

## REFORMS IN THE RAILWAY SYSTEM DURING THE SECOND WORLD WAR

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### РЕФОРМЫ В ЖЕЛЕЗНОДОРОЖНОЙ СИСТЕМЕ ВО ВРЕМЯ ВТОРОЙ МИРОВОЙ ВОЙНЫ

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*Abstract.* The first railway lines in the Surkhandarya oasis, the influence of railways on the cotton industry, the start of new electric locomotives in order to bring raw materials to the center as quickly as possible, and the industrial enterprises moved to the region during the Second World War were covered based on scientific literature and archival materials.

*Аннотация.* Рассмотрены первые железнодорожные линии в Сурхандарьинском оазисе, влияние железных дорог на хлопковую промышленность, запуск новых электровозов с целью скорейшей доставки сырья в центр, перемещения промышленных предприятий в региона в годы Второй мировой войны освещались на основе научной литературы и архивных материалов.

*Keywords:* railway transport, Kogon-Samsonovo-Termiz, Termiz-Zhargorgon railway, Termiz river port, Termiz-Dushanbe railway, Baku-Wolf.

*Ключевые слова:* железнодорожный транспорт, Когон-Самсоново-Термез, Термез-Жаргоргонская железная дорога, Термезский речной порт, Термезско-Душанбинская железная дорога, Баку-Волк.

From the first years of Soviet power, with the initial center in Surkhandarya region, serious changes were made in the railway system. In particular, attention to the development of cotton production in Surkhandarya required the construction of an industrial enterprise for its processing. Indeed, cotton cultivation in the oasis grew rapidly during the Soviet era. In 1914-4400 hectares; 1925-6903 hectares; 1930-50,000 hectares [1].

The growth of cotton cultivation areas required the construction of cotton processing plants. It should be noted that, according to the archive documents, among the goods being transported from Turkestan to Russia, raw cotton took the leading place. Only in 1919, 3,150,000 pounds of raw cotton were sent from Turkestan to Russia. In 1920, 4,283,000 pounds of cotton fibers were sent from Turkestan to textile factories in the center in 8,565 wagons [2]. This indicator in 1921, 121 wagons of raw cotton were shipped in one day [3].

The convenience and cheapness of railway transport gave the Soviet state the opportunity to immediately restore the national economy. Railway transport was mainly subordinated to the interests of the center. On May 16, 1922, an agreement was signed between the General Cotton Committee and the Railway Commissariat. Based on this contract, a plan was established to transport cotton from Turkestan and supply necessary products to enterprises there. Accordingly, the Railway Commissariat undertook to transport cotton in two echelons every three days throughout the year [4].

The growth of cotton cultivation in Turkestan has taken measures to bring food and building materials necessary for the population's consumption from Russia. In 1923, 8 million pounds of grain, 227 wagons (50 million arshins) of manufactured goods, 110 wagons of sugar, 32 wagons of tea, 150 wagons of glass and tableware, 40 wagons of rubber products (limestone, etc.), 300 wagons of wood were shipped from Russia by rail in 1923. works have been carried out [5].

Since 1924, attention has been focused on the repair of the Kogon-Samsonovo-Termiz railway, and in 1926, the construction of the Termiz-Zhargorgon railway with a length of 33 km has begun.

In the 1920s, it is possible to observe the growth of cargo transportation through the Termiz river port. 29,000 tons of various cargoes, 9,000 tons of cotton, 1,000 tons of metal, 4,000 tons of cement, 22,000 tons of oil products, 19,000 tons of wood and firewood were transported through the wharf of the city of Termiz. It would be more economical if a certain part of the goods were brought by rail. Therefore, the construction of an 11-km long railway station for the Termiz river port from Termiz station to Amudarya was carried out. At the request of the Turkestan military district, a military field was built at the Termiz station for military purposes, and a railway for loading and unloading military echelons was built next to it. This railway, built for military purposes, operated without any repairs until 1994 [6].

In the same year, Termiz station had 4 railway stations. Two of these were built for receiving and shipping, one for carriages, and one for military troops. In the 20s, the weight of trains did not exceed 450 tons. The number of freight wagons of the trains consisted of 20-25, and the speed of movement was 13 km/h . Communication between the stations was carried out by telegraph based on Morse code [7].

The Soviet state paid special attention to the establishment of a single railway line and the construction of new railway networks in the Central Asian republics. Amudarya (Samsonovo)-Termiz (1925), Termiz-Dushanbe (1929-1932) for the purpose of uniting cities and ports can be an example of this.

In the second half of 1925, 3 million soums were allocated for the construction of the Termiz-Dushanbe railway with a length of 248 km. This railway network was completed in 1931 and Tajikistan was connected to the railway network of Uzbekistan [8].

As we noted above, the Soviet state paid serious attention to the construction of industrial enterprises processing cotton along with the increase of cotton cultivation in the country. During the struggle for cotton independence in the Soviet Union in the 1930s, more than 145 million soums were allocated for the development of the cotton ginning industry. A certain part of these funds was allocated to the reconstruction of existing enterprises. For example, capital funds of 17,985 thousand soums were spent on the re-equipment of the Termiz cotton ginning plant. With the allocated funds, a diesel power station building and a water tower were built and put into operation at the plant. Of course, the hard work paid off. If in 1914, a total of 14,400 kg of cotton fiber was produced in the region, by 1931, 21,945 tons of cotton fiber were produced, that is, the production of cotton fiber in the region increased almost 20 times [9].

Denov cotton ginning plant also contributed to the rapid growth of Surkhandarya cotton fiber. This enterprise is directly related to the commissioning of the Termiz-Dushanbe railway network. As a result of the construction of the Termiz-Dushanbe railway, the Samarkand-Kitob-Shahrisabz, Karshi-Darband-Boysun-Sariosiyo, Termiz-Denov-Dushanbe postal communication system was also improved.

In the same period, new electric locomotives started operating on the railways of Uzbekistan. At major stations, special facilities, grass yards, and container areas were built, which are convenient for sorting wagons. Railway lines were repaired over large distances. Due to the

increase in the speed of trains, the volume of cargo and passenger transportation has increased. In the 1930s, new railway networks were built in the Surkhandarya region. Termiz-Kelif, Shorchi-Denov, Termiz-Regar routes have been renovated. As a result of the construction of new railway networks, opportunities were created to supply the center of the country with raw materials, restore the national economy, transport finished products, and develop the fuel industry [10].

At a time when significant changes were taking place in the railway system, the Second World War began. During this period, railway workers served the front in the transportation of food, clothing, weapons and military troops. In the same period, in order to efficiently use the underground resources of Surkhandarya, in particular, to provide coal, works were carried out on laying a railway to the Toda coal mine. The Toda mine, the second coal mine in Surkhandarya, was put into operation in 1942-1944. On September 4, 1942, 264.23 hectares of land was allocated for the construction of Toda coal mine railway based on the decision No. 43 of the district executive committee. 80 hectares from the collective farm "Lenin" from the Sayrob village council, 35 hectares from the collective farm Kalinin, 13 hectares from the collective farm Voroshilov, 23 hectares from the collective farm Telman, 38.68 hectares from the collective farm Zarbdar, 50 hectares from Traktor, 23 hectares from the collective farms Molotov. Isolated [11]. Hundreds of specialists from various coal industry enterprises of our country were moved here with their families. Railway construction was also sent to connect the Toda iron mine with the Baldir railway. Thousands of laborers of the region were mobilized for the construction of the railway to Toda through the present Muzrabot and Sherabad districts. Several thousand cubic meters of earthworks have been completed. Railroad tracks were brought from Russia. But by 1944, when the coal basins were liberated from the Nazi invaders, these works were stopped. The Toda coal mine was handed over to the local industry [12].

During the Second World War, the equipment of industrial enterprises and workers and technicians were evacuated to Surkhandarya region by railway from different regions of Russia. The relocated industrial enterprises were mainly located in the city of Termiz and Denov district, which are connected to the railway network. For example, the equipment of the vegetable oil production plant in the Kirovograd region of Ukraine "Boku-Wolf" 15 pressure boiler, hydraulic pump, 5-roller roller, sheleshetin with the capacity of grinding 1000 tons of seeds per day and similar equipment were brought and installed. In addition, during the war years, the evacuation of the population from the areas near the front and the booms for food, clothing, and the needs of the front were carried out through the railway system. Note that 41,500 people were sent to the front from Surkhandarya region alone. During the war, 20,709 people were relocated to the region. In addition, about 60,000 Uzbek workers worked in the Russian Federation, including 22,600,000 in the Urals, and 9,000 in Siberia. By March 1943, residents of the Surkhan oasis provided more than 6,000 head of cattle, sheep, goats, 31,250 pounds of grain, 1,125 kg of honey and raisins, 1,937 pounds of dried fruit, 30,000 liters of mussalas, and 46 wagons for the workers of Tashkent who were carrying out front-line defense for the State Defense Fund. they sent food [13].

In conclusion, the Surkhandarya railway system, which began its operation in 1914, was able to become an important network not only in Uzbekistan, but also in the former Soviet Union.

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