

TERMIZ RAILWAY - ECONOMIC BASIS FOR POLITICAL INTERESTS

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ABSTRACT

This article shows that one of the most powerful vehicles in the Surkhandarya oasis is rail transport. The most important advantage of rail transport is that it has the capacity to carry a lot of cargo and works at the same rate throughout the year. There was no mention of the specifics of the construction of this transport network in our oasis.

KEY WORDS: Kogon-Samsonova, Termez, Qorategin, Amudarya, Pattakesar, Governor-General, railway, river port.

INTRODUCTION

The construction of the Termez railway is connected with the period of occupation of the Surkhandarya oasis by the Russian tsarism, which is the result of the common interests of the Russian state and the Emirate of Bukhara. Tsarism began to enter the Surkhandarya oasis in the 1990s, and on August 7, 1892, it separated the Bukhara Khanate from Afghanistan in order to break the British hand from the Bukhara Khanate. On January 15, 1893, he decided to guard the Afghan-Bukhara border. On December 12, 1894, he brought the 31st Amudarya Brigade of the frontier units to the village of Pattakesar to guard the borders of the Amudarya. In 1897, the Tsarist government decided to establish a stronghold, considering that Termez was a strategically convenient area. The construction site of the Samarkand-Termez postal road has been determined. He bought 40 acres of land north of Pattakesar and began construction of military facilities. The Tsarist government drew attention to Termez not only as a military facility, but also as a center for the supply of fine-fiber cotton. If in 1903 17,000 pounds of cotton were transported through Termez, in 1910 it was 34,000 pounds.

MAIN BODY

A.G Ananov, a military engineer, explains the main purpose of the conquest of the Surkhandarya oasis, which attracted the attention of the tsarism both militarily and economically: 1. From a military point of view: It will improve the condition of our detachments and army stationed in Termez, as they will be able to settle in the prosperous area, provide themselves with food, manpower and find the necessary means for the trip. 2. from the economic point of view: an important market will be created for the sale of products made in Russia, and the Russian market will have more than one million pounds of cotton fiber. This will free us from American dependence and make the price of cotton much cheaper.

In addition, the tsarism focused on accelerating the construction of the railway from Bukhara to Termez, Termez to Gissar and from Termez to Kulob in order to prevent the entry of Britain and increase the transportation of goods and raw materials, taking into account the situation in Central Asia. Secondly, as mentioned above, the arrival of the railway to Termez was also important for the Emir of Bukhara. Because the railway to be built would closely connect the center of the emirate with 9 principalities in the territory of East Bukhara. These 9 principalities are home to 470,000 people, who annually grow 528,000 bushels of wheat, 272,000 bushels of barley, and 113,000 bushels of millet, corn and other crops, and 152,000 bushels of rice (ibid., P. 65). The market was underdeveloped, and access to foreign markets was underdeveloped due to many problems. One of the problems that plagued these principalities was that the traffic was not well organized. In general, these difficulties necessitated the construction of a railway for the Emir of Bukhara the construction of the Bukhara-Termez, Termez-Gissar, Termez-Kulob railways was discussed in 1892 at a meeting of the Tsarist government. According to the plan, construction of the railway was to begin in 1906. However, the Russo-Japanese War, which began in 1904-1905, caused a temporary delay in construction. In 1908, the Russian court prepared a project for the construction of a narrow-gauge railway from Bukhara to Termez. Given the growing British conspiracy against the Russians in Central Asia, the Tsarist government, with the consent of the Emir of Bukhara, Abdullah Khan, did not build a railway from Bukhara to Termez

without the involvement of Bukhara capital. Decides to implement at the expense of the owners of Russian private enterprises. This decision was approved on April 10, 1910 at a meeting of the Russian Council of Ministers chaired by Stolipin. As mentioned above, the railway to be built was also in the interests of the Emir of Bukhara. Therefore, the Amir engineer AN Kovalevsky undertook to allocate 600 desiatins of land and 25 percent of the cost of construction for his services in the construction of the railway. In 1913 AN Kovalevsky founded the Bukhara Railway Construction Joint-Stock Company, IM Slutsky was appointed director of the society, and GS Kikodze was appointed chief engineer. Thus In 1914, the construction of the Termez railway, valued at 18 million soums, began. But the outbreak of World War I made construction difficult. There were many interruptions in the supply of equipment for drilling rails, sleepers, tunnels for railway construction. As a result, qualified specialists began to use construction battalion soldiers where required. In addition to local workers (Russian, Iranian, Tatar, Georgian, Armenian workers and prisoners of war (Czech, Slovak, German, Polish, Italian) were also used in the heaviest work. Protests intensified as a result of a shortage of drinking water, severe weather conditions and poor working conditions. As mentioned above, the principalities of the Bukhara Emirate also began to participate in the construction of the railway. The Emir of Bukhara ordered the ruler of Karategin, Nematullabek, to mobilize the Karategin for the construction of the railway. The salary for each worker involved in the construction of the railway was allocated by the Railway Construction Department and the funds were transferred to Nematullabek. Nematullabek mobilized those involved in the construction of the railway as work being done for military training without paying them. Farmers, who took turns from March 2-3, suffered from the non-payment of wages due to the weight of the work, many of whom died and complained to the governor from Nematullabek. 300 workers from Penza province involved in the construction of the railway also went on strike due to the severity of working conditions. During 1915 there were several strikes in railway construction. Instead of taking into account the demands and wishes of the workers, the society abandoned the workers and offered workers from Baku and later from Iran. Of the 2,000 Iranian workers contracted by engineer Kikodze, 100 refused to work after working for a month, while the rest did not come at all. Engineer GS Kikodze then asked the governor-general to allow the construction of the railway to use prisoners held in local districts. The Governor-General allowed the use of prisoners in view.

According to the data, 36 prisoners from Tashkent prison, 60 from Fergana, 30 from Kokand, 10 from Namangan, 20 from Skobelyov, 100 from Samarkand and 256 from the Trans-Caspian region were sent to work on the construction of the railway. The prisoners involved in the construction of the railway were unskilled and, in turn, did not work as free laborers-farmers. It should be noted that in the construction of the Termez railway, in addition to the representatives of the local nation and the Austrian, Italian, German military centuries, foreign experts also played a role. For example, Italian engineers worked on tunnel projects, and Austrian specialists on reinforced concrete construction. On July 14, 1916, the 573 verst Termez Railway was commissioned. However, as a result of the escalation of the Civil War, by 1919 all railways began to fall into disrepair. The hardest part is the lack of fuel, reduced use of oil and coal resources. To overcome the fuel crisis, saxophones and cottonseed oil began to be used to heat train stations. As the main hotbeds of war were carried on both sides of the railways, station buildings, bridges, rails would be evacuated, and other buildings would be destroyed by artillery fire. In particular, by order of the Bukhara Emirate, the railway tracks from Kagan station to Samsonova (now Amudarya) station were demolished. All the buildings built on the sidewalks between these roads were demolished.

As a result, the reconstruction of the railway industry was carried out with great difficulty. And these work processes continued until 1923. In 1924, the rapid repair of the Kogon-Samsonova Termez railway began and was completed by 1925. Construction of a new railway station Termez-Jarqurghon (1926) began (33 km long).

CONCLUSION

In conclusion, the construction of a new railway station for the Termez river port (11 km long) from Termez station to the Amudarya was also carried out.

At the request of the Turkestan Military District, a military area was built at Termez station, and a railway was built to load and unload military echelons next to it. In the second half of 1925, the former Soviet government allocated 3 million soums for the construction of the 248 km long Termez-Dushanbe railway. Construction of this railway was completed in 1926-1931. This allowed the railway to pass through the

southern and northern parts of the province, as well as through densely populated and economically developed areas. Surkhandarya, which has been a part of Bukhara region since 1935, was transformed into a region by the order of the Soviet state of March 6, 1941. The transformation of the district into a region was a turning point in the social, economic and cultural development of Surkhandarya. By this time, the freight capacity of the railway had increased considerably, and the type of freight had also increased.

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