



## Railways of Uzbekistan During the Second World War

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**Abstract:** *The Uzbek people have also made a worthy contribution to the victory in World War II. It is no secret that the heroism of the front and the rear was achieved at the cost of enormous sacrifices. Not only the heroic actions of the brave sons and daughters of the Uzbek people on the battlefields, but also the hard work behind the front lines have made a worthy contribution to this great victory. This article provides a historical analysis of the situation on the railways of Uzbekistan during the Second World War, the selfless work of railway workers, changes in railway transport, the processes associated with the construction of new lines.*

**Keywords:** *World War II, transport, Tashkent railway, raezd, station*

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**Introduction.** The difficult tasks of the war years also had to be solved in the field of transport. The Tashkent Railway became one of the main blood vessels to which ammunition was sent to the front, as well as equipment for industrial enterprises evacuated from the West. From the early days of the war he switched to a special work schedule, which required an increase in his naval capacity.

Only the staff of the Tashkent Railway did a great job during the war. From 1941 to 1942, the Tashkent Railway carried 2,700 passengers in addition to defense and national cargo. In addition, 17,600 wagons of equipment of evacuated industrial enterprises were transported in Uzbekistan [1], and rail transport became an important means of communication between front and rear.

### Literature review

The rapid development of industrial production has required a significant increase in the activities of transport (primarily railway transport) and communications. A very large amount of work had to be done to meet the needs of the front and rear.

The responsible tasks in this regard have been assigned to the workers of the Tashkent Railway. For the Farhod hydroelectric power plant, the Uzbek metallurgical plant and other new constructions, all cargo transportation had to be carried out without compromising the basic state plan. This required the mobilization of all means and resources, taking into account the mistakes made in 1942, and making the railway the largest highway in the country. Every wagon, every locomotive, every mile of the road had to take on maximum functions and be operated with high efficiency.

The first successes were demonstrated in February 1943. In addition to the main railway program, the Tashkent Railway team repaired 14 locomotives, 47 wagons and platforms, and Kokand branch railway workers additionally repaired 26 platforms. More than 10,000 pieces of equipment and supplies of 187 names were collected at the nodes and stations [2].

However, despite the fact that production plans were fulfilled by many railway depots and Tashkent railway stations, the situation remained difficult. Thus, the meeting of Tashkent Railway workers

noted the decline in labor discipline, dissatisfaction of employees, including managers, increasing the number of layoffs, lack of care for human resources, especially among women, violations of the rules of use of equipment, etc.

Explanatory work will significantly improve the performance of the Tashkent Railway.

- Research Methodology

The principles of scientific, objective, historical, comparative and critical study of knowledge, systemic principles, culture genesis were followed in the correct solution of the studied problem.

- Analysis and results

As a result of the great work of the republican organizations, in 1943 the number of workers and employees on the Tashkent railway increased. If in 1941 47 thousand people worked here, 5284 of them were women, in 1943 50 thousand people worked here, including 13857 of them were women.

In 1943, the plan of transportation of oil products by rail transport of the republic was fulfilled by 126.3%, metal by 124%, construction materials by 107.7%, grain by 114%, raw cotton by 103%. In the same year, 69% of all transit cargo sent to the front passed through the republican railways. Transportation of household goods increased by 268% compared to 1942 [3].

At the same time, the total volume of shipments in 1943 was one and a half times lower than in 1940. Imports in 1940 amounted to 4004 thousand tons, in 1941 - 3896 thousand tons, in 1942 - 2601 thousand tons, in 1943 - 1989 thousand tons, in 1944 - 1823 thousand tons. In turn, the output decreased to 2310, 2377, 1661, 1821, 1443 thousand tons [4].

Thus, during the war years, the total volume of imports and exports of cargo decreased. However, there have been significant changes in the structure of the freight turnover.

The increase in the import of ferrous metals into the republic was due to the production of military-industrial products here.

Compared to 1940, the turnover also decreased: in 1940 - 6.9 billion. tariff ton-kilometers, in 1945 - 4.2 billion. tariff ton-kilometers [6].

During the war, a number of new railway lines, rails and stations were built and put into operation in Uzbekistan: Tashkent-Angrenugol (Angrenkomir), Tashkent-commodity station. In 1945, the reconstruction of Kokand-Namangan began. As a result, the length of railway lines doubled during 1941-1945. The value of the fixed assets of the Tashkent Railways doubled in 1945 compared to 1940. [7]

In early 1944, the operating conditions of the transportation system were very difficult. Transportation of troops and military cargo increased sharply: to fill the ten fronts carrying out the attack, primarily in the direction of Berlin, and to ensure the transfer of troops from the West to the borders of Manchuria via the Trans-Siberian Highway.

The peculiarity of the situation was that by 1944, at a time when the demand for freight had risen sharply, the number of cars released and worn out in the rear front areas was also insufficient. As a result, all the freight weight again fell on the railways.

In order to improve the production and technical indicators and strengthen labor discipline in the country, work has been done to mobilize railway workers.

As a result of the increase in the level of labor of railway workers, in 1944 the Tashkent road achieved significant success. In 1944, the turnover of wagons decreased by 27.1% compared to 1943, which is an important indicator of the speed of transport in improving the performance of the

Tashkent road on all elements of wagon circulation. The average daily mileage of freight cars increased by 30.6% compared to 1943 and was 130.4 km. compared to 170.4 km. was achieved.

In honor of the victories of the army, new forms of labor began to emerge: front time and decades. Thus, from July 20 to July 30, 1944, a front decade was held at the Tashkent junction, during which workers carried more than 50 high-speed trains, including oil, cotton and others.

Scheduled train traffic and locomotive utilization have improved significantly. In 1944, the number of locomotives for freight trains tripled compared to 1943. [8] Good results have also been achieved by road repair services. If in 1943, 88 locomotives were repaired at the plant and 28 locomotives were overhauled, in 1944 this figure was 95 and 40 [9].

In 1945, the work of the Tashkent Railway was in the spotlight of the Uzbek leadership, systematic measures were taken to improve it, and the results did not take long.

In general, the Tashkent railways have worked hard to carry freight behind the front lines and in the economy of the republic. Thus, during the war, the railway workers sent 49 special units, including 14 military-sanitary trains; organized two trains to restore the water supply, bridge trains, four moving communication restorers, three locomotive repair trains and wagon repair columns, two armored trains, and more.

In addition, the Uzbek railways regularly repaired rolling stock affected by enemy explosions or bombardment, built 39 additional tracks, improved tracks at 24 stations and extended them at 20 stations. Mechanical centering of the arrows was provided at 40 stations, compression arrows were laid at 36 crossings, and a bypass road was built.

As a result of the work carried out to increase the capacity, the Tashkent railways were able to withstand heavy traffic and successfully transport military, defense and economic cargo.

### **Conclusions and Recommendations**

The role of transport increased significantly as the army went on a mass offensive to all sections of the front, which was to ensure the timely delivery of military forces, weapons, ammunition, food, and so on. An important role in this was played by the Uzbek railway transport, which carried 69% of all transit cargo sent to the front.

All this created a solid material and technical base for increasing military production, played an important role in achieving victory in the next, final stage of the war, and contributed to the further development of all sectors of the Uzbek economy.

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