

Changes In The Field Of Transport In The Uzbekistan After World War Ii. (1946-1967 Years)

Ruziyeva Laziza Yusufvna

Tutor of Tashkent State University of Oriental Studies

Annotation: This scientific article shows developments in the field of transport in the Republic of Uzbekistan after World War II and their impact on the socio-economic life of the Republic of Uzbekistan, as well as the construction of smooth roads and the growth of freight and passenger traffic in the Republic of Uzbekistan. This article reveals the growth of freight and passenger traffic on the basis of tables.

Keywords: Uzbekistan, transport, motor transport, automobile industry, transport routes, car palaces, public transport.

Although bombs and shells did not come to the peaceful land of Uzbekistan during the war, the war left serious complications in these places as well. But hard-working people, imbued with the spirit of humanity, were able to withstand all adversity. After the end of the war, a new burden fell on the people's shoulders, all forces and opportunities were mobilized to move the economy to the path of peaceful construction, to restore and develop the national economy, as defined in the fourth five-year plan. In the field of transport, a large amount of work was also carried out horizontally. The Automobile Transport Commissariat of the Republic of Uzbekistan has undergone fundamental changes. In 1945, it was named the Ministry of Automobile Transport of the Uzbek SSR. In 1946, its structure was also changed. Instead of the previous 17 departments, it consists of only 8 departments, namely, administrative, planning, automobile, finance, transport use, administrative-economic and labor supply departments, and an operational department. reconstructed [1, 78]. These changes played an important role in the development of the economy and cities.

As the prosperity of human life increases, the need for transport also grows. Likewise, as countries and their cities develop, so does public transportation. In many cases, public transport cannot cover its costs, but its development is in accordance with the level of development of cities.

After the war, the automobile industry in Uzbekistan began to develop at a very rapid pace, considering the goods, passenger cars and buses produced in the USSR. In just three years (1945-1948) Uzbekistan received 9548 new trucks. The republic's car fleet has tripled [2, 78].

According to the decision of the Council of Ministers of the USSR in 1947, 30 buses, 16 trolleybuses, 5 tram cars and 75 trucks, including 10 dump trucks, were given to Tashkent, the capital of Uzbekistan [3, 4].

Before the war, the coefficient of use of motor vehicles in general use was 0.21, in 1946 it increased to 0.48, and in 1950 it increased to 0.51. [4, 19].

In this way, due to the fact that the production of transport and the consumer are intermediaries, the production of industrial and agricultural products has increased year by year, the construction of smooth roads and the volume of cargo transportation in road transport have also increased accordingly. started

Along with the development of the motor transport network, road construction works were carried out at a rapid pace. In 1953, the length of paved roads in the republic reached 6.5 thousand km (1.8 thousand km longer than in 1940 [5, 81].

In 1946-1950, the length of road transport and stone roads in the republic significantly exceeded the pre-war level and paved the way for more rapid development in the following years.

It was decided to unite the network of motor transport and road construction in order to accelerate the work in this field. By Decree No. 520 of the Presidium of the Supreme Soviet of the Uzbek SSR dated May 26, 1953, the Republic Ministry of Automobile Transport was reorganized into the Ministry of Road and Transport of the Uzbek SSR. [6, 82].

From September 1953, the ministry was called the Ministry of Road Transport and Roads of the Uzbek SSR. [7, 83].

The increased freight turnover in 1959-1965 was mainly realized due to the effective use of new cars and existing garages. [8,18].

The large-scale use of centralized freight transportation and the dispatcher's management of cars on the line played an important role in improving the use of garages.

The advantage of the centralized method of cargo transportation is evident in the increase in the volume of cargo transportation. If in 1955, 9.0 million tons of cargo were transported in a centralized way in the republic, in 1958, 24.4 million tons of cargo were transported and the volume of cargo transportation increased by 2.7 times. [9, 4].

We can see the effect of the improvement of cargo transportation on cargo turnover in the following :

Indicators 1960 1967 difference

in percent per ton

transported cargo (million tons) 205 306.00 413 691.00 208 385.00 201.5%

cargo turnover (million tons) 2,757.00 6,634.00 3,877.00 240%

In the table below, we can see the growth of passenger transportation in the same period:

Indicators 1960 1967 difference

person in percent

transported passengers (million people) 346.80 773.60 426.80 223.1%

passenger-kilometer 2,382.00 5,557.00 3,175.00 233%

By 1958, the length of asphalt-concrete roads in the republic reached 8,100 km, and in 1967, it reached 18,200 km. [10, 32].

It can be seen from the above tables that in the years after the war in our country, the field of motor transport developed rapidly. The reason for this is the opening of new routes, the expansion of small and small automobile enterprises, the improvement of driver qualifications, the increase of quality roads, and the effective use of automobile transport.

Now let's look at the development indicators of public transport sectors in Uzbekistan.

Thus, in the period after the war, there was a period of rapid development in the automobile transport of the Republic, automobile palaces got rich due to new cars and new routes of automobile transport were created. As a result, the needs of the national economy for cargo and passenger transportation became more fully satisfied. This can be confirmed by the above tables with figures for all areas of transport.

The conclusion is that due to the development of the national economy, the transport sector also continued in a proportionate manner. The role of qualified personnel should be emphasized.

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