

Transportation Communication Of Karakalpakstan In The Years Of The Second World War

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Abstract: The article highlights the state of transport communication in Karakalpakstan during the Second World War. With the beginning of the war, the entire transport system of the republic was reorganized. All its activities were aimed at meeting the needs of the front. Most of the cars and tractors were mobilized to the front, shipping and railways were heavily burdened. The republic had sea and river transport, through which all cargo flows were carried out. The republic had transport links through the Aral and Amu Darya shipping lines and had access to large railway lines.

Key words: World War II, transport, main line, railway, shipping, economy.

1. INTRODUCTION.

The Second World War is one of the greatest tragedies in the history of all mankind. It also negatively affected the life of the people of Karakalpakstan, its socio-economic and spiritual condition. According to the historiography of the topic, it is known that since the beginning of the war, all efforts and resources were directed towards the struggle against fascism, the heroic labor of the population of the republic and the contribution of the Karakalpakstan people to the common victory.

One of the poorly studied topics of that period is the state of the republic's transport communications, which began to form in the 1930s. Vehicular roads of Karakalpakstan were of particular importance in the economic and cultural growth of the republic, therefore, in the pre-war years, special attention was paid to this. The entire network of roads was natural, profiled and only a small part was improved with cartilage and shell. The total length of roads was 4695 km, of which 4024 km were of local importance and 672 were of national importance [1].

The difficult situation in the national economy of Karakalpakstan during the war years and the increased cargo turnover forced the local authorities to pay more and more attention to the construction of the road. Despite the fact that the republic had a large stock of building materials (stone, gravel - Khodjeyli region, sand, gravel - Khalkabad, Nazarkhan, shells - Nukus), the condition of the roads in these named points was poor, with the exception of the Khodjeyli - Pristan road. Therefore, in order to ensure year-round traffic along the Nazarkhan section and from Nukus to the border of the Chimbay region, repairs of that road began in 1941. In addition, in 1941 it was planned to build a reinforced concrete bridge across the Kyzketken canal with an approach to the Nukus pier, as well as the construction of the Nukus - oil depot road, rebuilding of bridges on main canals in order to ensure normal navigation. During this period, for the first time in Karakalpakstan, a crushed stone highway was built between the old and new cities of Nukus.

One of the determining factors in strengthening the material and technical base of the transport of the autonomous republic in 1941 was the reconstruction of the Turtkul - Aral Sea

highway (314 km), which contributed to the economic development of the region. At the beginning of 1942, a significant part of tractors and vehicles were sent to the front, therefore, water transport and railways began to play an important role in the transport communication system.

The republic had sea and river transport, which allowed access to the railway network. It is known that through the Aral Sea the republic had access to the Orenburg railway line, connecting it with the metropolis. During the war, by river and sea transport, troops were transported through the Amu Darya and the Aral Sea, and the goods necessary for the front and rear. Over 70% of the total cargo turnover of the Aral and a significant part of the Amu Darya shipping company fell on cargo going to the republic. The management of both shipping companies was outside the republic - this affected the quality of service (i.e., delay in delivery, loss of cargo, quality, etc.). Under the existing service system, the 200 km section (Urgench - Khojeyli) remained outside the field of activity of both shipping companies, since the service line between them was established for the Amu Darya along the Chardzhou - Urgench line, and the Aral Sea - along the Aral Sea - Khojeyli line.

2. METHODS AND MATERIALS.

Meanwhile, all cargo arriving for Karakalpakstan via the railway went through the Chardzhou station of the Ashgabat railway (from Khodjeyli - 700 km) and the Aralsk station of the Orenburg railway (500 km), then reloaded onto water transport. From Chardzhou along the Amu Darya, and goods from the Orenburg railway line - through the Aral Sea. Cargoes were transported along the water by a wagon or mechanized fleet.

Returning to the reconstruction of the main highway Turtkul - Aral Sea, the construction project of which began in 1938, it's noted that the highway was an important component of the transport network of Karakalpakstan, connecting 7 regions of the republic, where transit and local cargo traffic was carried out. One of the major intermediate points was Shabbaz, the center of the district of the same name. Irrigation was highly developed in the Shabbaz region, the smallest network was of a non-engineering type of irrigation ditches, which were fed from the main canals taking water from the Amu Darya River. The highway crossed the main canals: in the Turtkul region - Bozyab, Shurakhan, Amirabad; in the Shabbaz region - Shimam-yab, Naiman-yab, Kzyl-kala - channel, Kok-Darya. Kzyl-kala was an affected irrigation ditch with insignificant speed. The water was injected in order to feed and to supply water to the nearby lands. Kok-Darya was an old channel of the Amu Darya, which was used in those years as a discharge for the Naiman ditch.

In 1941, the road network of the Shabbaz district was exclusively dirt-driven roads. The nearest railway station for Shabbaz was Chardzhou at a distance of 400 km. Communication with it was carried out by road, water and air transport. The main mode of transport within the district was cartage. Cartage was used to transport mainly cotton goods. Cartage traffic was separated into a separate road bed. There were 19 outlets in the region, which received industrial food products from the Shabbaza-Calysh pier. In 4 km from the center of the district there was a marina connected with a motorway. The marina was poorly equipped due to the inconstancy of the Amu Darya river bed. However, despite this, this route was of great economic importance for the region, as well as for communication with Khorezm.

The state river fleet served the transportation of 79 mechanized and 208 non-mechanized vessels with a total carrying capacity of 20.7 thousand tons [2]. Due to the lack of containers, the river fleet refused to transport cement, lime, salt, oilcake, timber, firewood, etc. They were sent by vehicles. At that time, the operation of the self-propelled fleet on the intra-republican channels was not yet ensured, the use of the sailing and strap mode of movement continued, despite the turnover of 50-55 thousand tons along the Kyzketken canal.

Aviation was another type of transport communication. At the beginning of the war, postal communication with the regions and cities of the Autonomous Republic was carried out by post airplanes. In 1941, a regular mail aircraft service was opened along the northern circle: Nukus - Takhtakupir - Chimbay - Karauzyak - Kungrad - Kegeyli - Nukus every day. However, the lack of vehicles complicated and worsened the work of the republic's postal service in wartime conditions. Communication with other regions, with the center was broken. During 1942-1943. mail was delivered in 15-30 days, and sometimes in 1.5 months. In order to improve the work of mail, 2 boats were transferred to the Communications Department of the KKASSR, between Chardzhou and Nukus, after the situation improved somewhat, mail began to be delivered no more than 3-4 times a month [3].

The need for the development of a transport communication network was determined not only by the situation in the economy, but also by the general daily life of the population. To meet the needs of the inhabitants of the republic in essential goods, clothing and footwear, by the end of 1941, 12 new regional industrial plants and 124 workshops were organized in the republic, and in 1942 at the Karakalpak Industrial Union 5 construction workshops, 5 flour-grinding enterprises, 5 thread-binding workshops, iron foundries and knitting shops were opened. Nevertheless, during the war, the material and technical base of industry in the cities of the republic remained weak, and the output of products was sharply reduced. For example, the population of the city of Chimbay experienced an acute shortage of essential household items, clothing and shoes. One of the reasons that only a meager amount of goods reached the local consumer, most of the goods were sent to the front according to the plan, as well as to ensure special orders of local industrial enterprises. One of the largest enterprises in the region, the Chimbay cotton ginning plant, was unable to fulfill its planned obligations during the war years. The plant was suspended on August 2, 1941 for some time. By the beginning of the war, only 2 qualified personnel worked at the plant, 64 workers and employees, of whom 66 were women, in 1943 - 595 workers [4]. In the pre-war years, the production of cotton fiber at the plant in 1933 was 4300 tons, in 1938 - 8157 tons, in 1939 it was 10,022 tons, which showed an average growth of 90% compared to 1933. Since the beginning of the war, the majority workers of the enterprise went to the front, the import of fuels and lubricants and packaging material through the transport routes of the republic decreased, so in 1943 the output of fiber amounted to only 4893 tons against the plan of 5500, in 1944 compared with 1943 - 2864 against the plan of 6293 tons. Meanwhile, in Chimbay, by the beginning of the war, there was an automobile, postal, passenger and air communication with all neighboring regions of the republic. During this period, a telegraph and telephone exchange with a capacity of 100 numbers operated in the city of Chimbay. Telephone communication was with all the village councils, with one machine-tractor station, 8 collective farms, 23 letter carriers worked there, which served the collective farms, in addition, the city and the next 45 collective farms were equipped with 847 radio points [5]. During the war years, all this communication fell into decay.

Transport also played an important role in the republic's communal services. In the first years of the war, one of the main tasks was the supply of fuel (firewood) to city institutions, organizations, hospitals, schools, families in the cities of Chimbay, Nukus, Khojeyli, in Turtkul. For this purpose, by the decision and petition of the Karakalpak regional committee of the KPUz, transport was allocated for the removal of fuel from forest dachas.

The construction of roads in the republic, mainly in large cities, began in the pre-war period. But in many of them the roads became impassable during the thaw. Measures were taken to repair the Khalkabad road, form a road line, lay out residential buildings and other facilities.

During the war years, there were frequent interruptions in the supply of the urban population with bread, flour and other products. In addition, due to the lack and lack of transport to bring food products from the Nukus pier, the bakery and other enterprises were poorly supplied.

During the period under review, almost every organization in the city of Nukus had sowing areas. So, the area of 23 large organizations of the city in 1942 under socialized vegetable gardens was 245 hectares, already in 1943 - 491 hectares. These organizations carried out cleaning and repair of the Nukus-Abad flood gravity canal. Despite the fact that the sown areas of vegetable and melon collective farms, subsidiary farms of ORS and the sowing areas of individual vegetable gardens practically coincided, the yield in the private sector was higher than in the state one.

3. RESULTS AND DISCUSSIONS

On the left bank of the Amu Darya, the city of Khojeyli was a major transport point. Before the war, the population of the Khodjeyli region communicated with the railway by air and motor transport through the Nukus-Turtkul-Urgench highway. However, during the war, passenger traffic stopped. An important line of the district's road network was the Khojeyli - Pristan line with a length of 6.5 km from the regional center Khojeyli in the northeastern direction to the bank of the Amu Darya. 4 km of the road at that time was covered with phosphorite pebbles, 2.5 km - soil-profiled. In winter, the road condition was poor. However, the Khojeyli - Pristan road was the only one that connected with the Kungrad and Porsin regions of Turkmenistan. The Khojeyli - Kunya-Urgench and Khojeyli - Kalininsk roads connected the region with neighboring Turkmenistan. The internal lines of the roads Karasu - Khojeyli had a length of 20 km, Saraikul - Khojeyli - 12 km, Dzhana-Jap - Khojeyli - 4 km. From July to September 1941, with the help of the population and transport, repair work was carried out along these routes.

In 1941-1945 in Khojeyli there was a cotton-cleaning plant with a power capacity of 450 HP and 6 gins. In October 1942, gas generator sets were manufactured to convert the existing tractor engines to gas. As a result, tens of tons of liquid fuel were saved at the enterprise every month. A device for semi-automatic feeding of cotton into the raw chamber was created at the Khojeyli cotton-cleaning plant, which halved the need for workers in this operation. The plant processed raw cotton from the Khojeyli, Kungrad, Kuibyshev regions, in addition, 8000 tons came from the Turkmen regions of Porsa and Kunya-Urgench. As one of the largest enterprises in the republic, the cotton plant had its own transport: 15 machines (with a carrying capacity of 1.5 and 2.5 tons), transporting the goods of the cotton plant. In addition to cars from the procurement point to the plant, the main transport remained the traditional means - the arba. In the Khojeyli region during these years the number of cars was 47, of which with a carrying capacity of 1.5 tons - 34, 2.5 tons - 8 and 5 cars [6].

If earlier steamers in the backwaters of the Khojeyli pier worked on liquid fuel, then in 1942 here and at many other enterprises they switched to solid fuel. Gas generating units were installed to save fuel on the steamships "Kazakhstan", "Chapaev", "Smidovich", "Dekhkanin", "Andreev", "Komsomolets", "Khodjeyli", "Khanki", "Pyandzh" and others. In 1942 For the Khojeyli pier the "Nord" boat with full equipment for operation on the Kyzketken, Kegeili and Kuvanysh-Jarma canals was given by Karakalpak water transport agency.

4. CONCLUSION

Thus, the Second World War put the transport institutions of Karakalpakstan with the need to search for new ways of their work, to fully subordinate it to the interests of the country's defense. Due to the absence and paucity of animal-drawn transport, much attention began to be paid to water and rail transport lines, which played an important role in providing the front with the necessary goods and food, as well as in the delivery of goods from other regions to Karakalpakstan.

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