head of the economic department of the People's Commissariat of Foreign Trade, the issue of restoring and expanding pre-war trade relations with Afghanistan is currently in dispute. The economic importance of the Samsonovo-Termez section should be considered from the point of view of foreign trade between the USSR and Afghanistan. In order not to lose trade relations with Afghanistan for a long time and not to be influenced by Indian trade, it was emphasized that it is necessary to restore the destroyed Samsonovo-Termez section in any case [12:9]. On March 7, 1926, the

Samsonovo-Termez line of the Central Asian Railways was put into use according to the order of the Central Asian Road Administration [14:188].

In addition to the negotiations personally conducted by Ulanov-Zinovev, the representative of the Central Asian Railways of the People's Commissariat of Roads in April 1925, on the transfer of the Central Asian Railways Administration to Tashkent, information was also provided about the freight traffic of the Ettisuv line in the direction of Tashkent - Fergana. According to him, first of all, it is necessary to take into account the import of bread from the Center to Central Asia. It is usually between 12 and 16 million poods, of which 8 million poods are scheduled to be delivered to Ferghana growers. The purpose of this was to stop the cultivation of wheat in this region by using the arable land for cotton. With the transfer of railway lines to Pishpak, the landscape of bread import changed radically. According to the long-term reclamation plan of the Ettisuv region, it can produce up to 35 million pounds of bread products by 1929. Thus, the bread needs of the Central Asian republics will be gradually covered [11:26]. Because no more than 300,000 pounds of raw materials were transported from Ettisuv to the Center. In addition, in the period before the war, livestock products worth up to 760,000 pounds were transported to workshops in Tashkent and Samarkand. Thus, most of the cargo transported from Ettisuv is directed to Tashkent, then to Fergana and Samarkand. All of the above confirms that the Ettisuv line should be connected to Central Asian railways according to its operation. And the Tashkent node should be an internal node that conducts all actions and eases their work. It should not be forgotten that without Tashkent, Tashkent railways will lose their importance [11:26]. As can be seen from the archive documents, the main goal of the Soviet agrarian policy was to increase the productivity of cotton, and the issue related to the reduction of other sectors was turned into the main policy.

From October 1, 1928, the country began to implement the first five-year plan (1928-1932). In 1929-1932, new coal mines such as Kyzylqiya and Kokyongoq were developed, and cotton fields were expanded in the Fergana Valley. In addition, the creation of new cities has greatly changed passenger transportation [1:9].

Construction of new railway sections continued. In the period from 1924 to 1928, the 37-kilometer long Margilon-Kyzilqiya section, 274-kilometer long Karshi-Kitab section, Amudarya-Surkhan, Andijan-Tentaksoy and other sections were built. In addition to the restoration of roads and the construction of new roads, the works of providing railway transport with equipment were also carried out. New tracks and sleepers were laid [4:6].

New railways were built in order to strengthen relations with other economic regions of the country and to use existing natural resources. In 1928, the Kuvasoy-Kyzilqiya and in 1932, Jalalabad-Kokyongog railways were built. These roads made it possible to open and use coal mines. In order to develop cotton cultivation in the Fergana valley, short railway stations such as Asaka-Shahrikhan and Karasuv-Osh were built [5:36].

According to the main indicators of railway passenger transportation, the level before the October coup (1917) in Uzbekistan was reached in 1928[1:21]. In 1930, the commissioning of the Turkestan-Siberian railway helped to increase the transportation of passengers by bulk-straight track and the transportation of cotton from the republic. The expansion of cargo turnover and passenger transportation required the increase of cargo and passenger transportation

of Aris - Tashkent, Tashkent - Khovos, Khovos - Kokan - Andijan and other sections. It should be noted that the reconstruction of railway transport in the republic allowed to increase cargo turnover and passenger traffic. However, despite this, railway transport could not fully meet the growing needs of the national economy of the republic in terms of cargo and passenger transportation [4:7].

CONCLUSION

After the October events, private ownership of the means of production was abolished in the country, and all railways were transferred to the Soviet state. Despite the difficult situation in Turkestan during this period, all resources were mobilized to start the railway work. The restoration of economic relations between Turkestan and the RSFSR was also important for the Center. The Soviet government immediately did everything to get raw materials, fuel and other goods out of the country. Thus, the Soviet authorities used Turkestan as a source of cheap raw materials for an industrial center. Before the restoration of railways and the construction of new lines, the Center carried out studies of the geographical and economic financial possibilities of each region, focusing on its own interests, that is, what products can be grown and how much can be transported. By this time, a number of problems arose in the field of railway transport. According to the archive documents, in addition to administratively improper organization of management, there were irregularities such as non-regulation of the steam locomotive park in accordance with traffic requirements, lack of control over the use of steam locomotives. At the same time, in order to attract the local population to the railways, it is necessary to immediately organize a conductor's course in the district, and for it, local people who know the Russian language an assignment was given on the need to involve the population. In this matter, the positions where local personnel can work have been defined.

By this time, he even decided to build the Ettisuv railway to bring more raw materials from Turkestan to the Center. With the construction of the railway, textile factories were able to transport large quantities of cotton. Economic service personnel of the Central Asian Railways carefully studied the economic situation and potential of the regions where each renewable railway line is located, and then practical work was carried out. At this point, it should be noted that almost 70% of the funds spent on transport were used for the development of railway transport. Work was carried out taking into account the issue of bringing bread from the Center to Central Asia. It is decided that the main part of the imported grain will be delivered to the farmers of Fergana. The purpose of this was to stop the cultivation of wheat in this region by using the arable land for cotton. In addition to the restoration of roads and the construction of new roads, the works of providing railway transport with equipment were also carried out. New tracks and sleepers were laid. However, railway transport could not fully meet the growing needs of the national economy of the republic in terms of cargo and passenger transportation.

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