

## From the History of Transport Connections and Activities of Shohbekat in the Cities of Bukhara Region (50-80s of the XX century)

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**Annotation:** *This article discusses the specific aspects of transport traffic in the cities of Bukhara region and interdistricts in the second half of the last century, the existing achievements and problems in the provision of transport services, and the measures taken in this regard.*

**Keywords:** *Highway, highway, city water supply, main station, auto industry, auto depot, bus depot, economic accounting, traffic schedule, passenger-km.*

The construction and operation of cities in Bukhara region and the republican and regional highways connecting them was considered one of the important tasks of the 50s of the last century. The construction of highways was carried out at a rapid pace, and additional changes were made to the plan as needed. The highway connecting Kogon, an important industrial city and close to the regional center Bukhara, was built and put into operation in the second half of the 1950s. Additional changes were made to the construction of the highway on August 31, 1957, and since some of the 10 wells (squares) dug in search of clean drinking water fell into the territory intended for the highway, the Bukhara Regional Council of Workers' Deputies issued a resolution "On partial changes to the route of the Bukhara-Kogon highway." The regional executive committee issued a resolution to bypass the highway from the second and third wells to the southwest, and assigned the Bukharagorvodoprovod enterprise to allocate additional work and funds. It can be seen that the head of the regional department of traffic control, Fluk, was entrusted with the redesign of the Bukhara-Kogon road by September 10, 1957. In the second half of the 1950s, the construction of the Bukhara-Kogon road, one of the busiest roads in the region, was completed and began to serve the national economy. The construction of highways connecting the city of Bukhara with other cities of the region and regional centers continued uninterrupted in the 1960s. After the construction of highways was largely completed, the main bus station (bus station) was built and put into operation, which served to connect cities, district centers, and other regional centers. The Bukhara main bus station was put into operation in 1971, according to the ninth five-year plan. The construction and commissioning of the bus station had a great impact on the development of socio-economic relations. This can be concluded that this was the result of the improvement of the quality of roads connecting the population of Bukhara with neighboring regions. This was also reflected in the press of that time, and in one of the 1977 issues of "Bukhara Haqiqat" an article by the director of the 6th bus fleet S. Seitgaziev was published. He gave information about the activities of the enterprise and noted that at that time the bus fleet operated on 48 city and interregional routes. In our opinion, the fact that a bus fleet operates on 48 routes ensured the continuation of intensive socio-economic relations with the cities and districts of the region and neighboring regions. The following considerations serve to substantiate our opinion. According to data from 1976, buses left the Bukhara bus station for 300 residential areas. The passenger service at the bus station was

improved, and the timetable information service bureau provided information on each trip, its departure time, and ticket prices. A special room for mothers with young children, a first-aid station, and a storage room for equipment were organized at the bus station. A kitchen, buffet activities, and the sale of daily newspapers, magazines, and books were established. In 1976, the Bukhara-Andijan route began operating, and the number of trips to Tashkent was increased. Work on organizing a trip to Nukus has reached its final stage. Bukhara main station has consistently provided convenient and high-quality service to passengers. There is sufficient information that the main station has annual plans and obligations, and it has consistently fulfilled them. In particular, in 1979, the first 6 months of the plan were completed ahead of schedule, providing the population with services worth 55 thousand soums more than planned. If 3 million passengers were transported in 6 months of 1978, then in the first half of 1979 this figure amounted to 3 million 200 thousand people. On the eve of the summer holiday season, the number of Bukhara-Nukus, Bukhara-Nurota, Bukhara-Tomdi, Gijduvon-Zarafshon-Uchkuduk routes was increased. New routes connecting the Jongeldi-Kizilravot livestock farms with the regional center were created. In addition to the activities of the mother and child room, first-aid post, and grocery stores, the Shohbekat created the opportunity to purchase tickets to any city by ordering ten days in advance. The new routes Bukhara-Guliston, Bukhara-Urgench are on the verge of being established, and although the construction of bus stations has begun in the Romitan, Peshku, and Vobkent districts of the region, some problems that annoy passengers were also listed. There were complaints that buffets and cafes were required to be used at the bus station from five in the morning, and information was provided that the Directorate of the 6th Bus Park and the Navoi Bus Park Administration did not control the timely departure of buses according to the schedule. Despite some minor shortcomings, the Bukhara bus station continued to provide exemplary service to the residents and guests of Bukhara. The bus stations established in other cities and district centers of the region also provided quality service to the population in the first half of the 80s, diligently fulfilling their plans and obligations. In particular, in 1982, revenue from all types of passenger transportation increased by 41.9 percent, bus transportation exceeded the plan by 1,930,000, passenger-km increased by 105.7 percent, and taxi mileage increased by 14.2 percent. In 1980-1981, the number of new bus routes increased to 17, and routes connecting the cities of Navoi, Kogan, and Gijduvan with other cities were opened. Bus stops in Bukhara and Navoi were reequipped in accordance with state standards, and bus schedules and route maps for the main stops were updated. Rules for the transportation of passengers and their luggage were established, and privileges were granted to veterans of the 1941-1945 war and disabled people for movement. Navoi and Konimekh railway stations were merged into the Bukhara railway station, which was transferred to the economic account, and 5 "Sula-3M" ticket issuing machines and 8 "Oka" brand ticket issuing machines were installed. In short, the importance of the railway stations in connecting the regional center with other cities and district centers has increased. The second largest center of the region is the city of Navoi, and the railway station here also played a great role and importance in developing socio-economic relations with other cities and regional centers. The enthusiasm and hard work of the drivers can also be mentioned here. The 1983 data showed that two Ikarus buses in the Navoi bus and taxi fleet had covered 700,000 kilometers without major repairs, praised the skill of the drivers, and noted that maintaining the optimal operating mode of the buses traveling between the cities of Navoi, Samarkand, Bukhara, and Margilan allowed the automobile company to save on gasoline and spare parts. However, since the second half of the 1980s, as in all areas, a number of shortcomings have become apparent in the implementation of socio-economic

relations through the main bus stations. Signs of administrative order and incompetence have become apparent. Although the main Bukhara bus station is considered the entrance and exit gate of the city, a clear order of service has disappeared. The controllers of the buses allocated to the districts have failed to ensure that passengers board the buses in an orderly manner with their tickets. There have been increasing cases of young and old people rudely pushing the elderly, women and children to one side and boarding buses without tickets. This was especially common on the Bukhara-Romitan and Bukhara-Yangibozor routes, which were reported in the press, and the fact that the bus station and the trust were spectators was sharply criticized. In the 1980s, the number of cities in the Bukhara region increased, and urban transport also developed. The city of Bukhara itself has expanded several times, and the pursuit of high-quality service to passengers and the implementation of plans has not stopped. The press often covered the achievements of enterprises that fulfilled the annual plan. One of the reports from 1980 noted that the drivers of the Bukhara taxi fleet, entitled "October 50th Anniversary", in the final year of the five-year period of providing passenger services, fulfilled their 4-month plan ahead of schedule, providing 6 million 130 thousand paid kilometers to passengers, achieving 101% of the plan, providing taxi services to 6 million 142.7 thousand people, earning 1 million 542 thousand soums in 4 months, providing 4 thousand soums more services than planned, and generating 662 thousand soums in net profit over the past period. In addition, the heads of the enterprises also covered their activities in the press, and in an article by the manager of the regional automobile trust, J. Beshimov, it was mentioned that as a result of using internal reserves and capabilities, about 1 million passengers were transported in 9 months of 1981, 2524 motor convoys in Bukhara, 34 bus depot drivers in Navoi cities fulfilled the first half-year task, some were even working on the second quarter of 1982, 61 bus depots in Bukhara, 6 bus depots of the Bukhara taxi fleet and 139 bus depot drivers are also making a great contribution to the efficiency of the work. The state of passenger service in 1982 was analyzed, and it was noted that the revenue for all types of passenger transportation was 41.9 percent, net profit was 32.2 percent, in 1982, 1930 thousand passengers were transported by bus in excess, and the passenger-km plan was 105.7 percent. Also, privileges were given to war veterans and disabled people for traveling in public transport. A preferential class also began to emerge in urban transport. In the 80s, all automobile companies began to promote the slogan "Work without worries." The initiative of the brigade economy was introduced in the transport sector, and the drivers of the 6th brigade competed for the "exemplary service line". This title was achieved by the brigades of Akromov Shamsi from the sixth fleet and V.P. Yakovlev from the Navoi ATP. Passenger car drivers competed for the "guarantee of excellent passenger service." Three Komsomol, NATP-2 brigades, and 1 brigade worked in the regional trust. The cited document also states that two out of ten bus companies did not fulfill the plan in 1982, the bus fleet utilization coefficient was 0694 instead of 0710, the lack of buses on routes during rush hour caused justified dissatisfaction, and there were cases of drivers' rude treatment of passengers. This indicates that the pursuit of the plan in the 80s was ineffective. Such cases in the 80s were put to an end during the period of independence. Today, the Bukhara Shahbekati continues to play an important role in ensuring socio-economic and cultural ties with regional cities, other regional centers, and the city of Tashkent.

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