



## ACTIVITY OF FIRST RAILWAYS IN BUKHARA EMIRATE

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<p><b>Received:</b> April 3<sup>rd</sup> 2023 <b>Accepted:</b> May 10<sup>th</sup> 2023 <b>Published:</b> June 6<sup>th</sup> 2023</p>	<p>This article reveals psychological problems of professional training of students with disabilities in the digital world in which students with disabilities face such difficulties as limited access to technology, information; limited access to work and education; safety in the digital world; establishment of social interaction, etc. It is shown that students with disabilities or students in HIA can become victims of cyberbullying, fraud, online abuse. The author concludes that many challenges for people with disabilities (DOD) in education can be overcome by adapting websites and applications based on the needs of students with disabilities; providing training courses to improve digital skills; teaching techniques to protect against cyberbullying and fraud, as well as providing support in case of online violence; development of special online courses and job creation.</p>

**Keywords:** Bukhara railway, Karshi-Karki-Termiz (Shahrisabz and Kitab network), A.N. Kovalevsky, Bukhara emir.

The Russian Empire began to expand rail networks throughout Central Asia in an effort to strengthen its authority. The colonists did this in stages. For the first time, the railway passed through the territory of Bukhara on November 30, 1886, April 17, 1888, when a 216 - kilometer – long section of the Charjuy-Zirabulak railway was built along the Caspian<sup>1</sup>. However, it was built in the northernmost part of the Emirate of Bukhara, on the Zarafshan River. Its southwestern and southeastern sections remained within 600 kilometres or more of the railways. The south of the emirate of Bukhara was an area of countless natural resources. The Hisor, Darwaz range is covered with dense forests of different genera. The interior of the mountains hid gold, sulfur, lead, lapis lazuli, Ruby, oil, iron, coal, marble, etc. But all the riches in the mountainous part of Bukhara are inviolable due to the lack of cheap and convenient means of communication, especially since by the beginning of the 20th century the ancient wheeled roads had become completely unusable. Road construction allows Russian capitalists easy access to the wealth of the region. The railway line was the shortest means of communication with the markets of Russia, Afghanistan and Eastern Bukhara, serving the development of domestic and foreign trade. Finally, the construction of the Bukhara railway was to play an important political and military-strategic role<sup>2</sup>.

The road from Kagan through Qarshi to Termiz along the Afghan border could affect Russian-Afghan and Anglo-Russian relations, strengthening Russia's position in the Middle East. First, the construction of this railway strengthened the military-strategic position of Russia in the Middle East. Secondly, the Russian military Ministry raised the issue of building a railway from Samarkand, Bukhara or Farab to Termez. In the 1904 financial report of the Ministry of communications, it was planned to build a railway from Samarkand, Bukhara or Farab to Termez. However, due to financial difficulties, the construction of the Bukhara railway was allowed at the expense of private capital<sup>3</sup>.

In 1911, M. M. Dolgorukov, M. A. Mayevsky, V. D. Kharchevnikov proposed the construction of a railway in the direction of Kara-Guzor-Termiz<sup>4</sup>. On August 26, 1912, Kovalevsky proposed the construction of the Bukhara railway with stations on the route Kogon - Karshi - Termiz - Karshi - Kitab. He noted that the difficulties in the construction of the railway will be only in the Karki Termiz section. The planned road had to pass through areas rich in stones, sand and other construction materials. Kovalevsky's notes provide detailed information about the planned

<sup>1</sup> П.А. Ковалев, М. Рахматов. Страницы строительства Бухарской железной дороги в 1914-1916 годах. Труды Среднеазиатского государственного университета им. В.И. Ленина. Вып.142, Т., «САГУ», 1958, стр.88

<sup>2</sup> Шмидт Р. З. Влияние Среднеазиатской железной дороги на развитие хлопководства Туркестанского края (1880–1914 гг.) // Труды Узбекского гос. университета, Новая серия. — Самарканд, 1958. — Вып.83.

<sup>3</sup> Ахмеджанова К. К истории строительства железных дорог в Средней Азии (1880-1917 гг.) Т., «Наука», 1965, стр.59.

<sup>4</sup>ЦГА УзР, ф.3, оп. 1, д. 446, л.л. 26-32.

route. He is very interested in the condition of the roads, the quality of unused land, the volume of goods, the population of the cities through which the road passes, the transportation of goods, the costs of construction, and the amount of income. In 1912, Kovalevsky requested permission for his plan from the Department of the Ministry of War and the Ministry of Foreign Affairs. The response of the Ministry of Foreign Affairs indicated that only the Emirate of Bukhara has the right to grant concessions to the railway. Kovalevsky received a concession from the emir on June 18, 1912. Amir promised to give 6000 destias of land, to keep the joint-stock company and to give 87 destias of land in new Bukhara. The government of the Amir expressed interest in the construction of the railway and helped in its construction. Engineer-Colonel A. G. Ananyev, who retired at the same time as Kovalevsky, leased 72,000 tithes of land in the Sherabad Valley from the amir for a period of 99 years. According to his notes, the construction of the Aleksandrov-Gai-Charjoy highway was supposed to bring the markets of Eastern Bukhara, Afghanistan and Russia closer together, to be of significant economic importance, and also to strengthen Russia's position on the Afghan border. In 1912, Prince Andronnikov and military engineer Yermolayev proposed to build the Bukhara railway in the direction of Termiz against Samarkand<sup>5</sup>.

According to their plan, Samarkand was the starting point of the railway. Because of this route, the 235-kilometer-long gap between Tashkent and Termez would have shrunk, and the railway would have to pass through important centers of the Zarafshan River. However, according to technical data, the route of this railway was more difficult than that of the Kogon - Termez lines. For the construction of the Bukhara railway, 4 groups submitted their plans. Behind each of them were large industrial firms and banks. From 18 to 25 September 1912, the proposals of all groups were revised<sup>6</sup>. The commission authorized Kovalevsky to build a railroad. But to start construction, additional documents from the Emir of Bukhara were needed. The Emir granted permission on May 13, 1913. On May 28, 1913, the Council of Ministers, the Ministry of road relations and the Ministry of Finance granted Kovalevsky a concession to build a central Asian railway from Kogan station on the counter — Termez and counter - Book line. The concession was granted for 81 years. The state can buy this road after 25 years, the construction period is 3 years. In October 1913, the future head of the Bukhara railway, M. Stutsky came to the new Bukhara. On July 16, 1914, earthworks began on the first and third lots. On September 1, construction began on the second plot, and on November 15, on the fourth plot. On July 11, construction of the tunnel began. Russian and foreign specialists worked on the construction of the Bukhara Highway. The plan for the construction of the tunnel was created by Italian engineers, the Austrians were engaged in reinforced concrete structures.

V. A. The construction offered for construction work in the paletsky steppe was difficult, firstly, due to the outbreak of the first World War, the supply of materials from Russia to Turkestan was difficult. Secondly, there was a shortage of labor. Despite the difficulties, the railway reached on November 12, 1914. In May 1915, it was decided to allow train traffic on the line. But according to the order of the Ministry of War, this line began to work from March 25. On March 25, 1915, temporary passenger transportation was established on the Kogan — Karshi, on July 1, Karshi Samsonov, on September 17, on the routes of Karshi Gurov. In the middle of the counter — book, cars were brought in to carry passengers daily<sup>7</sup>. For this, the society allocated 10 trucks and 25 light cars. The line reached Termez on February 10, 1916. The war of 1916 made construction even more difficult. In July 1916, the war department regulated rail traffic a year earlier. The railway merged Kerky and Termez with the Central Asian Railway.

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