

**O‘ZBEKISTON RESPUBLIKASI FANLAR AKADEMIYASI
MINTAQAVIY BO‘LIMI
XORAZM MA‘MUN AKADEMIYASI**

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jiddiy e'tibor berganining boisi shuki, ular ayni milliy davlatchilik tayanchi sifatida alifbo masalasini birlamchi o'rinlarda sanashardi",- degan jumlasini o'rinli ekanini ta'kidlash lozim [3; 4 b].

Jadidlar davrida ona tili ta'limi millatni uyg'otish va uni ma'rifatga yetaklashning asosiy vositasiga aylandi. Munavvar qori Abdurashidxonov, Abdulla Avloniy kabi ziyolilar yangi usul maktablarini tashkil etib, ona tilini o'qitishda tushuntirish va amaliy mashqlar asosida o'quvchilarni o'qish, yozish hamda fikrlashga o'rgatishga e'tibor qaratdilar. Ular yaratgan darsliklar, metodik qo'llanmalar va didaktik materiallar o'zbek tilining boyligini, badiiy va ilmiy imkoniyatlarini ochib berishga xizmat qildi. Jadidlar ona tilini nafaqat bilim manbai, balki milliy o'zlikni anglashning asosiy kaliti deb bildilar. Ularning bu boradagi merosi hozirgi zamon til ta'limi rivojida ham muhim ahamiyat kasb etadi.

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POST-WORLD WAR II TRANSPORT MANAGEMENT REFORMS

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Annotatsiya. Ushbu ilmiy maqolada II jahon urushidan keyin O'zbekiston Respublikasida transport sohasidagi o'zgarishlar transport sohasidagi rivojlanishlar va ularning O'zbekiston respublika ijtimoiy-iqtisodiy hayotiga ta'siri ko'rsatilgan, shuningdek ravon yo'llar qurishishi va avtomobil transportida yuk va yo'lovchi tashish hajmining o'sishiga to'xtab o'tilgan. Ushbu maqolada yuk va yo'lovchi tashish hajmining o'sishiga jadvallar asosida ochib berilgan.

Kalit so'zlar: O'zbekiston, transport, avtotransport, avtomobil sanoati, transport yo'llari, avtomobil saroylari, jamoat transporti.

Аннотация. В данной научной статье отражены изменения в транспортной сфере в Республике Узбекистан после II Мировой войны, развитие транспортной отрасли и их влияние на социально-экономическую жизнь Республики Узбекистан, а также остановка на строительстве гладких дорог и росте грузопассажирских перевозок автомобильным транспортом. В данной статье приведены графики роста грузовых и пассажирских перевозок.

Ключевые слова: Узбекистан, транспорт, автотранспорт, автомобильная промышленность, автомобильные дороги, автомобильные дворцы, общественный транспорт.

Abstract. This scientific article shows developments in the field of transport in the Republic of Uzbekistan after World War II and their impact on the socio-economic life of the Republic of Uzbekistan, as well as the construction of smooth roads and the growth of freight and passenger traffic in the Republic of Uzbekistan. This article reveals the growth of freight and passenger traffic on the basis of tables.

Keywords: Uzbekistan, transport, motor transport, automobile industry, transport routes, car palaces, public transport.

Introduction. Despite the fact that during the war no bombs and shells came to the peaceful land of Uzbekistan, the war left grave consequences. But the hardworking, drunk on the human spirit, withstood all the troubles. After the end of the war, a new burden fell on the people, all the forces and opportunities for the transition of the economy to the path of peaceful construction, restoration and

development of the national economy, indicated in the fourth five-year plan, were mobilized. There was also a lot of work in the transport sector. Road transport of the Republic of Uzbekistan has undergone dramatic changes. In 1945, it was renamed the Ministry of Road Transport of the Uzbek SSR. In 1946, its structure was changed. Instead of the previous 17 hardware divisions, only 8 departments were transformed, in particular, administrative, planning, automotive, financial, operational, administrative and working departments and the operational part [1]. These changes played an important role in the development of the national economy and cities.

Results and discussion. As human well-being increases, so does the need for transportation. As countries and their cities develop, so will public transport. In most cases, public transport does not cover its costs, but its development corresponds to the level of urban development.

Since the post-war years, the automotive industry of Uzbekistan has developed rapidly, taking into account cargo, cars and buses produced in the USSR. In just three years (1945-1948), Uzbekistan received 9548 new trucks. The fleet of the republic has tripled [1].

By the decision of the Council of Ministers of the USSR in 1947, the capital of Uzbekistan Tashkent was provided with 30 buses, 16 trolleybuses, 5 tram cars and 75 trucks, including 10 dump trucks [3].

If before the war the coefficient of use of public vehicles was 0.21, then in 1946 it increased to 0.48, and in 1950 - to 0.51. " [4].

Thus, due to the fact that transport has become an intermediary and consumer, the production of industrial and agricultural products is increasing from year to year, respectively, the volume of construction of flat roads and cargo transportation by road began to increase.

Along with the development of the motor transport industry, road works were also carried out at an accelerated pace. In 1953, the length of paved roads in the republic reached 6.5 thousand km (1.8 thousand km compared to 1940).

The length of road transport and stone roads in the republic in 1946-1950 significantly exceeded the pre-war level and paved the way for faster development in subsequent years.

To intensify work in this area, it was decided to combine vehicles and the road construction industry. By decree of the Presidium of the Supreme Council of the Uzbek SSR of May 26, 1953 No. 520, the Ministry of Motor Transport of the Republic was transformed into the Ministry of Road and Transport Economy of the Uzbek SSR. [6]. Since September 1953, the ministry was renamed the Ministry of Transport and Highways of the Uzbek SSR. [7].

In 1959-1965, the increased freight turnover was mainly due to the efficient use of new cars and existing fleets. [8]. An important role in improving the use of fleets was played by the widespread use of centralized cargo transportation and dispatch control of the operation of linear vehicles.

The advantage of centralized cargo transportation is manifested in an increase in the volume of cargo transportation. If in 1955 9.0 million tons of cargo were transported in the republic in a centralized way, then in 1958 24.4 million tons were transported and the volume of cargo transshipment increased 2.7 times. [9].

The impact of improved freight transportation on freight turnover can be seen as follows:

1- table

The improvement of cargo transportation in the period from 1960 to 1967 influenced cargo turnover

Indicator	1960	1967	Change	
			Tons	Percentage
Freight carried (mln t)	205 306,0	413 691,00	208 385,00	201,5%
Freight turnover (mln t-km)	2 757,00	6 634,00	3 877,00	240%

Between 1960 and 1967, there was a significant increase in both freight volume and freight turnover in the country's transport system. These trends reflect a rise in economic activity, an expansion of production capacity, and improvements in transport infrastructure.

In 1960, the total volume of freight transported across the country amounted to 205.3 million tons, while by 1967, this figure had reached 413.7 million tons. This represents an increase of 208.4 million tons or 201.5%. Such a sharp rise indicates a considerable expansion of the technical and organizational capabilities of the transport and logistics system. During the Soviet period, there was notable growth in various sectors, particularly heavy industry, the oil and gas sector, metallurgy, and

agricultural production. As a result, demand for freight transport rose significantly. Additionally, the expansion and modernization of railway and road networks played a crucial role in facilitating this growth.

Freight turnover also showed a marked positive trend. In 1960, total freight turnover amounted to 2,757 million ton-kilometers, increasing to 6,634 million ton-kilometers by 1967. This reflects an increase of 3,877 million ton-kilometers, or 240%. Notably, the growth rate of freight turnover outpaced the growth in freight volume (240% > 201.5%), indicating not only an increase in the quantity of goods transported but also that goods were being transported over longer distances. This suggests stronger interregional integration within the economy, closer ties between central and peripheral areas, and more intensive movement of raw materials and products across the national territory. The growth in freight volume and turnover between 1960 and 1967 not only signifies improved efficiency in the transportation sector but also highlights a period of rapid industrialization in the national economy. These developments were closely linked to infrastructure expansion, growing interregional economic connectivity, and deepening cooperation among production sectors.

In the postwar years, the sphere of motor transport developed dynamically in our country. This is due to the opening of new routes, the expansion of small and small car farms, improved driver skills, increased quality roads and efficient use of road transport.

Now let's consider the indicators of the development of public transport in Uzbekistan:

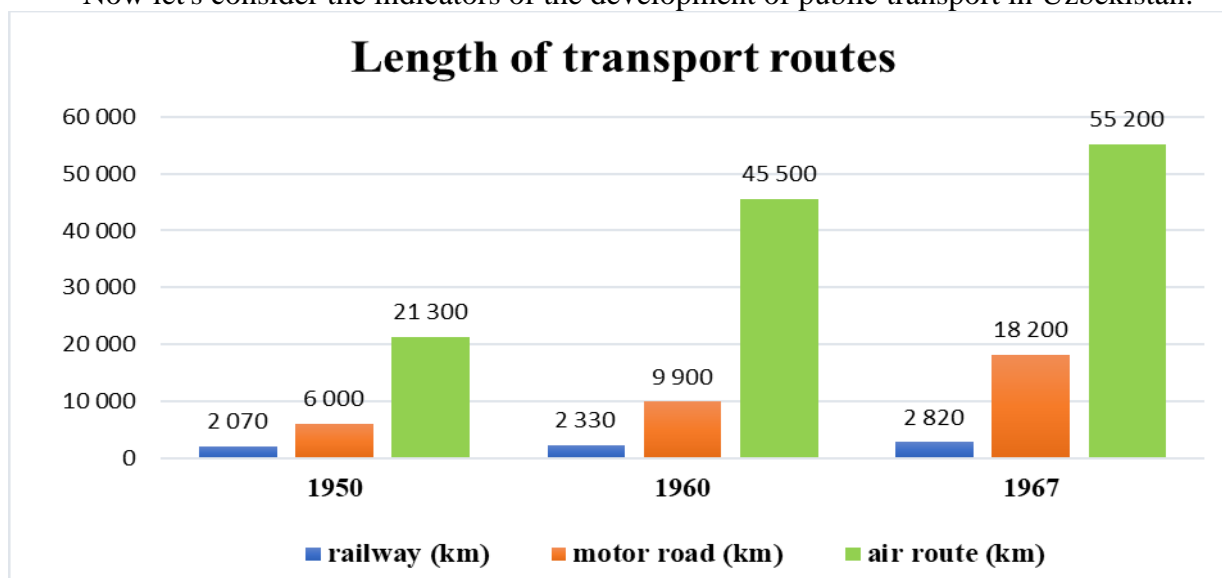


Fig.1. Length of transport routes

The provided image shows the growth of transport infrastructure in terms of railways, roads, and airways in the years 1950, 1960, and 1967. Railways witnessed an increase of 260 km (12.5%) between 1950 and 1960, followed by a more significant growth of 490 km (21%) from 1960 to 1967. It is evident that the growth rate accelerated in the years following 1960. The growth of roads was particularly rapid. From 1950 to 1960, there was an increase of 3,900 km, which equates to a remarkable 65% growth. The years between 1960 and 1967 saw an even greater expansion, with an increase of 8,300 km. In the aviation sector, between 1950 and 1960, a substantial growth of 24,200 km (113.4%) was observed, linked to the development of aviation. However, from 1960 to 1967, the growth rate slowed down, reaching an increase of 9,700 km (21.4%).

Overall, the data presented in the image illustrate the significant growth of transport infrastructure and important changes within the transport sector.

Conclusions. So, in the post-war period, a period of accelerated development began on the republic's automobile transport, automobile palaces were enriched with new cars, new automobile transport routes were created. As a result, the demand of the national economy for freight and passenger transportation has become more satisfactory. This can be confirmed in the above tables, which provide figures for all sectors of transport.

It follows from this that in connection with the development of the national economy, the transport sector also continued to develop. At the same time, the role of qualified personnel should be emphasized.

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QORAQALPOG'ISTONDA QISHLOQLARNING O'ZGARISHI: AN'ANAVIY TUZILISHDAN SOVET MODELLARIGA O'TISH

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Annotatsiya. Maqolada 1960-1980-yillarda Qoraqalpog'iston qishloq aholi punktlarining modernizatsiya jarayonlari tahlil etilgan. Sovet davrida qishloq infratuzilmasini yaxshilash, kolxoz va sovxoz posyolkalarini tashkil etish bo'yicha amalga oshirilgan chora-tadbirlar bayon qilingan. Ushbu jarayonda qishloq aholisini kichik xutorlardan obodonlashtirilgan yirik posyokalarga ko'chirish, namunaviy uy-joy loyihalarini ishlab chiqish va ijtimoiy infratuzilma obyektlarini qurish muhim o'rin tutgan. Shuningdek, maqolada urbanizatsiya dasturlarining qiyinchiliklari, jumladan, moliyalashtirish yetishmovchiligi, tabiiy-iqlim sharoitlari va qurilish resurslarining taqchilligi kabi omillar ham tahlil qilingan.

Kalit so'zlar: Qoraqalpog'iston, qishloq aholi punktlari, posyolka, xutor tizimi, an'anaviy uylar

Аннотация. В статье анализируются процессы модернизации сельских поселений Каракалпакии в 1960-1980-е годы. Намечились мероприятия, предпринятые в советское время по улучшению инфраструктуры села, созданию колхозных и совхозных поселков. Важное место в этом процессе занимало переселение сельского населения из небольших хуторов в крупные благоустроенные поселки, разработка типовых жилищных проектов, строительство объектов социальной инфраструктуры. В статье также анализируются трудности программ урбанизации, включая такие факторы, как нехватка финансирования, природно-климатические условия и дефицит строительных ресурсов.

Ключевые слова: Каракалпакстан, сельские поселения, поселок, Хуторская система, традиционные дома

Abstract. The article analyzes the processes of modernization of rural settlements in Karakalpakstan in the 1960s and 1980s. The measures taken during the Soviet period to improve the infrastructure of the village and create collective and state farm settlements have been outlined. An important place in this process was occupied by the resettlement of the rural population from small farms to large well-maintained settlements, the development of standard housing projects, and the construction of social infrastructure facilities. The article also analyzes the difficulties of urbanization programs, including such factors as lack of financing, climatic conditions and shortage of building resources.

Key words: Karakalpakstan, rural settlements, settlement, Khutor system, traditional houses

1960-1980-yillarda Qoraqalpog'istonda qishloq aholi punktlarining transformatsiyasi va modernizatsiyasi hududning ijtimoiy-iqtisodiy rivojlanishida muhim bosqichni tashkil etdi. Bu