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RELEVANCE OF TRANSPORT RESEARCH IN THE SPECIFICITY OF ITS SOCIAL STATUS

Abstract: *The theoretical, philosophical and scientific novelty of the article is due to the consideration of social transport not as a unique state of the reality of transport, but as a concrete reality formed in the process of the development of a universal phenomenon in the structure of the movement of matter. Social transport has a conditional beginning of history and, theoretically, an end is not excluded. Development in nature also combines progressive changes with cataclysms. The improvement of social transport and its perspective are conditioned by the natural status - the integration into the natural system of relations, part of which is a person with a social form of life. The future of mankind, as well as the past and the present, is naturally connected with the history of the movement of nature, therefore, the main path to the future is paved and equipped by people who have realized the universality of transport. Public transport is a part of the world transport, formed together with the social form of the movement of matter, ensuring the progressiveness of its changes. The structure of the essence of the content of the concept of "social transport" is similar to the structure of the concept that reflects the natural form of transport, it is determined by the presence of three key elements: means, ways and forces, which are complemented by management. The worldview format for studying transport as a tool for the movement of matter made it possible to reveal its dual function, which was absent in all studies of the past. Transport serves not only, and what is especially significant, not so much a means of movement of material phenomena in space - time, as an instrument for the implementation of regular transformations of certain objects. If the position of the constituent elements changes, their definite set in a specific space are preconditions for maintaining the state of an object, then the creation by means of transport of a set of sufficient conditions for the stability of its changes, we have the right to qualify as the main function of its participation in the process of objective reproduction. The revealed functions are shown on the example of the work of social transport.*

The verbal change in the results obtained in the study is illustrated in diagrams that give the content a greater clarity and show both strong and not fully reasoned conclusions of the versions, suggesting the continuation of the discourse. The analysis of the status of transport and its "social" form of manifestation was carried out by a combination of a philosophical and scientific format. The first provided the worldview and methodological aspects of assessing the phenomenon, the second - opened the door to practical assessments in a wide social range from socio-economic, political and socio-cultural to environmental. Special attention is paid to the status of transport science, the reasons for the inconsistency of its assessments are explained.

***Key words**: transport, social transport, movement, functions, social significance, personal value, transport science, transport policy.*

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Introduction

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The study of the social relevance of a phenomenon about which a stable idea has already taken shape in the public consciousness, as a rule, is preceded by a "starting situation". When the main problems caused by the need to cognize the subject seem to have been removed, the sought-after phenomenon is defined, in order to initiate a renewed interest in what is accepted as satisfying knowledge by the professional community and is “agreed” at the level of the element of “common sense”, a strong stimulus to intellectual reflection is needed. or a practical request for a global format.

Realizing the responsibility of their position, the authors of the analysis of social transport built on top of their developed concept of transport as a universal tool of material movement, combining in its actions changes in traffic conditions in a broad sense - to be a means of changing the position of a phenomenon in space - time and to be a means of changing the substrate of movement. The concept is built on the basis of concretizing the dialectical method of research in a systematic approach to the subject. This article is a continuation of previous research.

The understanding of transport was formed, it would seem, finally, under the influence of the modernization of society as a consequence of the Industrial Revolution. The scientific discovery of the possibility of producing the amount of energy "according to needs" and the creation of technical means capable of consuming it in the interests of man became a turning point in the historical development of both the personality and the social scale of its activity. Steam locomotives and steamers first carried dozens of people and accompanying cargo, and after that, social progress, becoming over-technical and over-production tools. A new history of public transport began with steam locomotives and steamers - the era of the mass form of social transport began.

Before the Industrial Revolution, public transport provided political advantages to many states in Europe and Asia, but the very functioning of vehicles was dependent on natural factors. Hence the instability of political victories. Animals and the wind have long served people, however, like the seas and rivers, they were distinguished by their predestination, which forced a person to act in conditions of limited freedom.

The mass production caused by the industrial revolution presupposed an equally massive nature of the provision of production with labor, raw materials, changes in consumption and the intensification of relations across the entire industrial spectrum; construction, mining and metallurgical industries developed. Seasonal fairs have been replaced by a stable and year-round market. Mass character has become a brand in almost all expressions of society and a trend of social progress.

The theoretical understanding of social progress began to gently shift towards a society of mass consumption, coupled with the quality of life. After the unhurried course of Medieval history, social life, which had come into vigorous movement, inevitably closed itself on the development of transport. Social transport has pushed national borders and has successfully earned itself as an instrument of international relations. If in the past very few could discover the world for themselves, then already in modern times the world opened in fact for the majority of the population of developed countries.

In order for social transport to function in accordance with the needs of social development, it itself had to be diverse and highly organized, meet all the basic requirements: to be safe, accessible, varied, comfortable; be distinguished by high service, deliver goods on demand. Freedom is not only a condition of human life, it is also a factor in the operation of transport. The improvement of social transport, as well as social progress in general, requires freedom of action, and the freedom of action of transport is a significant criterion of its quality.

The first step towards freedom was taken by social transport when the technical means were completed with technically produced energy. Thanks

to this, social transport has acquired an almost complete technical form. There was a lack of technically organized traffic control of vehicles that would guarantee the quality of their work. It appeared during the scientific and technological revolution in the middle of the twentieth century.

Main part

By the second half of the last century, the basic prerequisites for the emergence of transport science had developed: a detailed subject, history of problems, methodological experience, need for society. The relevance of transport science increased even more when it was discovered that social progress is overly reliant on the development of natural factors. Social egoism risks not only harming the natural movement, it is also dangerous to humanity itself, because, along with the growing signs of extreme stress in the natural environment, dangerous contradictions within the social movement itself are intensifying.

The new scale of problems of social development has also changed the format of understanding the problems of improving social transport that have become traditional. Previously, the solution of many of them did not go beyond the capabilities of structural mechanics, technical sciences, consumer and commercial calculations in economic analysis according to the "here and now" formula.

The new reality of the relationship between social and natural development has revealed the inconsistency of the previous limits limiting human activity, makes it necessary to significantly revise the previously established practice of transport management. From the dominance in transport policy of a tactical approach oriented towards the "here and now" adjusted for the nearest perspective, politicians, management, financiers have to reorient themselves to the principles of strategic analysis, the basis of which is not Aristotelian logic of consistency of thinking, but Hegelian, taking into account the methodological significance of contradictions thinking and opening the intellectual mechanism of the possibility of their resolution.

Strategic planning should be ahead of the conceptual design. The very same strategic planning requires systemic reflection. Not so long ago, by the standards of history, railway designers feared that the combination of a smooth rail and a polished steam locomotive wheel, which should pull a loaded train, would turn out to be an insurmountable obstacle to movement and went for an answer to mechanics and mathematicians.

Academic scientists - specialists far from transport affairs had to solve transport problems unusual for them. And they coped with their tasks perfectly, it was worse when it was not scientists who got down to business.

At the beginning of the active construction of railways in Russia, the construction of bridge crossings was consulted by American specialists. The own school of bridge builders in Russia was only being formed by the efforts of D.I. Zhuravsky and S.V. Kerbedza.

US engineers used a proven "scientific" design. They adjusted and strengthened the implemented structures to the conditions of new construction, without attaching the necessary importance to the specifics of movement on a steam locomotive traction. The trains looked smoothly moving only from the side and from afar. In reality, their movement was fractional and was determined by the power of the locomotive, the state of the moving part and tracks. A century and a half ago, steam locomotives were not yet powerful enough, their movement was determined by the amount of steam generated, which, in turn, depended on the skill of the stoker and the quality of the coal. Bridges not adapted to the specifics of railway traffic naturally collapsed. In the United States itself, in just two decades, one after another, large bridges collapsed near Philadelphia (1811) and in Brighton (1833), moreover, the rebuilt Philadelphia lasted five years and collapsed again. The fate of the bridge in Brighton was the same. A bridge in Scotland has collapsed twice, the first time during construction, and the second during operation, when a train was moving across it. There were many casualties. Around the same time, in England, he almost fell victim to the collapse of a bridge under the train of Charles Dickens. The great writer was a little lucky, his carriage hung on a support, which saved C. Dickens and his fellow travelers. Bridges not adapted to the movement of trains also fell in the continental part of Europe - in Germany, in France. The priests refused to consecrate the bridges, passengers were dropped off, and they crossed the bridges individually. The problem was the design approach. Its solution was found by D.I. Zhuravsky. The fate of the bridge in Brighton was the same. A bridge in Scotland has collapsed twice, the first time during construction, and the second during operation, when a train was moving across it. There were many casualties. Around the same time, in England, he almost fell victim to the collapse of a bridge under the train of Charles Dickens. The great writer was a little lucky, his carriage hung on a support, which saved C. Dickens and his fellow travelers. Bridges not adapted to the movement of trains also fell in the continental part of Europe - in Germany, in France. The priests refused to consecrate the bridges, passengers were dropped off, and they crossed the bridges individually. The problem was the design approach. Its solution was found by D.I. Zhuravsky. The fate of the bridge in Brighton was the same. A bridge in Scotland has collapsed twice, the first time during construction, and the second during operation, when a train was moving across it. There were many casualties. Around the

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An interesting technique of scientific explanation developed by D.I. Zhuravsky during a discussion with the American consultant Whistler, who objected to S.V. Kerbedz and D.I. Zhuravsky to use metal lattice girders with various sections in the design of railway bridges. A Russian specialist built a working model of a bridge truss by replacing the bolts with wire of the same thickness. Having loaded the model, Zhuravsky began to lead the violin bow along the wire, and it became clear to the participants in the dispute in terms of the pitch of the sound that the domestic engineers were right in their calculations. We deliberately lingered on rethinking the experience of building bridge crossings along the route of railway traffic in order to draw attention to the emerging rigid dependence of practical affairs on theoretical support.

The growing need for transport science is one of the modern laws of transport construction in its broadest sense, that is, interpretation as systemically organized relations of all components: the design of vehicles and technologies; improvement of traffic routes, including the design of space routes; development of infrastructure to ensure the calculated operation of vehicles; determination of safety measures for humans, natural environment and social development; management techniques.

Unfortunately, the dominance in the thinking of most political regulators of the idea of commercialization as a methodological basis distorts the systemic understanding of planning. The economic factor cannot be systemically important when it comes to strategies for managing social progress. The essence of the error lies in the absolutization of the significance of the economic factor; methodological inconsistency - in the homogeneity of thinking, incompatible with the system approach, which is a feature of the methodology of the post-non-classical stage in the history of science.

Integration in scientific knowledge has become a condition for the development of sciences. The construction of transport science is really an urgent task, but it should be a modern science, integrating scientific theory in a wide range of interaction of technical sciences; political science; sociology; ecology; philosophical anthropology; political economy; geography. In our opinion, the development of transport science is hindered by the absence of a special engineering science. What is today called engineering remains the body of knowledge that distinguished science in classical times for it. They look like a combination of sciences to solve the problems of engineering creativity. Engineering science will take shape, a modern "transport science" will appear as a separate science, which, over time, may assimilate "engineering" as well.

K.E. At first Tsiolkovsky was engaged in general theoretical and applied research, often “discovering” what was already known, but as soon as he grasped the sought-after secrets of the sciences, gained research experience, he switched to research and design of modern vehicles. He was very successful in the development of space transport topics, after which he entered the open space of worldview problems. His philosophical works became a reality precisely as a continuation and development of transport research.

The dependence of ideological reflection on the understanding of the special mission of transport for humanity is clearly visible. Example with K.E. Tsiolkovsky is indicative, but it must be evaluated in the context of the entire cultural history of a person. Topics: transport - the power of the gods, transport - a saving mission for a person and a way to cleanse him from bad sins - go into mythology and religion.

The main conditions for the reality of a particular science are considered to be the definition of the subject and the development of a methodology for its research, which is directly dependent on the specificity of the subject under study.

According to the logic of the process, the subject of transport science should be transport in the concreteness of a general form, reflecting its qualitative feature. This requirement is defined by

philosophy by science as the starting point of knowledge. Development follows. The definition of the subject is loaded with the concreteness of features, the systemic position. G. Hegel two hundred years ago named the signs of a concept, warning that their absence leaves knowledge in the form of a general idea. The general idea is also included in a specific area of scientific knowledge, but, as a representation, it belongs to the level of "direct knowledge" and is not capable of being a support for building a scientific system of knowledge, especially the formation of a new science.

The founder of the modern interpretation of the dialectical methodology of cognition revealed the epistemological reason for the erroneous reduction of a concept to a general idea. The substitution - spontaneous or conscious - of a concept by a general idea is a consequence of the absolutization of rational logic: "In rational logic, Hegel wrote, a concept is usually considered only as a simple form of thinking and, more precisely, as a general idea."

Dialectical reflection, called by Hegel "speculative thinking", characterizes the activity of the mind as a contradictory process, not just allowing contradictions of thoughts, but considering the unity of opposites in thinking as a condition for the ascent to true knowledge and, which is especially important for understanding the route of movement of the concept itself: "Movement concepts are development, through which only that which is already in itself is posited. "

The concept, according to Hegel, is distinguished by two special features. Firstly, it must be a universal characteristic for a given set of phenomena, and secondly, it must have, thanks to universality, a reserve of development. It's about development, not growth. These features made the concept a specific form of scientific knowledge, linking scientific thinking with philosophy, which is responsible for the study of the laws of knowledge.

In the specifics of the concept, two factors regulating cognition were combined: the need to immerse in the essence of objective reality - this is the only way to make the knowledge enshrined in the concept universal, and to get the prospect of improving knowledge by reflecting new horizons of the essence of the subject and their systemic position. It is no coincidence that the very essence of the dialectical method is defined as the achievement of the most profound and comprehensive consideration of the development and universal connection of the phenomena of the world. The specifics of the concept, and not the professional ambitions of philosophers, force a scientist to turn to the results of a philosophical study of knowledge.

The history of the formation of the postclassical (non-classical) stage of the evolution of science has clearly demonstrated the danger for scientific knowledge itself to become a platform for solving "purely" epistemological and methodological problems, in particular, the definition of truth, the nature of the subject of scientific knowledge, the ratio of mass and energy, a qualitative assessment of the movement of scientific knowledge, - analysis of experience, etc. Taking the opportunity on a specific example of a delusion caused by a violation of the requirements of logic to the conceptual form of cognition, we want to focus on the specifics of the relationship between philosophy and science. Both ways of cognition are independent, thanks to the originality of the subject and tasks, but they are objectively interdependent. Since, ultimately, they reflect the knowledge of a common subject - an objectively existing and regularly changing material reality.

The quality of defining the subject of science is a key position. The concepts expressing this quality, like any scientific or philosophical concepts, are not dead, they develop, starting from their abstract content, to the concrete knowledge of what is determined by them. The development path of the concept is not easy. The content of the concept is concretized by means of clarification and increment of definitions. The ultimate goal is to give the content of the concept of universality, by clarifying the systemic position of the subject. Each next step on the way to a qualitative definition of the subject of science is significant in itself, as the development of knowledge, and in the general context. The quality of the definition of the subject of science is an indicator of its existing status.

What is called transport science is not a phantom, but it is not a reality that allows transport science to be included in the appropriate classifier. In its present form, it can only satisfy the professional ambitions of those researchers, whose status is directly related to the transport branch of social production, and the transport bureaucracy.

There are no unitary publications on social transport. The same interesting historical sketches, which recreate the history of certain types of public transport, unfortunately, do not even touch on the logic of the process. Historical analysis in the absence of logical support is far from not only the real essence of transport progress, but also does not lay the prerequisites for understanding the further development of knowledge of the subject. Development is that resolution of contradictions. Not narrowly - technical and technological, which modern transport science is really rich in - contradictions of development in the system of transport relations that are real, significantly different from the one around which the current definition is built, which did not go beyond the generalizing concept.

The reasons for the limited definition of the specificity of the content and scope of the concept are different. The most common causes of epistemological nature, for example, when cognition

is stopped not at the main essential level of the phenomenon under study. The immersion of knowledge does not reach the required depth. The knowledge gained does not reveal the leading features of the content of the concept, which make the concept universally, nevertheless, they are passed off as knowledge of the quality of the object. The concept is replaced by the idea of a certain level of reality of the object.

This delusion can be a consequence of the historical immaturity of knowledge itself, that is, it is due to objective circumstances. The famous American historian of science A. Azimov described the emergence of the concept of "electricity". The initial understanding of electricity - in fact, the concept of electricity, formalized in a specific term, arose during the reign of the British Queen Elizabeth I. Queen's doctor W. Hilbert, who studied the magnetic force of some objects, in particular, amber, suggested calling it electricity. Electricity was "tied" to a real object and was considered a stationary phenomenon of natural origin. Many years passed before researchers became convinced of the limitations of the idea of electricity stationarity. What took an important scientific discovery made by the Irish physicist J. J. Stoney. The scientist developed the concept of "electron", defining it as the amount of electricity in one particle of the electric field. Subsequently, the term "electron" was extended to the very elementary particle of the electric field, and the electric field opened the way to understanding the definition of electricity as motion. The modern understanding of electricity has gone the way of immersion in the essence of the phenomenon under study, which required consistently using the knowledge of local potential - representations. Only after passing the main part of the path to true knowledge, it became possible to leave the idea of electricity in the past, rising to the top of the conceptual form of scientific knowledge. The concept of "electricity" reflected the universality of the attributes of the subject. Local restrictions were removed during the ascent. The content of the concept has acquired both systemic features:

Less common are examples of logical inconsistency, a kind of "childhood mistakes", when the content of the definition requires a different name, but they do not want to react to it. A particular variant in determining the content of knowledge is absolutized and presented as universal knowledge. This is exactly what happened with the definition of transport, entrenched in professional thinking.

In 2004. Publishing House "Book World" LLC translated and published a 3-volume "encyclopedia of technology", originally published in Spain by Parramon Ediciones Publishing House, SA Barcelona, Espana World cight reserved. The authors of the section "Road transport" have defined transport as "a special branch of material production, carrying out the transportation of people and goods."

The definition appears to have been heavily influenced by both public opinion and what the authors might find from their predecessor colleagues. It not only combines scientific understanding with knowledge in the form of an opinion, but within itself logically looks raw. To this we add that practically most of the definitions of transport in publications of other states, transnational sources are quite comparable with the opinion of Spanish specialists.

Standing apart is the point of view of what transport is especially, of British authors called "Britannik (oh)". They are convinced of the biochemical nature of transport. British experts call transport transport, which ensures the functioning of a living cell. There is no fundamental contradiction between what transport is in the thinking of Spanish researchers and scientists from the shores of "Foggy Albion". Both approaches interpret transport as a local implementation of the movement of goods in space - time, without attaching importance, or simply not noticing that they determine not transport, but its particular manifestation. In the first case, public (social, - more precisely) transport is determined, in the second, its biochemical expression.

From a logical point of view, in both cases an idea of transport is given, which, by the way, is not perfectly executed. The authors of such serious sources of scientific enlightenment of the mass consumer of scientific products and a significant number of non-core specialists should be more correct in agreeing the name of the phenomenon being determined and the text of the definition. The idea of creating a language exclusive to science for the representatives of the "Vienna Circle" is not relevant to us. They gave birth to the idea and quietly buried it themselves, but the logical requirement for a scientific text to be strictly consistent, to name the subject in accordance with how you define it, is a sign not only of the truth of the path to the goal, but also of the correctness of actions.

We built our understanding of transport, first of all, on the basis of the implementation of consistency in the advancement of existing knowledge. "Cargo" is a concept dependent on a systemic understanding. For a locomotive and an aircraft, the calculation of "cargo" begins with the fact that they are themselves. And this is a very important indicator. Designers strive to minimize the weight of the vehicle, of course, while maintaining its functionality. Everyone who designs public transport does not like to carry air, realizing, however, that this burden is a "tax" imposed by nature. You can't fool nature.

The "zero" state of transport - that is where its history began and begins - "two in one". Transport and cargo act as parties inextricably linked by physical laws. The concept of "cargo" is conditionally separable from the vehicle due to the general physical nature. The derivative concept of "payload" emphasizes the absolute fact that transport is always

associated with cargo, one part of which is determined by nature, the other - by the cunning of designers, their ability to "deceive nature." The Irish say: “The body is the baggage that you carry your whole life. The heavier it is, the shorter the journey through life. "

The ancient Greeks believed that the task of those who come up with various technical inventions was to "deceive nature." However, some of our ancestors, already in ancient times, were convinced: nature cannot be deceived, but something can be done with the maximum benefit for humans. Engineers were given places in the shadow of warriors, they were not heroes in the Antique era.

The definition of transport as a carrier of goods is conditionally permissible. It shows one of its basic functions - to move cargo in space - time. At the same time, one must clearly realize that the transportation of goods is not the only task of transport. Moreover, this function is not the most important one. It is obvious due to its external immediacy.

British experts have shown well that the transfer function of transport is relatively finite, and its purpose is oversimplified when the definition of the role of transport ends in the carriage of goods.

Already on the horizon of cellular metabolism, it becomes clear: transport is not so much carrying a certain load, but rather, by moving the load, forms enough - the necessary conditions for the functioning of the cell, including the built-in process of its reproduction.

Transport is undoubtedly a carrier - an instrument of movement in space - time, but it is no less a builder. With the help of transport, nature, man and society create the conditions for their development. In the definition of transport as a transit country, its final purpose is absent - to form, due to the movement in space-time of specific cargoes, the conditions for development.

In nature, transport promotes evolution;

in human life - helps to build favorable conditions for development;

in society - serves as a locomotive of social progress, reduces the time for social subjects to achieve the result, develops the social space of the individual's life, ensures his right to freedom of action in space.

The existing definition of transport is one-sided, reflects its external functioning, in a word, it does not correspond to the level of the content of a scientific concept. It does not reveal universality, systemic significance, and does not show the reserves for the development of understanding.

It will not be possible to build science on general concepts. It is necessary to overcome the prevailing empiricism and present the definition of transport to be symmetrical to its objectively determined functions. The process of overcoming the limitations of cognitive empiricism is contradictory.

The empirical approach in scientific knowledge is still necessary, but the conditions for its application have changed due to the fact that scientific knowledge, assimilating the achievements of previous historical stages, has castled the empirical part of the methodology with the rational one. If in the days of Leonardo da Vinci and G. Galileo everything in science, as a rule, began with experience, today the empirical cognition itself is made dependent on theoretical constructions. By the method of "trial and error" in our time they work "under the supervision" of the developed versions, that is, they do not act blindly. K. Popper wrote back in the 1960s: “We do not suddenly bump into our perceptions and do not float passively in their stream. We are active - we 'make' our experience. "

The power of experienced knowledge is concentrated in the effects of immediacy and the ability to verify the result. Reflection of sensory experience forms in thinking the power of conviction in the correctness of the knowledge obtained, but this is the conviction of empirical thinking, reflecting the particular, in the first approximation to it. Outside of the theoretical context, systematically built, such a belief can also be a private representation. Only one thing can be said to justify it: it is not useless. Delusion often contributes to the transfer of the "arrow" of knowledge to the path of the right direction of movement towards true knowledge.

The history of the Earth and terrestrial transport began with the natural originality of the planet. The reserves for the development of the Earth's potential turned out to be so capacious that the Earth finally appeared in its modern, qualitatively expanded form. Nature is perfect in all its stable manifestations, its designs have been tested and polished by billions of years of space tests, their strength and reliability have been proven, provided by the regularity of motion. Including due to the systemic status of the Earth in Space.

Natural development prompted the very systemic understanding of perfection. "Perfection" is the best correspondence of a phenomenon to the conditions of a changing nature. Conformity of form to content is one of the requirements for achieving excellence.

Is it possible to create an equally perfect person, socially organized, reasonably thinking? Yes, if he develops his rationality into rationality, using the potential of culture. Culture is not only opposed to "uncultured" organization. Nature as a product of the peculiarity of human reality, it genetically links the history of man with the natural history of Nature.

Culture orients a person to systemic knowledge and delicacy - culture - activities in the natural basis of the human world. There would be no vector of production in the movement of Nature that we define as perfect forms of manifestation of systemic interaction, there would be no cultural dependence of

Man. Anyone who wants to understand phenomena of a universal scale and a diverse way of expression should start looking for a solution to the problem by analyzing what is happening in Nature.

Taking the concept of "transport", "movement" as the basis for the content, which actually shows one of the manifestations of movement, it is necessary to keep in the "mind" the systemic structure of the concept of "movement". Then there will be no contradiction between the sought-for concept of "transport" and what is proposed as its content. On the contrary, it will become clear that the transport industry is responsible for a technical form of transport that can only be thought of in the context of the overall concept of movement.

Bread is baked by people, nature does not produce it, it only offers material and suggests a way of making it. Transport is not bread, it should not be defined by the branch of material production. Transport is a natural phenomenon that professionally trained people are trying to monopolize, to make their exclusive creation. What a person does is not transport, but his “humanized” reality, which is derived from the original natural reality.

Such transport can be called in different ways, reflecting belonging to the form of movement of matter, demonstrating the total participation of people in the production of transport, the specifics of the material structure. All possible variants of the name: "social", "social", "technical", we add "human" to them, are acceptable with the most important restriction - we define not "transport", but its concretely - the historical product of development associated with the social form of material movement.

It looks professionally incorrect in popular science literature, replicating the substitution of the concept of "transport": dictionaries, encyclopedias, the interpretation of the linguistic history of the term "transport". It is used at the wrong address. The term "transport" - the Latin basis "transport tare", was originally collective, was a verbal expression of the general idea of a person's movement of cargo into space using various methods. In the epistemological aspect, this is an example of the birth of a general idea, which was loaded with the concreteness of how this was possible.

As a general idea, of course, it was not universal and did not pretend to cover everything in reality. But there were prerequisites for such an action, the development, apparently, shifted away from the universality of "displacement" due to the enthusiasm for adapting displacement to the practical life of a person. “Transport” was “humanized” in relation to a mature form of social development, and it was considered irrelevant to return to the beginnings of human life and conduct research on transport in the context of its universality. Even going out into space has left transport a significant phenomenon within the limits of private use. Political history did not change the situation, which clearly showed how, with the help of transport, states became the main ones on the political map of the world, empires were created.

In modern times, in a practical aspect, the restoration of the definition of the content of the concept of "transport" adequate to the actual status may not be as relevant as the solution of many problems of social transport. Nevertheless, cognition has its own degree of freedom. The Romans believed that "the law is the law", it is necessary to fulfill it. Developing the logic of the reasoning of the Romans, let's say: the rationality of a person obliges him to seek the truth always. There should be no alternative to this conclusion. The practical part of life does not reveal its meaning; it is intended to serve as the basis of human activity.

Following the logic of the objective course of development from nature to man, from man to nature, one must recognize the need for a double in alienation according to the law of denial of negation. Alienating nature in order to obtain maximum freedom for social creativity without regard to the reaction of nature, man could not help but come into conflict with reason with the natural movement of nature. It is possible to overcome the contradiction that has arisen, but it is difficult. Reserves of rationality are significant enough to give rationality a vector of prudence and return to nature by alienating social egoism.

Unfortunately, the implementation of this program is impeded by two extremes of thinking: the one-sidedness of rationalism, the absolute consistency of reflection, on the one hand, and the fascination with the empirical advantages of thinking, on the other. "Speculative" (according to Hegel) and "dialectical" (according to Marx) methodology did not become common property because of its complexity and non-obviousness. The tendency towards simplification of thinking, standardization, arrangement of everything “on the shelves” leads actions away from meaningful analysis to formal ones. The dialectics of nature is not revealed, the advantages of natural development are not involved in the understanding of human activity itself.

Instead of learning from nature, looking for the roots of what is happening in society there, people oppose society to nature. Social reality is qualitatively unique, it develops according to its own laws, only its development remains within nature and, as a particular, belongs to the general.

The path to an adequate definition of social transport begins with an analysis of its natural reality. "Social transport" is a mechanism prepared by natural history, inherited and specifically transformed by human activity. Even in a simplified sense as a carrier, transport can be easily found everywhere. The Big Bang, which preceded the emergence of the Universe, began with transport. The energy of the explosion was formed due to the compaction of the "primary matter", that is, through the "development" of the inner space

of our "black hole" or something similar with the help of transport. It is not known what this transport was, but the shrinking process took place according to the idea of the presence of transport. Something pressed and forced matter to move within the existing space.

When the "explosion" happened, particles were formed, the energy of which did not allow them to have mass in its existing understanding. The particles scattered in space, carrying charges. The charges were their load before they passed the Higgs fields and gained mass. The construction of matter began, it continued already in the form of construction of the matter of planets, planetary systems. The continuation of these changes was the history of the planets themselves. And in all the described time, all changes in space and time took place in motion - displacement, which was possible only thanks to transport.

The genesis of the Universe also reveals to us the second function of transport, which manifested itself initially. Transport moved, transported is not indifferent to the result. From the very beginning he was "charged" for construction by changing the position of the material in space. Transport has always "worked" as a builder, at least, of the conditions for creating new realities.

Transport has shown its creative function in detail as a tool necessary for the implementation of physiological transformations that ensure the reproduction of a living cell through the transport of molecules and particles through cell membranes, whose task is to control the selection of the material entering the cells, the cell selectively receives the necessary and sufficient conditions for functioning. Membranes interact with transport, allowing individual small molecules and fat-soluble molecules delivered by the transport to pass through. Transport is specialized, which confirms the conclusion about its design function, but its specialization in conditions of systemic subordination does not allow it to deeply differentiate up to the absolutization of its special tasks in the form of a separate mode of transport. Transport is synthesized at the level of the general cellular structure. Further, the forces of the cell itself come into play, extracting with the help of various technologies from the materials delivered by the transport - a kind of semi-finished products - that the cell must assimilate in the process of exchange. Participation in the provision of cellular metabolism is a condition for the reproduction of a normally functioning cell; it includes transport into the systemic reality of the organism. At the cell level, transport demonstrates its flexibility and extraordinary potential for interaction with an object. includes transport into the systemic reality of the organism. At the cell level, transport demonstrates its flexibility and extraordinary potential for interaction with an object. includes transport into the systemic reality of the organism. At the cell level, transport demonstrates its flexibility and extraordinary potential for interaction with an object.

The transport of substances vital for the cell occurs in a variety of ways, various transmission systems operate. Biochemists distinguish "passive transport" and several forms of "active transport". "Passive transport" moves ions through membrane "holes" unchanged, ion diffusion occurs. But not all ion channels provide passage without prior conversion. Some of these involve chemical treatment as a transportation option. The chemical attack facilitates the passage of ions during transport. The cellular transport system includes “pumps” that force solutes to pass through membrane barriers. In "active transport" two forms are distinguished: "primary active transport" and "secondary active transport". The first of them directly uses the energy generated during cellular metabolism. The second is built into the process of molecular interaction and enjoys emerging privileges. There are two types of it: "coupled transport" and "oncoming coupled". Such a differentiated organization of cell transport in itself serves as evidence that transport is not a simple means of movement, but a deeply specialized tool for overcoming various obstacles in order to create the necessary - sufficient conditions for the functioning of a particular reality, one of the builders of which it serves.

The simplification of the action in the characterization of the transport must be a unique assumption. It is applicable to transport at the level of elementary particles, and then, if their motion is considered outside the system. A particle is a vehicle for charging. When the "free" moving particles are captured by the system, then they manifest the main function of Transport - to participate in the formation of a stable reality.

We realize that after the centuries-old concepts of transport as a simple carrier of cargo, from the definition of which, moreover, the cargo of the vehicle itself is excluded, in order to emphasize that cargo is a separate concept from transport, it is difficult to reorganize into the construction function of transport. But this is the real fate of transport and it is universal. Transport works as a carrier to serve as a builder.

There has always been a connection between these two functions. It developed by improving transport. The history of transport looks like the history of the interaction of its moving and constructive action. The river seems to the observer just a transport route and he can use it in this capacity. The forest on the river bank and the animals living in it "perceives" the river in a completely different way. For them, she is the builder of the conditions of a normal life at home.

Transport, as a universal tool for the movement of matter, occupies one of 12 positions in the characteristics of movement.

Initially, the very universal structure of transport was formed (Figure 1).

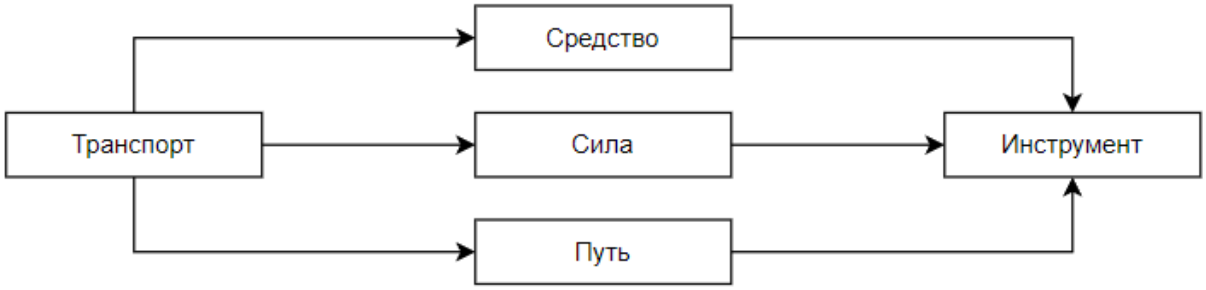

Figure 1. The structure of the content of the concept of transport.

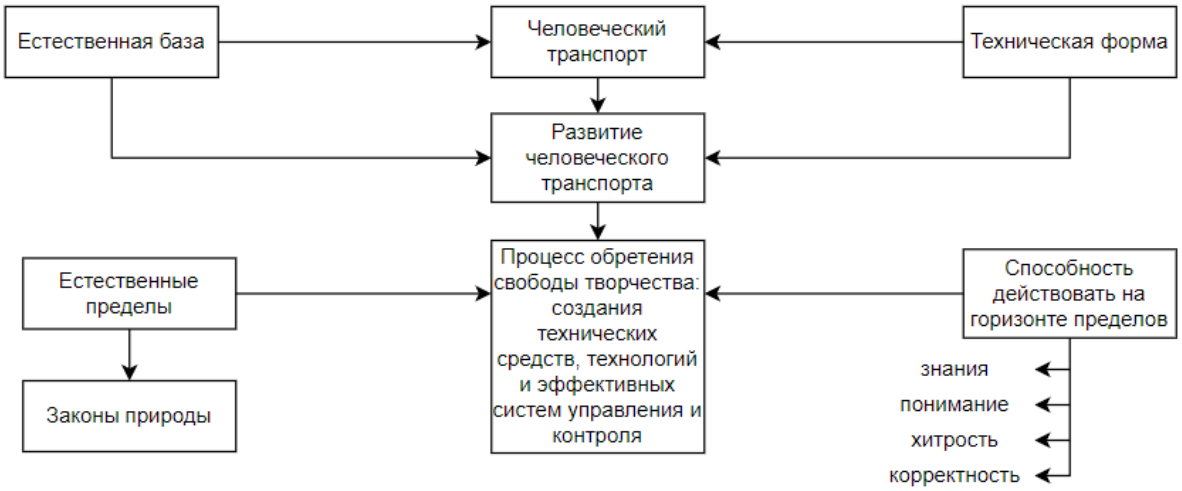

Figure 2. System characteristics of the content of the concept of "social" transport.

Social transport is a complex synthesis of a natural (natural) component and its transformation by man - a technical component. Taking into account the special role in the creation of social transport - specific for the social form of movement of matter - man, it can quite correctly be called "human" (Figure 2).

The progress of "social", "human", "technical", "public" transport can be presented as a way to increase the degree of man's mastery of the freedom of technical creativity. Man has already passed a significant part of the path to freedom of creative creation of transport. It seems to us that the "roadmap" for the progress of "human" transport is as follows:

- alienation of transport from the primary connection with man ("dehumanization" of transport);
- achieving dominance in transport construction of technical means and technologies;
- combining the technical component of vehicles with technically received energy;
- transport automation, including management;
- ensuring system security for all subjects of transport functioning: man, society, natural environment;
- creation of universal vehicles capable of operating in qualitatively different environments;
- development of space transport capable of trans-space movement, creation of intermediate space bases.

As transport progress increases, the importance of the second, final function of transport, its direct participation in the construction of conditions for social creativity, increases. The prevailing understanding of transport did not incorporate its creative purpose on a real scale, limiting itself to describing participation only in the movement of the spatial position of cargo.

The transition from the concept of transport, identifying it with a social form and sequestering the functions of transport to the implementation of the movement of goods and people in space - the time of social development, to the understanding of transport as a universal mechanism for the movement of matter in all forms, creating the necessary conditions for changes through the organization of spatio-temporal interactions within a specific form and between forms will require a methodological reorientation of thinking from a description within the limits of formal - logical consistency to a dialectical analysis of the contradictions of the nature of transport. In order to conveniently arrange something strictly on the shelves, you need to be sure that all this is identified

and defined, firstly, and, secondly, to have an appropriate design for the shelves, that is, to build a systemic understanding of the subject,

a) the universality of the design;

b) the presence in it of sufficient reserves for improving the design.

If the term "construction" is replaced by the "form" of knowledge, then we get the advance in the article transition from the signs of the concept-consistency, locality and limitedness in change, to the signs that distinguish the concept, highlighted by Hegel in his "Science of Logic".

Conclusion

It is naive to expect the practical application of the new interpretation of transport by philosophical thinking. On the way to reboot the political understanding of transport and its social significance, there is a moderator - political science, designed to adapt the philosophical specifics to the objectivity of political actions. It remains for us to focus political science thinking on the following most important methodological messages:

- the nature of transport is unitary, it is conditioned by place and functionality. One can write about "social", "natural" transport only as a qualitative manifestation of unitarity, like a fan gathered and opened;
- the social form of manifestation of transport, despite all its originality, remains a transformed part of natural transport and remains dependent on the natural laws of education. Consequently, a transport strategy designed to express social orders must chart its course taking into account the dominance of natural conditions that transform human activity into factors of development. Factors will either help or hinder the implementation of construction plans;
- transport is a natural platform on which the history of man has been formed from the very beginning. Man owes his evolution to transport; moreover, he was the first means of social manifestation of transport. The concreteness of the spatio-temporal conditions of a person's life is a frame of reference for his active participation in the construction of social space. Hence the value of transport for a person;
- relying on the transport dominant in politics, states became empires, occupied a leading position in the world political hierarchy;
- Constitutional guarantees of the right to work do not mean that you will find a job, they protect your right to work. Freedom as the basic value of the development of the individual and society requires, first of all, like the right to work, the provision of free maneuvering in space at a given time, so as not to be late. Transport organizes space - the time of freedom for human development.

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