

HISTORY OF TASHKENT CITY TRANSPORT (1946-1991)

Ruziyeva Laziza Yusufovna*Independent researcher of Chirchik**State Pedagogical University*

Abstract: The article examines the history of public transport, the development of the urban transport system in Tashkent from 1946 to 1991, approaches to analyzing changes in the network of transport routes, technical descriptions of vehicles and the level of Service.

Key words: public transport, bus, passenger transport, road Transport

Annotatsiya: Maqolada Jamoat transporti tarixi, 1946 yildan 1991 yilgacha Toshkent shahridagi shahar transport tizimining rivojlanishi, transport yoʻnalishlari tarmogʻidagi oʻzgarishlarni, transport vositalarining texnik tavsiflarini va xizmat koʻrsatish darajasini tahlil qilinishi yondashuvlari koʻrib chiqilgan.

Tayanch iboralar: Jamoat transporti, avtobus, yoʻlovchi transporti, avtomobil transporti.

Аннотация: В статье рассматривается история общественного транспорта, развитие городской транспортной системы Ташкента с 1946 по 1991 год, изменения в сети транспортных маршрутов, технические характеристики транспортных средств и подходы к анализу уровня обслуживания.

Ключевые слова: общественный транспорт, автобус, пассажирский транспорт, автомобильный транспорт

INTRODUCTION.

As the well-being of human life increases, so does the need for Transport. Similarly, as countries, their cities, develop, so does public transport. In most cases, while public transport cannot afford its own costs, their development is in accordance with the level of development of cities.

There are many complications in the rational organization of public transport traffic. The complexity of the organization of public transport traffic is in providing quality service to passengers, that is, in comfort conditions, at the lowest cost, on time, to a safe destination. This is due to many factors such as transportation technology, type of Transportation, road conditions, levels of Organization of movement and compliance service, tariff system and so on. Therefore, the importance of providing services in public transport on a global scale, including meeting the need for passenger transport, optimizing the operational indicators of vehicles on routes, driver Labor and Recreation, the correct Organization of intra-city, suburban, inter-city and international transportation, improving the tariff system, improving the quality of Service, modern solutions to existing problems are becoming important.

RESEARCH METHODOLOGY

The paper made extensive use of data obtained from observation, grouping and sorting, abstract-logical reasoning, comparison, and personal observation of the author to more accurately explore issues of service improvement.

ANALYSIS AND RESULTS

Even in our country, such issues as quality service in modern vehicles to all segments of the population, transportation technologies, improvement of road infrastructure, environmental safety are gaining priority.

Speaking about the gang of public transport, it is advisable to first dwell on the concepts of transport, means of transport and the like. The word Transport is a

comprehensive concept and means a set of vehicles, all kinds of communication routes, technical devices and facilities in them, which provide for various purposes the process of moving people and goods, luggage, mail and Courier shipments from one place to another.

It can be concluded that passenger transport refers to the types of transport intended for the transport of passengers and baggage. At this point, the right question arises, Is there a difference between the concepts of public transport and passenger transport, if any, how? In most literature, both concepts continue to be used in one sense, which is unfortunately incorrect. In fact, these two concepts differ from each other. Public transport is passenger transport that can be used by a wide segment of the population.

That is, public transport is a passenger transport that provides passenger transport along a predetermined route and associated satellite services, in which information about the methods of transportation (vehicle), the amount and forms of payment by the carrier is communicated to the general public, ensuring the regularity of traffic (repetition of the next traffic cycle after the end of each).

Differences from other types of public transport and methods of passenger transport:

- the availability of the possibility of using the transport service without any restrictions of any class, professional, social and other type to the widest segments of the population, on the basis of the sole requirement of the carrier, on the same condition, when there are seats, paying for the service at the established tariff;
- the reversible nature of the movement, its regular and rapid repetition over a long period of time for most passengers on the respective route;
- the absence of institutional intermediaries in the purchase of transport services (individual and direct character of the act of purchasing traffic documents);

- mandatory participation of local state authorities in the regulation of this sphere, coordination and control of the activities of transport service carriers;
- a vehicle with sufficient capacity (this criterion excludes traffic in transport types such as taxis, rickshaws), which allows for joint use by two or more different passengers at the same time (the popularity of the service).

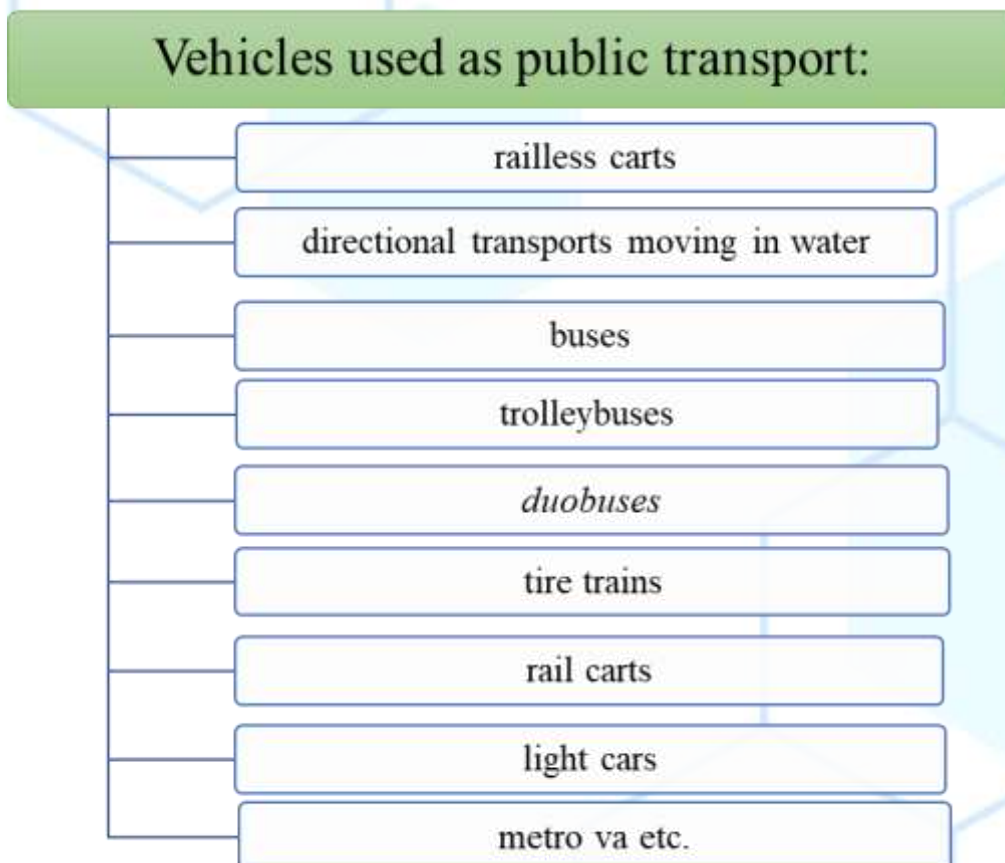


Figure 1. Types of vehicles used as public transport.

(data-driven author development)

The following will tell about the history of the types of public transport that are common in passenger transport.

Bus-derived from the Latin word "omnibus" meaning "for all", "for all". On March 18, 1662, the first public passenger transport route in Paris, called the omnibus,

appeared on the initiative of Blaise Pascal. Later, multi-seat passenger horse carriages of various designs began to be used in other cities.

The first bus was built in 1801. The steam-powered car ran along the streets of Camborne, England. Its inventor, the Briton Richard Trevithick, also designed the first British steamer. The car could accommodate up to 8 passengers.

The flow of inner-city passengers will consist of the sum of the flow of passengers who live in it permanently, who come from the suburbs and come to the city and temporarily live. Residents from the suburbs of large cities are greatly affected by its passenger flow, and are divided into those who work in urban production facilities and are a regular user of transport and On-Demand users of transport.

Bus

Not only the amount of car transport is increasing, but also the demand for its quality. Now it is clear that the bus parks will grow even in quality, that is, they will be replenished at the expense of new, comfortable, modern cars, which are radically different from the previous ones. At the same time, the growth of the population's need for transport requires the choice of types of passageway transport, and consequently also the modification of passageway transport modes.

In 1922, in order to improve the restoration of local roads, a Turkestan department was established under the khalk Commissariat of roads, and in 1924 a traffic department was established under the people's Commissariat of Internal Affairs of Uzbekistan[2].

In order to raise the work of automobile transport, in November 1928, under the Soviet of people's commissars of the USSR, the Central Department of stone roads and automobile transport "Sudortrans" was established on local land, the road and transport administration was established [2].

In 1939, the people's Commissariat for Road Transport (Ministry of road transport) was established. After the establishment of the people's Commissariat of 1939, an automobile school was opened to train drivers and boshka tradesmen, and later converted into an automokombinate (Oqtepada). On the basis of the Faculty of mechanics of the Tashkent Polytechnic Institute, the Institute of highways was opened in 1970 [3].

In 1945, the Commissariat of Road Transport was renamed the Ministry of road transport of the Uzbek SSR. Its layout was also changed in 1946. Instead of the previous 17 hardware divisions, only 8 divisions were restructured to consist in particular of administrative, plan, automobile, finance, transportation use, administrative-farm and workers ' supply divisions, and operational parts [4].

In accordance with Resolution No. 2557 of the Soviet of ministers of the USSR of October 10, 1945, the Uzbek branch of Soyuzzagottrans was reorganized into the Uzbek autotrest of Soyuzzagottrans, while the autotryads were converted into autobases. On February 1, 1957, the bus fleet No. 2 arrived in Tashkent [4].

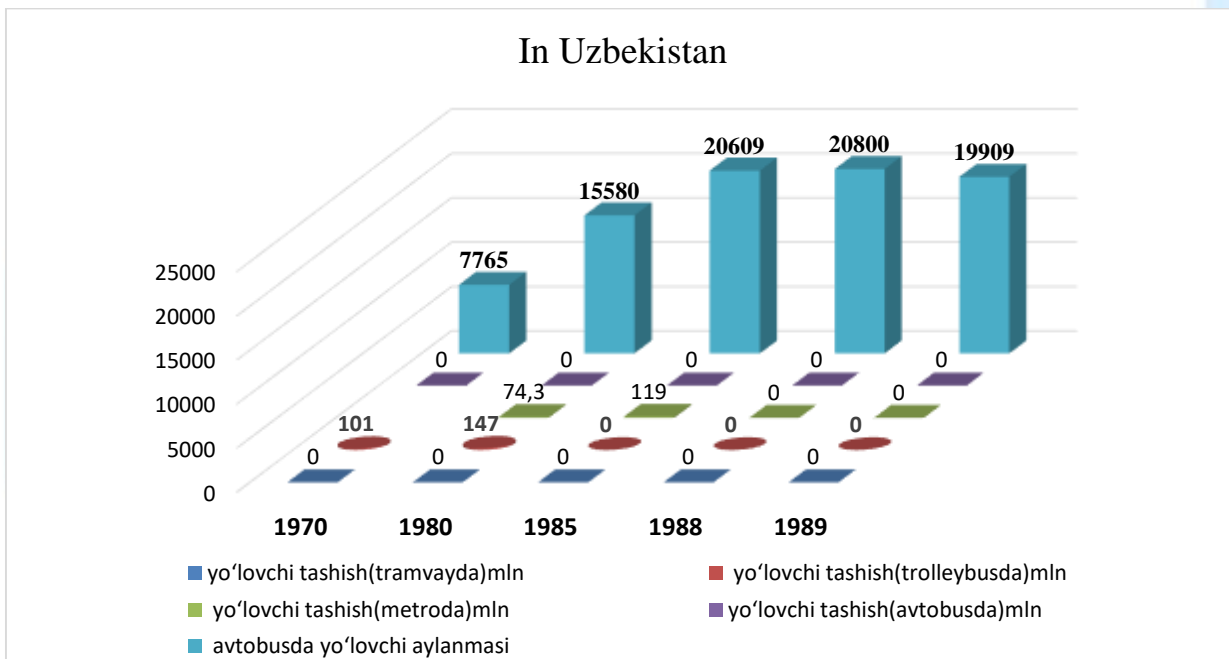


Figure 2. Passenger transport in Uzbekistan (author's development based on data)

By 1950, passenger service had reached pre-war levels. In 1947, a factory in Moscow named Likhachev began releasing the 60-seat zis-15 bus. The Gorky auto body began to release GAZ-651 branded 23-seat buses from 1949. The Pavlov bus plant, completed in 1950, produced buses branded PAZ-651, and these buses began to run on Uzbek roads passenger service on buses became difficult in the early years, work in this area did not go fast. The people's Soviet of Kamisars of the USSR adopted Resolution No. 516 “on measures to improve the economy of the city of Tashkent” on March 6, 1946. Although the tasks for the atotransport khimat were not explicitly stated in this decision, the Central Committee of the people's Kamisar Soviet of the USSR and the Kampartia of Uzbekistan noted in Resolution No. 432, adopted on March 26-April 1, 1946, that “a new bus service will be organized and 30 cars will be mobilized in kvrtals 2 and 3rtals of 1946”. On April 13, 1946, Resolution No. 461” on the organization of bus traffic in the city of Tashkent " was adopted. The resolution mandated that from 15 April 1946, 6 buses be placed on the Eskijova-Station route to improve bus service to the mehgnathkashlar of Tashkent City“. Further decisions were made in Tashkent in order to improve passenger service. The Council of Ministers of the Republic was adopted on August 7, 1948 by Resolution No. 1655 at the disposal

of the bus Ministry affiliated to the capital's offices and organizations. On September 23, 1948, in a resolution approved by the Council of Ministers of the Republic, the tasks of the heads of auto companies, chauffeurs and passengers were assigned to begilab. A uniform dress head was introduced for bus stoves and conductors. The tariff and rules for passenger service on buses were approved[4].

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In the USSR of Uzbekistan in 1971-1975, passenger traffic increases by 1.46 drums on buses, and by 1.4 drums on light taxis.

From the above table data, we can say that during the period 1960-1973, freight traffic increased by 173.9 percent, light cars by 660.4 percent, and buses by 245.6 percent. From this information we can know that we can observe that there was an increase in all types of cars in the range of 13 years.

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