

History of Transportation in Central Asia

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Abstract: The importance of transport in the development and placement of production forces is incomparable. Transport is an important basis of production infrastructure in any region. An area of any scale cannot be developed effectively and rationally without transport. The article discusses the history and prospects of the development of transport in Central Asia.

Keywords: Central Asia, Uzbekistan, transport, Russian Empire, Soviet era, history of bus transport.

Currently, transport and communication systems are an indicator of the economic potential of each country. Transport takes an active part in the production and delivery of products to consumers in industry and agriculture. Specialization in economic districts and zones is carried out by transport. The level of development of transport depends on the general level of development of production forces and technical progress. Therefore, this issue is regularly studied by experts in a number of countries. In this regard, a number of scientists and specialists are studying the economic, political, cultural, social, ideological and military factors of the Central Asian countries. KU Oljaboyev, RS Mirzaev, ZK Akhmadjonov, A. Khadjaev, Ya.K. Karrieva, JJ Artykov, as well as GI Karimova, U. Khasanov, AA Zohidov, S. Primbetov, GA Samatov, IT Akbarov and others. It should be noted that Uzbekistan has not been studied as a separate research object in the history of transport. But in the study of the Russian Empire and the era of Soviet colonialism, some problems were highlighted. Basically, in the literature on this topic, while we focus on the railway sector, other aspects of this problem are not covered, in particular, in the researches of Z. Ahmadjonov, who studied the early history of Central Asia and Central Asian railways. In Kazakhstan, the main attention was paid to the class struggle of railway workers, T. Safarov's study reflected the role of transport types in the system of trade routes in Central Asia at the end of the 19th century and the beginning of the 20th century. The Orestovs also published a number of books about the railway industry. We can add that I. Ubaydullaev, Z. Abrorov, S. Yusupov, A. Ahmedova, Y. Azizov, Q. Siddiqnazarov studied this field. In the years of independence, in the monograph of Kh. Ziyoev, special attention was paid to the role of the transport system in the economic life and trade relations, while in the scientific researches of A. Tog'ayev, the Tashkent-Orenburg railway network in the transport system of Turkestan and its social - in economic life. As can be seen from the above, the history of transport was practically not studied in scientific research conducted during the Soviet period and after independence.

T. Stankovich, AG Granberg, JK Kurganboyev, A. Kolesnikov, M. Taterinko, B. Balchi, Ch. Xianpina, MS Roya, A.Sh. In the scientific works conducted by researchers such as Khasazha, F. Starr, O. Strokova and I. Runova, there are sharp differences in their work due to the fact that some aspects of the problem are studied as an object of research. In particular, in the scientific and research work carried out by B. Balchi, the main focus is on the transit potential of the Eurasian continent, including the international trade routes passing through the territory of Central Asia, connecting Eastern and Western countries by land, the continent while exploring the possibilities of sea routes connecting the The formation and development of the transport corridor that provides trade relations between the Central Asian countries and the People's Republic of China occupies a key place in the scientific works of Ch. Xiangpin. The Shanghai Cooperation Organization, an ongoing cooperation in transport by these regions. In their scientific work, the researchers of our republic

partially explain the transport power of the Central Asian countries in one direction or another, for example, lawyers - jurists, economists - economic. Foreign experts who assessed the transport power of the Central Asian countries based on their own interests, and in some cases their approach cannot be called impartial. In general, all authors focused on the problems of increasing transport capacity, cooperation in the field of transport, and did not study the transit problem separately. Thus, it is necessary to deeply study the history of the transport system of the Central Asian countries, evaluate the transport power and policy based on the interests of Uzbekistan, and develop scientific conclusions. This is the need of the hour.

Bus transport, which is an important branch of the national economy, has been given a great responsibility. Due to the precise and regular operation of bus transport, it depended on the satisfaction of human cultural economic needs and the management of production. Buses came to the territory of Uzbekistan at the beginning of the 20th century and during the Russian colonial period.

The first bus service in Uzbekistan began in 1906 on the route Fergana - Margilon. On April 26, an 8-seater "Omnibus" car took part in Tashkent street. The fare of this car was 15 cents per stop. This price was cheaper than the carriage service. The use of a new car brought convenience to the city residents. The traffic of this type of cars began to move on 4 streets of Tashkent city and 2 directions of Tashkent (Nikolsky and Ko'ilyk villages). In order to satisfy the citizens of the city, an 8-seater "Omnibus" managed to transport passengers from Tashkent to Chimyon. In 1910, 8 small buses and 40-seater buses made in foreign countries started arriving in Tashkent. After October 1947, power passed to the Soviets. All branches were under state control. In 1930, due to the development of automobile transport, hard surface roads were built, repair and technical service enterprises and training schools were opened in 1930. On July 25, 1939, the People's Commissar of Road Transport of Uzbekistan was established. . In 1960-1980, the range of vehicles was increased. Bus transport services for all points, cities, districts, regions are very large. In 1970, the bus was considered the only means of transportation in many districts of our republic. In 1965-1973, the service of passenger vehicles in our Republic improved sufficiently. In 1973, the number of buses doubled compared to 1965, and the number of light taxis increased by 2.5 times. In 1970, about 4 million passengers a day were transported to their destination by all types of bus transport. This is more than all other carriers combined. Prior to 1965, the challenge of developing a culture of transportation service depended on supplying the right amount of cars. In 1965-1970, the volume of passenger transportation increased by 1.63 times, the passenger turnover by 1.83 times, and the volume of passenger transportation by light taxis by 2.35 times. The degree of branching of bus routes has increased significantly. In 1970-1973, 268 new bus routes were opened (also 65 in cities, 59 in suburban areas, 137 intercity routes). During this period, 1542 bus routes were taken. Such an improvement could be achieved by strengthening the production technical base of passenger cars, building new bus and taxi fleets, bus stations. The car parks were filled with new LAZ-677, Ikarus-180 buses. These buses are increasing day by day. In order to improve bus services for the population, provision of high-speed modern buses and "Raf" minibuses has been expanded. In 1973-1974, transportation of workers in construction and industrial enterprises improved. Every day 950 buses brought food for the workers to Jizzakh and Karshi, and the buses transported these workers to their homes and workplaces. In 1965, 69 new bus trains were opened over 640 km. Every day, 800 buses transport people in the villages. In 1970, more than 600,000 people were transported on 310 buses with a total length of 930,000 km. In 1974-9, more than 50 bus stations, 113 bus pavilions were operating in Uzbekistan, some bus stations have started working anew, and some transportations can be seen separately in the following table:

New urban districts have increased due to the construction of industrial enterprises and the improvement of communications between regions. As a result, bus transportation was necessary in those areas. The rapid development of industry, household science and the level of cultural people have increased the level of

people's lifestyle several times. Fast transportation, low cost of transportation, convenience and other factors have increased passenger demand for buses. In 1960, the distance between cities was 296, and in 1972 it reached 900. The same length has increased from 16,000 kilometers to 642,000 kilometers. In 1960, 78.6 million people were transported, and in 1972, 382.7 million people were transported. In conclusion, social transport was developed during the Soviet era. In particular, the important bus corridor has been improved. Buses began to move through the population. As a result, it helped to improve the lifestyle of people.

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