

Development of the Transport System of Uzbekistan in the Second Half of the Twentieth Century (Using the Example of the Tashkent Region)

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Abstract: It is known that after the Second World War in Uzbekistan, production, transport system and roads were in a somewhat difficult situation. By the 70s and 80s of the 20th century, this system had received significant development. Especially in the Tashkent region, progress in the transport system and its impact on society were much more effective. This article will tell you about the positive changes in the transport system over the years.

Keywords: Automobile transport, Highways, parking lots, freight car parking, freight transport, industrial enterprises, communication points, passenger and freight traffic volumes, new auto repair shops.

Transport workers of our republic face high and complex tasks. The main task is to fully satisfy the needs of the economy and population of the republic in road transport, equip road transport with more modern equipment, and expand smooth roads. In order to further improve the operation of transport, rationalize transport and economic relations, correct distribution of freight and passenger transportation between rail and road transport, speed up freight transportation, reduce the distance of freight transportation and transportation costs, efficient use of vehicles, reduce downtime of wagons during loading and unloading operations and idle running without loads, large-scale use of automation and computer technology, use of internal reserves, maximum mechanization of loading and unloading operations, planning the work of automotive industry workers and important business tasks. for example, getting pleasure from a new system of incentives. Therefore, road transport and stone roads are one of the most necessary tools for the further development of industry and agriculture of the republic, as well as the provision of cultural and public services to the population. The services of road transport and stone roads are unparalleled in creating the material and technical base of the republic[1].

The composition of the network has changed. Trusts were created to serve passengers in conventional vehicles. The first leaders of the trust were V. S. Radzhabov and M. G. Zdraikovskaya. They went through the hard school of combat years and knew the unique features of the network. During the period of their work as managers, they demonstrated their organizational skills and gained a reputation thanks to their conscientious attitude to their duties and strict adherence to discipline. They did not treat every employee as a mere performer.

The economic efficiency of the centralized method of cargo transportation is great. Thus, during cargo transportation, unnecessary unloading of vehicles during loading and unloading is reduced, the number of forwarders, the cost of transportation, the need for vehicles of each enterprise increases, and labor productivity increases.

Cargo transportation by road is widely developed in agriculture. A characteristic feature of agricultural freight transportation is the seasonal nature of the trip and the fact that it is carried

out on dirt roads that are difficult to walk on. The most frequently transported agricultural goods in our country are cotton and mineral fertilizers.

Due to the light weight of the seed, heavy-duty cars and trucks were underloaded and only 53 percent of their capacity was used. Unloading seeds was also a challenge, and transportation costs increased. In 1978, the association's specialists created the PSH-7 dump semi-trailer. It has been tested in front of interested representatives and found worthy and suitable for its purpose. And it was put into mass production. Its carrying capacity is 7 tons; a number of measures were taken to carry out sowing using mechanisms[2].

If in 1980 cotton and 5.0 million tons of mineral fertilizers were transported by road, then in 1985 - 4 million tons of cotton and 7.0 million tons of mineral fertilizers. The future rational scheme for transporting cotton will be created using the "field-car-train-cotton factory" method. Mineral fertilizers produced in Uzbekistan must be transported according to the "factory - motor transport - cotton field" scheme without bags. The introduction of a rational scheme for transporting part of the cotton and mineral fertilizers will save several million soums per year.

In 1981-1985, annual transportation of small consignments weighing no more than 1.0-2.0 tons by road also increased. Such transport is necessary to service shops, canteens, consumer services enterprises, local small industries, communication points, etc. As the lives of workers improve, the need for such goods will increase. Although the volume of these cargoes currently accounts for 2-4 percent of the total road freight turnover, it is necessary to increase the weight of such light-duty vehicles, and great attention should be paid to the organization of their work, since the cost of transporting such transport is very high.[3]

In 1975-1978, an information and computing center was created. I'M WITH. Geller was appointed chief. From this day on, 12 automobile enterprises of the Tashkent Centralized Transport Trust began calculating travel tickets using electronic calculators. The implementation of the cargo transportation plan, fuel consumption, indicators of equipment use, driver wages, settlements with clients and other information were obtained.

Motorists will have to increase cargo turnover by 1.5 times. It is necessary to increase the cargo volume in car trailers. This makes it possible to carry out incomparably large-scale work at low cost, save a large amount of fuel and lubricants, and obtain a great economic effect. At that time, the state of the material and technical base of the centralized transport auto trust and economic indicators were as follows.

There were delays and shortcomings in the work of motor transport, mistakes by managers were also a negative event, but thanks to the fact that the errors were studied and corrected on time, the work was put in the right direction, and the motor trust achieved positive results. In 1968-1988, the management of the auto trust paid more attention to the construction of buildings for all automobile enterprises included in its structure, the construction of repair shops, and the creation of conditions for workers and employees. Over these years, 5,322 rationalization proposals were developed and implemented. Due to this, a profit of 950,000 soums was received.

Similar changes in the trust system continued until 1968, the volume of passenger and freight traffic increased, and new automobile enterprises were created. In the same year, 2 passenger and cargo trusts were created on the territory of the Tashkent regional automobile trust. The Tashkent Regional Transport trust includes enterprises - 2 in Chirchik, 16 in Bekobod, 45 in Almazor, 46 in Alimkent, 72 in Angren, 74 in Toytepe, 8 in Almalyk, 80 in Soldatskoye, 81 in Pskent, 107 in Yangiyol . , in Yangibazar - 212, in Boka - 122, in Stanlyk - Bo there are 125 automobile plants, in Yangiyol - 2503 automobile convoys, as well as 56 specialized automobile plants. Later, the 107th automobile plant in Bekobod, Zafar, Yangiyol and the 2503rd automobile column were merged, and the 56th automobile plant was removed from the trust. In total, 120 motor transport organizations remain in the trust.[4]

During the period from 1955 to 1991, trust enterprises transported more than 1 billion tons of national cargo, the volume of cargo turnover increased and reached 13 billion 938.9 billion ton-

kilometers. Regional motor transport enterprises took an active part in the huge construction of the industrial network, including the construction of the Almalyk Mining and Metallurgical Combine, Tashkent, Syrdarya, Angren State District Power Plant, Charvok Hydroelectric Power Station, Tashkent, Okhangaron, Charvok reservoirs, vital roads, as well as the Tashkent-Bekobod Road . The motorists trust made a great contribution to the elimination of the consequences of the earthquake in Tashkent in 1966, to the restoration and construction of the city. 350 vehicles from automobile companies helped residents of Afghan villages and delivered food, medicine, clothing, fuel and other necessary items to very difficult and dangerous Afghanistan.

In 1987, the Tashviloyatyuktrans detachment helped eliminate the consequences of the flood in the Pskent and Galabinsky regions, and in 1988 they helped eliminate the ruins of the earthquake in Armenia.[5]

With the creation of another, the efficiency of using public vehicles increased slightly, and the volume of cargo transportation reached 148 thousand tons, freight turnover reached 56 million tons kilometers, financial indicators increased, income was 854 thousand soums, profit was 47 thousand soums, the use of the recreational level was 0. 83 percent.

In 1974, a new stage in the development and improvement of intercity cargo transportation began. In the same year, the 56th special vehicle plant in Bektemir was transferred to him. In 1975, independent automobile plants were created in Samarkand, Andijan and Angren, and in 1982-1981 they were transformed into 70, 51, 5 automobile plants. In 1974, 408 thousand soums were allocated for the development of the technical base of production and enterprise management. In the same year, a dispatch service center was put into operation, equipped with all means of communication - a telephone, two teletype radio stations, a selector studio began operating, a scoreboard was installed and the planned route for the car to leave the garage was outlined. was under control.[6]

In 1970-1980, cargo bus stations were built in the cities of Tashkent, Angren, Bukhara, Jizzakh, Kokand, Kattakorgon, Namangan, Syrdarya, Urgan, Shakshibaz, Yangier, platforms equipped with mechanisms for 4000 containers were created, and hotel rooms were increased. and created comfortable conditions for drivers. In 1980, 6 041 000 tons of cargo were transported through automobile stations to their destinations, and through special automobile companies – 10 730 000 tons.

In 1987, the intercity cargo transportation department was transformed into the republican production department “Uzshaharlararo-avtoeltrans” and transferred to quarterly plans for the distribution of volumes of road and rail cargo transport, wages and disposal costs. the right to pay an additional payment of 30 percent to the tariff to persons performing additional duties as deputies, as well as to remuneration for employees of enterprises and organizations providing assistance in the transportation of full cargo on direct flights[7].

In 1972-1982, a transport and forwarding road service department was created within the department with a center on the Tashkent-Samarkand road. The cargo bus stations of Tashkent, Syrdarya, Gulistan, Jizzakh, Samarkand have been transformed into the newly created bus stations of Yangier, Tashkent-2, Yangiyol and Chirchik. The Transport and Forwarding Agency was placed at his disposal. In 1982, the Tashkent-Samarkand automobile forwarding department was transformed into a union and included in the 56th and 70th special automobile enterprises.[8]

In conclusion, taking into account the peculiarities of the formation of modes of transport in the Tashkent region in 1945-1990, objective-subjective reasons, originality in development, the dynamics of changes in growth rates and a number of other aspects, we considered it appropriate to divide the study into the following four historical stages: 1st stage 1945-1955; 2nd stage 1956-1965; 3rd stage 1966-1980; Stage 4 1981-1990.

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