

Importance of Railway Transport in Regional Development

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ABSTRACT

The article provides information about the emergence of railway transport and its introduction into Central Asia. Also, it was analyzed that during the years of independence, unprecedented works were carried out in the field of development of railway transport, economy and technology, as a result of efficient management of resources, along with all types of transport in Uzbekistan.

KEYWORDS: *discovery, railway, efficiency, economy, independence*

Introduction

In the history of mankind "In 1814, the English designer and inventor George Stephenson created the first steam engine. When a steam locomotive was tested on a railway track, it moved at a speed of 10 km per hour, pulling 8 wagons behind it... In 1825, George Stephenson managed to build the first railway between the two cities. 1825 is indicated as the date of the appearance of the first railway transport in many literatures¹. But as can be seen from the above quotation, on this day a railway was built between the two cities and railway traffic began. Therefore, in our opinion, it is correct to say that intercity rail communication was established in 1825 and the mass use of this type of transport began².

The construction of the first railway to the territory of Central Asia was carried out in 1880 in the direction from the Caspian Sea to Kyzyl-Arbot, and it was completed in 1881. This railway, which went down in history under the name Kaspiyorti (Transcaspian), was delivered to Ashgabat in 1885, and to Chorzhoj in 1886. Two years later, in May 1888, the trains left for Samarkand. In 1896, the initial section of the railway was moved to the port city of Krasnovodsk, which could receive large ships. From there, the railway continued leading to Samarkand. At the station Ursatyevsk (now Khovos) the road forks. One to Tashkent, the other to the Ferghana Valley. Both routes were completed in 1899. In 1900, the Marv-Kushka railway was

launched in a southerly direction. Thus, important strategic regions of Central Asia were covered by the railway.³

DISCUSSION AND RESULTS

In 1901, the construction of the Orenburg-Tashkent railway began. Construction started on both sides was completed in January 1906 and thus Central Asia joined the rail network with other regions for the first time. It should be noted that this road was of great importance in the life of the peoples of Central Asia. The peoples of the region, including Uzbekistan, still use this road. The launch of the Orenburg-Tashkent railway further increased trade and freight traffic between Russia and its former colony, the Central Asian region. Naturally, the number of cotton products exported from the region increased. It should be noted that the railway and railway transport, that is, steam locomotives, were new to the local population⁴.

In 1917, the government of the Soviets, which came to power in the place of the Russian Empire, radically changed the country's economy from the first years. It introduced completely new ways of doing business. Property took on a new form and meaning. Private property was completely abolished, and its place was taken by the form of collective, or rather, state property. All industries were fully and directly controlled by the state. Including rail transport. Of course, this policy had its negative and positive consequences. It can be said without hesitation that in the days of the former union, along with all other modes of transport, rail transport developed significantly. Since the 1920s, most of the Central Asian railways have been undergoing reconstruction, reconstruction and repair work. Together with these works, the construction of new railway lines was started. Of great importance in the development of the region was the connection of the Turkestan-Siberian railway with a length of 1452 km, which remained in history under the name "Turksib" and put into operation in 1929-1931, with the railway of Uzbekistan⁵.

¹ Salimov Bakhridin Lutfullaevich, Akromkulov Azim Sheralievich, and Zayniddinov Diorbek Zafarovich. Reforms in the Fields of Communication and Transport and Their Social Impact. Web of Semantic: Universal Journal on Innovative Education. Volume 2 Issue 2, (2023), 227-230.

² Salimov Bakhridin Lutfullaevich, Allamurodov Kamoliddin Bakhtiyorovich, Toshkhojaev Khalilkhoja Khakimkhojaevich. Prospects of Development of Communication and Transport System in Uzbekistan. WEB OF SYNERGY: International Interdisciplinary Research Journal. Volume 2 Issue 2, (2023), 342-346.

³ Salimov Bakhridin Lutfullaevich, Ergashev Zakhriddin Muradkabilovich, and Saidov Abukarim Abdurahimovich. The Influence of the Transport and Communication System on Social Relations. Web of Semantic: Universal Journal on Innovative Education. Volume 2 Issue 2, (2023), 209-212.

⁴ Salimov Bakhridin Lutfullaevich, Abdimurodov Namoz Shaydullaevich, Savriddinov Sardor Sirojiddinovich. The Development of Automotive and Road Engineering Industries in a Deterministic Relationship. WEB OF SYNERGY: International Interdisciplinary Research Journal. Volume 2 Issue 2, (2023), 338-341.

⁵ Salimov Bakhridin Lutfullaevich, Ergashev Zakhriddin Muradkabilovich, and Saidov Abukarim Abdurahimovich. The Influence of the Transport and Communication System on Social

Along with the development of railways, the locomotives and wagons moving along it were also improved. During this period, the movement of new European-style steam locomotives will be launched on the railways of Uzbekistan. The power, speed and other technical capabilities of this type of steam locomotives were much higher than those of their predecessors. This has affected the efficiency of rail transport. Also during these years, steam locomotives began to be used on the railways of Central Asia, superior to steam locomotives in terms of efficiency. In world practice, the first passenger and freight transportation by trains with locomotive traction was launched on the Central Asian Railway in 1931 on the Ashgabat-Dushak and Ashgabat-Bamu lines. A new branch of railway transport began to emerge in Central Asia - car building. For the first time in 1935, car repair stations were built at the stations of Termez, Karshi and Khovost. Carriage depots were built in the cities of Samarkand, Kogon, Kogon. The construction of these production and repair enterprises became important in meeting the demand for wagons necessary for the operation of the Central Asian railway transport. The development of the wagon services industry continued in subsequent years. In the future, this served as a solid basis for the creation of its own car building in independent Uzbekistan⁶.

Of great importance in the victory of the former state of the USSR in the Great Patriotic War of 1941-1945. had the creation of a railway road network through the Central Asian region, connected with other union republics. Hundreds of thousands of people and hundreds of industrial enterprises were evacuated to Uzbekistan by rail from areas threatened by the enemy. More than a million of our ancestors went to fight the enemy along these roads. Also, weapons, clothes, food and other things necessary for the front were sent by rail⁷.

It is known that "the normative component of the procedure is connected with the sphere of practical activity. Its obvious areas of influence are economics and technology. The principle of leadership in them is the optimal and efficient management of resources. If understood in this sense, then we will not be mistaken if we say that over the years of independence, railway transport, like all types of transport in Uzbekistan, has reached its literal peak of its development. As a result of optimal and efficient resource management aimed at improving the economy and technology, unprecedented work has been carried out in the field over the years of independence, and a unified railway system has been created in Uzbekistan⁸. Although independence is a

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⁶ Salimov Bakhriddin Lutfullaevich, Odilov Nurbek Omonjon o'g'li, and Odilov Shuhrat Khusniddinovich. The Social Importance of Roads and the Great Creative Works Being Carried Out in the Field of Road Construction in Uzbekistan. Web of Semantic: Universal Journal on Innovative Education Volume 2 Issue 2, (2023), 205-208.

⁷Salimov Bakhriddin Lutfullaevich, Bozorov Zufarboy Azamatovich, Eraliev Nurlan Dzhaniyevich. The Role of Civil Aviation in the Social Development of Countries. WEB OF SYNERGY: International Interdisciplinary Research Journal. Volume 2 Issue 2, (2023), 347-350.

⁸ Salimov Bakhriddin Lutfullaevich. The Importance of Sea Transport in the Communication System. WEB OF SYNERGY: International Interdisciplinary Research Journal. 2023. Volume 2 Issue 1, 272-275.

great value, the countries that gained independence faced a number of problems. In particular, the inconvenience caused by problems with roads and communications put countries in a very difficult situation. The most important of them was the transfer of existing roads and railways connecting the country's territories with the territory of neighboring states. This problem also appeared in Uzbekistan. Part of the railway leading to Karakalpakstan and the Khorezm and Surkhandarya regions remained on the territory of Turkmenistan, and the railway connecting the Ferghana Valley remained on the territory of Tajikistan. These countries, which are rightfully our neighbors and brothers, did not interfere with the movement of our trains on their territory. However, they were allowed under certain conditions. A large transit fee was charged for each wagon. This led to a decrease in the economic efficiency of the movement of our passenger and freight trains on these roads. Then in this place the issue of security was always on the agenda. When our trains run through the territory of a foreign country, various dangers and illegal actions are more likely. Therefore, trains were left for hours for inspection at the border and customs posts. Those who traveled in passenger trains were particularly hard hit⁹. Those who traveled at that time on passenger trains are probably well aware that our trains passing through the territory of neighboring countries were stopped and inspected four times: the first, when leaving our territory; the second when entering the territory of a neighboring country; the third - when leaving the territory of a neighboring country; fourthly, when entering the territory of our country. Four hours passed when one hour remained, and eight hours when two hours remained. So, the movement through neighboring countries was inefficient in all respects. The only way to solve this problem was to build new railways connecting the regions in our territory. It should be noted that Uzbekistan managed to successfully solve this problem in stages. To this end, in recent years, work has been carried out on the construction of a new railway in three directions, in unique conditions.

With the commissioning of the construction of the electrified Angren-Pop railway, the railway coverage of all regions of our country has been practically completed. Thus, the total length of railways in our country has reached 6,500 kilometers. But the work didn't stop there. Another important task of electrifying railways was set before our railroad workers. Nowadays, the process of electrification of railways in Uzbekistan continues at a rapid pace. After all, the electrification of railways has many advantages. First, electric locomotives are more reliable, convenient and efficient than diesel locomotives. The country has more opportunities for the production of electricity than for the production of petroleum products. Of course, there are also environmental issues. Because the pollution rates of electric locomotives are also low¹⁰.

⁹ Salimov Bakhriddin Lutfullaevich, Mehmanov Zikrillo Mirzokhidovich, and Sobirov Ogabek Navro'zbekovich. The Role of the Category of Chance in the Analysis of Social Life. Web of Semantic: Universal Journal on Innovative Education. Volume 2 Issue 2, (2023), 246-249.

¹⁰ Salimov Bakhriddin Lutfullaevich. The Importance of Sea Transport in the Communication System. WEB OF SYNERGY: International Interdisciplinary Research Journal. 2023. Volume 2 Issue 1, 272-275.

CONCLUSION

When it comes to electric locomotives, the Afrosiab high-speed electric train comes to mind, which has been running since October 8, 2011 on the route Tashkent-Samarkand-Tashkent (now Tashkent-Bukhara-Tashkent). After all, this electric train has all the amenities for passengers. These amenities are hard to describe in words. Those who have visited it at least once as a passenger will feel it with their body. The softness of the seats of the electric train, the noiselessness when driving at high speed, the absence of outside noise, the high level of passenger service in the car and other amenities are all at their best. The most important thing is that if earlier you traveled to your destination in 5-6 hours, then on the Afrosiab high-speed electric train you will reach your destination in just over two hours. All this is a vivid expression of the creative changes taking place in railway transport. There is no doubt that in the near future electric trains similar to high-speed electric trains will ride "Afrosiab" will be launched on all railway lines of Uzbekistan.

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