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A LOOK AT THE HISTORY OF THE CONSTRUCTION OF THE BIG FERGANA CANAL

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ABOUT ARTICLE

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Abstract: Based on unique archival documents, this article examines the history and socio-economic significance of the construction of the Great Ferghana Canal, one of the most important structures in the Central Asian region in ensuring socio-economic stability in the history of Uzbekistan.

KATTA FARG‘ONA KANALI QURILISHI TARIXIGA NAZAR

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MAQOLA HAQIDA

Kalit so‘zlar: tarix, Farg‘ona kanali, hashar, suv, obodonlashtirish, gidroinshoot, gidroloyiha.

Annotatsiya: Ushbu maqolada O‘zbekiston tarixida ijtimoiy-iqtisodiy barqarorlikni ta’minlashda Markaziy Osiyo mintaqasining muhim qurilishlaridan biri katta Farg‘ona kanali qurilishi tarixi va ijtimoiy-iqtisodiy ahamiyati noyob arxiv hujjatlari asosida tadqiq etilgan.

ВЗГЛЯД НА ИСТОРИЮ СТРОИТЕЛЬСТВА БОЛЬШОГО ФЕРГАНСКОГО КАНАЛА

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О СТАТЬЕ

Ключевые слова: история, Ферганский канал, хашар, вода, ландшафтный дизайн, гидроинструмент, Гидропроект.

Аннотация: В данной статье на основе уникальных архивных документов исследуется история и социально-экономическое значение строительства Большого Ферганского канала, одного из важнейших сооружений Центральноазиатского региона в обеспечении социально-экономической стабильности в истории Узбекистана.

INTRODUCTION

The idea of constructing the Big Ferghana Canal by road did not appear by itself. Implementation of the idea required hard work, and it was natural that there would be a fuss. Implementation of the project required huge financial resources and dedicated work. The realization of the dream of full use of water resources of the Fergana Valley was not only in the projects, but also in the thinking of the Fergana farmer.

THE MAIN RESULTS AND FINDINGS

In the spring of 1938, the agricultural workers of this district voluntarily dug the 9-kilometer long Langar canal, which made it possible to irrigate more than 100 hectares of new land.

At the beginning of 1939, Mirab Usmonjon Rasulov made a proposal to transfer water from Isfayramsoy, which drinks water from the Oloy mountain ranges, to Shakhimardonsoy, which is adjacent to it. The proposal was approved and supported by the people of Fergana, Altiyarik, Kuva, and Tasloq. On March 10, 1939, 14,000 farmers and volunteers from four districts marched towards the future canal route. In 17 days, they excavated the 32 km long Logan canal and did 338,000 cubic meters of earthwork despite the spring season.

On March 30, 1939, at the opening ceremony of the Logon Canal, he said, "The Logon Canal is the beginning of the practical use of huge opportunities, and the fierce debate on the construction of water structures with the will of the people." Usman Yusupov, the head of Uzbekistan at that time.

The state of Central Fergana before the construction of the Great Fergana Canal

In the documents of the executive committee of Fergana region (Fond-1124, List-2, Collection-43)

On June 6, 1939, on June 6, 1939, based on the proposal of the people, especially the rural population, a decision was made to start the construction of the Big Fergana Canal at the joint meeting of the former Central Committee of the Communist Party of Uzbekistan and the Council of Ministers of Uzbekistan. (Resolution No. 896 of the Council of People's Commissars of the Uzbek SSR dated June 3-6, 1939 on the "Construction of the Great Fergana Canal" was adopted. (Fond-1124, List-2, Collection-3).

All the party and Soviet leaders were instructed to conduct public awareness about the importance of the Big Fergana Canal. Organizational work began immediately.

V.V.Poslavskiy

A.N.Askochens

I.D.Lebedov

I.Fedodeev

Engineers of the project-research trust "Sazgiprovod" team under the leadership of I.D. Lebedev - chief project engineer, A.N. Askochensky - chief design engineer, V.V. Poslavsky - chief engineer of hydro facilities construction, I.F. Fedodeev - chief engineer of canal construction developed the Big Fergana Canal project. . Under the leadership of I.K.Petrov, A.P. Borisov, I.V.

Strelchik, A.S. Gapeshin, F. Voronin and others carried out research work on the location of the highway, determining and marking it. Specialists such as A. V. Bostanjoglo, V. M. Tolstulov, M. Ye. Korotkoe, A. S. Svetkov conducted research. Engineers V.N. Simakov (project manager), T.I. Malinovsky, F.D. Rusako, I.P. Yaroshlar, V.F. Poyarkov, A.I. Tyumenev, T.O. Hankuzen, A.D. Kuznipova, A.V. Dunin-Brarkovsky, E.E. Peplov made a great creative contribution to the design work of the Big Fergana Canal. , N.G.Brodinsky, A.M.Kakhramonov created a project of a unique device of the Big Fergana canal. (From the list of citizens who participated in the excavation of the canal in the state archive of Fergana region (Fond-1124, List-2, Collection-43)

The exterior of the canal was developed by architects M.S.Bu¬latov, A.M.Boychenko, A.N.Zotov, L.G.Karash. According to the project, the canal route consisted of two sections: "The upper section starts from Uchkurgan and goes south to Kuyganor. It connects Norin with Karadarya and Tentaksoi. Its length is 44 km. Part of the water is used for irrigation, the main part is discharged into Karadarya and Tentaksoy. The lower tract of the canal to the west of the Kuyganyar dam is 226 km long, and its water flows from the south of the valley almost adjacent to the Syrdarya. Because it is higher than the irrigated lands around the canal, it is convenient to get water from it. The lower tract with a water capacity of 98 cubic meters per second is the part of the Karadarya from the Kuyganor dam to the border of the Republic of Tajikistan. In the Fergana region, an organizational work commission was formed and Teshaboy Mirzaev was appointed as the head of construction. (From the list of citizens who participated in the excavation of the canal in the state archive of Fergana region (Fond-1124, List-2, Collection-43)

The canal has 48 large (including the Kuyganyor dam) and 275 small hydrotechnical structures, railway and road bridges, inspection roads, household and service buildings, means of communication, in particular, the necessary conditions for the continuous use of the canal, the work and life of employees It was intended to create.

A dream come true

Usman Yusupov's prediction came true. By the middle of 1939, everything was ready to solve the problem of wide use of Norin and Karadarya rivers for irrigation in the Fergana valley. The project is ready. People are ready. At the beginning of August 1939, enterprising workers of the valley together with engineers and technicians went to the bank of the future canal. A mass massacre began. Excavation work was completed in 45 days. The length of the canal has reached 270 kilometers. 17.8 million cubic meters of earthworks were completed. 100,000 collective farmers, 3,000 engineers and technicians, 1,796 communists, and 50,000 Komsomol members took part. 704 medical workers, 1890 artists, 1072 communicators, many writers, journalists, party workers, Soviet workers and other professionals served, the people of the valley passed the test on the channel and celebrated their victory.

On December 27, 1939, Usman Yusupov, the head of the State Commission, signed the document on the acceptance of the canal for permanent use with "Good" grades. then on December 31, 2 m3/s of water was seen at the border of Tajikistan.

The canal will provide an opportunity to develop 60,000 hectares of reserve and gray lands, and to improve water supply on 45,000 hectares. In 1940, 23,000 hectares of new land was acquired in Fergana region. Community farms and state farms in the districts located in the upper part of the Syr Darya, and cultivated fields were supplied with water. The water of the Black River reached Konibodom in the neighboring Republic of Tajikistan and provided water to farms.

CONCLUSION

The Fergana-style Kuyganyar dam with a capacity of 1200 m3/sec was built, the Norin

River was concreted, and the Big Fergana canal receiving water from the Kuyganyar dam was built with a capacity of 98 m3/sec. the main structure distributor is activated. In general, 42,200 cubic meters of concrete and reinforced concrete works were completed on the canal. 25,000 cubic meters of wood were used. 1106 tons of metal structures were installed. 45 large-scale and 275 small-scale facilities were put into operation. In 101 places, aqueducts, 118 aqueducts, 6 railways and 7 beautiful bridges were built. 69 buildings were built along the canal. Strengthening of the banks of the canal, landscaping, and construction of parks have been started.

On November 1, 1939, the Department of the Great Fergana Canal

It was established by order No. 1 and I. Fedodeev was appointed as the first leader.

The history of the construction of the Big Fergana Canal, one of the great examples of hydrostructures of the 20th century, was covered on the basis of rare documents kept by the state archive of the Fergana region.

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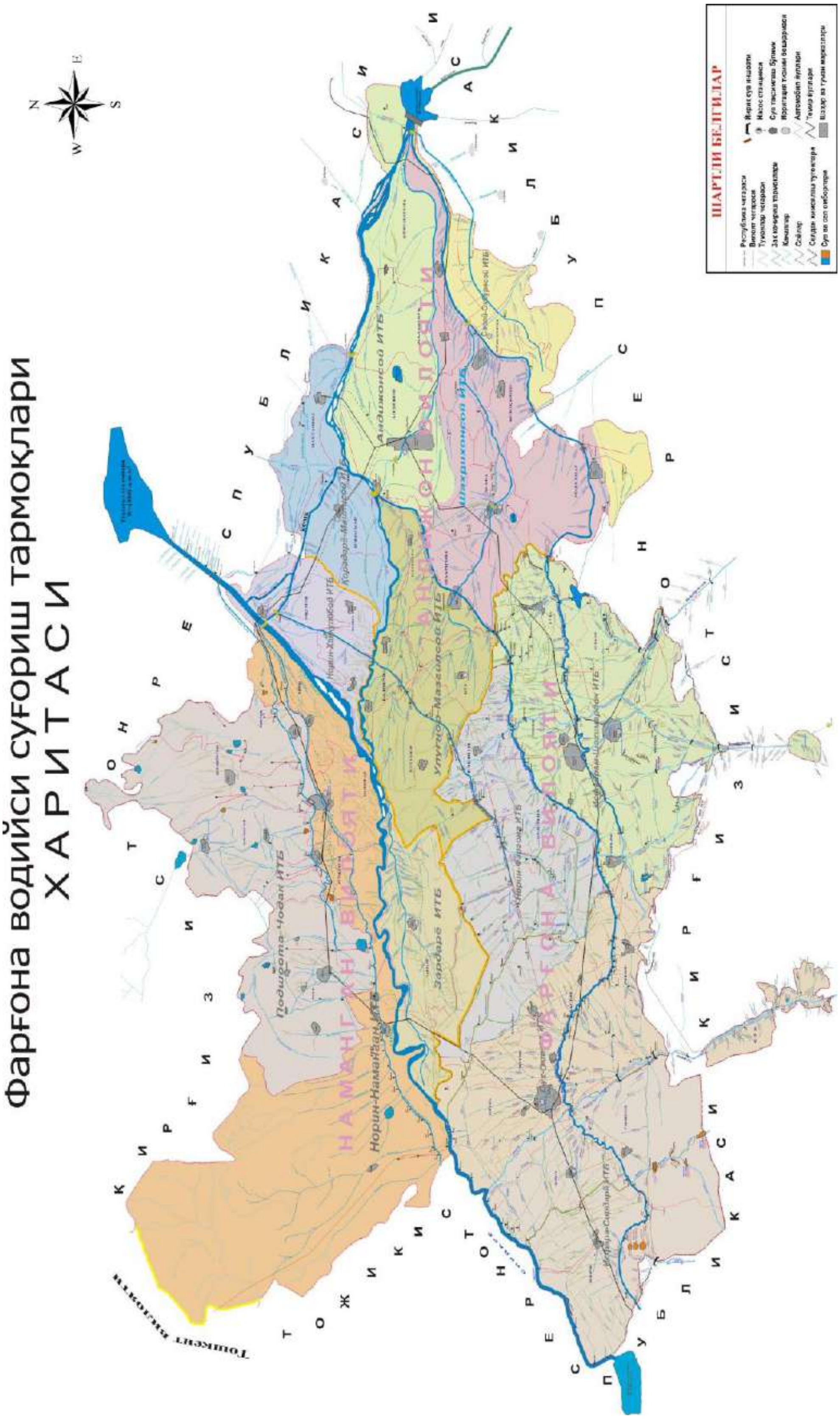
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