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TEMIR YO'L ATAMALARINING QIYOSIY LINGVISTIK TAHLILI. INGLIZ VA O'ZBEK TILLARIDA SEMANTIK TUZILMALAR HAQIDA TUSHUNCHA

Annotatsiya

Ushbu tadqiqot ingliz va o'zbek tillarida temir yo'l terminologiyasining qiyosiy lingvistik tahlilini taqdim etadi, bunda tarkibiy va semantik xususiyatlarga e'tibor qaratiladi. Tarixiy, madaniy va lingvistik omillar temir yo'l sohasidagi texnik atamalarning rivojlanishini qanday shakllantirganligini o'rganadi. Tadqiqot shuni ko'rsatadiki, ingliz temir yo'l atamaları ko'pincha lotin, yunon va fransuz tillaridan birikma va affiksatsiya kabi jarayonlar orqali kelib chiqqan bo'lsa-da, o'zbek atamaları asosan sovet davridagi ta'sirni aks ettiruvchi rus so'zlaridan iborat.

Kalit so'zlar: Qiyosiy tilshunoslik, temir yo'l terminologiyasi, ingliz, o'zbek, semantik tahlil, tarkibiy tahlil, texnik til, tillaro aloqa, rus ta'siri, so'z shakllanishi, globallashuv, Sovet davri tili.

СРАВНИТЕЛЬНЫЙ ЛИНГВИСТИЧЕСКИЙ АНАЛИЗ ЖЕЛЕЗНОДОРОЖНЫХ ТЕРМИНОВ. ПОНИМАНИЕ СЕМАНТИЧЕСКИХ СТРУКТУР В АНГЛИЙСКОМ И УЗБЕКСКОМ ЯЗЫКАХ

Аннотация

В этом исследовании представлен сравнительный лингвистический анализ железнодорожной терминологии на английском и узбекском языках, с акцентом на структурные и семантические особенности. В нем исследуется, как исторические, культурные и лингвистические факторы повлияли на развитие технических терминов в железнодорожном секторе.

Ключевые слова: Сравнительное языкознание, железнодорожная терминология, английский, узбекский, семантический анализ, структурный анализ, технический язык, межкультурная коммуникация, русское влияние, словообразование, глобализация, язык советской эпохи.

COMPARATIVE LINGUISTIC ANALYSIS OF RAILWAY TERMS. INSIGHTS INTO SEMANTIC STRUCTURES IN ENGLISH AND UZBEK

Annotation

This study presents a comparative linguistic analysis of railway terminology in English and Uzbek, focusing on both structural and semantic features. It explores how historical, cultural, and linguistic factors have shaped the development of technical terms in the railway sector. The research reveals that while English railway terms often derive from Latin, Greek, and French through processes like compounding and affixation, Uzbek terms primarily consist of Russian loanwords, reflecting the Soviet-era influence.

Key words: Comparative linguistics, railway terminology, English, Uzbek, semantic analysis, structural analysis, technical language, cross-linguistic communication, Russian influence, word formation, globalization, Soviet-era language.

Introduction. In today's globalized world, the development and precision of technical terminologies play a crucial role in facilitating effective communication, particularly within specialized fields like transportation. Railway systems, with their complex operations and widespread use, rely heavily on accurate terminological frameworks to ensure clarity and efficiency. This study offers a comparative linguistic analysis of railway terms in English and Uzbek, focusing on both structural and semantic dimensions. English, as a global lingua franca, boasts a rich and diverse lexicon shaped by centuries of borrowing and adaptation. Uzbek, a member of the Turkic language family, reflects a unique historical and cultural evolution, significantly influenced by Russian during the Soviet era. The comparison of railway terms in these two languages not only highlights linguistic differences but also underscores how technological advances and cross-cultural interactions shape language. This paper aims to uncover the structural and semantic features of railway terminology in both languages, exploring how terms are formed, their meanings, and the socio-cultural factors

influencing their usage. By providing insights into these linguistic dynamics, the study contributes to a deeper understanding of technical language development and enhances cross-linguistic communication in the global railway sector.

Literature Review. The comparative analysis of technical terminologies, particularly in specialized fields such as railway systems, has garnered increasing attention from scholars across linguistic traditions. Understanding the structural and semantic characteristics of railway terms requires insight from both linguistic theory and practical application. Scholars from Uzbek, Russian, and English linguistic traditions have contributed significantly to this discourse, offering varying perspectives on the evolution, adaptation, and cross-cultural transmission of railway terminology. Uzbek scholars emphasize the importance of historical and cultural influences in shaping the technical vocabulary of the Uzbek language. Turayeva highlights the impact of the Soviet era, during which Uzbek technical language borrowed extensively from Russian, particularly in

transportation and industrial fields[1]. Railway terminology in Uzbek reflects this influence, with many terms still retaining their Russian roots. According to Jumayev, while some of these terms have been localized, many remain transliterated or borrowed, indicating a linguistic dependency during a period of technological expansion in Central Asia[2].

Furthermore, Kadirova discusses the morpho-semantic patterns found in Uzbek railway terms, noting that affixation and compounding are prevalent in creating new terms. She points out that the integration of Turkic linguistic structures with Russian and English borrowings forms a hybrid lexicon, one that reflects both historical continuity and the demands of modern technological developments[3]. Kadirova's analysis indicates that the semantic adaptation of railway terms in Uzbek reflects broader processes of language modernization, which parallel global trends while retaining local linguistic identity.

Russian scholars, given the historical role of the Soviet Union in the development of Central Asian infrastructure, have also contributed to the understanding of railway terminology. Prokhorov provides an in-depth analysis of Russian technical lexicon, including railway terms, emphasizing that the Soviet influence on technical language extended well beyond Russia's borders[4]. His work demonstrates how Russian served as the primary medium for technical knowledge dissemination in Uzbekistan and other Soviet republics. In terms of structure, Prokhorov observes that Russian railway terminology is often characterized by compounding, borrowing from French and German engineering lexicons, which then made their way into Uzbek via direct loanwords.

Another significant contribution comes from Dmitrieva, who focuses on the semantic shifts in technical terminology as Russian has moved from being a dominant regional language to a secondary influence in post-Soviet states[5]. She argues that many Russian railway terms in Uzbek have undergone semantic narrowing, where terms that were once broad in meaning have become more specialized in the Uzbek context. This reflects the ongoing localization of technical language in post-Soviet spaces, as Russian terms are recontextualized within national linguistic frameworks.

In contrast, English scholars approach railway terminology through the lens of globalization and the widespread use of English as a technical lingua franca. Halliday asserts that English technical terms, particularly in transportation, are rooted in a long history of industrialization, with much of the lexicon shaped by British colonial influence[6]. He suggests that the spread of English railway terminology, especially terms like "track," "signal," and "station," is a result of both historical developments and the global dominance of English in technical and academic fields. In a more recent study, Johnson explores the structural simplicity and adaptability of English railway terms, arguing that English technical language tends to favor brevity and clarity, making it more easily adopted in multilingual contexts [7]. This feature has contributed to the global reach of English railway terminology, which is increasingly integrated into other languages, including Uzbek, either through direct borrowing or adaptation.

The intersection of these scholarly perspectives reveals key insights into the structural and semantic features of railway terminology in English and Uzbek. While Uzbek relies heavily on loanwords from Russian, particularly in its older technical lexicon, it has also begun to integrate English railway terms as part of its modernization efforts. The semantic structures of these terms are influenced by historical, cultural, and linguistic factors that differ across languages.

The literature suggests that English, with its global technical influence, tends to streamline and simplify terminology, while Uzbek adapts these terms through its own morphological processes, often influenced by Russian precedents. Scholars like Turayeva, Prokhorov, and Halliday agree that the comparative analysis of railway terms highlights the broader dynamics of language change in response to technological innovation and cultural exchange. The literature from Uzbek, Russian, and English scholars collectively provides a comprehensive understanding of how railway terminology has evolved across linguistic contexts. This comparative perspective not only enriches the study of technical lexicons but also sheds light on the broader processes of language adaptation in a globalized world.

Methodology. The comparative linguistic analysis of English and Uzbek railway terms applies a mixed-methods approach across three phases: data collection, structural analysis, and semantic analysis. Around 200 terms from each language were gathered from technical sources, covering categories like infrastructure, rolling stock, signaling, and operations. Structurally, English terms often form through compounding and affixation (e.g., railway station), with many borrowed from Latin, Greek, and French. About 60% of English terms analyzed were borrowings or hybrids. Uzbek terms combine native Turkic elements with a strong influence from Russian, especially from the Soviet era—about 55% were Russian loanwords (e.g., vagon, stansiya), with others formed using traditional affixation and compounding. Semantically, English terms tend to have broader meanings and are used in various contexts (track, signal), while Uzbek terms are more specific and technical, often shaped by Soviet-era standardization. Uzbek also adapts foreign terms using native morphology (e.g., elektrichka). Overall, English railway terminology is more morphologically flexible and semantically broad, reflecting its global influence. Uzbek, in contrast, shows a hybrid and specialized vocabulary shaped by historical Russian influence. This study highlights how cultural and historical contexts shape technical language differently across languages.

Conclusion. This comparative analysis of railway terms in English and Uzbek reveals key differences in their structural and semantic features. English favors compounding and diverse affixation, while Uzbek incorporates many Russian loanwords due to historical and cultural ties. English terms tend to be broader and more flexible, whereas Uzbek terms are more specialized and localized. These differences reflect each language's historical background and technological development. The study highlights how technical terminology adapts within different linguistic contexts and underscores the value of cross-linguistic analysis for improving communication in the global transportation sector.

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