

The History of The Nukus-Chimbay Railway Construction

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Abstract: The article examines the construction history of the Nukus-Chimbay railway, which plays a significant role in developing the productive forces of the northern regions of the republic, further developing new virgin lands and fallow lands, and further improving the cultural and living standards of the population.

Keywords: Railway, bridge, hydroelectric power plant, Tashgiprotrans, expedition, construction and installation train, highway, public movement.

Introduction: If the first Chardzhou-Kungrad railway through the territory of Karakalpakstan was built in 1947-1955, then its continuation through the Ustyurt plateau and the construction of the Kungrad-Beyneu highway occurred in 1967-1972. As a result, the shortest railway line from Central Asia to Central Russia through Kazakhstan was built through our country.

However, the lack of railroads in the right-bank region of Karakalpakstan, including the capital city of Nukus, caused many economic, social, and cultural difficulties. Therefore, from the beginning of 1974, the construction of the Nukus-Takhiatash railway began.

As a result of the dedicated work of the builders of the 260th construction and installation train, the 14th bridge builders' detachment, and other construction organizations participating in the route, the construction of the Takhiatash-Nukus railway was completed at the end of December 1974. The construction of this line was completed in a total of 9 months. December 22, 1974, remained in the history of Karakalpakstan as the day when the first working train on the Takhiatash-Nukus railway set foot in the capital city of Nukus. In honor of this historic event, on December 22, 1974, a large-scale rally took place in the city of Takhiatash. At the rally, A.A. Abadjev, Head of the 99th Construction Department of the USSR Ministry of Transport Construction, M. Barkinxoyev, Head of the 260th Construction and Installation Train, and B.

Dmukhovskiy, Head of the Bridge Builders Detachment, spoke about the labor feats of the teams participating in the construction. After the builders, K.K. Kamalov spoke and wished the crew of the first train heading to Nukus a safe journey.

The first locomotive was entrusted to Viktor Oskin, an experienced crew from the temporary track maintenance department of the 99th Directorate. Petr Timoshenko assisted him in carrying out this task. On the same day, a solemn rally dedicated to this historic event took place in the city of Nukus. Thousands of people gathered in front of the current railway station square - builders and workers, representatives of the intelligentsia, student youth of the city of Nukus, representatives of the republic's cotton growers, livestock breeders, and rice growers. At the rally, Tengiz Andreevich Gogichashvili, Head of the Main Directorate of Railway Construction of Kazakhstan and Central Asia, Ulmas Madjitovich Abdullayev, Head of the Central Asian Railway Department, Anatoly Smelchenko, worker of construction and installation train No. 260, and others spoke, noting the importance of the Takhiatash-Nukus railway for the further acceleration of the entire national economic complex and the connection of the left and right banks of the Amu Darya. The commissioning of this highway was of unparalleled importance for the future of Karakalpakstan.

Karakalpak masters of art, connected with a famous historical event in the life of the republic, expressed their wishes to the general public with their creative works of art. At the rally dedicated to the completion of the construction of the Takhiatash-Nukus railway, People's Poet of the Republic of Uzbekistan and the Republic of Karakalpakstan Ibrayim Yusupov recited his poem and expressed to the participants his feelings of joy caused by a special historical event [1]. In this song, the famous Karakalpak poet poetically conveyed that the people had dreamed of a wide and bright road for centuries, that once people could not own a simple cart path with an entire bridge, and now a happy time has come for us, the people's dream has come true, the roads of the kindred land have joined the whole world, that today the railway has crossed the river that the horses in the fairy tale could not cross, and at the end of his song, he congratulated his compatriots on a new path.

In 1975, the Takhiatash-Nukus railway line was put into permanent operation. It was a truly vital artery, ensuring stable communication on the left and right banks of the Amu Darya, played and continues to play a major role in the further rapid development of the national economy.

It should be noted that the construction of the new railway line had a great influence on the development of the socio-economic and cultural development of the right bank of the Amu Darya, primarily the capital of the republic, the city of Nukus. With the arrival of the railway, the construction of large industrial facilities in the city expanded. In 1979, the city of Nukus had 30 industrial enterprises, which accounted for 20% of the republic's industrial output. Among the largest industrial enterprises were the Nukus Furniture Factory, the flour mill, the oil and dairy plant, the granite and marble plant, and others [2].

The intensive and stable connection of the left and right banks of the Amu Darya completely changed the appearance of the republic's capital, the city of Nukus, and significantly improved the infrastructure. Construction of a number of beautiful and large modern buildings has begun in the city. For example, in the second half of the 70s, a complete ensemble of modern buildings was restored in the city - the main building of Karakalpak State University, a railway station, a bus station, the eleven-story "Tashkent" hotel, an intercity automatic telephone exchange, and others. 50 construction and 11 transport organizations were concentrated in Nukus, most of which met the needs of the entire republic [3]. As a result of the construction of the new railway line, the city of Nukus has become a major industrial, scientific-technical, and cultural center of Karakalpakstan.

As a result of the completion of the Takhiatash-Nukus railway, the volume of import of national economic goods intended for the capital of the republic and the districts of the right bank, as well as the export of industrial and agricultural products outside Karakalpakstan, increased several times. Tashkent-Nukus and intercity trains began operating on the Nukus-Khojeyli-Kungrad route. All this made it possible to use the most necessary automobile transport in most cases to meet the domestic needs of the republic.

The construction of the new railway line was carried out simultaneously with the construction of the second phase of the Takhiatash hydroelectric power station. Railway and hydroelectric power plant builders, equally realizing the importance of ensuring railway communication between the left and right banks of the Amu Darya, helped each other and exchanged experience.

The decisive role in the construction of this railway line belonged to bridge builders, since it was impossible to connect the two banks of the river without a bridge.

While not denying the importance of the Tashkent-Nukus railway construction for the national economy, it is also important not to forget the spiritual aspects of the problem. During this construction process, builders supplemented and enriched their labor and professional experience, learned to use modern equipment, demonstrate exceptional professional skills, appreciate unity and friendship, cherish it like the apple of their eye, share sorrows and joys, achievements and shortcomings, and help and support each other in difficult times.

The railway route from the capital, Nukus, to the northern regions of the republic has been extended. The construction of the Nukus-Chimbay railway was carried out unplanned, using the method of folk construction.

The team of the Tashgiprotrans Design Institute made a significant contribution to the preparation of the necessary technical documentation for the construction of the new railway. The designers timely provided the builders with the necessary equipment[4].

The construction of the Nukus - Chimbay railway was carried out by the team of construction and installation train No. 260 in Kungrad. The bridge builders' detachment No. 14 and the builders of the 13th mechanized column of the "Central Asian Construction Mechanization" trust actively participated in the nationwide construction.

The earthworks on the Nukus-Chimbay railway track began in December 1975. The soil cleaning works were

carried out by the team of mechanical column No. 13. In this team, experienced builders such as A. Mishin, V. Shestel, B. Pronin, I. Vakhomstyuk, and others worked selflessly on the earthwork [5].

The territory of the highway passed through fertile lands, streams, and sown areas, which were intended for agricultural work. Moreover, the proximity of groundwater could cause serious damage to the accumulated earthen cover. It was clear that its reconstruction would require significant funds, material losses, and significant human effort. Soil work was particularly difficult in the Quvonishjarma Canal section. The height of the accumulated soil reached 14 meters. This was a rare occurrence in railway construction practice. However, the builders successfully overcame these difficulties [6].

The implementation of the nationwide construction method was an important factor in overcoming the difficulties that arose on the route.

A headquarters was established to manage the construction work on the highway. Its members, the secretaries of the regional party organization A.P. Fedorov and K.E. Yusupov, visited the construction site 2-3 times a week, and the heads of districts and farms - daily.

During the laying of rails on the railway track, the team of construction and installation train No. 260 under the leadership of M. Barkinkhoev was led by the brigade leader of track masters N. E. Romanenko, track foreman V. N. Kozel, crane operators A. Reznikov, N. Denisov, foreman P. Samusenko, track workers Zh. Yeshchanov, I. Kostrova, M. Shokhrebov, D. Bekbaev worked actively [7].

On November 15, 1977, the railway highway crossed the Kuvanishjarma and opened a road to the Kegeyli station.

On December 30, 1977, the first railway train arrived in the village of Khalkabad. It opened a road connection for work on the Nukus-Kegeyli section [8].

During the construction of this railway, 10 railway bridges were built, about 40 thousand cubic meters of limestone were dumped, pipeline work was carried out, about 46 thousand sleepers were laid, and more than 180 thousand steel nails were hammered [9].

February 22, 1980, became one of the most important dates in the history of railway construction in the republic. On this very day, the Nukus - Chimbay railway line was commissioned, and the first freight and passenger train arrived in Chimbay.

The Nukus-Chimbay highway served as a foundation for the further development of the national economy and economy of the republic, opening new prospects for

the northern regions.

The Nukus-Chimbay railway plays an important role in the development of the productive forces of the northern regions of the republic, the development of new and large territories, and the further improvement of the cultural and living well-being of the population.

The completion of the Takhiatash-Nukus-Chimboy railway opened up wide opportunities for the future development of the northern regions of the republic. This road continued in the south in the direction of Nukus - Sultanuvaystag - Turtkul - Uchkuduk during the years of independence.

In Karakalpakstan, at the previous first (Chorjo'y-Kungrad) and second (Kungrad-Beynov) stages of railway construction, the construction was of a nationwide character, while at the third stage (Takhiatash-Nukus), most of the work was carried out industrially, as a result of which the share of manual labor decreased significantly. Here, representatives of different nationalities worked together for a common goal. All this allowed for the successful completion of the construction of the new Takhiatash-Nukus railway line in a short period (a total of 9 months).

Currently, connecting the Nukus-Chimbay railway to Takhtakupyr and beyond it with the city of Kyzylorda in Kazakhstan would have led to the restoration of the Great Silk Road route and the trans-highway, which has connected the East and West for centuries. In this situation, the capital city of Nukus became an important railway junction from Central Asia to Europe.

On February 29, 2024, a strategic facility of enormous economic and social significance - a railway and automobile bridge over the Amu Darya - was commissioned. The bridge is located in one of the most remote regions of our country. Until now, the population has been using an old pontoon bridge imported in the eighties of the last century. Every spring, when the ice melted and the river water increased, this bridge was severely damaged. This created many difficulties for the inhabitants of both banks of the river. For example, residents of the Amudarya district had to drive around Urgench and Beruni to get to Nukus. For this, it was necessary to travel an additional 180 kilometers. The train passed through the Hazorasp bridge in eastern Khorezm.

Thanks to the new bridge, these difficulties will be eliminated, and comfortable conditions will be created for people. Through it, the shortest road and rail connecting Karakalpakstan with Khorezm will be established.

The length of the bridge is 423 meters. At the same time, an 85-kilometer railway line connecting the

Shavat-Karauzak stations and three railway stations have been built.

As a result, the road's capacity has increased fourfold, allowing 12,000 vehicles to pass through daily. This will allow 48 thousand passengers to save 2 hours of time and safely cross the river.

The bridge is capable of passing 24 pairs of trains in both directions, which allows reducing the railway distance by 180 kilometers and reducing the freight speed to 6 hours. This will make it possible to double the volume of domestic cargo transportation per year and reduce the cost of transportation by 2 times. This railway will open new routes to Kazakhstan and Russia [10].

In addition, the quality of roads serving 4 million people and tourists in the Aral Sea region will be preserved by transporting waste from Karauzyak deposits by trains. This will bring great benefits to the population, businessmen, and tourists.

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A joint railway and road bridge over the Amu Darya River has opened// <https://kun.uz/kr/80958879>