

Caravan Routes And Creating A System Of Historical And Contemporary Destinations Service

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Abstract: The present article considers the history stages of the development of roadside objects in the Great silk road and on the basis of the experience of the foreign countries, it studies the problem of the shaping modern marhalas.

Index Terms: caravan, the caravan, rabot, yomxona, highway, highways, infrastructure, development stages, transit, road building, complex, car service

1 INTRODUCTION

If we look at the history, the old Uzbek national highway connecting the states is a part of the Great Silk Road. Because, the territory of the Republic of Uzbekistan is located in the center of the Great Silk Road countries. It is well known, in the past, when people used to move from city to city the necessary stopping places were not always located in settlements. One day caravan roads, made up approximately 15-50 km. As a result, the caravans needed to stop in arid steppe zones. In such unpopulated caravan stopping places new types of caravan parking lots appeared such as rabot, sardoba, hazora and yomxona.

2.1 Review Stage

During summer caravans usually only walked at night and early morning until noon. Distances covered by caravans in winter and summer were not the same. As a result, we see that settlements developed in long distances, at a certain rhythm. If it was not possible, then caravan stopping places started to form (Rabat, hazora, choyhona, the inn). We witness that there were larger caravan stopping places at every 35 - 50 km distance and there were other intermediate stopping points at every 16 - 24 km distance. It took 4-6 hours to walk on foot 16 - 24 km distance, and 2 and 3 hours to reach it on horse. In summer hot days and winter cold weather and in off-road conditions these small stopping places were good enough to stop for a rest and to trade. As a result, the locations of Central Asian cities, fortresses and castles were formed in such way that people could pass one-day distance (35 - 50 km) in optimal and 16 - 24 km distance in extreme conditions. So, the different size stopping areas and marhalas were built to satisfy the needs of the caravans which passed through transcontinental caravan roads every day and every week. The marhala is a distance covered by caravans per day or week. This, in turn ensured ergonomic improvement of man's activity in conditions of climate change and other circumstances. In the works of Abdurazzok Samarkandiy "Matlab sa'dayn and majmai Bahrain" ("Appearing of Two happy stars, and joining of two seas") we witness that Shohrux Mirza tourists stayed in yomhona, caravan stopping points after each one day trip, and they stayed in cities after a week-long trips¹. In addition, Mirzo Babur wrote that it took one week for his travel from Samarkand, to paradise like Andijan. We believe that this one week trip distance also equaled 270-300 km going through the pass.

2.2 Final Stage

The Spanish ambassador and traveler Rui Gonzalez de Clavijo who visited the palace of Amir Temur in the XV century wrote in his diary that he left Samarkand and arrived in

Bukhara Friday on Thursday (six days later) arrived. He wrote: "On Friday, November 21, the ambassadors left Samarkand and started their trip on a crowded flat road. They walked for six days, and they were provided with all necessary things during the travel and had some rest and enough food. On Thursday, November 27, they came to the city known as the Bukhara"². Like Ruy Gonzalez de Clavijo's trip from Samarkand to Bukhara which took one week. In his research M.Q. Akhmedov also indicated that buildings like rabots, hazoras, i.e. marhalas were built on caravans' one day road distance¹.

3 SECTIONS

It is well known, that in Central Asian towns and villages there are many residential areas with a name of the days of week. For example, the capital of Tajikistan, Dushanbe city, and it was erected on the place of village known by the name of weekday. So, there are a lot of settlements like this with the names of week: "Payshanba" (Thursday), "Chorshanba" (Wednesday), "Djuma" (Friday) and most of them are the names of fortresses, villages and fortifications. Taking this into consideration, we analyzed the names and locations of residential areas between Samarkand and Bukhara. The distance between these two ancient and great cities is 270 km respectively.

4 CITATIONS

Indeed, in ancient times there were several caravan routes connecting Bukhara and Samarkand. But the main of these routes corresponded to Zarafshan River direction and it equaled to the length of a modern highway. If we take into account caravan's daily average passed distance of 35 km to 50 km, then the distance between the two cities equals to about six days. In fact, the residential areas by names of Chorshanba, Payshanba, Djuma, like Bukhara and Samarkand are located from each other at one day caravan distance (marhala). On Friday, the main rest day for Muslims or on bazaar day people could leave Bukhara, and on the same day next week they reached Samarkand, the second largest on the market next week on the same day, the second largest city of Samarkand, and vice versa. We would like to attract your attention to one more fact, that caravan road distance from Samarkand to Tashkent and Khujand also equaled to about one week¹.

5 HELPFUL HINTS

5.1 Figures and Tables

As a result of above analysis of the historical marhalas we witnessed that the caravan stopping places -marhalas were

built on caravans' one day and one week trip distance areas. Over time, both due to the development of society and formation new equipment and technologies the design of marhâlas changed. In the old times, using horses and camels the caravans were able to make up a distance of 35-50 km within one day, and today they can make up 1,000-1,200 km distance per day. Taking into account the above facts, nowadays there the need to develop modern (50, 100, 150, 200, 300, 500, 1000km). This is, in particular extremely important for international routes. Of course, today one can ask how the modern marhalas should look like. If we study foreign practices, the majority of roadside infrastructure and service facilities by exploitation parameters can be classified as follows:

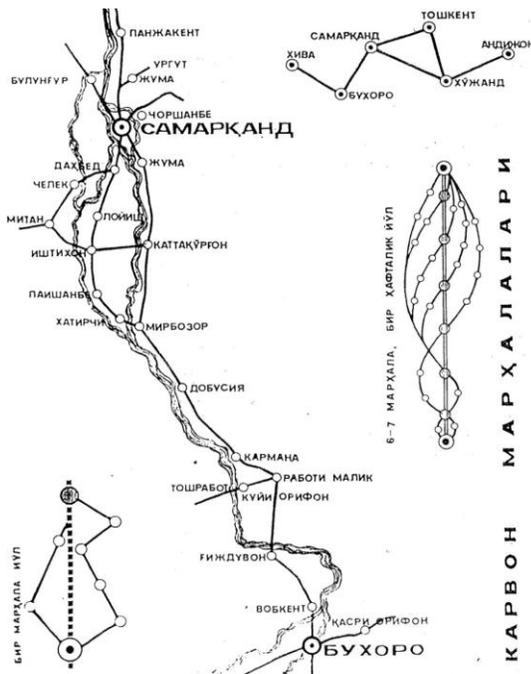
- Transit
- Remote
- Combined.

According to the way of how car parking organized:

- Directly near the room;
- In front of the rooms;
- General car park located separately from rooms.

The seasonal exploitation:

- Seasonal (camping);
- Operated throughout the year;
- Mixed (motels with campings).



Picture 1.

The division of caravan roads into marhalas

In April-May 2015, during a trip to South Korea we had the opportunity to visit and observe main roadside facilities in several areas. There we also witnessed that long-distance trunk road infrastructure and service facilities were usually located at certain intervals. So, on intercity highways after every 15-20 km there are roadside infrastructure and service facilities, which look like our traditional marhalalalas. All these roadside facilities were designed in complex way. The facilities

consists of a few blocks, namely: catering establishments (fast food separately), shops, a toilet block, the medical unit, different types of local souvenir shops, smoking areas, separate zone for different games, rooms for women with small kids, information booth, a separate block for ice-cream, ATMs, separate lounge rooms. Complex is usually located at a certain distance from the main highway, and there are 4 separate car parking lots, A,B,C,D. 1-part D-1, D-2 is the space allocated only for trucks and buses stop. 2-3 part C-1, C-2, C-3, B-1, B-2, B-3 are only for cars and micro buses Section 4-A-1, A-2, A-3 is only for disabled drivers. Because of busy transit transportation we also think that there is a need to establish special recreation gardens on trunk roads



Picture 2.

The South Korean roadside infrastructure and service complex car parts

Roadside infrastructure and service complexes. If the beautiful landscape design is organized in these gardens, it will attract more passengers for their cultural leisure. The similar distances between these complexes are also very convenient for passengers. Because, if passengers did not have opportunity to stop in one complex, then they can do it in the next available stop after 15-20kms. The roadside facilities in other developed foreign countries, as a rule, are also placed at certain intervals, and these intervals depend on afternoon traffic and weather conditions, as well as tourism related objects. The average distance between stopping places in the United States is 50.100 km for a short-term recreation grounds, and 150-200 km distance for large scale leisure grounds. In addition, if drivers have opportunity to stop shortly at every 150-200 km for rest, this will prevent various traffic accidents. This type of complexes includes all kinds of services for short-term recreation. The motels with full service packages for long-term recreation will be constructed in resort areas. Taking into account the above, analysing the development and historical stages roadside facilities, as well as taking into account the current domestic and foreign experience, we worked out the following project proposals and methods modern facilities marhalalarda in accordance with the following project proposals and methods on creating roadside facilities in modern marhalas.

1. On each of 15-20 km marhalas:

Short-term recreation areas with sanitary and hygienic units, fast food, smoking area,

2. On each 50 km long marhalas: -

Short-term rest areas with sanitary and hygienic units, gas stations, ATXQSh fast food outlets, smoking, medical unit and emergency call centers,

3. On each 150 km long marhalas: -

Short-term recreation areas: the medical and health units, gas stations, new roadside infrastructure integrated tourism complexes, emergency medical units, the kitchen or a cafe, motels (for Mountain scenic area), microclimate zones.

5. On each 200-300 km marhalas: - caravan palace-type recreation centers, motels or camping stations, medical assistance and emergency call units, the kitchen or a cafe, shops and small manufacturing enterprises (local products). New roadside infrastructure integrated tourism complexes. Car rental service, hypermarkets and cargo receiving points, ATMs, mosques, State motor control centers, microclimate service centers, manufacturing plants, as well as houses and furniture. Area hotels. The area can be built hotels, miqroiqlimli platforms.



7. The 500 km long marhalas: - caravan palace-type recreation areas: the motel complex, medical assistance and emergency call units, the kitchen or a cafe, shops and small manufacturing enterprises (local products), new road infrastructure integrated tourism complexes, rented cars offices, hypermarkets, cargo receiving stations, ATMs, mosques, motor control centers, microclimate platforms service centers, manufacturing plants, as well as sleeping rooms and kitchens. Depending on location there may be hotels.

CONCLUSION

The development of modern marhalas in Uzbek national highway will be an important factor in the further development of roadside infrastructure and services.

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