



HISTORY OF RAILWAYS AS A PART OF OUR COUNTRY'S PAST

Burxanova Mashhura Qozoqjanovna

Namangan State Universities Independent Researcher

(Fergana Valley Example)

Annotation

It is known that Fergana is one of the oldest cultural oases in Central Asia. In addition, this heavenly region natural wealth abundance and diversity with separated costs - Fergana valley in the territory ancient cities and castles ruins hidden of the past many monuments preserved the rest.

Keywords: Fergana valley, rail transport, economic, political and social interests, Kokand, Namangan, Andijan and Skobelov (Fergana).

Introduction

It is known that Fergana is one of the oldest cultural oases in Central Asia. In addition, this paradise is characterized by the abundance and diversity of natural resources of the region. Many monuments of the past are hidden in the Fergana Valley, where the ruins of ancient cities and castles are hidden.

In the Middle Ages, large trade routes passed through the cities of the Fergana Valley. In other words, the population in the plains of the Fergana Valley was sent to Osh through settlements, and then to Kashgar through Kurshab and Ozgan. Over time, during the colonial policy of the Russian Empire, the Bolsheviks focused on expanding the possibilities of rail transport.

The main reasons for the Soviet government's actions were:

- Large-scale involvement of railway transport in the solution of the strategic task of strengthening the military-political position of the Soviet government in the Fergana Valley;
- By strengthening the material and technical base of railway transport, further expanding its potential to serve the interests of the empire and its wider use in ensuring the priority of economic, political and social interests of the Soviet government in the Fergana Valley;
- To meet the needs of the Soviet government in cotton in the future by developing and increasing the amount of cotton in the Fergana Valley and accelerating the transportation of raw cotton by rail [1.B.148.]

Also, the railway networks in the Fergana Valley, whose material and technical base is weak, will be demolished by the national liberation movement, and the roads will





be flooded. had destroyed the Uchkurgan railway in Nalishi [2.B.3.]. Therefore, in August 1920, M. Frunze himself appealed to the Turkestan railwaymen and set the task to restore the railway transport quickly and efficiently. In response, in November of the same year, a train of 20 blacksmiths was organized in Fergana [3. B, 20,].

This brigade was attached to the best workshop of Andijan railway station and every 3 days 2 flights were repaired. The Bolsheviks also organized a Tatar-Bashkir "Red East" propaganda train in the Fergana Valley to strengthen the ideological and political propaganda of the new regime in order to strengthen the Soviet power. During her second trip (August 1920 - February 1921) she took part in the formation of women's and youth organizations and ideological and political work in the Kokand, Namangan, Andijan and Skobelov (Fergana) districts of the valley. The role of this propaganda train in the organization of cultural and educational work between the center and the valley was great [4.B.191.].

However, just as no one could deny that the economy was more important than politics, the Soviet government's propaganda was not reaching the economically disadvantaged people of the valley. By 1921, famine peaked in the Fergana Valley, and by 1923, about 1 million people had died from the disaster [5.B.230.].

The Bolsheviks, ready for any kind of violence in their own interests, focused on repairing the destroyed sections of the railway network in the Fergana Valley, despite famine, food shortages and severe financial difficulties. drew attention. In such a difficult situation, the Soviet government began to allocate funds not for the fate of the people, but for the restoration of losses on the railways. In particular, the Kokand-Namangan, Namangan-Jalal-Abad, Andijan II-Kokand, Chinabad-Andijan and railway sections were repaired and restored.

In 1922-1928, new railway lines were laid in the Fergana Valley, and railway tracks were laid on the Fergana-Quvasoy, Margilan-Kyzylkiya and Andijan-Tentakhsay routes [6.B.6.]. The great changes in the railway industry in the Fergana Valley, unfortunately, led to severe calamities for the people of the region and to the commission of new crimes by the Soviet government.

In 1930-1931, according to the decree of the Soviet government of Uzbekistan, a campaign of collectivization and eavesdropping was launched under the guise of "carrying out a socialist revolution in the countryside." As a result, thousands of entrepreneurs, businessmen and farmers in the valley were expelled from their homeland. In early September 1931, 682 families were deported from Kokand, 382 families from Namangan, and 558 families from Andijan by rail to the Caucasus and Ukraine [7.B.231.].





Soon, the resettlement of people of other nationalities living in the former Soviet Union began in the Fergana Valley. On August 21, 1937, it was decided to evacuate the Korean people from the border areas of the Far East of the former USSR. According to him, in 1937-1938, 823 (total 8214 people) Korean communities of 243 families (972 people in total) were relocated to Fergana by rail [8.S.90.]. Defamation of peoples and indifference to their fate became the main goal of the Soviet ideology, and the foundation of this goal was strengthened by the grateful service of railway transport.

Railway transport, built in the Fergana Valley and with great potential The Soviet government, in pursuit of the interests of the Center, transported an unlimited amount of economic and natural resources of the region and horticultural products. transportation, as a result of which the economic and political dependence of the region on the Center increased. Despite the fact that the role of railway networks in the development and establishment of industry in the Fergana Valley is very large, it has managed to strengthen the dependence of the Fergana Valley on the Center in all areas, and this dependence has lasted for many years. Its negative impact on the socio-economic life of the local population has not gone unnoticed.

Later, at a time when the socio-economic and political situation in the Fergana Valley was complicated in 1917-1938, the railway transport and its staff began to work hard to alleviate the situation under the administrative command of the Center. To this end, they worked hard to establish the ideological dominance of the Center and to commit all economic and political crimes.

In conclusion, it should be noted that the activities of railway transport in the Fergana Valley in recent years have gone down in history as one of the means of strengthening the political and economic colonialism of the Center.

The imperial government pursued a policy of ruthless looting during and after the establishment of its rule in Turkestan. The material and cultural wealth created by the peoples of Turkestan through centuries of honest labor has been forcibly confiscated. He kept the people, the owners and creators of these material and spiritual riches, in captivity, poverty and lawlessness, and gave them not only national, political, but also the most basic human rights. The economic, national, and social policies pursued in the country were subordinated to the interests of the local population, its hard work, and its wealth.





List of References and References

1. Azamkho'jayev S.S. Autonomy of Turkestan.-Tashkent: Manaviyat, 2000.-B. 148.
2. "Namangan Haqiqati" newspaper. May 4, 1958.No 90.-B.3.
3. Khodjayev S. Development and importance of the transport system in Uzbekistan.- Tashkent: University, 1970.-P.20
4. Rasulov A.N. Relations between the peoples of Turkestan and the Volga region, the Urals.- Tashkent: University, 2005.-P.191.
5. The policy of plundering the wealth of Uzbekistan by the dictatorial regime: the testimony and lessons of history.-Tashkent: Sharq, 2000.-P.230.
6. Transport of Uzbekistan. I.Ubaydullayev and others.- Tashkent: Uzbekistan, 1960.- P.6.
7. Shamsuddinov R.T. Rural tragedy: collectivization, deafening, exile.- Tashkent: Sharq, 2003.-P.231
8. Книга исторических ощущений.-М.,1993.-С.90

