



## FROM THE HISTORY OF THE CONSTRUCTION OF THE TASHKENT METRO

**Matyakubov Nurbek Rayimberganovich**

*Associate Professor of the Department of "Social and Humanities," Urgench Innovation University, Urgench city, Uzbekistan. Independent researcher of Urgench State University*

**Abstract:** *The metro is the ideal solution for connecting densely populated and distant neighborhoods. For this, it is necessary that the country has developed underground engineering communication networks. This article analyzes the historical aspects of the process related to the construction of the metro in Tashkent.*

**Keywords:** *Tashkent Metro, Soviet power, Laal Bahadur Shaastrri, "Tashkentstroy"*

The history of the construction of the Tashkent metro began in 1962, when the master plan for the construction of the city of Tashkent was approved, and it was noted that it should consist of three branches with a length of 47 km. In 1964, the technical and financial justification for the construction of the metro was formed by the Metrogiprotrans Institute. In 1966, some parts of the aforementioned justification were amended and revised[1].

During a meeting in Tashkent in January 1966 with the Prime Minister of India, Laal Bahadur Shaastrri, and the President of the Islamic Republic of Pakistan, Muhammad Ayub Khan, one of the leaders at the republican level at that time, speaking about the future of Tashkent and its problems, noted that he witnessed a conversation about the need to build a metro in Tashkent to solve the problem of passenger transportation. At that meeting, the Prime Minister of India stated that a metro would be built in Tashkent, and one of its stations would be named after him[2].

Specialists from organizations such as UzNIPIGenplan and Tashgiprotrans began to be involved in the preparation and approval of materials to be presented to management. The director of the Metrogiprotrans Institute at that time was A. S. Lugovtsev, a true expert in his field, devoted to his profession. A. S. Lugovtsev was one of the people who spearheaded the construction of the metro in such cities as Novosibirsk, Kyiv, Kharkiv, and Yekaterinburg. Now an important issue has arisen - the creation of the Metrogiprotrans Institute in Tashkent itself. But at a time when all issues were decided from Moscow, this matter became very complicated. Eventually, a branch of this institute was established in Tashkent. Masariddin Kholmurodov, Head of the Department of Comprehensive Transport Issues under the State Planning Committee, has been appointed Director of the branch. During one of the meetings in Moscow, Masariddin Kholmurodov met with Khusnutdin Asomov, the Tashkent City Executive Committee, and they agreed on the need to accelerate the construction of the metro. Because Gorispolkom Khusnutdin Asomov himself was a builder by profession and was one of the concerned leaders in improving the city's infrastructure.



The 1966 earthquake caused a partial delay in the metro construction project. Nevertheless, in August 1967, Sharaf Rashidov submitted the preliminary project for the construction of the metro to the State Planning Committee for approval. On September 26, 1967, the Resolution "On the Design and Construction of the Metro in the City of Tashkent" was signed. The decree also gave instructions to reduce the time of preparatory processes for the construction of the subway and maximize the use of the production base[3].

It was noted that when developing metro station projects, it is necessary to take into account the peculiarities of national architecture, local climatic and other conditions, as well as the use of national colors in building materials. In order to reduce the cost of the construction of the Tashkent metro, the Ministry of Industry and Construction Materials has been tasked with using local building materials at high rates in the project estimate, manufacturing structures, and obtaining commercial products from the existing base in the republic.

The Ministry of Construction was also instructed to develop and implement the necessary measures to provide the construction of the Tashkent metro with ceramic and facing tiles, polished tiles made of majolica, marble, granite and other natural stones decorated with national ornaments, colored glass, profiled glass, and plastic products.

In turn, the Ministry of Construction instructed "Tashkentstroy" to expand the production of reinforced concrete structures, carpentry products according to the metro construction nomenclature to the required volumes, to ensure the construction of the metro, and to create a 400-seat vocational school for training specialists in metro engineering[4].

In 1968, the Metrogyprotrans Institute developed a completed project for the Tashkent Metro, which was approved on January 16, 1969. In 1975, the Main Department of the Metro was established under the Ministry of Transport. Its head was appointed Boris Alekseevich Shelkov, Deputy Chairman of the Executive Committee of the Moscow City Council. At the same time, Shelkov was the Deputy Minister of Transport. This meant that the center was paying great attention to the Tashkent metro. Employees of the Moscow Metro, considered experienced specialists in their field, began to assist in the construction of the Tashkent Metro[5].

After the creation of the aforementioned branch, a new task arose. Now it was necessary to determine who should be the contractor and general customer for the metro project and construction. After consultations with the First Deputy of the City Executive Committee, G. M. Sarkisov, Anna Fedorovna Tarasova, who previously held the positions of Deputy Head of the Civil Facilities Distance of the Tashkent Branch of the Central Asian Railway Administration, Deputy Chairman of the District Executive Committee, Head of the Restoration Department of the Tashkent City Executive Committee, was appointed Head of the Metro Construction Department of the Main Department of Capital Construction of the Tashkent City Executive Committee.

At the stage of metro design, several alternative options for feasibility studies were proposed, taking into account various passenger flows, and comparative tables were





compiled. Constructive discussions on the prospects for collective construction and the development of various districts of the city intensified. According to unanimous votes, the Chilanzar massif, which at that time had a population of 300 thousand people and generated the largest passenger flow to workplaces, was chosen as a suitable route.

In August 1971, an order was issued to begin the construction of the metro in Tashkent. This was a process of great importance for the city, requiring enormous material costs. The construction of the metro became a continuous phenomenon, and the beginning became clear. The construction decree stipulated that the republic should contribute to the construction of the metro, otherwise the center would stop financing the project.

The decision had to be approved. On his way to the meeting, Sharof Rashidov emphasized that he would immediately notify the center's management as soon as the decision was approved, and instructed the metro builders to install a diagram of the first stage of the metro route in the form of a stand in the designated area. This stand was installed next to the recreation park next to the current Mirzo Ulugbek station.

On November 16, 1971, the resolution was approved. Sharaf Rashidov called from Moscow, congratulated everyone on an important event, and said that he was returning to Tashkent on November 17 and intended to pass by a stand with a map of the metro route. The colorful stand was installed overnight under the leadership of Pavel Vasilyevich Kanishev, the head of Tunnel Detachment No. 2, and early in the morning, on the way to work, the city's residents stopped to admire the layout of the metro line. Sh.Rashidov came directly from the airport to the stand and examined it with pleasure.

On November 19, 1971, the leadership of Uzbekistan adopted important Resolution No. 555 "On the Construction of the Metro in the City of Tashkent." This decision, having enormous historical significance, was declared a national construction project. Representatives of all design and survey, scientific, construction and installation organizations, and industrial enterprises were instructed to take an active part in this important work. The resolution was prepared extremely carefully, with specific tasks and deadlines assigned to each executor.

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