



DOI: **10.5958/2249-7137.2021.01300.8**

TRANSPORT AND ROAD CONSTRUCTION ISSUES IN BUKHARA

J. J. Majidov*

*A lecturer of the Department of World History
Bukhara State University,
UZBEKISTAN

ABSTRACT

This article deals with the state of transport and communication systems in Bukhara region in the 50s of the XX century, future projects, measures taken and the elimination of problems and shortcomings.

KEYWORDS: *Transport Structure, Roads And Bridges, Railways, Freight, Passenger Traffic, Motorcade, Bus Depot, Auto Inspection Office, Road Technical School, Village Council, Railway Station, Bus Stop, Bukhara Haqiqati Newspaper, Road Management, Uzkhloptrans.*

INTRODUCTION

Over the past century, in almost all countries of the world, a lot of news and engagements have been achieved for the household lifestyle of the population. Of course, this is a practical achievement in the field of Science and technology, as well as the evasion of many economic resources.

In the years of Soviet power, the transport sector has become one of the most important sectors of the economy in all republics. The development of this area as the only transport network of the country was carried out on the basis of Technical Reconstruction of all types of transport. In particular, many species of Wormwood were created anew [1].

It makes specific demands on the transport sector, where the country's economy is growing from year to year. First of all, they had to carry out economic and cultural relations inside the country, establish relations with socialist and capitalist countries.

MATERIALS AND METHODS

Public transporting network in 1970 year (without taking into account sea routes) 1485,5 thousand km.ni made up. From this, the length of exploitation of Railways 135,2 thousand km.ni,

the length of the exploited River roads - 137,8 thousand km.ni and highways with a hard coating 511,6 thousand km.ni made up. [2].

The decree of the Soviet of Ministers of the USSR № 274 “On measures to improve transport roads in the rural areas and develop telephone communications” dated 18 April 1972 also sets out a number of tasks on the development and improvement of the sphere. In particular, the state agency for architecture under the Ministry of construction (Gostroy(State building)) is assigned special tasks.

This construction and repair work is planned to be carried out in the remote regions of all republics. The purpose of this was to develop the nation-economy by creating convenience for the movement of vehicles of all types, including public transport, trucks, agricultural machinery and other of these types.

During this period, among all the regions of the USSR, Uzbekistan could not fully meet the socio - economic needs of the population, although specific work was carried out in Bukhara in this regard. In particular, the report of the chairman of the Permanent Commission of people's Deputies of Bukhara region on transport, road construction and communications issues, dated 28 March 1978, cites a number of figures related to the sphere. In January 1978, the state was 17186 km highway in the region. It was noted that these roads are of general importance, Republican and regional importance, and most of them do not adequately meet the requirements of road traffic. Only one Zarafshan moves 15000 cars during 1 day at a large road (highway). But the road is designed for 3-4 thousand cars. Very difficult situation occurred on local highways, 14428 km of the road with a total length of 11966,2 km still has no coverage at all. Local road construction organizations are able to build a road 150-200 km per year [3].

RESULTS AND DISCUSSIONS

According to the proposals and recommendations issued by the Permanent Commission, a number of letters were sent to the ministries of the Republic and higher organizations. Relevant recommendations have also been developed by the commission to improve passenger transportation activities.

In the case of January 1, 1978, there were 40282 cars in the region, including 1819 light cars, 1441 buses, 12202 trucks, 21173 private light cars [4].

The analysis of auto-maintenance work showed that the quality of the use of cars was incredibly low. From the analysis of the 2-month activity of the regional highway, it is known that the use of the lorry park has 0,66%, the bus 0,69%, the taxi 0,75%. It remains to be said that the public authorities have not always fulfilled their duties in full. GAI(State Road Controlling Inspection) staff noted that there have been increasing cases of gross violations of the traffic rules of many motor vehicle drivers. This suggests that there are many unresolved problems related to the industry.

When analyzing the existing problems in the railway, it was recognized that the work on increasing and unloading was not systematic, the construction of freight yards was going very slowly, the repair of roads was stopped for object and subject reasons, in the summer season the population was suffering from obtaining tickets, in particular, such a situation was observed on trains in Moscow [5].

Analysis by the Permanent Commission shows that many problems of these areas remain on the Whirlpool, which in turn is characterized by the fact that the issue of personnel is also difficult. The lack of personnel landing, that is, the constant migration of specialists of the field from one place to another, has become one of the main factors of similar problems. This was done with the aim of establishing new sovkhos (state farms), new population localities and establishing communication systems there. And this process is constantly repeated. Only by the 80-ies there are cases of stabilization in a certain sense.

In addition, some aspects that are noteworthy from the time of the former Union in Bukhara can be cited as an example of the following measures carried out in the PRC in this area.

When the press agencies of the BKHSR are acquainted with the large number of newspapers "Bukhoroakhbori(Bukhara reports)" and "OzodBukhoro(Free Bukhara)", which were published in 1920-1924, it is possible to get information about the vehicles of these years and their types, activities and ways of Transportation. It is noted that the domestic vehicles of that period were used as horses, cars, Foxes. It is stated in the news that the government agencies need to register horse-drawn carriages and foyers in the Republic, to carry out cargo transportation works, and to bring them to the disposal of the shipping company [6].

On 11 December 1, 1920 issue of the newspaper "Bukhoroakhbori(Bukhara reports)" published the 7-digit order of the Republican control of dohilia (internal affairs). This order consists of 2 paragraphs, and in Paragraph 1 it is written that whoever runs a horse in cities and does not care in opposition to the militia will be punished according to the law, paragraph 2 says that it is possible to run a horse only if there is a fire somewhere in an emergency or if there is an incident. The order was signed by the minister of dohilia Abdulhamid Oripov and the Head of General Affairs Riza Ali.

In the data of the newspaper it is written that the streets of Bukhara City are narrow, in the evenings some streets are dark and it is impossible to pass because of stagnant water. This has led to the fact that frequent emergency adverse events occur.

In the 1922 Year issue of the "Bukhoroakhbori(Bukhara reports)" published a lot of reports on the construction of road facilities and their regulation. In them, issues of Correction of roads on which cars and foothills walk, digging wells that store water along the roadways, construction of bridges are emphasized [7].

In 1923, the government paid special attention to the problem of repairing the Kagan-Bukhara Stone Road. According to information released during this year's issue of OzodBukhoro(free Bukhara), a significant amount of funding measures have been taken to correct the Stone Road between Kagan-Bukhara and launch the vehicle. It is reported that 1.933.822 soums have been spent from the government for this purpose [8], 55.000 soums have been given with gold to complete this work, [9] in addition 10.400 soums have been collected, 1000 soums have been allocated [10] by the Economic Council.

Kagan (new Bukhara)-the government paid special attention to the correction of the Kagan-Bukhara Rock Road, as it was the main railway station where goods from the states of the army were brought to the Republican Center and the goods were sent to Bukhara. From the owners of horse-drawn carriages and foytun, who use this road, that is, passing by, the road tax was levied, the accumulated funds were spent on the laying of stones.

During the years of the BKHSR, the activities of the railway connecting the former Bukhara emirate with Tsarist Russia continued, the repair of cattle-breeding, Kagan-Termez routes and railway lines of the Bukhara Railway, the continuous establishment of postal, telegraph, railway activities were also given attention [11]. Getting acquainted with the materials of the newspaper, we can imagine that the railway tracks were broken due to military actions of 1921-1922 years (armed struggle against the Red Army), there is no possibility of establishing a regular transport route between the regions. In one of the messages of the newspaper "OzodBukhoro(Free Bukhara)": "Until the book-Shahrisabz-Termiz, the divided railways were fixed. Termez-Shahrisabz has raised \$ 2 million in gold to fix this railway. The sum is assigned" [12] quota;

In 1923-1924, with the aim of connecting the regions and districts of the Republic with the capital Bukhara, the tasks related to the construction and commissioning of internal railways were put on the agenda. In the autumn of 1923, the issue of construction of the Bukhara-Vobkent-Gijduvon railway was raised. [13] Efforts have been made to link the Karakul districts with the center (Kagan Station), except for Gijduvan, Vobkent [14]. But these things have remained on the drawing board.

By the end of the year 1923, Bxsr had a relatively stable period. As a result, the construction of Behbudiy (Karshi)-Kitab, Behbudiy-Guzar Railways was initiated. "Behbudiy-the book was given 450.000 sum by the Government of Bukhara [15] for the railway", - writes "free Bukhara". "From September 2, 1924 to 24, the Behbudiy-Guzar Railway, which was called Behbudiy-Guzar, was launched and the population was saved from horse riding and Arab walking during the time of famine. Relations with Guzar and East Bukhara have become easier," [16] a second source said.

CONCLUSION

Practical activities, such as drawing up a schedule of domestic railways that were partially commissioned, setting the time for the movement of trains and steam locomotive, were also carried out and announced to the public through the newspaper.

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