



TECHNICAL CHANGES AND INNOVATIONS IN LAND TRANSPORT IN TURKESTAN IN 1917-1924

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ABSTRACT

This article describes the technical changes and innovations that took place in the field of land transport in the Turkestan region during 1917-1924.

KEY WORDS: *land transport equipment, car, bicycle, motorcycle, brichka, telega, cart, "Sedov" plane, "Swift", "Royal" bicycle, "Peugeot", "Reno", "Bence" car, "Management of Transport Department" office, carriage, coach, horse station.*

INTRODUCTION

Analyzing the innovations and changes in the field of transport technology in 1917-1924, it becomes clear that significant bold steps are being taken in this direction. In one of the sources of the archive, it is noted that: "Transport equipment includes air fleet, steamship, boat, barge, barque, bicycle, motorcycle, car, brichka, telega, cart, samokat (self-propelled vehicles)¹".

The vehicles mentioned above actually entered the Turkestan region from the end of the 19th century to the first ten days of the 20th century. In 1912, the Sedov airplane was tested for the first time in Tashkent, "Swift", "Royal" bicycles, three-wheeled motorcycles, "Peugeot" and "Renault" cars with a speed of 35-40 km per hour, capable of carrying four and six people, with a large horsepower. A lot of information is given in sources and historical literature about the German "Bents" car, a steamer, a motor boat and boats that sailed in the Amudarya fleet².

MAIN PART

Archival sources confirm that land, water, and air transport entered the transport technique, and changes took place in these directions during the period under study. A special "Transport Department Management" office was established in the BXSР, XXSR.

It should be noted that there are no fundamental changes in the technical innovations that travel on land routes. Horse-drawn carriages have been used for many years. Carts were mainly 2- and 4-wheeled carts, which differed somewhat in their construction technique and shape in Bukhara,

Khorezm oases, and the Ferghana Valley. These carts are suitable for transporting people and goods. In the years 1917-1924, large-wheeled slow-carrying carts were replaced by 2-horse carts, which carried relatively more cargo. At the same time, four-wheeled cargo-carrying brichka (temga), passenger carriages with soft seats and umbrellas began to spread. Especially since 1920, the introduction of foynun brichkas gained positive significance.

According to archival sources, in the BXSР and the XXSR, the "Transport Department" office was a part of the Internal Affairs Inspectorate, and carriages and horses were provided at the expense of the State Carriage Transport Office. Carts were primarily used for military purposes. Cart transport traveled inter-provincially in the republics. In the BXSР, the road distance of carriage transport was more than 2 thousand miles (verst), and in the XXSR it was about 460 miles. 450 carts and 309 horses served in the BXSР, 276 carts and 229 horses in the XXSR. There were 24 permanents, 4 irregulars, total: 28 horse stations in the BXSР, while there were 9 horse stations in the XXSR. Up to 254, up to 115 coaches served in BXSР³. The sources provide information about the directions of the horse stations, their distance, and even the rent. In particular, Bukhara-Vobkent (24 miles), Vobkent-Karmana (80 miles), Karmana-Nurota (90 miles), Karmana-Abusoi (32 miles), New Bukhara-Old Bukhara (15 miles), Bukhara-Karakol (70 miles), Bukhara-Olot (85 miles) and so on⁴. Horse stations are provided with coaches and horses, depending on the size of the station. For example, Karmana horse station (12 coaches and 150 horses), Karshi horse station (16.12), Chorjoi horse station (16.12), Dushanbe horse station (20.15), Sherabad horse station (15.12), Boysun horse station (12.10), Guzor horse station (12.8) etc.⁵ In

¹ NAU, Fund R-58, List 1, Volume 5, Sheet 32.

² Look. Sedov's plane in Tashkent // Bukharoy Sharif, April 4, 1912, issue 21; Air transport, National Encyclopedia of Uzbekistan, Volume XII. -T.: 2005. -B. 256. Shodmonova S. The role of transport in the emergence of new techniques and technologies in Turkestan (based on periodical press materials) // History of Uzbekistan. 2009. #1. -B.66-72, etc.

³ NAU, fund R-59, list 1, collection volume 97, sheets 111, 112, 113, 114, 115, O'MA, fund R-73, list 1, collection volume 8, 4,5, 6 sheets.

⁴ NAU, fund R-59, list 1, collection volume 97, sheets 111, 112, 113, 114, 115,

⁵ NAU, fund R-73, list 1, collection volume 8, 4,5, 6 sheets.



addition to the above, in the main and additional horse stations such as Islam, Chirakchi, Shahrisabz, Oqrabab, Chorshinjan, Hasantoy, Karakol, Denov, Ziyovuddin, Zandani, Laqlaqa, Romitan, Shafirkon, Sultanabad, Pirmachit, Azizabad, Ghijduvan, Gulistan Gishti, from 6 to 12 horses, 8 to ten coaches served. Horses should be healthy, strong, thoroughbred and provided with hay and fodder by the Ministry of Internal Affairs. Horses were checked at intermediate stations and replaced by officials. Coaches are provided with special uniforms and military weapons (pistols and rifles) as the road is rough⁶. As we mentioned above, the fare varies from 10 Bukhara soums to 35 Bukhara soums depending on the distance. Because the prices of carts and work animals are high, 1 horse at the end of 1921 and at the beginning of 1922 was 125-150 thousand rubles, a donkey - 22 thousand rubles, a camel - 50 thousand rubles from 125 thousand rubles. The cart is also expensive, the rental price for 1 day was 40,000 rubles⁷.

Khiva-Sherabad (45 miles), Porso-Khojayli (57 miles), Khiva-Hazorasp (80 miles), Hazorasp-Pitnak (30 miles), Pitnak-Daryumota (120 miles), Khojayli-Kohna Urganch (33 miles) routes in the USSR Horse-drawn carriages and carriages carried people and cargo. Their rent and freight charges ranged from 10 manats to 50 manats, depending on the distance. Road settlement was also made through Russian ruble, Bukhara gold coin. The distribution of carts varies by region, there are 28 carts in Khiva, 25 in Shahabad, 27 in Porsuda, 35 in Tashkhovuz, 19 in Khojalay, 17 in Kokhna Urganch, 11 in Hazorasp, 5 in Pitnak, and 19 in Daryumot⁸.

Historical data confirm that the cart was the main means of transport on land, and it was used in all three republics until recent years. For example, according to the agreement between the RSFSR and the USSR on January 28, 1923, vehicles such as cars, bicycles, motorcycles, motor boats, airplanes were included in the list of equipment to be brought to Khorezm. However, the first cars entered Khorezm oasis in 1927, they were "Reno-Sohavo" cars with a speed of 40-45 km/h, produced by the French company "Reno". Of the self-propelled vehicles, only the tractor entered the oasis during the XXSR. The information about this is different, the dates of 1923, 1924 are recorded in archive documents. The following information confirms that the cart remained the main means of transport: "At the end of 1923, the Transport Department of the USSR had 400 coaches, more than 200 carts, and about 200 horses⁹". Sources provide information related to the purchase of horses and carts to transport cotton from cotton sales points to factories. One of the information states: "Additional purchase of 2 horses and 2 carts for the

New Bukhara Cotton-Oil Combine to transport raw materials from the Ziyovuddin and Karmana cotton sales points to the factory, as well as the purchase of 15,000 strong and durable sacks made in Calcutta (Hististan)." However, during the study of the materials of the press of that time, it was confirmed that in 1922-1924 there was little car traffic on the roads in Old Bukhara and neighboring Eastern countries.

"On January 28, 1922, under the supervision of Ismail Efandi Sadir, Deputy Minister of Education, 25 students were sent to study medicine in the Turkish cities of Sultania and Kostomira in the USSR. In his memorial article, he wrote that 2 students fell from a car and had to stay in the hospital for 2-3 weeks while reaching Kostomira region, "Bukhara News reported"¹⁰. It is known from the above excerpt that since 1922, cars from Turkey have been driving on city streets, Bukhara students were greeted with respect and rode in cars.

Or in the 25th issue of the "Azod Bukhara" newspaper: "On the streets of Bukhara, there are many people who get stuck under a carriage, horse or car after fast-moving cars and carriages, lose legs and arms... On November 21 (1923), such a fast-moving car killed Sharif Ismail watchmaker. an unpleasant message with the content of "overwhelmed and killed"¹¹. Although this news is unpleasant, it informs that there were cars on the streets of Bukhara since 1923. However, we could not find information in archival sources about the model of these cars, how fast they travel per hour, and from which countries they were imported.

The fact that automobile traffic was launched in the BXR can be seen from the measures taken by the National Economy Council of the BSR in the fall of 1923 to repair roads and stations on the Kogon (New Bukhara)-Old Bukhara route. In October 1923, the Bukhara National Economy Council allocated 30 billion rubles for the repair of the Kogon-Bukhara road. allocated rubles. In this regard, a contract was concluded with the road construction engineer Zakharyants, and he was given 240 Bukhara coins in advance¹². In the next places, 20 pounds of gunpowder (1 pound-450 grams), 50 arshins of cord were given to Zakharyants for the construction of a highway and the expansion of the Kogon-Bukhara highway¹³. The above evidence also confirms that the car entered Bukhara in 1923. However, the dirt roads of Bukhara in some places, adapted to carts, created inconveniences for automobile transport.

One of the vehicles moving on land is a tram, and this vehicle existed in the city of Tashkent, the center of the Turkestan ASSR. In 1917-1920, the tram service continued in Tashkent, it was stated in the memoirs of the first leader of the

⁶ NAU, Fund R-48, List 1, Collection Volume 267, Sheets 97, 98, Collection Volume 47, Sheet 7.

⁷ NAU, Fund R-48, List 1, Collection Volume 47, Sheet 7.

⁸ NAU, Fund R-7, List 1, Collection Volume 8, Sheet 6, OMA, Fund R-2027, List 1, Collection Volume 21, Sheets 32, 33.

⁹ NAU, Fund R-53, List 1, Volume 20, Sheet 10. OMA, Fund R-7, List 1, Collection Volume 8, Sheet 6.

¹⁰ Today's situation of Ottoman Turks // Bukhara News, No. 122, December 31, 1922

¹¹ Streets of Bukhara//Ozod Bukhara, issue 25, December 16, 1923.

¹² NAU, Fund R-53, List 3, Collection Volume 48, Sheets 1, 2, Sheets 8, 9.

¹³ NAU, Fund R-53, List 1, Collection Volume 48, Sheet 13.



government of the XXSR, Polvonniyoz Haji Yusupov. "When I was on a trip to Tashkent in May 1917, it is important that tram service was started in this city along with ferries and cars¹⁴".

He expressed his opinion about the widespread use of the tram service by the population: "When I was in Tashkent in 1917, we sat in the tram with the members of the Khorezm delegation and arrived at the place where the Shorayi Islam meeting was held," wrote P. Yusupov¹⁵". P. Yusupov also showed that he used the car and tram service, and that the fare is cheaper than the ferry.

Journalist and writer N. Naimov, in his historical story "The Last Ruler", interviewed the old mother Robiya Majidova after Amir Syed Olimkhan fled from Bukhara (September 1920), passing through Gijduvan, he spent 1 evening in the house of the merchant Abdulla Sharif under the name of a merchant. They were stopped in front of Khojai Jahan mausoleum and mosque by an old enlightened man. Amir Olimkhan was in the car and was sitting in the front seat, and in the back seat were the ambassador of Afghanistan in Bukhara, Abdulshukurkhan, the employee of the embassy of this country in Tashkent, Muhammad Aslamkhan, and several other people. Amir got out of the car and talked to the father. However, the car ran out of fuel, and the emir and his companions continued the journey in an umbrella carriage¹⁶.

Perhaps this car could travel 40-45 km per hour. There was probably a "Bents" car that could accommodate 6-7 people. It was also noted that when he went for a walk in a car, he was followed by mounted guards. The above information showed that Amir Said Olimkhan was brought up as a person like his father Abdullah Khan, and that he used a car on the streets of Bukhara unlike his father. If we rely on the above information, the date of the appearance of the car in Bukhara and the start of its movement will be pushed back a little further.

CONCLUSION

So, we witnessed significant changes in the field of land transport technology in the Turkestan region during the period of 1917-1924. In particular, although the cart was widely used as the main means of land transport in this period, a number of new technical tools were also introduced. The establishment of the "Transport Department Management" office has led to certain changes in this area. The first automobiles gradually entered the region. Such news has a positive significance in the field of land transport technology.

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7. NAU, fund R-48, list 1, collective volume 22, sheets 149,150.
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15. Current state of OttNAUn Turks// Bukhara News, No. 122, December 31, 1922.
16. NAU, fund R-53, list 3, collective volume 48, sheets 1, 2, sheets 8, 9.

¹⁴ Haji Polvonniyoz Yusupov. Memories... -B.80.

¹⁵ This is the author. -B. 81

¹⁶ Naimov.N. The last ruler (historical story).- Bukhara Publishing House, 2008.-B.119-120.