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STRUCTURE, FUNCTIONS AND POLITICAL IMPORTANCE OF THE «SOCIAL FORM» OF TRANSPORT

Abstract: The structure, functions, specificity of the systemic status of the social form of manifestation of transport in the historical context and as a factor of politics are considered. The author's understanding of social transport differs from the existing one, but it is not an alternative. The analysis of social transport was carried out as an attempt to solve the ideological and methodological problems associated with the fact that the officially recognized definition of transport is one-sided, both theoretically - logically and methodologically. It reflects the level of general ideas in the process of cognition and cannot be correctly built into the system approach, which, in turn, reduces the productivity of knowledge in its practical - political application. The use, along with the term "social", the terms "human", "artificial", "Public" does not mean their substantive identity, just in the existing epistemological situation these differences are not significant, therefore, within the solution of the main task - to overcome the one-sidedness of the interpretation of transport as a carrier and to expand the functional purpose of transport in the organization, it is necessary - sufficient conditions of social construction can be neglected for now ... The methodological and theoretical aspects of the study of social transport, where appropriate and justified, are brought to practical conclusions. Verbal analysis is accompanied by a conical one - there are 3 schemes in the text. Particular attention is paid to the management of the organization of social transport, in particular, the possibilities of multi-transport complexes, as ways of efficient construction of space - time as conditions for the realization of free human life and the implementation of social progress in general. If the general goal of social progress is to increase human well-being with the full development of the freedom of his activities, then the strategy of social construction should be focused on the systemic importance of the development of social transport, as a carrier and as a constructor of conditions for freedom of all social subjects.

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Introduction

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Transport, being a universal tool in organizing the movement of matter, has a unitary nature, which, depending on the form of movement, appears in a specific way, creating the impression of the autonomy of its individual expressions. There are no different types of transport, there is a variety of ways of its manifestation, revealing the qualitative specifics of movement. Spiral; twisting transport history, common to all varieties, but within the development of transport, each of them has its own historical spiral, characterized by the peculiarity of patterns that complete the single essence of transport. The differentiation of transport shows its participation in the formation of new levels of movement, the diversification of transport functions reflects the need for new actions in connection with the development of the organization of matter.

The general theory of transport allows you to maintain the course orientation in the study of its varieties, their relations, but the general theory and methodology are especially significant for determining the political value of transport in the process of social construction and preserving the natural conditions of social movement. The social movement turns natural conditions into factors that ensure social progress, therefore political correction is required. The factors of natural support of social progress should not be factors of crises of natural development itself. And here an understanding of transport adequate to its actual status is necessary as a measure of both social and natural movement. The management of the interaction of the movement of the natural environment of society is based on transport policy, in which the interests of man and the laws of the natural system must be coordinated.

The history of mankind does not allow you to smile, reading the phrase: transport policy is the core of the system-forming factor in the organization of interaction between society and the natural environment of its movement. "National" and "universal" (global) ideas, designed to consolidate social advancement, must rely on the socially dominant attitude in politics towards transport construction. In the meantime, the utilitarian-local idea of transport as a means of ensuring the movement of people and cargo will dominate in the public consciousness, neither national nor global problems

can be rationally solved. It seems that the military was the first to approach this truth. In any case, armed competition is already built on the achievement of an advantage in traffic control, more precisely, transport, as an instrument of movement. There are encouraging examples of awareness in civil practice: China has raised railway traffic in the Himalayas, Japan is energetically investing in the development of high-speed rail traffic, Russia is seriously engaged in transport support for the Arctic, more and more countries are rushing into Space, striving for its practical use, the EU is trying to be among the leaders development of "green" transport. The complex nature of transport has been improved in the process of its evolution. By the time transport climbed to the next round of the spiral of its development, became a "human" transport, it was already clear that the spiral of transport ascent has a specific design. The spiral of the historical transformation of transport is twofold. It is similar to the spiral of organization of the DNA of living matter. The double helix is a sign of perfection and significance of the status of a phenomenon.

The privilege of transport is due to the peculiarity of its place in the movement of matter. The very immanence and universality of the presence of matter in motion is sufficient to recognize the special purpose of the phenomenon, and transport, moreover, as we have shown in previous publications, plays a key role - it serves as an instrument of movement. In this connection, it is advisable to clarify one essential detail in the understanding of movement.

Taken in general, that is, as the totality of all forms and types, movement is most often interpreted through the method of its manifestation. In Russia, as a rule, they refer to the definition of movement by F. Engels, reducing the author's text to the basic concept - "to change".

F. Engels really emphasized the key meaning of change in movement, but, firstly, he did not reduce movement to change, and secondly, it is important how he interpreted the change, attracting specifically for this a historical sketch of the progressive progress of natural science. And already without question from the text it is clear that changes in the form of movement are extremely significant, but they are the simplest manifestation of movement. F. Engels wrote: "Motion, considered in the most general sense of the word, that is, understood as a way of existence of matter, as an attribute inherent in matter, embraces all

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changes and processes occurring in the universe, from simple movement to thinking."

Main part

The interpretation of transport, which is an instrument of movement in its aggregate understanding, should not be limited to a statement of changes in space - time. Transport takes a different part in all the changes taking place in the movement, including in the reconstruction of the existing reality and in the construction of a new reality. We have already noted that, in our opinion, the construction function of transport is mainly focused on the creation of necessary - sufficient conditions for construction.

In this, transport, apparently, differs from construction as such, that is, we are not talking about displacing construction from the structure of movement by transport. They complement each other. Unlike construction, which is always construction, transport is always an instrument for organizing the conditions of the construction process in space - time, temporary support space for construction. His work is more like a preparatory process for the main part of the construction. Transport prepares and accompanies the construction part of the movement. The building function of transport can be expanded on the example of its human form of development.

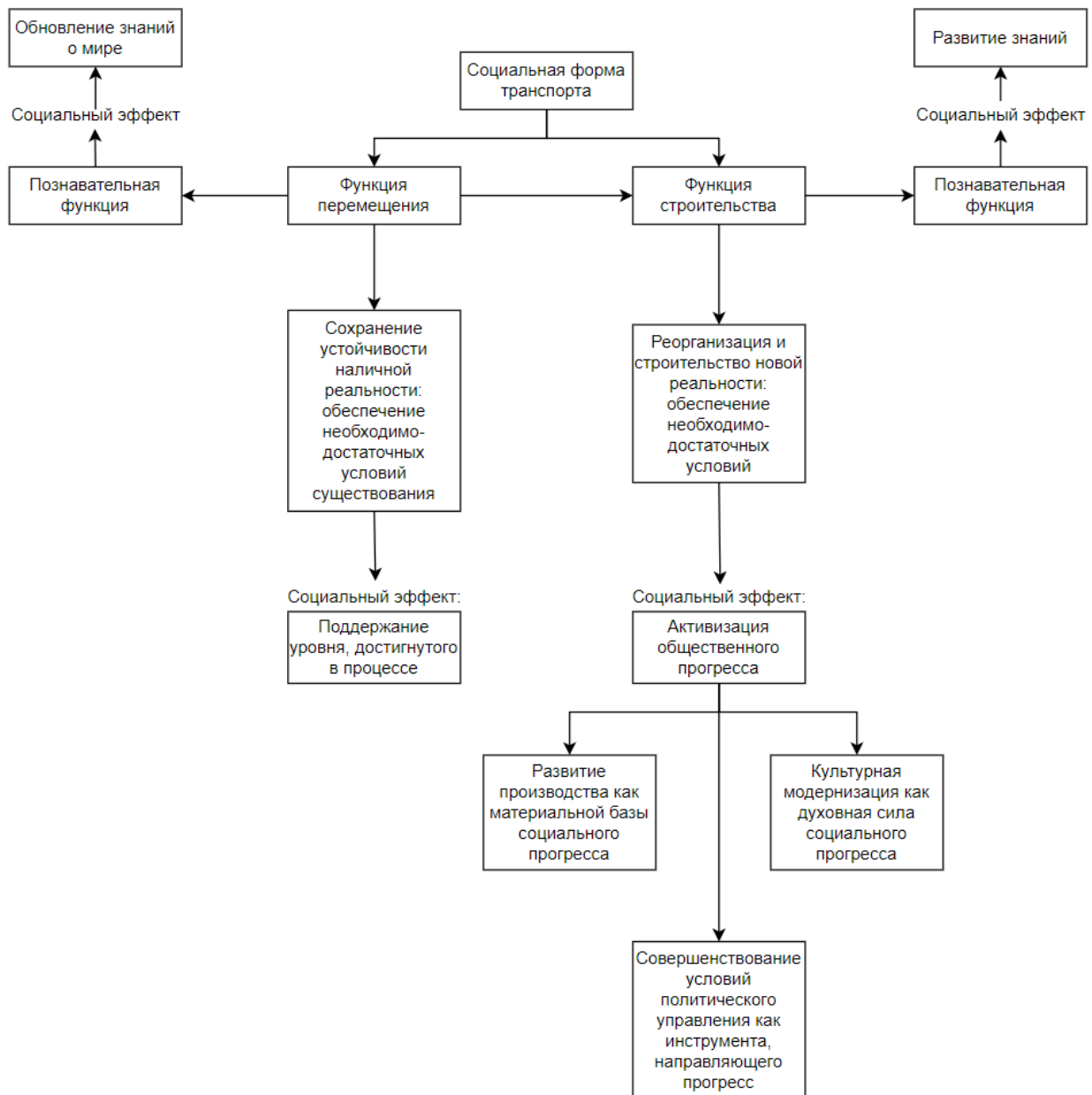


Figure 1. Functions and social effects of the functioning of the social form of transport.

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Cognitive activity is inherently connected with the development of human transport. Participation in the process of cognition, as well as the very process of the formation of cognition, starting from its history in the animal world, is indicative for understanding the development inherent in transport. This function, in contrast to the first two - to serve as an instrument of movement and to provide necessary - sufficient conditions for construction, does not have universality and therefore does not belong to the fundamental tasks of the existence of transport, however, it is of paramount importance for the actualization of the transport business in society. It was the basis for the "conquest" of the world by man and the provision of the growth of freedom of activity of the individual.

Transport was originally the only tool for man to move from the known part of the world to the unknown; expansion and deepening of the outlook and world outlook of a person. In addition, new knowledge was usually accompanied by regular territorial acquisitions (Figure 1).

A simple list of social effects from the implementation of the functions of transport support for social progress makes it possible to assess the importance of transport in the history of mankind, first of all, in improving material production and conditions for personal freedom. The definition of social transport as a branch of production reflects only the external manifestation of transport and that, unfortunately, is not proportional in relation to the actual role of transport.

Transport has long become a product of labor, moreover, it forced a person to develop a special branch of transport production. In the same cases, when the construction of vehicles was carried out in places located on waterways significant for life, the transport specialization of production became the leading industry.

There are enough confirmations of this: T. Heyerdahl, planning the passage across the Pacific Ocean, used the experience of building rafts, which had developed over centuries of practice among the local population - Indian tribes. The plan of the famous Norwegian researcher turned out to be correct, his calculations and expectations came true. The journey from Peru to the Tuamotu archipelago undertaken under the leadership of T. Heyerdahl first showed and then confirmed the possibility of settling Polynesia by the inhabitants of the eastern coast of South America. In 1953, T. Heyerdahl discovered the remains of pre-Inca settlements on the Galapagos Islands. Three years later, the researcher of the Indian resettlement route, conducting archaeological excavations on the Easter, Rapa - Iti and Marquesas islands, specified the time of their settlement by mainland migrants (IV century AD). Convinced of the validity of his version of resettlement of people with the help of home-made vehicles from natural material available for primitive production, T. Heyerdahl in the

1970s organized transfers on papyrus boats "Ra" and "Ra-2" from the coast of Morocco to the shores of America. His last expedition along the route Iran - the mouth of the Indus - Djibouti was also carried out on papyrus ships. Some African tribes were considered masters of making boats from papyrus. Domestic northern Slavs - Pomors, who lived on the shores of the White Sea, developing the experience of building large boats for coastal sailing in order to catch fish and prey sea animals, by the 11th century they constructed a sailing rowing fishing vessel "koch", flat-bottomed, single-deck with raised edges and low draft. Koch was equipped with a mast, sail and outboard rudder. The length of the vehicle did not exceed 20 m, the carrying capacity reached 30 tons. Kochi were built without the use of metal. In the Middle Ages, kochi were actively used for the development of the Urals, Trans-Urals and Western Siberia. It was impossible to settle new lands without kochi, or it was extremely difficult in practice, it would take much more time, which significantly limited the pace of social development

Representatives of the Scandinavian peoples were called "Varangians" in the ancient Russian chronicles, without distinguishing them by nationality. The Varangians played a significant role in the formation of statehood in Russia. Before the accession to the throne of the Romanovs, power belonged to the Rurikovichs, descended from the representatives of the Scandinavian leaders called to rule. In the domestic mass historical consciousness, the mention of the Varangians is usually associated with a mercenary armed force, which constituted a significant part of the Russian army under the princes.

In reality, Scandinavian mercenaries were only part of the Scandinavian presence in Russian history. The Varangians actively developed merchant shipping along the famous medieval highway "From the Varangians to the Greeks", that is, from the shores of the Baltic to the Black Sea, where the settlements created by the Greeks remained, mainly in the Crimea. Transport not only connected the South of Eastern Europe with the North, but also made an important contribution to the social development of that territory, which was subsequently united under their rule by the great Russian princes. The transport main, like an electric line, created around itself fields of attraction for the population - the organization of construction, trade, production, cultural life. Along the river systems used during the transition "from the Varangians to the Greeks"

The above-described dependence of social progress on the development of transport is a natural phenomenon. It was typical for Antiquity, when most of the known states were formed on the shores of the Mediterranean Sea and in the basin of rivers flowing into it. The same was the case in the northern part of Europe, adjacent to the Baltic Sea. The magnetic force of transport is inherent in its ability to move, however,

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apparently, the main factor is not the fact of movement itself, but a sign of stability, repeatability, the ability to control the movement of transport. Due to its ability to act with a given constancy of repetition, transport becomes not only a means of movement, it becomes a way of communicating people, opens them up the prospect of communication and activity.

In Russia, the departments responsible for transportation were officially called departments, corps, ministries of communication. The last state institution with a name that contained a combination of "means of communication" was abolished in the 1990s. It was the Ministry of Railways, which controlled the railroad transport of the USSR. History does not forgive haste in making political decisions on a national scale. It was during this decade that, for the first time since 1837, the increase in railway tracks decreased by 1200 km. The reformers of the 1990s tried to simplify the cost of transport by abolishing its function as a means of communication to the population of the state, which could lead to the disintegration of the integrity of the state.

It is also impossible to imagine the highest socio-economic achievements of the USSR, as well as its main successor, the Russian Federation, without the

development of railway transport, as the progress of the United States without improving the road network and automobile production. Already at the beginning of the reign of Alexander II, who replaced Nicholas I, individual railways were united into a network (1857), a ministerial form of government was formed (Ministry of Railways - 1865). As a result, over the rest of the 19th century, the length of public railways increased from 680 km (1851) to 70260 km (1917). Railways, which were fiercely opposed by domestic conservatives, believing that they could undermine the autocratic power and its social support - the serfdom of the peasants, the class gradation of the population, depriving a significant part of civil rights, who claimed that the climate and relief of Russia will make railroad communication impossible or wasteful for the treasury, have become a national mode of transport. The founder of the national railway construction P. P. Melnikov stated: "The railways are extremely necessary for Russia, they are, one might say, invented for it more than for any other European country ..., the climate of Russia and its spaces make them especially precious for our fatherland "(Figure 2).

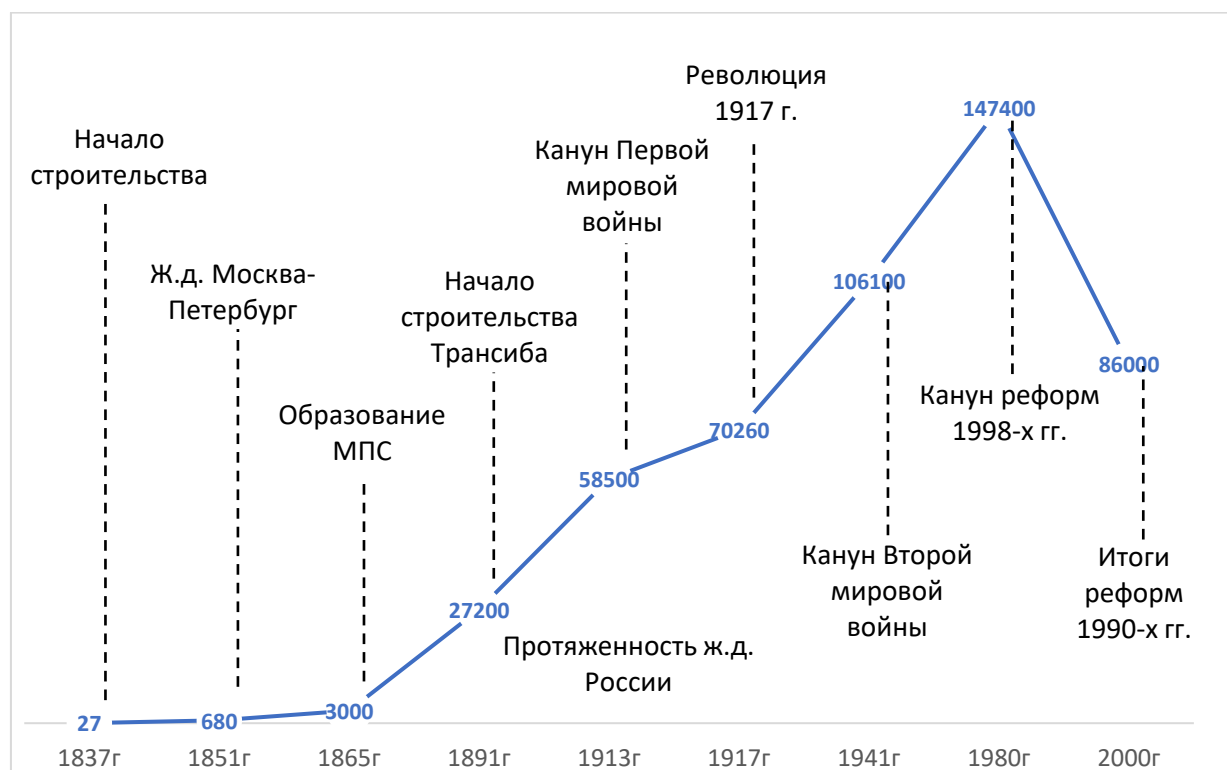


Figure 2. Change in the total length of railways in Russia, the USSR and the Russian Federation

Railway communication has a number of essential features: it is the most material and energy-intensive, requires a developed construction industry, a high level of scientific and technical support and the art of management. The history of Russian railways is an excellent encyclopedia of what should and should

not be done and how to do it, having such a large-scale and nationally significant object under management. The political events that became the content of two decades after the abolition of the USSR showed not only the significance of great national achievements in the development of transport, but also high risks. To

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undermine the economic foundations of the state, whose history since Peter the Great was based on transport construction, it is not necessary to destroy the entire national economy. It is necessary to break down the transport system and a complete economic collapse will occur.

The reforms of the end of the twentieth century deprived Russia of river and sea transport, as well as famous shipyards, automobile production stalled, and aircraft construction stopped. The entire burden of transport responsibility fell on the shoulders of the railways. And the systematic way of organizing them coped with its task, although not without losses. The reform initiative, which is always distinguished by energetic pressure, is very often dequalified by historical illiteracy and poor knowledge of international experience, in particular Great Britain, France, Spain. The history of railway transport, and not only it, testifies to the need to adapt the requirements of cost accounting and the combination of private ownership with state ownership to the specificity of production activities.

We have no reason to doubt the good intentions of either ours or all other reformers. Politics is a complicated matter, therefore, besides the desires of the noblest, politicians are obliged to build their plans in the system of objectively determined coordinates of social movement in space - to measure by the size of social space and the time of implementation of the plan, but most importantly, they must be aware that reforms in society are something, akin to the organization of transport. Every movement needs its own locomotive. Reforms run the risk of becoming "good intentions" paving the way into the social abyss if they are not provided theoretically and the reformers have not decided on the "locomotive" that can be trusted to move towards the desired future.

The social structure and the logic of its change, in a formalized form, look very simple: society is a system of people, their activities and relations conditioned by the activity. The activity creates the economy, culture and the need to manage the social complex. The social contradictions of a developed society are not capable of collapsing on their own. The state comes to the rescue, it is also a product of people's activities in their own interests.

Ideally, the state should be equidistant and equally concerned with all of its citizens. Formally, a democratic government looks like this, but real contradictions are much richer than the formal responsibilities of the state. The forces in society are shaking the social movement "to the right", "to the left", "back", "forward", like sea waves and ship currents. On ships, they maintain a course with the help of a compass and instruments that guide the heavenly bodies; in politics, the course should pave the scientific understanding of the movement of social progress.

In reality, politics is capable of disregarding the laws of development. Social laws have a statistical form, they are expressed in the dynamics of phenomena that are themselves mobile and can therefore be "moved" by politics. Phenomena gain social strength over time, and the shrinking force field of space gives the force a vector of action. The law in society that a perfect ship at sea will take its toll and straighten its movement, but time will be wasted, and the social space will not be properly equipped.

All subsystems of society have a "human face", are created and move by people, economic policy should not steer the movement of society. Its destiny is to ensure the exchange rate movement of the development of production. Social policy is called upon to steer. All political decisions require humanitarian expertise, a check on how they correspond to the interests of those who have done everything that politicians control.

Economic policy, due to its status - to move the production base of human life, create material wealth, is significant and responsible. However, it is a component of the system of society, and it is not supposed to measure its quality by its own criteria. Not economic, but social and humanitarian criteria determine the quality of any policy.

"Profitability" is a purely economic indicator, and it is indisputably significant in determining the economic organization of a business, within the framework of the localization of the production process. The spread of profitability as a universal measure contradicts the systemic construction of society and its orientation towards improving human life as a social, not an economic entity.

The economization of the management of social progress introduces a dangerous tilt into the social movement, and during the "shock" reforms this tilt becomes critical. Even when it is possible to neutralize the risks, their delayed effects do not allow society to calm down for a long time to return to the normal course of movement and stability. Let's repeat: the movement of a "social ship" is formally the same as that of an ocean-going ship.

Private railways appeared in the Russian Empire at the end of the reign of Nicholas I. In 1868, part of the state railways were sold. Thirteen years later, the government realized the shortcomings of the commercialization of railways and began to buy out private roads. After that, the development of the road network and the quality of construction work became noticeably more active. Economic development in general has become more intensive. Nevertheless, the Russian rulers of the House of Romanov were unable to extract and correctly use the advantages of building railroads.

In the third quarter of the 19th century, transport in the USA and economically mobile countries of Western Europe was recognized as a locomotive of social and economic development. Russian monarchs

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and most of their courtiers continued to plan transport construction with an eye on the possibility of undesirable changes for the autocracy system. They were afraid that in the domestic economy, even before the opening of the first "real" railway St. Petersburg - Moscow, characteristic signs of market economy appeared, which, according to European history, was followed by bourgeois - democratic restructuring in the socio - political sphere.

During the transition to steam traction in railway transport, the number of workers in Russia increased to 505.1 thousand people, an increase in comparison with 1804 by 6 times. Almost 90% of the workers were already civilians. The number of industrial enterprises has exceeded 15 thousand, and a third of them have been built over the past 25 years.

The government of Nicholas I by some decrees opened up the prospect of railway construction, while others slowed down the progress of the economy. The industrial revolution created the scientific and technical conditions for organizing mass production, mass production presupposed the need for transportation with modern technical means. The enlargement of production was required; you could not bring a railroad to every village or small urban settlement.

The desire to make the first railroad as efficient as possible left even large cities aside from the main route. At the same time, with the knowledge of the emperor, the organization of centralized production was in every possible way restrained: the construction of new factories and plants, technical modernization were prohibited. In the Vladimir province, factories in the 1840s had 18 thousand machine tools, and in private village houses - 80 thousand. Handicraft production was encouraged. They did not see it as a serious danger to the existing political system; moreover, handicraftsmen paid a quitrent to their landowners.

The Minister of Finance Count E.F. Kankrin is a person known for conservative autocratic views. Meanwhile, the surname of the count is often used by historians of our time in an innovative context, as well as P.A. Stolypin, who, on the contrary, sought to actively load the railways with immigrants to the eastern regions of Russia in order to reduce the density of the rural population in the central part and relieve the growing political tension.

The peasants practically did not participate in the revolution of 1905-1907, which was one of the main reasons for the defeat of the revolutionary forces. The possibility of a new mass peasant protest this time seriously frightened the authorities. More consistent bourgeois reforms were developed by Count S.Yu. Witte, who enjoyed authority in Western Europe, who worked consecutively as Minister of Railways, Minister of Finance, and Prime Minister. Nicholas I considered his ideas overly liberal and replaced Witte

with Stolypin, who was reputed to be an exemplary conservative.

During the time when S. Yu. Witte was in power, the growth of railways almost doubled, he actively contributed to the construction of the Trans-Siberian Railway. The reform of the monetary system of Russia on the basis of gold monometallism, carried out by S. Yu. Witte, saved the country from default, he was a co-author of the Manifesto of October 17, 1905 on the granting of "unshakable foundations of civil freedom", consistently cooperating with large domestic and European industrial circles, financiers, enjoyed a steady authority with them. A number of the provisions of the Stolypin reform were developed by Witte, but he was not a supporter of Stolypin's harsh repressive methods. The diplomatic talent and international authority of S. Yu. Witte helped Russia achieve a worthy result in the signing of the Portsmouth Peace Treaty with Japan. Biographical details from the personal history of S. Yu. Witte are directly related to the topic of our study of social transport. Before graduating from the South Russian University in Odessa, Witte planned his life in a completely different way from the way it eventually turned out. After completing his mathematical education at the university, Witte, the graduate, published part of his graduate studies in the works of the Sorbonne, which he himself learned much later. As the best among the worthy, he was invited to work at the department of his native university and was preparing for a professor's career. So, perhaps it would have happened, if not for the case. Father S. Yu. Witte met his comrade, who by that time held the post of Minister of Railways, told about his son. The minister was very interested in what he heard and said that the department lacks specialists with abilities inherent in mathematically organized thinking, and invited his son to go to work at the Railway Administration. In his memoirs, S. Yu. Witte said: I decided that I would need to take another professional course at a specialized transport institute in St. Petersburg, but the minister explained: there is no need to do this, we have enough railroad engineers, we need specialists, able to look at the peculiarity of railway transport as if from the outside. And in order to avoid "superficiality", you will have to go through all the key positions in an accelerated mode to deepen your acquaintance with the case. And so it was afterwards. By the way, S. Yu. Witte warned about the inevitability of the imperial train disaster on the section of the track where it happened. The railway officials did not dare to amend the movement along the route.

S. Yu. Witte managed to leave a noticeable mark on the state, financial and transport policy of the difficult historical period of the Russian Empire. He passed a significant part of his journey under the sign of transport construction and improvement of the work of transport, together with the development of domestic railways.

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The emperor, unable to withstand the pressure of the reactionary wing of politicians, obviously at the wrong time "turned the arrow" of S. Yu. Witte's political path to a dead end. It is possible that it was then that he directed his movement to the terminal station.

Transport manifests itself everywhere as a significant socio-political factor. The scale of tasks for transport is not an obstacle. Transport participates in the formation of an individual fate, the fate of the family, political movements, and the politics of states.

In the history of the Industrial Revolution, the indisputable achievements of scientific and technical creativity stand out, among them the development of a steam engine for mass use, the connection of a steam engine with the movement of a platform on rails and on water, - the birth of a steam locomotive and a steamer.

Famous personalities are behind each of these outstanding acquisitions of social progress. The logic of historical development is as simple as an elementary algorithm. At the beginning, a ripening social need for the implementation of a technical project is necessary, for example, the working part of technical tools - machine tools, machines was brought to a high level of perfection, even before the creation of a steam engine, however, the development of production stalled - there was no energy source of constant action. Certain system-minded, technically prepared, persistently acting individuals find a technical solution to an urgent production problem. Manufacturing brings the invention to the feasibility of mass use. Technically busy production requires a large number of professionally trained workers. Handicraft is giving way to industrialization. Industrial development no longer requires shop secrets and loyalty to the traditions of making a product; it forces society to engage in improving the organization of education and culture.

The construction business in Russia before the development of railway production was based on a handicraft method of implementation. The researchers reported: "The construction equipment of the first half of the 19th century was just as exactly different from the construction equipment of the second half of the 19th - early 20th century, as the manufacturing period of production in pre-reform Russia from the machine production of Russia after the reform."

Machine production equips human labor technically and, at the same time, forces him to change his attitude both to work and to life in general. The palace conservatives were partly right in fearing that the democratic ideals of Western Europe would be promoted by rail to Russia. They only primitively represented the very mechanism of the spread of humanistic ideology. This, of course, was not about the transportation of books, newspapers, proclamations and other literature. Democratization was carried out through the deep laws of progress due

to the development of mass industrial production, which in the literal sense of the word dragged the locomotives of the Russian railways. The transformation of the talent of individual prominent personalities into a mass social movement began in 19th century Russia, indeed, with railway construction.

Historians of the first wave of Russian emigration often associated the decline of autocracy in Russia with the weakness of the personalities of the Romanovs, who turned out to be incapable of a strong-willed policy in the face of the tension of political forces in the country and in the world. They are right to some extent, the subjective factor of the representatives of the ruling dynasty of the early twentieth century was really inadequate to the situation, but the true explanation must be sought not in Nicholas II and his closest circle.

The autocracy previously coped with both liberals and revolutionaries not because Nicholas I was a more active politician than Nicholas II or Alexander II and Alexander III were fundamentally different from the last monarch as autocrats. The predecessors of Nicholas II dealt with the formation of capitalism in the country, it was easier for them to restrain bourgeois restructuring in the economy. No one could stop her. History left the Romanovs the only chance to retain power - to join the process on the side of creating the bourgeois foundations of social development, as their relatives in Great Britain, Denmark, Germany and other European states did, but instead they had to abandon the specifics of the Russian autocracy. Under Nicholas II, it became absolutely clear that politics became an excessive brake on the country's development.

Nicholas II brought Russia to a historical crisis and the history of the Romanovs to a political end. In 1917, the country was left with a choice exclusively between liberal democracy outside the monarchs and the revolutionary restructuring of society according to the program of the Social Democrats, who from the very beginning of their history fought with the autocracy as the main enemy.

Domestic autocracy defeated capitalism, the movement towards which opened railway construction. The paradox is that the autocracy, which tried to slow down the bourgeois development of the country, deliberately drove itself into a historical impasse, demonstrating what the lack of flexibility leads to in politics. Foreign relatives of the domestic Romanovs turned out to be politically more far-sighted and retained their form of power. If Peter I were in the place of Alexander II, Alexander III, it is quite possible that the Romanovs ruled in Russia even now. Pyotr Alekseevich had an excellent political flair for scientific and technological progress in the economy. His active nature was fully consistent with the beginning of the Industrial Revolution and the importance of the economically proactive behavior of

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the head of state for the timely sale of its products. Peter the Great with special love, was known to be different to transport. Steamers and steam locomotives would be his personal concern and he would never miss the opportunity to benefit from the progress of transportation.

To compare the economic policy of the late Romanovs with the similar results of Europeans and the United States, let us turn to the statistics of Professor I.Kh. Ozerov - one of the authors of the five-volume "Three Centuries", released for the 300th anniversary of the reign of the Romanovs (1913). There were 155.5 km of railways per 1000 km² of the territory of Belgium, 114.8 km in Great Britain, 102.1 km in Germany, 20.3 km in Japan, and only 9.3 km in Russia. There are many navigable bodies of water in Russia - lakes, rivers, canals. At the beginning of the twentieth century, 3,600 steamers and 25,000 non-steam vessels with a total tonnage of 800,000 poods were sailing on them. In terms of its capacity, the Russian river fleet raised more than the entire fleet of Great Britain and ranked first in the world. The domestic fleet was almost three times the capacity of the entire rolling stock of Russian railways.

Despite this, for the entire second half of the 19th century, the government allocated only 80 million rubles for the modernization of the river fleet. A similar situation was with the development of institutions and communication networks: mail, telegraph. In 1905, there were 8.33 mail per 10,000 US residents, in Germany - 6.48, in the UK - 5.37, in Russia - 0.96. From his analysis I.Kh. Ozerov concluded: "And without means of communication, with insufficient equipment of the country with mail and telegraph, it is impossible to conquer space." Adding something not at all complementary to the Romanovs' jubilee: "With its riches, Russia needs a different economic policy, statesmen with a broad outlook, with an understanding of the great tasks and the great role that Russia is destined to play ... Economic policy, which was carried out in Russia did not set itself the task of the lasting development of the country's productive forces; here they were chasing more for the effect, they thought to create an industry without creating a solid foundation on which it could develop."

At the time when I.Kh. Ozerov was writing his article, the authorities did not allow direct criticism of the economic policy of the autocracy, so the author deliberately did not prove his idea, believing that critical reflection of consciousness is capable of going through the left part of the path itself. I. Kh. Ozerov meant by "solid foundation" the transformation of social relations, including relations of production. In addition, like all thinking domestic scientists, he did not miss the opportunity to emphasize the special role of modern transport in the social progress. He was well aware of the position of S.Yu. Witte, who believed that for the successful development of

Russia, its space must first be "pulled together" by transport, primarily through railroad construction. One line of the transport route was clearly not enough.

Nowadays Switzerland is not going to wait for vehicles to become massively environmentally friendly and switch to hydrogen and electric energy. The ruling circles of this important state for Europe want to develop the capacity of electric railway communication in every possible way. In this connection, it is curious to recall that N.G. Garin - Mikhailovsky - an engineer - tracker, in the first years of the last century proposed a project for the construction of a railway along the eastern coast of the Crimea on electric traction, and thirty years later Soviet engineers - enthusiasts Yu.V. Kondratyuk and N.V. Nikitin won a competition initiated by G.K. Ordzhonikidze for the development of a powerful wind farm on Mount Ai - Petri in Crimea.

Crimea has long been an object of environmentally friendly technical development. N.V. Nikitin, who subsequently developed the project of the Ostankino TV tower in Moscow, recalled with great warmth his work with Yu.V. Kondratyuk in the Crimea: the station resembled, he wrote, a twin-engine aircraft, the engines of which were located vertically. "It was very difficult to give the dynamics, (Yu.V. Kondratyuk, one of the first enthusiasts of space design) considered it absolutely necessary to consider the dynamic effect of the wind load. He perfectly felt that gusts of wind can cause forces that are completely different from those under the static action of the wind ... Yu. V. Kondratyuk liked the design of the bogie train for the bracing, which I invented."

History convinces even the most staunch skeptics that the development of transport plays a critical role in creating an economy that can be a reliable foundation for accelerating social progress. In political competition, the victory is celebrated by those states that previously realized this historical pattern. Logically, everything is frank and obvious here: movement, in principle, is self-movement to a certain state, after which external factors are needed in the macrocosm - nature, production. They become a kind of locomotives of further movement until the ascent to the next round of the spiral of development. Then a new cycle begins, again due to self-movement.

Let us recall the political history of the Ancient Mediterranean period. It began on the Middle Eastern shores of the Mediterranean - in Babylonia and Egypt. What made the strongest impression on travelers in these places? The scope of construction work that required a large-scale work of transport moving huge masses of building materials in the horizontal and vertical directions. In the encyclopedic dictionary of F.A. Brockhaus and I.A. Efron's "Ancient Civilizations" describes the building structures of the capital of Babylonia, built during the reign of Novohudonosser (after 567 BC). They formed a giant regular square, each side of which was 21 miles long.

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The city was surrounded by two concentric walls with a hundred bronze gates. Archaeologist Rawlinson calculated that the outer wall was up to 200 feet high and 50 feet wide, so that chariots drawn by four horses could freely ride along it. This required 18,765,000,000 bricks of the largest size.

The history of the heyday and decay of another state - a giant born in the fertile expanses of the Mediterranean - is indicative. Transport connected the Roman Empire, breathed stability of life into it, but was powerless when the state lost its internal sources of vitality. Transport strengthens the position of the state, but it lacks the potential that is designed to save the state. Reliance on transport - facilitates climbing due to the fact that with the help of transport it gets a unique opportunity to expand its boundaries and tighten the space to manageable dimensions. The spatial chaos that accompanies the intervention must be given the form of a certain order, without which it is unrealistic to exercise power in the acquired territories. The Roman rulers realized this need for transportation and launched road construction on a scale comparable to the size of the empire itself. They built roads by combining durability with comfort.

"Already in the era of the Republic, the Romans began to build magnificent paved roads, gradually covering not only Italy, but also numerous provinces." The most famous of the roads built in the Roman Empire is the Appian road, which connected Rome with the cities of southern Italy. One of the Roman poets called her "the queen of the roads along the way." Near Rome, the road was lined with large slabs of tuff, while the main part was covered with blocks of volcanic lava. The width of the canvas ranged from 4.3 to 6 meters. Without excellent roads paved everywhere, which made it possible to quickly move between cities, it was impossible to reliably control the outskirts of the country from the center, and the provinces could not communicate with the capital. A. Yu. Nizovsky, referring to specialists - builders, archaeologists, states: "The total length of Roman roads, calculated from ancient remains, was several thousand kilometers. The roads were laid on a solid stone foundation and everywhere had a standard width of 6 meters, the roadway laid with tiles and small stones ended in rounded bevels. For centuries, such a road did not require repair, and troops and vehicles could quickly move along it. The pavement of some strategically or economically important roads consisted of a series of successive layers of stone and rubble, bonded with lime mortar.

Roads were carefully built in western Syria. In a specially prepared bed, stone slabs were laid, on which a layer of crushed stone was poured on a lime mortar. From above, the entire structure was covered with large stone slabs. Such roads had vertically placed slabs on the sides for strengthening. The most important roads were built in North Africa. The road connecting Carthage with Leptis Magna was 800

kilometers long, and the road from Carthage to Lanbesis was 275 kilometers long. The Via Egnatia road crossed the entire Balkan Peninsula, starting at the modern Albanian city of Durrës (the ancient name is Dyrrachium) and ending at the Greek port of Thessaloniki. Emperor Tiberius ordered the installation of milestones along all the roads - milliaris indicating the distance between the nearest cities. Roman builders learned how to build reliable arched bridges.

European roads in our time remain exemplary for organizing high-speed and safe road traffic, for which the grateful drivers and passengers of the current founders usually thank, forgetting about those who left the Europeans of the New and Modern times an exceptionally rich legacy in terms of experience. Of course, from the Roman roads that crossed the European continent far and wide, little has survived and then modernized, but the main thing in the inheritance is the culture of construction, which should be symmetrical to the special importance of road construction for the development and functioning of transport.

Marine shipbuilding and the timely realization of all the advantages of being the mistress of the sea, - in fact, to be able to manage affairs in the sea space and keep the coastline, which is a promising bridgehead for an offensive inland, in subordination, owes the highest segment of the history of Spain's development. The era of great geographical discoveries was a triumph for ship transport. Until that time, sea-going ships generally moved along the coast. There was no necessary knowledge for orientation on the high seas and the design of the ships itself did not meet the requirements of sea storm tests.

This can be confirmed by the history of the Vikings. They advanced far south on their ships, colonizing Sicily and part of southern Italy. While their routes passed near the coast, the losses of the fleet were negligible. When they tried to sail to the invisible West to the shores of America, the situation changed radically. At the end of the 10th century, out of 25 ships with 500 people: men, women and children, only 15 reached the shores of Greenland.

When science convinced the navigators that the Earth is not a disk, but a ball, therefore there are no edges, but there is confidence that after a certain time, it is possible to return to its initial position, the shipbuilders began to create ships that are reliable for long-term navigation. Spain preempted all competitors and managed to attract famous sailors to the service, ready to take risks in new circumstances. H. Columbus, while in the Spanish service, discovered the New World and thereby laid the foundation for the colonization of rich lands.

Under King Charles I (1519-1556) Spain became a world power. Its power mainly rested on the navy, which was used both to suppress resistance and to carry out expansion and economic activity. It became

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clear to many opponents of the political ascent of Spain that "a wedge can only be knocked out with a wedge," that is, by uniting and creating a stronger fleet. In 1588, the Spanish "Invincible Armada" was crushed in a battle with the British fleet. Having lost its leadership in the navy, Spain also lost its political weight, the era of decline of its European significance began.

England is becoming the European leader. During the reign of Elizabeth I (1558 - 1603), the country is experiencing a "golden age", turning into a "mistress of the seas", confirming the historical truth, according to which the fleet, having clear advantages in movement and traffic control, in comparison with land means, provides the necessary foundations to be the mover of the political destinies of states on the planet, the surface of which is 70% covered with water.

The expression: "time measures the living space of a person" is the best fit to characterize active Englishmen. They did not waste time and as a result, with their energetic transport policy, forced half the world to serve the British crown, including not only huge parts of the Asian and American continents, but also the whole continent - Australia and New Zealand.

All British acquisitions have been made due to their modern attitude to life. They were among the first to understand the advantages inherent in scientific knowledge, studied well, and most importantly, comprehensively, that is, not only achievements, but also failures, experience in building seaworthy ships and the art of ship management. Having defeated the Spanish "invincible armada", the British convinced everyone of their political and military strength, capturing and consolidating their dominance at sea.

The fleet was built in England, sparing no expense, knowing full well that only with its help it is possible to keep everything conquered as a single whole and a common cause. In the Great Illustrated Encyclopedia, only one listing of the composition of the British Empire took up a page in type 8.

A flexible policy regarding the status of belonging to the British Empire - to be a colony, protectorate, etc., opened up the prospect of reducing transport costs. For three centuries the British government ruled over this collection of dependent countries. Political history made it necessary to correct the original name "British Empire". It was replaced by the "British Commonwealth of Nations" replaced later by the "Commonwealth of Nations".

Political history changed naturally, but one invariant conclusion from history remained: without active involvement in the historical process of transport, the described history of Great Britain would not have happened. Politicians needed the means to carry out their economic and political plans. British politics would have remained on the coast if the coast had not been developed as a seaport. The crown was

served even by those with whom it had to deal with as enemies - pirates.

It should be noted two patterns opened by the transport policy of the British rulers - the importance of transport expansion in strengthening political dominance and the need to develop a systemic organization of transport to ensure a successful policy. British leaders were firmly committed to the idea of combining vehicles to drive in different environments. In order to subjugate someone - to make them serve the interests of the victors - a strong navy may be enough, it alone is clearly not enough to pull together the empire and provide it with a special history in history. For this, firstly, a diverse fleet will be required, and secondly, the creation of local transport networks.

It is no coincidence that Great Britain was the birthplace of the Industrial Revolution. The progress of science, technical creativity in the country was due to the intensity of the development of production, that is, the objectively prevailing circumstances put them on a solid socio - economic foundation. This made scientific knowledge and the technical pursuit of excellence sustainable. They turned into the policy of the state, an illustration of which is the state status of the genius of British and all European science, I. Newton. The principle of combining "external" and "internal" transport was consistently embodied in politics. With the help of the first, the territory of the empire was incremented, the second ensured the management of new territories.

Despite the fact that Britain was an island state and nature itself suggested which mode of transport was most natural for the country, politicians actively stimulated the development of land transport. Until the land transport had a steam power plant, its capabilities were largely limited, nevertheless, the muscular energy of the animals turned out to be quite sufficient to represent the prospect of progress on the usual converted roads.

For the uninitiated, water transport looks, although dangerous, but cheaper in organizing traffic. Professionals know how much time, spent lives and finances it took for rivers, lakes, seas, oceans to become accessible and relatively safe for mass shipping. Only in the second half of the nineteenth century, thanks to the unique research of the outstanding Russian scientist - mechanic A. N. Krylov, who calculated the formulas for the onboard and pitching qualities, shipbuilding was put on a strictly scientific basis. It is curious, but natural, that the first to appreciate the discoveries of Academician A. N. Krylov were in England, where he reported the results of scientific searches for solutions to the problems of ship control.

In 1680, D. Papen designed and built a steam boiler capable of performing work. T. Newkamen in 1717. Implemented the project of a steam-atmospheric engine. In 1763, II Polzunov proposed a

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project for the world's first two-cylinder engine combining the work of the cylinders on one shaft. It was a universal, continuous engine. The work was interrupted due to another project - the first steam power plant introduced in Russia with a capacity of 32 hp.

As a result, the face-to-face competition of scientific and technical thought won the project of the universal steam engine by J. Watt. The designer worked on it for 10 years (from 1774 to 1784). "The appearance of P.M. (steam engine) and its spread became one of the main factors in the rapid pace of development of industry and transport, first in England, then in other countries. "

To this conclusion, it should be added: initially, the steam engine had limited use. It was actively used in mining as a lifting device, including for transporting water from mines, which was very important. The steam engine became a mass industrial tool only after it was placed on a trolley and thus turned into a truly universal mechanism. As a lifting vehicle, the steam engine had a limited production demand, not all production needed a lifting mechanism. When the steam engine became the driving force of the cart, then immense prospects opened up in front of such a machine. It was then that the transport industry was born, which turned a lot in human life.

The history of the steam engine can be seen as a watershed moment in the history of man-made transport. The path from the invention, brought by D. Watt to a model acceptable in production, and then to a real steam locomotive and the construction of railways according to the rules of the "road map" consisted of several "steps". The first step is to connect the steam engine to a trolley capable of moving. The second is the development of a technical mechanism for controlling a moving cart. The third is the transformation of a moving bogie into a carriage and specialization of the carriage for a specific function. Fourth, the construction of the track, including the laying of rails that provide and guide the movement. Fifth, the organization of traffic in accordance with the rules that guarantee the safety and uninterrupted traffic. Sixth, the creation of the necessary infrastructure. Seventh, - a turn of public consciousness towards the social and personal usefulness of the railway. The last step was especially significant. History knows many examples when the political and public reaction turned out to be inadequate to the event.

The first trains showed the reality of railway traffic as early as 1804 and 1808 (R. Trevithick). Continuation of the experience gained were the flights of M. Murray trains, made up of 6 and 8 cars, each of which contained 3.5 tons of coal. In addition, the train carried almost 50 curious people. In principle, the train could move up to 27 wagons with a total load of over 90 tons at a speed of 5.5 km per hour. M. Murray's trains have served for about 20 years. In

1813, the future Emperor of Russia Nicholas I also came to see the work of the road.

Until the early 1820s, politicians looked closely at the railway, but were in no hurry to make a decision. There was no public opinion about rail transportation either. The situation changed under the pressure of industrial progress, which required steady and increasing freight traffic in a shorter time. The industrial revolution gave life to the railway, and it also decided its further fate in social progress.

The first public railway is the one between Stockgon and Darlington. Its length is 35.8 km. The movement opened on September 27, 1825. The date was later designated as World Railroad Day on Public Roads.

In the context of our study of the social value of transport, the dynamics of decision-making on the construction of the Stockgon-Darlington road is very interesting. The owner of the mines E. Pierce proposed to build the road at his own expense back in 1817. The parliament, in spite of the obvious attractiveness of the project, "thought" for more than 4 years. Politicians were clearly in no hurry to support the industrial use of the achievements of science and engineers as a means of sociocultural progress. On the other hand, politicians could be justified. Public opinion was formed in a contradictory way: the peasants were afraid that the iron "monster" moving with great noise would not frighten and suppress the animals belonging to them, which would negatively affect economic activity; the church was determined for a long time, - the priests considered the movement of the steam engine too similar to the manifestation of the devil; the townspeople were frightened by the noise of the trains; shipowners and port workers feared the railway as a direct competitor.

There was no solidarity in the political circles themselves. Queen Victoria, even at the beginning of her reign, was delighted by traveling by rail: "Yesterday, she wrote in her diary, we arrived by rail from Windsor. It was a charming walk for half an hour without dust, heat and cramped conditions. " It was about a trip on the newly built railway from London to Bristol (1842). Queen Victoria stayed true to first impressions and actively promoted railroad entrepreneurship for the rest of her long tenure. The Duke of Wellington, who was the Prime Minister of Great Britain in those years, did not share the Queen's assessment, saying: "I see no reason to believe that such a machine could be useful." It is known that Napoleon also failed to appreciate the steam engine.

Among those who saw the perspective of railways was G. Heine. One of the geniuses of European literature wrote: "Railways have become a defining event that gives mankind new opportunities, changing the image and colors of his life. A new period in world history is coming, and our generation should be proud to live in such a time. Even the basic concepts of space and time are shaken. Railways

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conquered space. Now there is only time left ... Our ancestors must have experienced the same when America was discovered, when the invention of gunpowder announced itself with the first shots, when typography told the world the first title pages of the divine word. " As an illustration of the prophecy of H. Heine, one can consider a friendly caricature of those years. On it, the artist placed a locomotive with the name "Time", in the cabin of which the "god of time" was located as a driver. Thanks to the "railway", on August 28, 1850, numerous admirers of R. Wagner's work were able to reach Weimar, where the premiere of the opera "Lohengrin" took place, ensuring its resounding European success. A young Englishman, Thomas Cook, organized a trip of 500 abstainers from Leicester to Lauborough to protest the abuse of alcohol (July 5, 1841). This is how the famous travel agency appeared, and Russian cultural historians considered this event to be the beginning of the history of tourism. It is a mistake, because educational tourism was organized much earlier as Crands tours of the British and Scots across continental Europe. The history of cinema began with the show of the train arriving at the station. The Lumière brothers in 1895 had a wide choice, but they preferred the railway,

Transport, by definition, as a tool for the movement of matter in all its manifestations, could not help but actively participate in the successful implementation of human evolution. His active participation is easy to find at all stages of human history.

In addition, the current level of development of Homo sapiens is illogical to consider the result of this story. It is perceived as such when a person's abilities are assessed within the localization of his reality. Man has historically manifested itself physically - "walking upright"; an active attitude to the conditions of existence - "doing"; mental potential - "rationality". Its evolutionary "road map" is rightly perceived to have been built with sufficient reasoning. But there is one serious objection to the desire to make homo sapiens the final link. So to speak, the Olympus of the development of humanity.

For the absolutization of modern human rationality, it is not enough to study evolution within a separately taken developing system. In our case, it is the progress of human reality. The evolution of man and his way of life took place in the natural environment and were the product of the systemic interaction of natural factors that allow a person to develop, and the person himself. Natural competition took place, in which two subjects of the relationship took part.

The natural environment until a certain moment was an object - normally functioning conditions, but, as the position of a person became stronger, it was forced to transform into a counterparty. Competition is a competition of subjects connected by the struggle for existence in a common space - time.

Human evolution was accompanied by significant changes in the natural environment caused by human activity. The action of forces that disrupted natural connections and relationships grew. The natural environment more and more from the initial relationship between the object and the subject turned into a subject of interaction. Within the limits of its systemic potential, nature is capable of "taking a blow", when natural reserves are depleted, it itself starts active offensive actions. Then it is the person's turn to "reflect the blow."

At the same time, both nature and man rely on transport. Each has his own, but they are united by their functional fundamentality and the universality of manifestation in their localization.

Social transport not only made a decisive contribution to the creation of conditions for human evolution, the history of everything that distinguishes the social arrangement of human life is also associated with it. The last "creation of transport" is the organization of conditions for the development of civilization. Unfortunately, the development of civilization itself, which conditioned the process of the natural environment becoming a subject of relations with humanity, along with a positive charge, contained negative consequences. In principle, nature should not be a subject. It is universal and remains as an objectively existing reality that changes according to its own laws. Any human intervention in the natural world is infinitely small and in this context the natural system is unchanged. Another thing is the natural environment as a part of nature, with which there is a practical interaction of human activity.

The natural environment is a component of it localized within nature. Whatever its scale, the natural environment, in relation to the infinity and boundlessness of Nature, remains negligible. Its deformation is assimilated by Nature and will heal like a wound on the body of a healthy organism. The very same natural environment, forced to compete with humans, defending the consistency of its organization, is very vulnerable. In this connection, science has posed as an urgent problem the formation of the noosphere as the most rational direction of competition.

The reality of the noosphere turns out to be dependent on the quality of the rationality of homo sapiens, and it is excessively unstable, balancing between rationalism and empiricism, going to extremes, activating subconscious and mystical thinking, leaving the most important moral and aesthetic guidelines for movement on the periphery. In our publications, we have to increasingly raise the question that the creation of the noosphere will require the continuation of the evolution of "Homo sapiens" into "Homo sapiens", sufficiently equipped morally and aesthetically to solve systemic problems in relation to nature.

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Homo sapiens, already within the limits of the existing quality of rationality, has to overcome the egoism of thinking and become aware of the natural environment as his home, rebuild on the perception of it as a subject of cooperation, without attention to which, without solidarity with which, his path will naturally end in a dead end.

The relationship between man and the natural environment has been systemic from the very beginning. The system-forming factor was their general dependence on action within Nature as a platform of relations, what F. Engels called a natural component of the historical process. The relationship between a person and the environment should be approached dialectically, that is, they should be considered not only mutually binding, but also developing.

The "phenomenon - conditions" system is evolving. "Conditions" turn into a "factor", being built directly into the change in the phenomenon. The human body does not perceive normal temperature and atmospheric pressure, because they fully meet its requirements for existence. It reacts quite differently to significant deviations from normal conditions. The body includes protective - compensatory mechanisms, rebuilds under these new circumstances. The very same circumstances (conditions) become factors of the changing state of the organism.

Under certain changes, environmental factors are able to evolve further, up to the transformation of the environment from an object opposing the phenomenon as a subject of interaction, into a subject of interaction, bringing the system to new horizons of development.

Of course, in the systemic relations of the subjects, the specificity of their natural basis is preserved. Natural factors, having become the subject of relations, will remain "conditional subjects". The originality of the status of conditions that have formed into the subject of systemic relations with a phenomenon is determined by the specificity of their function. The phenomenon is born in the specificity of conditions. The natural origin of conditions ensures their stable recurrence, which causes a contradiction with the order of changes in the phenomenon, the quality of which is different from the conditions. Conditions are capable of testing phenomena for the strength of normal development, but such challenges to phenomena are random, they are qualified as force majeure. The regularity and orderliness in changing the conditions of movement of the phenomenon restrains the excessive activity of the phenomenon, which forms the system for itself.

All these metamorphoses are carried out with the help of transport, from which it is easy to conclude that the formation of transport systems in subjects and intersubjective interactions should serve as a criterion for the formation of systemic relations. The ability of local systems to integrate into intersystem formations,

up to macro and mega-systems, depends on the degree of perfection of the system construction. Systemic defects are also more visible at the level of more general systemic formations.

Social egoism grew out of the balanced development of relationships with the ecosystem as the increasing presence of human action was included. Competitive struggle within the developing society was carried out not only and not so much by eliminating a direct rival, but by violating systemic "obligations" with respect to the natural conditions of development. Since the time of the Industrial Revolution, mankind has perceived the natural environment not as a place and condition for its development, but as its natural reserve for all cases of its own systemic calculations and miscalculations. Today we already live at the expense of future generations, and this form of egoism will continue until the importance of competition in social progress is made absolute, or until environmental tension breaks down, bypassing the crisis, into a catastrophe.

In the 21st century, it is necessary to decide on the main question: under what sign to live? Continue the fight for political leadership, or build solidarity. I. Kant was right when he spoke about the perfection of the celestial order of the stars and the need to subordinate all vital activity to the moral law. Again, the economy is just the basis of a person's social and personal life. It is a great delusion to make it the goal of social progress. It will first lead to the death of hundreds of millions, mostly sinless people, and then to the degeneration of homo sapiens, as unable to evolve into a "prudent man."

What is the role of transport in modern human history? She remained the same. Transport is devoid of its own rationality, it is not able to set goals and objectives for itself, to determine its own "roadmap". It is built into the objective reality of movement, and within these limits of its natural position, a person must show his rationality. The intelligence of homo sapiens, as well as its bearer itself, is in the process of movement. The reason for human stupidity, since the stage of movement is defined as the acquisition of rationality, must be sought in the underdevelopment of the rationality of thinking, which, in our opinion, based on the history of philosophical searches for truth, consists in the imperfection of the systemic rationality of human thinking, - the imbalance of rational and empirical, utilitarianism with responsibility to moral and aesthetic maxims.

Humanity is overly satisfied with development here and now. It continues to expand the living space, however, without showing due concern for the rationality of its arrangement. Something similar happened during the intensive construction of railways, when attention to quality was disproportionate to the scale of the increment.

Road bed, rail track. Reasonableness realizes itself only when the rationality of a person changes the

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egoistic vector and spreads to the reasonable organization of the arrangement of the entire living space, everything will become reasonable. A truly new reality of the noosphere will be formed. Human transport does not build the noosphere. He provides the organization of the necessary - sufficient conditions for this construction. It is in this status that transport manifests itself as a real builder of the rationality of human history.

The resettlement of the Indians of the west coast of South America across the Pacific Islands using primitive vehicles is not an illustrative example. More interesting is the history of the capture of the Eastern shores of North America by the Vikings. Their transport was more adapted, but they could not or did not want to gain a foothold in the new lands. As a result, the brave sailors returned to their homeland. The Vikings wrote a significant chapter in the annals of transport history, but this is also a private history. Really indicative is the history of the transformation by means of transport of entire continents. The population of the USA and Canada, Australia and New Zealand, Antarctica is mainly composed of ethnic Europeans, descendants of immigrants from Africa and Asia. Great migrations saved humanity and opened up new perspectives for it.

The subsequent resettlement in new places was no less significant. Their arrangement - economic, sociocultural, is obliged, again, to transport. It is no exaggeration to say that it was transport that made modern political geography possible. Of course, in the light of instrumental support. Transport could not be a sufficient condition for the successful outcome of mass migration, it fulfills the function of the primary necessary factor. Great migrations in the history of mankind stimulated the development of transport, the emergence and improvement of new vehicles.

The history of transport of modern civilization has a rich heritage, and the main thing is a person's awareness of the importance of transport for life. The classic of Russian poetry F. I. Tyutchev, using the Leipzig-Dresden railway, compared it to magic back in 1841: "Thanks to the railways, he wrote, some of which have already been completed, all these cities approached each other as if by magic." ...

The pace of railway construction was also magical. In the United States, the first mainline railway appeared in 1829. It connected Baltimore with Ellicott Mills and was only 24 km long. Forty years later, only private companies in the United States put into operation 85,000 km of the equipped railroad track. By 1916, the US rail network was 409,000 kilometers. In the 1930s, 63,300 steam locomotives, 54,800 passenger cars and 2.4 million freight cars operated on railways in the United States.

In the second half of the 19th century, an average of 20,000 km of railways were built in the world annually. By the early 1910s, the total length of railways in the world exceeded 1 million km. In 1879,

at the Berlin Industrial Exhibition, E. Siemens demonstrated a working model of an electric railway, and in 1881, an electric city railway with a length of 3 km appeared in Berlin. The era of trams and metro has begun.

However, it has long been known that social progress is a contradictory process, combining all manifestations of movement from ups in development to recessions and crises. The development of social transport, as it should be, was accompanied by diversification and competition. Rail transport has replaced land transport, and in countries where rivers, lakes, canals and seas freeze over for a long period, also water transport, mainly domestic. The invention of the internal combustion engine gave land transport a chance to compete successfully with rail transport, but rail transport remained an important advantage in all-weather and greater safety.

The technical equipment of the transport required an increase and technical training of those who manage or serve the traffic. The qualifications of drivers and technical personnel in railway transport are continuously and professionally monitored by the state inspectorate, the control is systemic in nature, it is self-certified. The statistics also testify in favor of the higher safety of railway traffic. There are a lot of trains in the world today, but even so, their number is very small in comparison with the number of vehicles, the speeds of which are comparable to trains. It is hardly feasible to train qualified drivers for such a mass of cars. This is the logic behind comparing rail and road transport. Air transport is highly professional, but its infrastructure is extremely complex and expensive.

Crisis symptoms for railroad transport began to mount after World War II. In the 1960s and 1970s, both Europe and the United States fell in both passenger and freight traffic. Transportation at short and medium distances was particularly affected by the increase in personal and commercial vehicles. Many travelers have opted for airplanes. The railways were able to get out of the crisis towards the end of the twentieth century, creating a new generation of high-speed trains, providing comfortable and affordable movement to the destination.

The attitude to travel by train has also changed among tourism enthusiasts. The tourists realized that from the plane's window little interesting could be seen during a long flight. A completely different impression is created by the opportunity to observe what is happening outside the carriage window. Fascinating routes have appeared along the Trans-Siberian Railway, along the Indian Pacific line across Australia, along the Coastal Starlight road in the American Wild West. Projects of hovercraft trains are being developed in France, in Germany and the Russian Federation - on magnetic suspension, design and model work is underway to improve the classic "wheel-rail" scheme (TGV in France, ICE in

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Germany). They are successfully working on improving high-speed and high-speed traffic in Japan, Korea, China.

In the historical process, the logic of the dialectical development of transport, which we have noted, has again manifested itself. All changes are carried out through the relationship of opposites, the competition of internal and external forces. Already Heraclitus realized that the struggle is universal. But its absoluteness is relative. The struggle of opposites, that is, that which excludes each other by definition, is productive within the limits of their unity and strives to achieve optimal interaction. The particular is reasonable, acting within the general, as a component of it.

Struggle, in our case, competition, within social transport is important as a force for improving its types, but the struggle always remains only a means of obtaining a result different from the struggle. Moreover, the result of the struggle must be the opposite of it.

Transport diversifies in the course of its development, multiplies in the concreteness of manifestation, within the limits of its integrity. The quality of transport is determined by its essence, and the essence consists of the invariance of the functional purpose of the transport. Essence is specifically concrete and unitary, which is understandable, because only so different in the manifestations of the essence can be placed under a common "roof", presented as a single, conventionally dividing. Transport is essentially unitary. Its natural and social differences are autonomous exclusively as phenomena of a single essence. The mode of transport is conditional, absolute essence.

At the turn of the second and third millenniums, multi-transport centers developed, linking the work of various types and specializations of public transport into a node. The synergistic effect of such centers steadily manifests itself in general and in particular.

All types of transport have received accelerated development, and consumers have experienced increased comfort. Multi transport centers more effectively reveal the functions and direction of work of social transport.

Understanding why turning to transport construction saves humanity during systemic crises is not easy. In addition, the awareness so significant for social history has not yet received an adequate global resonance. If the task of the all-round development of social transport united modern mankind, then there would be fewer conflicts and the threat to peaceful coexistence would lose its current relevance. People are separated by space, transport is the only tool that can really remove the "social flaw" of space and make it clear that we are all "of the same blood."

The relationship of a person to space and time evolved in different ways, depending on the understanding of their significance for the organization of life. There was a test of fear of the scale of the elements and their own impotence. With the development of the means by which it was possible to steadily move in space and save the time of action, space and time were revealed in a new light as structured realities available for activity - commercial, military, cognitive, and missionary. Humanity gradually realized its ability to "conquer" space and rationally orient itself in time.

The history of transport was presented in the context of social progress. Social development can be formalized by reducing it to the rational organization of activity in space and time of being. Saving time of activity by optimizing the structure of space, humanity unfolds and organizes space - the time of its own life.

We reduced the functions of social (public, human) transport into a diagram, trying to distribute them by directions and determine the main final product where the specificity of the schematic expression allows it (Figure 3).

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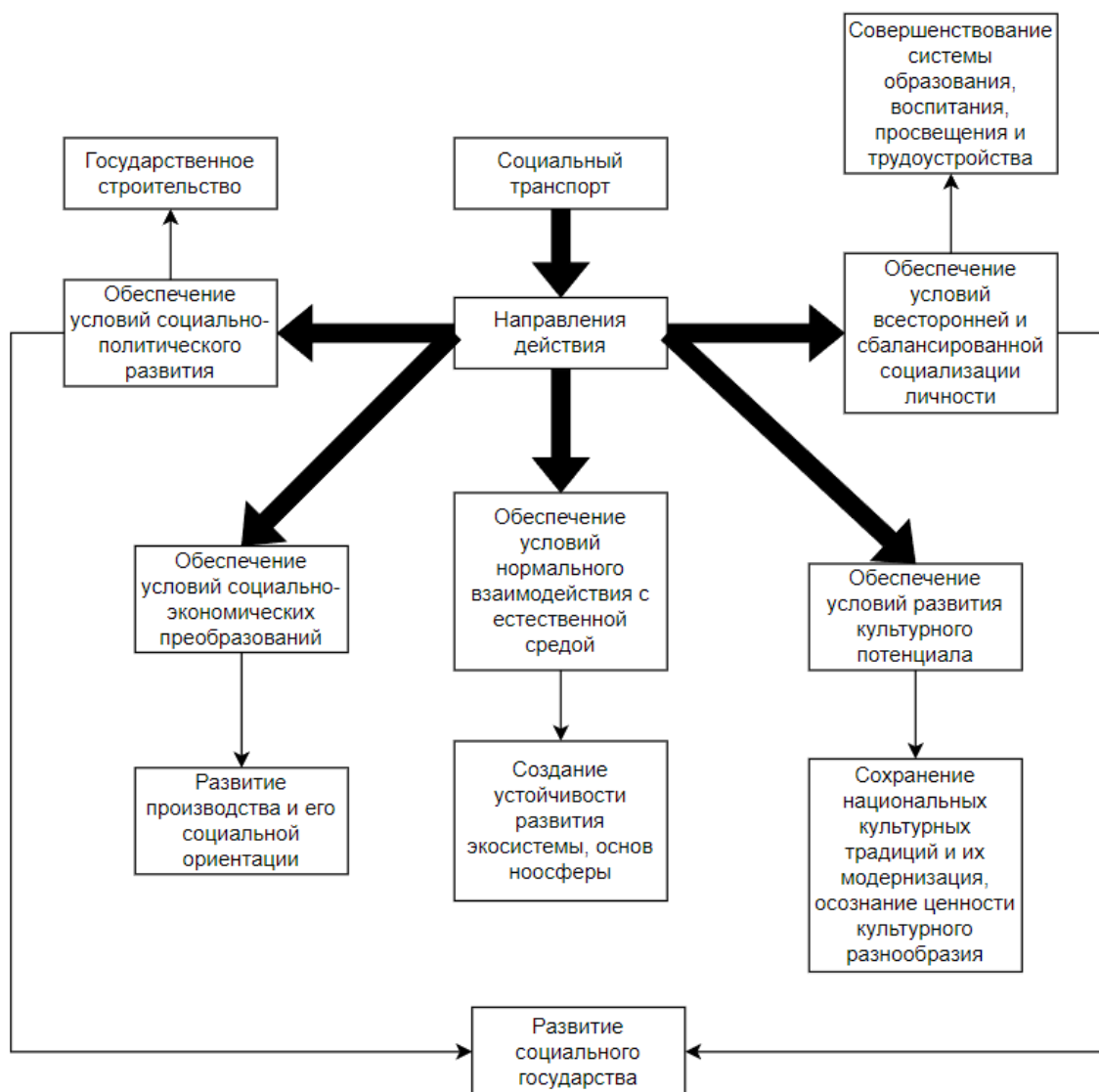


Figure 3. The main directions and products of the action of social transport.

In the scheme, we again want to draw attention to the specifics of the mechanism of action of transport in social construction: transport participates in social development by providing necessary - sufficient conditions for the action of social reorganization, that is, indirectly. The specificity of the mechanism of action of social transport is determined by the place of transport in the movement of matter, a part of which is the practical activity of a person. Transport is an instrument of movement. Work is done by traffic, transport prepares and provides traffic conditions.

It has already been noted that an individual fact lacks an argument function. Facts taken separately are incapable of either refuting or proving. But based on facts, you can build a concept. And in this case, when it is possible to obtain predicted facts in sufficient quantity and variety from its consequences, both the concept itself and the facts will acquire true meaning.

Russia was preceded by Russia. It is believed that Russia became Russia, becoming an empire under Peter I. Peter was recognized as the Great for the scale and quality of transformations in society. From the very beginning, Peter the Great connected the reorganization of the fatherland with the development of transport. He had little choice - to find a rational balance between water and land means. The emperor saw advantages in water, especially in sea transport. With its help, it was possible to increase trade, causing an increase in the production of goods, and to expand the borders of the state, and when necessary, to protect it. The strengthening of Rus took place with the growth of cities, all the historical cities of Rus and Russia grew on the banks of rivers and seas. The land movement unfolded after the water movement. Steam and electric traction was also first tested on water.

Civilization undoubtedly found its manifestation in transport creativity, but the progressiveness of

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social progress depended even more on transport construction. All Russian cities with a population of a million or more have clung to both the Urals and beyond the Urals in the vastness of Siberia, to the banks of great rivers and their tributaries. They became millionaires thanks to the development of railways.

The history of Novosibirsk, the most famous city in the world from Siberia, is connected with the Great Siberian Railway. Until Novosibirsk, Chicago was considered the fastest growing city in the world. Novosibirsk as a city in 2022 will be 119 years old. On January 21, 1904, the Tomsk governor received a notification that the Emperor on the 28th day of December last year, according to the regulations of the committee of ministers, "He deigned to command the highest: the settlement of Novo - Nikolaevskoye of the Tomsk districts and provinces to be raised to the level of a bezudesk city of the same name."

The history of the settlement of Novo - Nikolaevsky itself turned out to be fleeting, it was less than 10 years old. In 1893, there was a taiga in its place.

NG Garin - Mikhailovsky, who was carrying out with his exploration party the commission to present options for the construction of a railway bridge across the Ob River, wrote: "Here Ermak, with superhuman efforts, paved his way to glory. Centuries have passed, and now we have come to finish a great work. By building the road, we will make these vast lands a real property of the Russian land. "

On the eve of the transformation of Novo - Nikolaevsk from a village to a city, Tomsk Governor Major General AA Lomachevsky reported to the Council of Ministers: "As your Excellency knows, the village of Novo - Nikolaevsky owes its origin to the Sredne - Siberian railway. At the beginning of the construction of bridge structures across the Ob River and the equipment of workshops, a mass of workers and employees in various branches of railway administrations and construction appeared, and at the same time, to meet the needs of the above persons, a mass of commercial and industrial people also poured into Novo - Nikolaevsk for sale their works and trading operations. Now the number of residents continues to grow progressively, the trade and industry of the inhabitants of the village is diversifying, due to its especially advantageous position on the banks of the Ob. Such a privileged position p. Novo - Nikolaevskogo gives the capitalists a full opportunity to develop their commercial enterprises here, and therefore now the main traders in bread - the Kolyvan merchants have moved their operations to Novo - Nikolaevsk, and the Tomsk industrialists have opened their offices here and operate on millions of rubles; all these circumstances did not remain without influence on the development of the life of the inhabitants ”.

100 years later, in the city of Novosibirsk, which was born in the taiga forests on the banks of the majestic Ob, there were already one and a half million inhabitants, its area is 506.67 km². Novosibirsk, recognized as the cultural, scientific and social capital of Siberia, is the largest multitransport center beyond the Urals with a huge railway station, a modern international airport named after A.I. Pokryshkin, and a network of highways. The successes of Novosibirsk scientists, creative theatrical and musical groups are world famous. There are over twenty universities in the city that train specialists in various fields, the SB RAS.

The history of Novosibirsk not only confirms the conceptuality of the statement about the growing role of transport in social progress, but also demonstrates another significant idea: the optimization of transport construction accelerates social development. The latter conclusion is clearly underestimated. Modernization of national development is always associated with important changes, some of which are not considered by the country's population to be inevitable costs of social progress. These include, in particular, the undeserved fate of many settlements of different formats and ages, which have become a small homeland for people. Here are their roots and they do not want to turn into tumbleweeds. Megacities with their specific lifestyle are not suitable for everyone. There is a growing tendency to return to places where nature and man are in a natural, not a "driven" state.

The supercities policy is the simplest solution, driven by economic profitability and statistics that do not reflect the essence of resettlement. Such simplicity also simplifies a person to a "person - unit". The conditions for personality development in the modern understanding of socialization are one-sidedly reduced to the intensity of the external manifestation of communication.

Education is less and less manifested itself as a tool that forms the student's interest in the rationality of individual thinking, replacing the work of the subject's consciousness by acquiring psychological skills - the dynamism of changing attention, memorization, orientation towards consumption and the possibilities of technical means of support.

The danger of empiricism and standardization in thinking, the dependence of consciousness on technical equipment is not so obvious "here and now". It has a delayed effect of action, which has already manifested itself more than once in modern times, forcing the great humanists and real teachers to return to the educational ideas. For harmonious development into a personality, a person must realize his main potential in the process of formation, inherent in his dual nature. We are able to abstract from nature in knowledge, but we can never live and enjoy life outside of nature. Nature is capable of developing without us, it is limitless and eternal. The man is faced

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with the Hamlet question: "To be or not to be"? The wealth of the past is not a guarantee of the future.

In multi transport centers, there is a real opportunity to optimize the transport potential for the harmonious development of the social structure, to minimize the cataclysms of irrational urban planning policy. Such centers are ready for the organization of systematic work of various transport from mainline and interregional to local, combine the general concept of road transport, water, rail and aviation. With a professional approach, free from the commercialization of social projects, there is always a way out that will be approved by all parties involved in solving problems.

The economy, like society, whose progress is based on economic activity, develops naturally. Economic booms and crises are caused not so much by objective factors as by insufficient professionalism of management. The aforementioned S. Yu. Witte was dealing with an empty treasury and growing debts, nevertheless, in a hopeless situation, he found a way out and successfully reformed finances. After the Revolution and the Civil War, the Bolsheviks also coped with the task of stabilizing the financial market in conditions of socio - economic chaos and wild inflation.

The Russian reformers of the 1990s, with the active assistance of Western consultants, led Russia to the 1998 default. When there was a change in the ruling persons and the politically and socioeconomic course was balanced, society quickly managed to cope with the consequences of "shock therapy". The economy should not be anything other than the one whose purpose is to ensure human well-being.

The desire to measure the well-being of the population by the number of goods is partly fair, but it is, as a rule, conditional, because it deals with consumption statistics, which are concretized at the regional level at best. It is so convenient for the authorities, however, in such calculations, as a rule, there is no face of really real citizens, separated by physical space even within the boundaries of a district, region, territory, republic.

Statistics are something like a mirror, sufficient for the authorities to see themselves and, in general, the socio-economic mosaic. Real life, however, predominantly takes place in the "looking glass". This life is very different, as well as the attitude of those living towards it. Dissatisfied with life were always and everywhere, even among those enjoying life. There are many of them, but they do not form the majority.

The bulk of the population is patiently waiting in the wings, steadfastly hoping for the professionalism of politicians. She needs a job with decent wages, the arrangement of the socio-cultural support of life. Most of all, they need satisfaction with the systemically organized and accessible work of transport, so as not to oppress the feeling of "abandonment". A citizen of

any country educated on traditions feels his responsibility to the state and order in proportion to the care that he himself feels.

Conclusion

The state has three distinctive signs: the flag, the coat of arms and the anthem, but there are two more important signs of statehood - the territory and its socio-cultural arrangement, the space within which all citizens should have the secured right to move freely to solve their own and generally significant problems. Only a rational organization of the work of transport is able to ensure the consistency of national communication and activities, to be an instrument for creating a feeling of a convenient national space for life and confidence that time is always under control.

Politicians are always looking for valuable pragmatic ideas from theorists. Successful politicians owe their achievements to a special attitude to knowledge that differs from the utilitarian-minded pragmatists. They honor the way in which, at the dawn of modern times, supporters of empiricism critically subdivided experimental results. Knowledge cannot be ranked in a common row by assessing its content. Knowledge will have to be divided in relation to its practical significance into "fruitful" and "luminous". The first, like recipes, describe all the required actions, placing them on the "shelves". They really like their practicality. However, they are rigidly dependent, so they can improve on their own within the limits of their location. They are not able to develop and compete in development.

The workshop production was based on such knowledge - recipes, seeing the only danger - the leakage of secrets and their spread throughout the world.

The development of reality presupposes the need to have knowledge, developing experience, aimed at the future. They look impractical here and now, but they contain thoughts that refresh and guide the progress of practice. A change in knowledge about transport is a change in existing fertile ideas for luminous concepts. It will not give practical results either today or tomorrow. This is not about increasing the experience gained, but about changing the course of a practically oriented policy. Philosophical analysis will require political science concretization and social rethinking of what transport really is.

It should be borne in mind that the authors of the study do not encroach on the achieved knowledge about transport, they seek to give it a systemic position, to explain where the "shelves" came from, along which transport is distributed in its modern understanding. First of all, social transport fell under the "section", since modern concepts reduced the understanding of transport and its purpose to it. At the same time, from a change in the definition of transport, it is social transport that will "benefit" in the first place, because its development turned out to be

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the most intensive, revealing the functional values of transport. It is the history of social transport that confirms the poly functionality of transport, its creative role.

Even in its modern form, social transport shows its strategic potential, its ability to:

- to be a tool for the structural organization of the space of human life, to expand the horizons of its implementation;
- rationally use time, increasing its intensity as a factor in improving human life;
- serve as a means of scientific knowledge of the world and its philosophical, religious understanding;

• solve large-scale problems in the entire range of human life from his interaction with natural conditions of production to socio-cultural reality. We are talking about individual freedoms - freedom of creativity, choice of residence, employment, movement;

• make a more optimistic outlook for the planet and life on earth, which are finite. Only the development of transport in its social form is able to remove the problem of the finiteness of the concrete reality of being.

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