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Public Transportation System and its Role in State Planning in the Uzbekistan SSR, in 1946-1970. (Case Study of Andijan, Namangan, Fergana Regions)

Abstract

This article examines the development and strategic role of the public transport system in the Uzbekistan SSR from 1946 to 1970, with a focus on the Andijan, Namangan, and Fergana regions. It analyzes how centralized Soviet planning integrated public transport into the broader economic framework, reflecting both infrastructural modernization and socio-economic transformation. The study highlights the impact of five-year plans, socialist competitions, and local executive initiatives on the organization of bus fleets, taxis, and freight vehicles. Drawing on statistical data and archival sources, it details changes in vehicle composition, passenger and freight volumes, and financial performance of regional transport trusts. The research also addresses the challenges faced, such as delays in vehicle supply and technical deficiencies, emphasizing how local efforts contributed to overcoming these obstacles. Ultimately, the article underscores public transport as a key component of socialist state-building, linking regional mobility with national economic goals. The findings contribute to the understanding of Soviet planning mechanisms and their practical implementation in peripheral republics like Uzbekistan.

Keywords: *public transportation, state planning, Soviet Uzbekistan, regional mobility, transport infrastructure*

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1946-1970-ci illərdə Özbəkistan SSR-də ictimai nəqliyyat sistemi və onun dövlət planlaşdırmasında yeri (Əndican, Namanqan, Fərqanə vilayətlərinin təmsalında)

Xülasə

Bu məqalədə 1946-1970-ci illərdə Özbəkistan SSR-də, xüsusilə Əndican, Namanqan və Fərqanə vilayətlərində ictimai nəqliyyat sisteminin inkişafı və dövlət planlaşdırılmasındakı strateji rolu təhlil olunur. Sovet mərkəzləşdirilmiş planlaşdırma mexanizmləri çərçivəsində ictimai nəqliyyatın iqtisadi struktura necə inteqrasiya edildiyi göstərilir. Tədqiqat beşillik planlar, sosialist yarışları və yerli icra hakimiyyəti orqanlarının təşəbbüslərinin avtobus parkları, taksi xidməti və yük avtomobillərinin təşkilinə təsirini əhatə edir. Məqalədə arxiv sənədləri və statistik göstəricilər əsasında avtomobil parkının tərkibindəki dəyişikliklər, sərnişin və yük daşımalarının həcmi, maliyyə nəticələri geniş şəkildə təqdim olunur. Nəqliyyat vasitələrinin gecikməsi və texniki problemlər kimi çətinliklərə baxmayaraq, yerli səviyyədə görülən tədbirlər bu problemlərin aradan qaldırılmasına kömək etmişdir. Məqalənin əsas qənaəti ondan ibarətdir ki, ictimai nəqliyyat sosialist dövlət quruculuğunun əsas komponentlərindən biri olaraq, regionların mobilliyini milli iqtisadi hədəflərlə birləşdirmişdir. Bu nəticələr Sovet planlaşdırma sisteminin əyalətlərdəki praktik tətbiqini daha dərindən anlamağa töhfə verir.

Açar sözlər: ictimai nəqliyyat, dövlət planlaşdırılması, Sovet Özbəkistanı, regional mobillik, nəqliyyat infrastruktururu

Introduction

The second half of the 20th century was characterized by industrialization and infrastructural growth for the Soviet Union and the Uzbek SSR. Public transport became an integral part of the social system of life, playing an important role in getting people to their workplaces, ensuring social mobility in cities, and ensuring the continuity of economic activity. In the period from 1946 to 1991, the public transport system in the Uzbek SSR was formed on the basis of centralized state policy and was steadily developing. During this period, public transport was considered not as a technical means, but as part of Soviet statehood and social policy. The five-year production plans developed by the state included specific target indicators for the development of transport infrastructure, control of the number of electric transport (including trams, trolleybuses and trams), and the development of routes connecting settlements. This turned public transport into a single economic and social system.

At the same time, transport policy in the Uzbek SSR depended not only on the decisions of the central CPSU, but also on the organizational and legal activities of local city executive committees and sectoral departments. In large industrial centers such as Fergana, Tashkent and Samarkand, the public transport system was organized on a planned basis, where the number and routes of electric vehicles were constantly expanding.

During the post-war recovery of the Uzbek economy, the growth of population mobility was influenced by the demobilization and demobilization of the population from the army, the rise in the well-being and culture of the people and the strengthening of the republic's economic ties with other regions of the country, especially the western regions. All this necessitated the restoration and reconstruction of all types of transport in Uzbekistan. Economic changes and the growth of industrial enterprises contribute to the development of all types of transport and at the same time, impose requirements for fully satisfying the growing needs of the population in passenger transportation services. The formation and development of the socialist economy is unthinkable without passenger transport, which, along with freight transport, is an integral part of the national economic complex.

Research

In March 1946, the Supreme Soviet of the USSR adopted the law "On the Five-Year Plan for the Restoration and Development of the National Economy of the USSR for 1946-1950". This plan was an important stage in the period of economic recovery after World War II and gave impetus to the rapid development of industrial and transport infrastructure. Within the framework of the Five-Year Plan, by 1948 the pre-war level of industrial output was reached, and in 1950 the volume of gross industrial output exceeded the indicators of 1940. The plan paid special attention to heavy industry.

The next period, from 1950 to 1958, continued economic growth. New industrial enterprises were launched, and industrial production doubled compared to 1950. Transport infrastructure upgrades were carried out at a rapid pace during these years. The economic development directives for 1951-1955, adopted by the 19th Congress of the CPSU, were successfully implemented. The expansion of highways, their improvement in technical condition, as well as the renewal and expansion of the bus fleet led to a significant improvement in public transport performance.

From October 1, 1954, a unified tariff system for compulsory bus travel was introduced throughout the USSR. This decision served to bring the population's use of public transport into a more centralized and stable system. In 1958, the productivity per bus seat increased by 49% in terms of the number of passengers transported and by 72% in terms of passenger kilometers. This period served as an important foundation for the formation and development of the public transport system in the Uzbek SSR. The development of transport infrastructure on a state-planned basis, the organization of routes and the modernization of the technical base demonstrate the specific features of the Soviet planning system (AVDA, 5 varaq).

In the early 1950s, the socialist competition movement became widespread in the automotive transport system, as well as in the manufacturing sector of the Uzbek SSR. Such competitions, on

the one hand, served to increase labor productivity and on the other hand, to exceed state plans and economic indicators. The activities of the Chust motor convoy in 1953 can be considered an exemplary experience in this regard. During the first 11 months of 1953, the Chust motor convoy team fulfilled its annual plan by more than 130 percent. This indicates not only work efficiency, but also a high level of organization and discipline. The reports indicate that during this period, 238,189 soums were saved from the state budget, this indicator was achieved mainly due to a reduction in vehicle repair costs. In addition, 12,364 liters of gasoline and lubricants were saved, and effective mechanisms for using fuel and lubricant resources were established. This, in turn, had a positive impact on economic efficiency indicators. As an example of individual work of the Chust motor convoy, such advanced drivers as Akhmad Ibrohimov, Akhmad Yusupov and Vasily Burinkov are worth mentioning. They not only exceeded the plans in cargo transportation, but also demonstrated exemplary performance in terms of transportation quality, compliance with traffic rules and technical maintenance.

This experience, reflecting the real practical results of socialist competitions in the transport sector, served to strengthen the efficiency of the state planning system at the level of local motor convoys. Such collective actions were an important factor in the development of the public transport sector in the 1950s. were an important tool for rational use of economic resources, organizational responsibility and increasing labor productivity (Stalin khəkiqəti, 1954 ii).

The technical and economic results observed in the road transport system during 1955 clearly demonstrated the dependence of planning efficiency on a number of factors. The failure to fulfill the established plan for passenger-carrying freight taxis was explained by several reasons. First of all, such factors as the failure to receive the intended volume of freight taxis on time, the fact that a large part of the existing motor vehicles-about 50 percent-were in a state of major repairs, as well as the insufficient supply of tires and spare parts had a negative impact on this area. Also, the weakness of control over the operation of passenger vehicles was an important factor affecting the planned indicators.

However, despite the existing problems, in 1955, with high labor enthusiasm, positive results were achieved in a number of areas of the state plan in the road transport system. Drivers and technicians who worked on cars that had traveled up to 400 thousand kilometers worked selflessly and adequately defended the honor of the automobile factories they served.

The socialist competition movement played an important role in this process. In particular, under the slogan of a worthy meeting of the 20th Congress of the CPSU, social labor propaganda aimed at increasing production efficiency in automobile factories was carried out throughout the republic. Each team took upon itself the obligation to meet the congress with victories in production.

Technical and Economic Indicators of Andijan Regional Motor Transport Trust for the Year 1955

| Indicator | Performance Level (%) |
|---|------------------------------|
| Freight transportation (tons) | 85.2% |
| Freight transportation (ton-kilometers) | 80.2% |
| Passenger transportation | 107.2% |
| Paid-route passenger taxis | 79.8% |
| Freight taxis | 93.7% |

These results indicate that in 1955 there were some segments of freight transportation that could not fully fulfill the plan, but the overall positive dynamics and the increase in passenger transportation indicators confirm the effectiveness of labor discipline and organizational efforts in the road transport system (AVDA, 7-varaq).

1956 was a period of major shifts in the planning policy for the road transport system of the Uzbek SSR. Based on the directives of the 20th Congress of the CPSU, regional road transport workers were tasked with providing transport services to the population and achieving high efficiency in transporting goods of the national economy. These directives were coordinated in practice with large-scale organizational actions.

The volume of passenger transport services between cities and districts increased by 74.4% in 1956 compared to 1955. This indicator is explained by the growth in demand for public transport, the effective use of existing technical potential, and measures to strengthen the material and technical base of fleets. The mileage of passenger cars reached 109%, which is associated with the labor discipline of drivers, the expansion of the route network, and the improvement of the quality of technical service. Motor vehicles exceeded the planned load increase by 22.6% during the year. This increase served to ensure the prompt delivery of national economic products and the uninterrupted operation of industrial enterprises.

These indicators at the regional level show what practical results the decisions of the 20th Congress of the CPSU have produced in the socio-economic spheres, in particular in the transport infrastructure. Such a high rate of growth of the road transport system indicates that public transport is emerging as a sector of strategic importance for the national economy (Namangan xaqiqati. 1958 il).

The strategic directions set at the next congresses of the Communist Party of the Soviet Union, including the goals of reaching the level of developed capitalist countries in conditions of peaceful economic competition and leaving them behind, required a radical modernization of the transport sector, along with all sectors of the economy. In particular, among the main tasks set for the sixth five-year plan (1956-1960), the issues of technical improvement of transport networks, increasing labor productivity, as well as reducing the cost of passenger and freight transportation occupied a special place.

In the implementation of these strategic goals, the regional motor transport structures of the Uzbek SSR, in particular the Namangan Oblast Automobile Trust, played an important role. During 1956-1957, the trust carried out significant work to replenish the technical fleet and expand the rolling stock.

Composition of Vehicles under the Andijan Regional Motor Transport Trust (as of 1957)

| Type of Vehicle | Quantity (units) |
|------------------------|-------------------------|
| ZIS-150 | 72 |
| ZIS-5 | 157 |
| ZIS-585 | 51 |
| GAZ-51 | 194 |
| GAZ-93 | 2 |
| ZIS-155 (bus) | 18 |
| PAZ-651 (bus) | 29 |
| M-20 (passenger car) | 55 |

These indicators confirm the presence of a modeled technical base in the field of road transport in the region. In particular, the abundance of cars with high cargo carrying capacity (ZIS-5, GAZ-51) was an important factor in the trust's activities aimed at cargo transportation. At the same time, the plan for passenger transportation by buses was not fully implemented. The main reason for this is the late delivery of new buses from manufacturing plants. This indicates that the high level of dependence on central supply in the Soviet planning system had a negative impact on the activities of territorial organizational structures.

The development of the transport system during this period was an integral part of the economic strategy of the USSR and the types of cars available in technical parks, their production capacity, resource efficiency and organizational effectiveness were formed in close connection with the planned indicators.

At the same time, the economic indicators of passenger transportation by bus can be assessed relatively positively. The profit plan was increased by 67 thousand rubles, which was formed by an over fulfillment of 109% in passenger-kilometers. The main source of profit was an increase in the cost of one passenger-kilometer by 15 kopecks. According to calculations, an additional profit of 648.4 thousand rubles was received through passenger transportation services. However, an increase in the cost of one passenger-kilometer by 0.37 kopecks resulted in a profit deficit of 485.7 thousand days. After revising the initial financial indicators, taxes were paid in the amount of 35 thousand rubles on non-commodity operations (for example, taxes). Therefore, the final planned profit amounted to 126.7 thousand rubles. These results clearly indicate the direct relationship between the efficiency of fleet use and economic results in passenger transportation services (AVDA, 486-487 p.).

During the first half of 1957, the Namangan Automobile Trust, under the Ministry of Motor Transport and Roads of the Uzbek SSR, fulfilled the planned indicators in the provision of transport services at a high level. In particular, the semi-annual plan for freight transportation was fulfilled by 103 percent, and for freight turnover by 103 percent. At the same time, the semi-annual plan for passenger transportation by buses was fulfilled by 108 percent. This indicator indicates an increase in the demand for social transport services and the ability of the transport system to meet this need. Compared with the first half of 1956, the volume of passenger transportation increased by 67 percent. Such a significant increase indicates an increase in the activity of intercity movement of the population, an increase in the number of routes and buses, as well as the strengthening of organizational control (Namangan khakikati. 1957 iil).

These indicators of the Namangan Trust are a clear reflection of the improvement of the road transport infrastructure in the Uzbek SSR in the second half of the 1950s, the expansion of the technical base and the practical effectiveness of the planning system. These achievements indicate the successful implementation of the transport policy developed in accordance with the directives of the XX Congress of the CPSU at the regional level.

In 1957, positive indicators were achieved in the field of road transport of the Uzbek SSR in terms of the efficiency of fleet use and financial results. The fleet utilization coefficient, due to the high level of technical readiness, was 125 percent, which allowed working 112 days more than planned. At the same time, as a result of the introduction of one-hour lunch breaks for parents in the shift, the work rate was 0.9 km or 4.6 percent less than planned. Due to the low flow of passengers on the "Kogai-Norin-Namangan" route during the night return, the travel efficiency on this route was 99.7 percent. The utilization rate of production kilometers per passenger seat was 97.9 percent, and passenger transportation was 85.6 percent due to the reduction in seat length. Despite this, the passenger turnover was 105.4 percent due to the increase in the throughput coefficient and daily mileage. According to financial results, while the initially planned profit of 99 thousand rubles was actually 768 thousand rubles, which is 669 thousand rubles more than planned (AVDA, 78 varaq).

In 1957, on the occasion of the 40th anniversary of the October Socialist Revolution, the teams of the auto trust auto bases joined the socialist competition and undertook to fulfill the annual plan ahead of schedule by all indicators, by the holiday of the USSR. On the basis of the Constitution adopted on December 5, 1957, a schedule was established for the gradual introduction of vehicle production and preventive maintenance in all automobile enterprises. As a result of the introduction of morning and evening technical repair work, the fleet utilization rate reached 0.7, the average annual technical readiness coefficient reached 0.85, the vehicle utilization coefficient per kilometer reached 0.96, the working time for freight transportation reached 15 hours, and for passenger transportation - 16 hours. These indicators represent the practical results of the implementation of socialist obligations. At the same time, Andijan and Fergana automobile trusts were invited to join the competition, with the aim of achieving high results in the transport system through interregional competition (AVDA, 390 varaq).

The seven-year plan for 1959-1965 was adopted at the XXI Congress of the CPSU and set specific targets for the comprehensive development of the national economy of the USSR. The main task of the plan was to ensure the development of all sectors of the national economy, strengthen the country's economic potential and continuously increase the standard of living of the population through the development of heavy industry as a priority. In the distribution of productive

forces, the main attention was paid to the Eastern regions of the country, in particular the Central Asian republics. For the Uzbek SSR, this plan ensured the transition of the economy to a new stage, made it possible to fully utilize natural resources and expand industrial potential. Over the seven years, 142 new industrial enterprises were launched in the republic, and large-scale measures were launched to develop new lands. This laid the foundation for significant shifts in the economic map of the Uzbek SSR.

The activities of the 36th bus depot of the Ministry of Motor Transport of the Uzbek SSR were organized in accordance with the main indicators of the sixth five-year plan and in connection with the increase in freight traffic, it was planned to replenish the fleet with 20 trucks annually, and by the end of 1960, the total fleet size was to be increased to 160 vehicles. At the same time, in order to expand the passenger transportation system, it was planned to expand the bus fleet by 8 new vehicles and introduce new routes. Annual income was increased due to the "comfort" coefficient, which expresses the efficiency of a bus seat. In this process, the quality of cultural service to passengers, technical maintenance, the accuracy of the control and accounting system were the main focus, and the priority task was not to reduce the indicators. This planning approach served the organizational and economic stability of motor transport.

The Sixth Five-Year Plan for 1956-1960 was approved by the 20th Congress of the CPSU and the development of heavy industry, increasing labor productivity, technical progress and improving the living standards of the population were identified as the main tasks for this period. The eastern regions of the country, including the Uzbek SSR, were among the priority areas of economic development. Based on these directives, the Fergana region's road transport, road transport stations, road management and other related sectors were directed towards rapid reforms.

It was planned to increase the freight turnover in the road transport system by almost two times by 1960 compared to 1955, and the volume of freight carried in general use by 4.3 times. At the same time, it was determined to increase the efficiency of vehicles by 36 percent, reduce the cost of freight transportation by at least 20 percent, develop technical service bases and expand asphalt roads.

The automobile trusts of the Fergana region, in particular, the 9th and 10th automobile depots, have joined the socialist competition and have undertaken to fulfill the annual plans ahead of schedule. The total cargo transportation volume for 1956 is planned to be 2001 tons, and passenger transportation-25411 tons. It is also planned to achieve results of 46530 units in terms of ton-kilometers and 109773 units in terms of passenger-kilometers. It is planned to reduce transportation costs by 3.5 percent, increase the fleet utilization rate to 70 percent and save on fuel and lubricants by 3 percent.

During the year, 12.9 million passengers and 64.5 million passenger-kilometers were transported at the 9th automobile depot in Fergana. The fleet utilization rate was increased to 60 percent, and for cargo taxis to 75 percent. Bus depot No. 10 in Kokand city has reached 11.8 million passenger transportation and 41.5 million passenger-kilometers. Driver productivity has reached 105 percent, and the fleet utilization rate has reached 69 percent (AVDA, 84-85 varaq).

By 1962, the structural structure of the Andijan regional automobile trust had been significantly expanded. The trust included 8 freight car companies, motor convoy 2508, as well as car depots No. 22, 37, 59, 84, 86, 102 and 103. In order to ensure the uninterrupted operation of motor transport services in various directions, 2 specialized bus depots No. 1 and 12, 5 mixed (freight and passenger) route depots No. 36, 38, 57, 58 and 87 and 1 passenger taxi depot No. 41 were established within the trust. The trust also included 2 taxi fleets located in the cities of Andijan and Namangan, 1 freight car station and a car repair shop. This structure demonstrates that the regional transportation system is organizationally mature and ready to provide technical support (AVDA, 19 varaq).

During the first half of 1962, the teams of truck drivers of the Andijan Regional Automobile Trust were congratulated by the Oblavtotrest for fulfilling the established passenger transportation plans ahead of schedule. These achievements, while adhering to the directives of the 20th Congress of the CPSU, reflect the dedication of the labor teams to timely fulfill socialist obligations and the responsibility to achieve technical and economic indicators. In particular, the Namangan taxi fleet team, according to the results of the six-month program, achieved a performance indicator of

100.4% for passenger transportation and 118.6% for freight transportation. These results indicate the creative and dedicated approach of the transport teams to planned tasks, the ability to effectively use technical resources and the increasing quality of service. The Eighth Five-Year Plan, covering the period from 1966 to 1970, was characterized by a significant increase in the efficiency of social production for the Soviet Union, including the Uzbek SSR, intensification of the economy, and acceleration of scientific and technological progress. In accordance with the decisions of the 20th Congress of the CPSU, special attention was paid during this period to improving planning mechanisms, developing the education and economic management system on the basis of socialist principles.

In 1965-1970, the practical implementation of the decisions of the March and September Plenums of the CPSU Central Committee and the 21st Congress led to socio-economic changes in the Uzbek SSR. The growth of incomes increased mobility, which led to an increase in demand for transport services. In response, the transport infrastructure, in particular, the activities of bus depots and taxi fleets, developed intensively.

As of January 25, 1969, the bus base No. 39 in the Kosonsoy district of the Namangan region had a fleet utilization coefficient of 0.74 for bus transportation and 0.76 for autotaxi. In order to increase the efficiency of vehicle use, public control, trade unions and party activists have been strengthened.

The plan was implemented in transport organizations as follows: in the taxi fleet, the plan was exceeded by 15 units with an indicator of 186.5 units: in trucks, the plan was slightly less-by 0.7 units with an indicator of 26.5 units. Within the framework of the general transport plans, 700 thousand units (plan 694.6 thousand) were transported by bus base No. 9 and 913 thousand units by the general trust, which was 21.1 thousand more than planned. At the same time, in 1972, all transport organizations in the city fulfilled the established plan indicators. In particular, fleets No. 11 and 17 fulfilled the passenger transportation plan in 1972 by 100.4% and 101.9%, respectively, in terms of revenue by 101.1% and 100.2%, and in terms of profit by 101.9% and 100.8%. Compared to 1971, the volume of passenger transportation increased by 7.3% and 14.5%, and revenue by 9.3% and 11.1%. Taxi fleets also showed rapid growth: during 1972, the passenger transportation plan was fulfilled by 103.8%, revenue by 104.6%, and profit by 107.1%, and the volume of transportation increased by 6% compared to 1971. These indicators confirm the effectiveness of timely planning, infrastructure expansion and socialist competition (NVDA, 67-varaq).

In the early 1970s, along with socialist planning and responsible implementation mechanisms, there were serious organizational shortcomings in the field of road transport in the Uzbek SSR. In particular, despite the fact that fleets No. 11 and 17 fulfilled the general indicators of the 1972 annual plan, they failed to fulfill the plans for passenger transportation and revenue. In particular, the volume of passenger transportation in fleet No. 17 decreased by 18.7 percent compared to 1971, and the fleet utilization coefficient was much lower than planned. Although the plan stipulated that 70 percent of the rolling stock would be involved in production, in January-February 1972 this figure was only 64 percent. The volume of bus production also did not reach the planned level. These circumstances are explained by the sluggishness of the management, especially the engineering and technical staff, in organizing transport. As a result, the quality of transport services to the population of Namangan city deteriorated. Despite this, positive results were recorded in the Andijan regional road transport system in 1975. The regional trust, with the help of trade union organizations, implemented a number of measures to improve working conditions, accelerate repair work, increase the technical readiness of vehicle fleets and organize the use of rolling stock. The ton-kilometer plan for the trust was fulfilled by 114.1%, passenger turnover by 103.9%, and taxi kilometers by 103.3%. Over 8 months, 1,354.7 thousand soums of additional income and 722.7 thousand soums of profit were provided. Labor productivity was 103 percent.

The trust team, in response to the appeal of the Central Committee of the CPSU, assumed increased socialist obligations in the final year of the ninth five-year plan and actively participated in socialist competitions. According to the results of competitions held during the first and second quarters of 1974-1975, the Andijan Regional Automobile Production Trust won three awards and

was awarded the Red Flag. These results were the result of the selfless work and organizational efficiency of the employees of the automobile enterprises (AVDA, 103 varaq).

Conclusion

The study of the public transport system in the Uzbekistan SSR from 1946 to 1970 reveals the deep interconnection between centralized state planning and the development of regional infrastructure. Through the implementation of five-year plans, socialist competitions, and coordinated efforts of local and central authorities, public transport emerged as a key component of social and economic life. The analysis of technical and economic indicators from regions like Andijan, Namangan, and Fergana demonstrates not only the achievements in mobility and service provision but also the systemic challenges related to resource allocation, vehicle maintenance, and organizational efficiency. Despite these obstacles, public transport played a vital role in enabling labor productivity, facilitating urbanization, and supporting industrial growth. It became more than a means of transportation; it was a symbol of socialist progress and a tool for socio-economic transformation. This historical experience highlights the importance of integrating infrastructure development into broader state strategies and offers valuable lessons for contemporary transport planning in post-Soviet contexts.

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