

Impact Factor:

ISRA (India) = 6.317
 ISI (Dubai, UAE) = 1.582
 GIF (Australia) = 0.564
 JIF = 1.500

SIS (USA) = 0.912
 PIHII (Russia) = 3.939
 ESJI (KZ) = 8.771
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
 PIF (India) = 1.940
 IBI (India) = 4.260
 OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

International Scientific Journal
Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2023 Issue: 11 Volume: 127

Published: 05.11.2023 <http://T-Science.org>

Issue

Article



Alina Aleksandrovna Matvienko

Institute of Service Sector and Entrepreneurship (branch) DSTU
 bachelor

Anastasia Viktorovna Prokudina

Institute of Service Sector and Entrepreneurship (branch) DSTU
 bachelor

Artur Aleksandrovich Blagorodov

Institute of Service Sector and Entrepreneurship (branch) DSTU
 master's degree

Vladimir Timofeevich Prokhorov

Institute of Service Sector and Entrepreneurship (branch) DSTU
 Doctor of Technical Sciences, Professor
 Shakhty, Russia

Galina Yurievna Volkova

LLC TsPOSN «Ortomoda»
 Doctor of Economics, Professor
 Moscow, Russia

**ON THE IMPORTANCE OF THE SOCIAL BASIS OF TRANSPORT FOR
 THE SOCIAL AND ECONOMIC DEVELOPMENT OF REGIONS OF THE
 RUSSIAN FEDERATION**

***Abstract:** in the article, the authors consider the structure, functions, and specifics of the systemic status of the social form of transport in the historical context and as a policy factor. 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 a desire to solve ideological and methodological problems related to 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 integrated into a systems approach, which, in turn, reduces the productivity of knowledge in its practical and political application. The use, along with the term "social", of the terms "human", "artificial", "social" does not mean their substantive identity, it's just that in the existing epistemological situation these differences are not significant, therefore, within the framework of solving the main task - to overcome the one-sided interpretation of transport as carrier and to develop the functional purpose of transport in the organization is necessary - sufficient conditions for 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 conical analysis. Particular attention is paid to the issues of managing the organization of social transport, in particular, the capabilities of multi-transport complexes as ways to effectively design space and time as conditions for the implementation of free human activity and the implementation of social progress in general. If the general goal of social progress is considered to be the improvement of 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 the conditions of freedom of all social subjects.*

Impact Factor:

| | | |
|--------------------------|------------------------|----------------------|
| ISRA (India) = 6.317 | SIS (USA) = 0.912 | ICV (Poland) = 6.630 |
| ISI (Dubai, UAE) = 1.582 | PIHII (Russia) = 3.939 | PIF (India) = 1.940 |
| GIF (Australia) = 0.564 | ESJI (KZ) = 8.771 | IBI (India) = 4.260 |
| JIF = 1.500 | SJIF (Morocco) = 7.184 | OAJI (USA) = 0.350 |

Key words: transport, social transport, social space and time, social construction, management of the organization of space and time, history of social transport.

Language: English

Citation: Matvienko, A. A., Prokudina, A. V., Blagorodov, A. A., Prokhorov, V. T., & Volkova, G. Yu. (2023). On the importance of the social basis of transport for the social and economic development of regions of the Russian Federation. *ISJ Theoretical & Applied Science*, 11 (127), 166-184.

Soi: <http://s-o-i.org/1.1/TAS-11-127-17> **Doi:**  <https://dx.doi.org/10.15863/TAS.2023.11.127.17>

Scopus ASCC: 2000.

Introduction

UDC 335.17:519.44.

Transport, which is a universal tool in organizing the movement of matter, has a unitary nature, which, depending on the form of movement, acts in a specific way, creating the impression of 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 turn, distinguished by the originality of patterns that complete the unified 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 us to maintain a course focus in the study of its varieties, their relationships, but, especially importantly, the general theory and methodology for determining the political value of transport in the process of social construction and preserving the natural conditions of social movement. A social movement turns natural conditions into factors that ensure social progress, so political correction is required. Factors that naturally ensure social progress should not be factors in 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. Managing the interaction of the movement of the natural environment of society is based on transport policy, in which human interests and the laws of the natural system must be coordinated. The history of mankind does not allow one to smile when reading the phrase: transport policy forms the core of the system-forming factor in organizing the interaction of society and the natural environment of its movement. "National" and "universal" (global) ideas designed to consolidate social advancement must be based on a socially dominant attitude in policy towards transport construction. In the meantime, it will dominate in the public consciousness, the utilitarian - local idea of transport, as a means of ensuring the movement of people and cargo, cannot be rationally solved either national or global problems. It seems that the military was the first to approach this

truth. In any case, armed competition is already built on achieving an advantage in traffic control, or more precisely transport, as a tool of movement. There are encouraging examples of awareness in civilian practice: China has raised railway traffic to the Himalayas, Japan is energetically investing in the development of high-speed rail traffic, Russia is seriously engaged in transport provision in the Arctic, more and more countries are rushing into space, striving for its practical use, the EU is trying to be a leader development of "green" transport. The complex essence of transport was improved in the process of its evolution. By the time transport ascended to the next round of the spiral of its development and became "human" transport, it was already clear that the spiral of transport ascent had a specific design. The spiral of historical transformations of transport is double. It is similar to the helix of DNA organization in living matter. The double helix is a sign of the perfection and significance of the status of the phenomenon that transport is for all regions of the Russian Federation.

Main part

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 the movement 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 understanding movement.

Taken in general, that is, as a set of all forms and types, movement is most often interpreted through the way it manifests itself. In Russia, as a rule, they refer to F. Engels' definition of movement, reducing the author's text to the basic concept of "change." F. Engels really emphasized the key meaning of change in movement, but, firstly, he did not reduce movement to change, and secondly, what is important is how he interpreted change, drawing specifically for this purpose on a historical outline of the progressive progress of natural science. And without question, it is clear from the text that changes in the form of movement are extremely significant, but they are the simplest manifestation of movement. F. Engels wrote: "Movement, 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 the changes and processes occurring in the universe,

Impact Factor:

ISRA (India) = 6.317
 ISI (Dubai, UAE) = 1.582
 GIF (Australia) = 0.564
 JIF = 1.500

SIS (USA) = 0.912
 ПИИЦ (Russia) = 3.939
 ESJI (KZ) = 8.771
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
 PIF (India) = 1.940
 IBI (India) = 4.260
 OAJI (USA) = 0.350

starting from simple movement and ending with thinking.” The interpretation of transport, which is an instrument of movement in its total understanding, should not be limited to noting changes in space and time. Transport takes various parts in all changes occurring in 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 creating necessary and sufficient conditions for construction. In this way, transport apparently differs from construction as such, that is, we are not talking about the displacement of transport from the construction movement structure.

They complement each other. Unlike construction, which is always construction, transport is always a tool for organizing the conditions of the construction process in space - time, the space of temporary support 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 construction function of transport can be expanded on the example of its human form of development. Cognitive activity is inherently associated with the development of human transport.

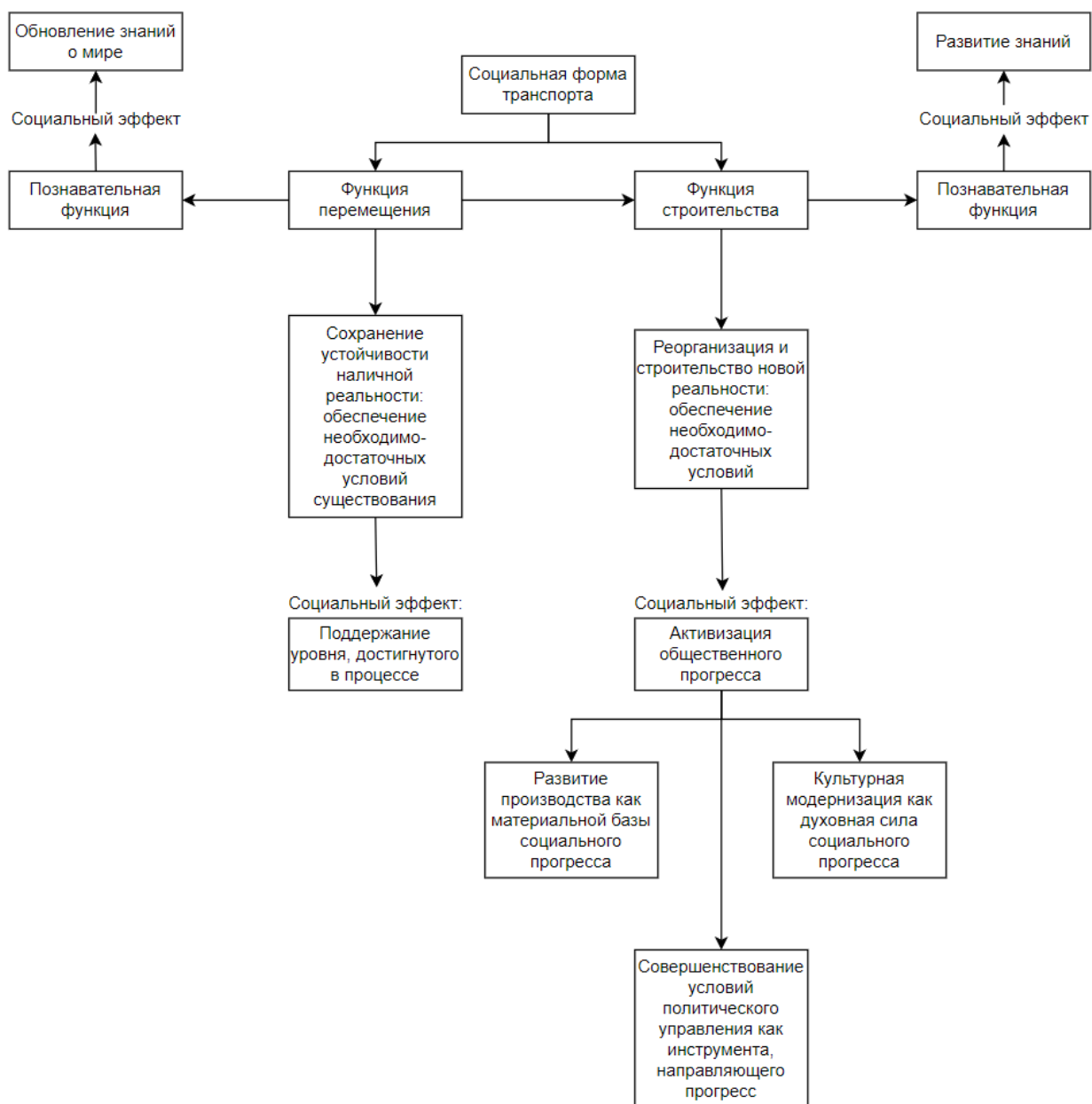


Figure 1. Functions and social effects of the functioning of a social form of transport.

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

Participation in the process of cognition, as well as the very process of the formation of cognition, starting with its history in the animal world, is indicative of understanding the development inherent in transport. This function, unlike the first two - to serve as a tool for movement and to provide necessary - sufficient conditions for construction, is not universal and therefore does not belong to the fundamental tasks of the existence of transport, but it is of utmost importance for the actualization of transport in society. It was the basis for man's "conquest" of the world and ensuring the growth of individual freedom of activity. Transport was initially the only tool for man to move from a known part of the world to an unknown one; expansion and deepening of a person's worldview and understanding of the world.

A simple list of social effects from the implementation of the functions of transport support for social progress allows us to assess the significance of transport in the history of mankind, first of all, in improving material production and the conditions of individual freedom. The definition of social transport as a branch of production reflects only the external manifestation of transport and, unfortunately, not in proportion to the actual role of transport. Transport has long been a product of labor; moreover, it forced people to develop a special branch of transport production. In those cases where the construction of vehicles was carried out in places located on waterways that were important for life, transport specialization of production became the leading industry. There is enough evidence for this: T. Heyerdahl, planning the passage across the Pacific Ocean, used the experience of building rafts that 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 undertaken under the leadership of T. Heyerdahl from Peru to the Tuamotu archipelago first showed and then confirmed the possibility of the settlement of Polynesia by residents of the eastern coast of South America. In 1953, T. Heyerdahl discovered the remains of settlements of the pre-Incan period on the Galapagos Islands. Three years later, a researcher of the Indian migration route, conducting archaeological excavations on the Easter Islands, Rapa-Iti and Marquesas Islands, clarified the time of their settlement by mainland migrants (IV century AD). Convinced of the validity of his version of the settlement of people using homemade vehicles from natural materials available for primitive production, T. Heyerdahl in the 1970s organized passages on papyrus boats "Ra" and "Ra-2" from the shores 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 watercraft from

papyrus. Domestic Northern Slavs - Pomors, who lived on the shores of the White Sea, had experience in building large boats for coastal navigation for the purpose of fishing and catching sea animals, by the 11th century they designed a sailing and rowing fishing vessel "koch", flat-bottomed, single-deck with raised edges and a small draft. Koch was equipped with a mast, sail and mounted rudder. The length of the vehicle did not exceed 20 m, the carrying capacity reached 30 tons. Kochis 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 nomads, or it was extremely difficult in practice and would have required much more time, which significantly limited the pace of social development. Representatives of the Scandinavian peoples were called "Varangians" in ancient Russian chronicles, without distinguishing them by nationality. The "Varangians" played a significant role in the formation of statehood in Rus'. Before the Romanovs ascended the throne, power belonged to the Rurikovichs, who were descended from representatives of the Scandinavian leaders called upon to rule. In the domestic mass historical consciousness, the mention of the Varangians is usually associated with the hired armed force, which made up a significant part of the Russian army that was 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 Middle Ages highway "From the Varangians to the Greeks," that is, from the shores of the Baltic to the Black Sea, where 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 a major contribution to the social development of that territory, which the great Russian princes subsequently united under their rule. The transport route, like an electric line, created fields of attraction for the population around itself - the organization of construction, trade, production, and cultural life. Along the river systems used during the transition "from the Varangians to the Greeks", many domestic cities were formed as political and cultural centers of the Russian land. The dependence of social progress on the development of transport described above is a natural phenomenon. It was typical of Antiquity, when most of the famous states were formed on the shores of the Mediterranean Sea and in the basin of rivers flowing into it. The same thing happened in the northern part of Europe adjacent to the Baltic Sea. The magnetic power of transport lies in its ability to move, however, apparently, the main factor is not the fact of movement itself, but a sign of stability, repeatability, and the ability to control the movement of transport. Thanks to its ability to act with a given consistency of repetition, transport

Impact Factor:

| | | |
|---------------------------------|-------------------------------|-----------------------------|
| ISRA (India) = 6.317 | SIS (USA) = 0.912 | ICV (Poland) = 6.630 |
| ISI (Dubai, UAE) = 1.582 | ПИИЦ (Russia) = 3.939 | PIF (India) = 1.940 |
| GIF (Australia) = 0.564 | ESJI (KZ) = 8.771 | IBI (India) = 4.260 |
| JIF = 1.500 | SJIF (Morocco) = 7.184 | OAJI (USA) = 0.350 |

becomes not only a means of movement, it becomes a way of communicating with people, opening up for them the prospect of communication and activity. In Russia, the departments responsible for transport transportation were officially called departments, corps, and ministries of transport. The last government agency with a name containing the combination of “communication route” was abolished in the 1990s. This was the Ministry of Railways, which managed the railway transport of the USSR. History does not forgive haste in making political decisions on a state scale. It was during this decade that for the first time since 1837, the growth of railway lines decreased by 1,200 km. Reformers in the 1990s tried to simplify transport costs by eliminating its function as a means of communication for the state's population, which could lead to the collapse 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, like US progress without improving the highway 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), and a ministerial form of government was formed (MPS - 1865). As a result, over the remainder of the 19th century, the length of public railways increased from 680 km (1851) to 70,260 km (1917). Railways, which domestic conservatives fiercely fought against, believing that they could undermine autocratic power and its social supports - serfdom of peasants, class gradation of the population, which deprived a significant part of civil rights, who argued that the climate and topography of Russia would make railway communication impossible or wasteful for the treasury, became a national mode of transport. The founder of domestic railway construction, P. P. Melnikov, argued: “Railroads are extremely necessary for Russia, they can be said to have been invented for it more than for any other country in Europe, the climate of Russia and its space characterize them as especially precious for our fatherland.” (Figure 2).



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

The railway connection has a number of significant features: it is the most materially and energy-intensive, it 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 it should be done when managing such a large-scale and nationally significant facility. 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. In order to undermine the economic foundations of a state, whose history since Peter the Great has been based on transport construction, there is no need to destroy the entire national economy. It is necessary to break the transport system and there will be a complete

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

economic collapse. The domestic economy, managed by reformers, stopped at the very edge of the abyss of national bankruptcy thanks to those who ran the Ministry of Railways, held the defense against the shock initiatives of pseudo-democrats until the change in the political leadership of the country. Reforms at the end of the 20th century deprived Russia of river and sea transport, as well as famous shipyards, automobile production stalled, and aircraft production 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, always distinguished by energetic pressure, is very often disqualified by historical illiteracy and poor knowledge of international experience, in particular Great Britain, France, and Spain. The history of railway transport, and not only it, indicates the need to adapt the requirements of self-financing and the combination of private ownership with state ownership from the specificity of production activities. The economic component of the transport management system in a national format cannot be absolutized where transport determines the quality of national development. We have no reason to doubt the good intentions of either ours or all other reformers. Politics is a complex matter, therefore, in addition to the desires of the most noble, politicians are obliged to build their plans in a system of objectively determined coordinates of the social movement in space - to measure the size of the social space and the time of implementation of the plan, but most importantly, they must realize that reforms in society are something, a related transport organization. Any movement requires its own locomotive. Reforms risk becoming "good intentions" that pave the way into the social abyss if they are not theoretically supported and the reformers have not decided on a "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 relationships determined by activity. Activity creates an economy, culture and the need to manage the social complex. The social contradictions of a developed society cannot be resolved on their own. The state comes to the rescue, also a product of people's activities in their own interests. Ideally, the state should be equidistant and equally concerned in relation to all its citizens. Formally, democratic power looks like this, but real contradictions are much richer than the formally established responsibilities of the state. Forces in society swing social movement "right", "left", "backwards", "forwards", like sea waves and ship currents. On ships, they maintain a course with the help of a compass and instruments that orient themselves by celestial bodies; in politics, the course should be set by a scientific understanding of the movement of social progress. In existing existence,

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 strength a vector of action. The law in society is that a perfect ship at sea will take its course 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 are driven by people, economic policy should not steer the movement of society. Its destiny is to ensure the exchange rate movement of production development. Social policy is called upon to steer. All political decisions require humanitarian expertise, checking to what extent they correspond to the interests of those who did everything that politicians manage. Economic policy, due to its status - to move the production base of human life, to create material wealth, is significant and responsible. However, it is a component of the social system, and it is not supposed to measure its quality by its own criteria. It is not economic, but social and humanitarian criteria that determine the quality of any policy. "Profitability" is a purely economic indicator, and it is undoubtedly significant in determining the economic organization of a business, within the framework of localizing 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 rather than an economic subject. The economization of the management of social progress introduces a dangerous tilt into the social movement, and during "shock" reforms this tilt acquires critical significance. Even when it is possible to neutralize the risks, their delayed effects for a long time do not allow society to calm down and return to normal movement and stability. Let us repeat: the movement of a "social ship" is formally the same as that of an ocean-going vessel. Private railways appeared in the Russian Empire at the end of the reign of Nicholas I. In 1868, part of the state-owned roads was sold. After 13 years, the government realized the shortcomings of commercialization of the railway service and began to buy out private roads. After which the development of the road network and the quality of construction work noticeably intensified. Economic development in general has become more intense. However, the Russian rulers of the Romanov dynasty failed to extract and correctly use the advantages of the construction of railways. Transport in the USA and economically mobile countries of Western Europe was recognized as a locomotive of socio-economic development already in the third quarter of the 19th century. Russian monarchs and most of their courtiers continued to plan transport construction with an eye to the possibility of undesirable changes for the

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
PIHII (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

autocratic system. They were frightened that in the domestic economy, even before the opening of the first “real” railway St. Petersburg - Moscow, characteristic signs of a market economy appeared, which, according to European history, was followed by a 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, increasing 6 times compared to 1804. Almost 90% of the workers were already civilian employees. The number of industrial enterprises has exceeded 15 thousand, and a third of them were built over the past 25 years. The government of Nicholas I, with some decrees, opened up the prospect of railway construction, while with others it hampered the progress of the economy. The Industrial Revolution created scientific and technical conditions for organizing mass production; mass production presupposed the need for transport support with modern technical means. The consolidation of production was required; you cannot connect a railway to every village or small urban settlement. The desire to make the first railway 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 restrained in every possible way: the construction of new factories and plants, technical modernization was prohibited. In the Vladimir province there were 18 thousand machines in factories in the 1840s, and 80 thousand in private village houses. Handicraft production was encouraged. They did not see it as a serious danger to the existing political system, and besides, the artisans paid rent to their landowners. The Minister of Finance, Count E.F., vigorously opposed industrialization and the development of railways. Kankrin is a person known for his conservative autocratic views. Meanwhile, the count's surname 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 settlers in the Eastern regions of Russia in order to reduce the density of the rural population of the Central part and relieve the growing political tension.

The peasants practically did not participate in the revolution of 1905 - 1907, which became 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, worked successively as Minister of Railways, Minister of Finance, and Chairman of the Government. Nicholas I considered his ideas too liberal and replaced Witte with Stolypin, who was considered 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 Russian monetary system based on 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 “the unshakable foundations of civil freedom,” consistently collaborating with large domestic and European industrial circles, financiers, enjoyed stable authority among them. It was Witte who developed a number of provisions of the Stolypin reform, 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 when signing 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 Southern Russian University in Odessa, Witte planned his life completely differently from how it ultimately turned out. Having completed his mathematical education at the university, Witte, a graduate, published part of his diploma research in the works of the Sorbonne, which he himself learned about 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 career as a professor. So, perhaps it would have happened if not for the accident. Father S. Yu. Witte met his comrade, who by that time held the post of Minister of Railways, and spoke about his son. The minister was very interested in what he heard and said that the department lacked specialists with the abilities inherent in mathematically organized thinking, and suggested that his son 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 Mr. Minister explained: there is no need to do this, we have enough railway engineers, we need specialists, able to look at the peculiarities of railway transport as if from the outside. And in order to avoid “superficialism”, you will have to quickly go through all the key positions in order to deepen your familiarity with the matter. That's how it all happened later. S. Yu. Witte, by the way, warned with calculations about the inevitability of a disaster for the imperial train on the section of the route where it happened. Railway officials did not dare to make amendments to traffic along the route. At the university, the individual was clearly better prepared to express a professionally informed point of view in difficult situations. S. Yu. Witte managed to leave a noticeable mark on the state, financial and transport policies 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 transport operations, along with the development of domestic railways. The Emperor, unable to withstand the pressure of the reactionary wing of politicians, clearly turned the needle on S. Yu.

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

Witte's political path into a dead end at the wrong time. It is possible that it was then that he directed his movement to the final station. Transport manifests itself everywhere as a significant socio-political factor. The scale of transport challenges is not an obstacle. Transport participates in the formation of an individual destiny, the destiny of a family, political movements, and state policies. In the history of the Industrial Revolution, 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 steamship.

Behind each of these outstanding achievements of social progress are famous personalities. The logic of historical development is as simple as an elementary algorithm. First, it is necessary to mature the social need for the implementation of a technical project, for example, the working part of technical tools - machine tools, machines was brought to a high level of perfection, even before the creation of the steam engine, but the development of production stalled - there was no constant energy source. Individual systems-minded, technically trained, persistent individuals find a technical solution to an urgent production problem. Production brings the invention to the point of practicality for mass use. Technically busy production needs professionally trained workers in large numbers. Crafts are inferior to industrialization. Industrial development no longer requires shop secrets and loyalty to the traditions of product manufacturing; it forces society to improve the organization of education and culture. The construction business in Russia before the development of railway production was based on the craft method. The researchers reported: "Construction equipment of the first half of the 19th century differed just as much from the construction equipment of the second half of the 19th - early 20th centuries as the manufacturing period of production in pre-reform Russia differed from the machine production of post-reform Russia." 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 to Russia via railways. They only primitively represented the very mechanism of the spread of humanistic ideology. This, of course, was not about transporting books, newspapers, proclamations and other literature. Democratization was carried out through the deep laws of progress, determined by the development of mass industrial production, which in the literal sense of the word pulled the locomotives of the Russian railways. The transformation of the talent of individual outstanding individuals into a mass social movement began in Russia in the 19th century, indeed, with railway

construction. Historians of the first wave of domestic emigration often associated the decline of autocracy in Russia with the weakness of the Romanov personalities, who turned out to be incapable of strong-willed politics in the conditions of tension of political forces in the country and in the world. They are to some extent right, the subjective factor of the representatives of the ruling dynasty of the early twentieth century was really not adequate to the situation, but the true explanation should not be sought in Nicholas II and his immediate 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 radically 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 the bourgeois restructuring of 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 did in Great Britain, Denmark, Germany and other European countries, but in return they had to abandon the specifics of the Russian autocracy. Under Nicholas II, it became absolutely clear that politics had become an excessive brake on the country's development. The high economic indicators of 1913 testified only to the tension of the limit values, after which either collapse or a new form of organization of political power should have occurred. Nicholas II brought both Russia to a historical crisis and the history of the Romanovs to a political end. In 1917, the country had a choice exclusively between liberal democracy outside the monarchy and the revolutionary restructuring of society according to the program of the Social Democrats, who from the very beginning of their history fought the autocracy as the main enemy.

Domestic autocracy defeated capitalism, the movement towards which was opened by 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 dead end, demonstrating what a lack of flexibility leads to in politics. The foreign relatives of the domestic Romanovs turned out to be more politically farsighted and retained their form of power. If Peter I had been in the place of Alexander II, Alexander III, it is quite possible that the Romanovs would still rule in Russia. Pyotr Alekseevich had an excellent political sense 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 the head of state for the timely sale of its products. Peter the Great, as you know, had a special love for transport. Steamboats and locomotives would be his personal concern and he would never miss the

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

opportunity to benefit from the progress of transport. To compare the economic policies of the late Romanovs with similar results of Europeans and the United States, let us turn to the statistics of Professor I.Kh. Ozerov is one of the authors of the five-volume book "Three Centuries", published for the 300th anniversary of the Romanovs' reign (1913). There were 155.5 km of railways per 1000 km² of Belgium, 114.8 in Great Britain, 102.1 in Germany, 20.3 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 steamships and 25,000 non-steam vessels with a total tonnage of 800,000 thousand poods sailed along them. In terms of capacity, the Russian river fleet exceeded the entire fleet of Great Britain and took first place in the world. The domestic fleet was almost three times the capacity of the entire rolling stock of Russian railways. Despite this, during the entire second half of the 19th century, the government allocated only 80 million rubles for work on modernizing the river fleet. A similar situation occurred with the development of institutions and communication networks: postal services and telegraphs. In 1905, there were 8.33 posts per 10,000 residents in the United States, 6.48 in Germany, 5.37 in Great Britain, and 0.96 in Russia. From his analysis I.Kh. Ozerov concluded: "And without communications, with the country insufficiently equipped with post and telegraph, it is impossible to conquer space." Adding something that is not at all complementary to the anniversary of the Romanovs: "Russia, with its wealth, needs a different economic policy, we need statesmen with a broad outlook, with an understanding of the great tasks and the great role that Russia is destined to play... The economic policy that was carried out in Russia did not put its task of sustainable development of the country's productive forces; here they were chasing more effect, they were thinking of creating an industry, without creating a solid foundation on which it could develop." At the time when I. Kh. Ozerov wrote 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 the critical reflection of consciousness is capable of covering the remaining part of the path on its own. I. Kh. Ozerov meant by "a solid foundation" the transformation of social relations, including industrial relations. In addition, like all thoughtful 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 S.Yu.'s position. Witte, who believed that for the successful development of Russia, its space must first be "contracted" by transport, primarily through railway construction. One line of transport route was clearly not enough. The potential of railway transport could only be revealed in combination with the active

construction of ships and the development of land transport. These days, 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 fully develop the capacity of electric railway traffic. In this connection, it is interesting to remember that N.G. Garin - Mikhailovsky - a travel engineer, in the first years of the last century proposed a project for the construction of an electric railway along the eastern coast of Crimea, and thirty years later, Soviet engineers - enthusiasts Yu. Kondratyuk and N.V. Nikitin won a competition initiated by G.K. Ordzhonikidze to develop a powerful wind power plant on Mount Ai-Petri in Crimea. Crimea has long been the object of environmentally friendly technical development. N.V. Nikitin, who later developed the project for the Ostankino TV tower in Moscow, recalled with great warmth his work with Yu.V. Kondratyuk in Crimea: the station resembled, he wrote, a twin-engine aircraft, the engines of which were located vertically. "The dynamics were very difficult, (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 felt very well that gusts of wind could cause forces that were completely different from the forces caused by the static action of the wind. Yu. V. Kondratyuk liked the design of the train of trolleys for braces that I came up with." History convinces even the most persistent skeptics that the development of transport plays a critical role in creating an economy that can provide a reliable foundation for accelerating social progress. In political competition, victory is celebrated by those states that are earlier aware of this historical pattern. Logically, everything here is frank and obvious: 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 for further movement until they ascend to the next round of the development spiral. Then a new cycle begins, again due to self-propulsion. Let us recall the political history of the Ancient Mediterranean period. It began on the Middle Eastern shores of the Mediterranean Sea - in Babylonia and Egypt. What made the strongest impression on travelers in these places? The scope of construction work required large-scale transport work moving huge masses of building materials horizontally and vertically. In the encyclopedic dictionary F.A. Brockhaus and I.A. Ephron's "Ancient Civilizations" describes the building structures of the capital of Babylonia, built under Neohudonoser (after 567 BC). They formed a giant regular square, each side of which was equal to 21 versts. The city was surrounded by two concentric walls with hundreds of bronze gates. According to archaeologist Rawlinson, the outer wall was up to 200 feet high and 50 feet wide, so that four-horse chariots

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

could easily travel along it. This required 18,765,000,000 bricks of the largest size. The history of the flourishing and decline of another state - a giant born in the fertile expanses of the Mediterranean - is indicative. Transport connected the Roman Empire, breathed into it the stability of life, but turned out to be powerless when the state lost its internal sources of vitality. Transport strengthens the position of the state, but it does not have the potential that is intended to save the state. Reliance on transport promotes ascension due to the fact that with the help of transport it receives a unique opportunity to expand its boundaries and tighten space to manageable sizes. The spatial chaos that accompanies the intervention must be given the form of some order, without which it is unrealistic to exercise power in the acquired territories. Roman rulers recognized this need for transportation and began road construction on a scale comparable to the size of the empire itself. They built roads, combining their strength with comfort. "Already during the era of the Republic, the Romans began to build magnificent paved roads, which gradually covered 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 that run along them." Near Rome, the road was paved 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 laid everywhere, allowing quick travel 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 and archaeologists, states: "The total length of Roman roads, calculated from ancient remains, was several thousand kilometers. The roads were laid on a strong stone foundation and everywhere had a standard width of 6 meters; the road surface was lined with tiles and small stones and ended with rounded bevels. This road has not required repairs for centuries, and troops and transport could quickly move along it. The surface of some particularly strategically or economically important roads consisted of a number of successive layers of stone and crushed stone, held together with lime mortar. Roads were carefully built in western Syria. Stone slabs were laid in a specially prepared bed, on which a layer of crushed stone and lime mortar was poured. 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, began at the modern Albanian city of Durres (the ancient name was

Dyrrachium) and ended in the Greek port of Thessaloniki. Emperor Tiberius ordered the installation of mileposts - milliaries - along all roads, indicating the distance between the nearest cities. Roman builders also learned to build reliable arched bridges. European roads in our time remain exemplary for the organization of high-speed and safe automobile traffic, for which grateful drivers and passengers usually thank the current founders, forgetting about those who left the Europeans of the New and Contemporary times an exceptionally rich legacy in terms of experience. Of course, little has been preserved from the Roman roads that crossed the length and breadth of the European continent, and even then they have been modernized, but the main thing in the legacy is the culture of construction, which should be symmetrical to the special importance of road construction for the development and functioning of transport. Spain owes the highest part of the history of development to naval shipbuilding and the timely awareness of all the advantages of being the mistress of the sea - in fact, to gain the opportunity to manage affairs in the maritime space and keep the coast, which is a promising springboard for an offensive inland, under control. The Age of Discovery was a triumph of ship transport. Until that time, sea vessels, as a rule, moved along the coast. There was no necessary knowledge for orientation on the open sea, and the design of the ships itself did not meet the requirements of testing by sea storms. The history of the Vikings can confirm this. They moved far to the south on their ships, colonizing Sicily and part of Southern Italy. As long as their routes passed close to the coast, fleet losses were insignificant. 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 sailors that the Earth is not a disk, but a ball, therefore, there are no edges, but there is confidence that after a certain time, you can return to the starting position, shipbuilders began to create ships that were reliable for long voyages. Spain forestalled all competitors and managed to attract famous navigators who were ready to take risks in new circumstances. H. Columbus, while in Spanish service, discovered the New World and thereby laid the foundation for the colonization of rich lands. Under King Charles I, Spain became a world power. Its power rested mainly on its navy, which was used both to suppress resistance and to carry out expansion and economic activity. It became clear to numerous opponents of Spain's political ascent that "a wedge can only be knocked out with a wedge," that is, by uniting and creating a stronger fleet. In 1588, the "Invincible Armada" of the Spaniards was crushed in a battle with the British fleet. Having lost its leadership in the navy, Spain also lost its political weight, and the era of

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

decline of its European significance began. England is emerging as a European leader. During the reign of Elizabeth I, the country experiences a “golden age”, turns into the “mistress of the seas”, confirming the historical truth that the fleet, having clear advantages in movement and traffic control, in comparison with land means, provides the necessary grounds to be the driver of the political destinies of states on a planet whose surface is 70% covered with water. The expression: “time measures a person’s living space” perfectly suits the description of active Englishmen. They wasted no time and, as a result, with their energetic transport policy, they forced half the world to serve the British Crown, including not only huge parts of the Asian and American continents, but also the entire continent - Australia and New Zealand. All the acquisitions of the British were made due to their modern attitude towards 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, the experience of building seaworthy ships and the art of sailing ships. Having defeated the Spanish “invincible armada”, the British convinced everyone of their political and military strength, seizing and consolidating supremacy at sea. The fleet was built in England, sparing no expense, knowing full well that only with its help can everything conquered be retained as a single whole and a common cause. In the Great Illustrated Encyclopedia, just listing the composition of the British Empire took up a page in 8-point font. 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 this collection of dependent countries. Political history forced the original name “British Empire” to be adjusted. It was replaced by the “British Commonwealth of Nations”, later replaced by the “Commonwealth of Nations”. Political history naturally changed, but one invariant conclusion from history remained: Without the active inclusion of transport in the historical process, the described history of Great Britain would not have happened. Politicians needed means to implement their economic and political plans. British policy would have remained on the coast if the coast had not been developed as a seaport. Even those whom it had to deal with as enemies - pirates - served the crown. It is impossible not to note two patterns discovered by the transport policy of the British rulers - the importance of transport expansion in strengthening political dominance and the need to develop a systematic organization of transport support for a successful policy. British leaders were committed to embodying the idea of combining vehicles to move in different environments. In order to conquer someone - to force them to serve the interests of the victors - a strong military fleet may be enough, but it alone is clearly not

enough to pull together an 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 was no coincidence that Great Britain was the birthplace of the Industrial Revolution. The progress of science and technical creativity in the country was determined by the intensity of production development, that is, objectively prevailing circumstances placed them on a solid socio-economic foundation. This made scientific knowledge and the technical pursuit of perfection sustainable. They turned into state policy, as illustrated by the state status of the genius of British and all European science I. Newton. The policy consistently embodied the principle of combining “external” and “internal” transport. With the help of the first, the territory of the empire was increased, the second ensured the management of new territories. Despite the fact that Britain was an island state and nature itself suggested which type of transport was most natural for the country, politicians actively stimulated the development of land transport traffic. While land transport did not have a steam power plant, its capabilities were significantly limited, however, the muscular energy of animals turned out to be quite sufficient to present the prospect of progress in movement along ordinary converted roads. For the uninitiated, water transport looks, although dangerous, but cheaper to organize traffic. Professionals know how much time, lives and finances were required to make rivers, lakes, seas, and oceans accessible and relatively safe for mass navigation. Only in the second half of the 19th century, thanks to the unique research of the outstanding Russian scientist - mechanic A. N. Krylov, who calculated the formulas for roll and pitch, shipbuilding was put on a strictly scientific basis. It is curious, but natural, that the first to appreciate the merits of Academician A. N. Krylov’s discovery were in England, where he reported the results of scientific searches for solutions to ship control problems. In 1680, D. Papin designed and built a steam boiler capable of producing work. T. Newkamen in 1717 carried out the project of a steam-atmospheric engine. In 1763, I. I. Polzunov proposed a project for the world’s first two-cylinder engine with the combined operation of the cylinders on one shaft. It was a universal continuous-action motor. 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 internal and external competition of scientific and technical thought was won by the project of a universal steam engine by J. Watt. The designer worked on it for 10 years (from 1774 to 1784). “The appearance of P.M. (the 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

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

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 cart and thereby turned into a truly universal mechanism. As a lifting vehicle, the steam engine had limited demand for production; not every production required a lifting mechanism. When the steam engine became the driving force of the cart, then immense prospects opened up for such a machine. It was then that the transport industry was born, which changed a lot in human life. The history of the steam engine can be seen as a turning point in the history of human-made transportation. The path from the invention, brought by D. Watt to a prototype acceptable for 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”, namely: 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 cart and thereby turned into a truly universal mechanism. As a lifting vehicle, the steam engine had limited demand for production; not every production required a lifting mechanism. When the steam engine became the driving force of the cart, then immense prospects opened up for such a machine. It was then that the transport industry was born, which changed a lot in human life. The history of the steam engine can be seen as a turning point in the history of human-made transportation. The path from the invention, brought by D. Watt to a prototype acceptable for 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”, namely: 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 cart and thereby turned into a truly universal mechanism. As a lifting vehicle, the steam engine had limited demand for production; not every production required a lifting mechanism. When the steam engine became the driving force of the cart, then immense prospects opened up for such a machine. It was then that the transport industry was born, which changed a lot in human life. The history of the steam engine can be seen as a turning point in the history of human-made transportation. The path from the invention, brought by D. Watt to a prototype acceptable for 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”, namely:

*the first step is connecting the steam engine to a trolley capable of moving;

*second step - development of a technical mechanism for controlling a moving cart;

*the third step is the transformation of a moving trolley into a carriage and the specialization of the carriage for a specific function;

*the fourth step is the construction of the path, including the laying of rails that provide and guide the movement;

*fifth step - organizing traffic in accordance with rules that guarantee safety and uninterrupted traffic;

*sixth step - creation of the necessary infrastructure;

*seventh step - a reversal of public consciousness towards the social and personal usefulness of the railway.

The last step was especially significant. History knows many examples when political and public reactions turned out to be inadequate to an event. The first trains showed the reality of railway traffic back in 1804 and 1808 (R. Trevithick). A continuation of the experience gained were the flights of M. Murray trains, composed of 6 and 8 cars, each of which contained 3.5 tons of coal. In addition, the train was carrying almost 50 curious people. In principle, the train could move up to 27 cars with a total load of over 90 tons at a speed of 5.5 km per hour. M. Murray's trains served for about 20 years. In 1813, the future Emperor of Russia Nicholas I also came to see the work of the railway. Until the early 1820s, politicians looked closely at the railway, but were in no hurry to make a decision. Public opinion about rail transportation has also not developed. The situation changed under the pressure of industrial progress, which required stable and increasing freight transportation in a shorter time. The Industrial Revolution gave birth to the railway, and it also decided its future fate in social progress. The first public railway was the route between Stockton and Darlington. Its length is 35.8 km. The movement opened on September 27, 1825. The date was subsequently designated as World Day of the Commencement of Rail Traffic 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 Stockton-Darlington road are very interesting. The owner of the mines, E. Pierce, proposed building the road at his own expense back in 1817. Parliament, despite 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 means of sociocultural progress. On the other hand, the politicians could have been justified. Public opinion was formed contradictory: the peasants were afraid that the iron “monster” moving with great noise would scare away and suppress the animals that belonged to them, which would have a negative impact on economic activity; the church took a long time to determine - the priests believed the movement of the steam engine was too similar to a manifestation of the devil; the townspeople were frightened by the noise of the trains; shipowners and port workers feared the railroad as a direct competitor. There was no solidarity in political circles themselves. Even at

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

the beginning of her reign, Queen Victoria was delighted to travel 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 or crowds.” It was about a trip along the newly built railway from London to Bristol (1842). Queen Victoria remained true to her first impressions and actively promoted railway enterprise until the end of her long tenure on the throne. The Duke of Wellington, who was then Prime Minister of Great Britain, not sharing the queen’s assessment, he said: “I see no reason to believe that such a machine can be usefully used.” It is known that Napoleon also failed to appreciate the steam engine. Among those who saw the prospect of railways was G. Heine. One of the geniuses of European literature wrote: “Railroads were a defining event, giving humanity new opportunities, changing the image and colors of its 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 conquered space. Now only time remains... Our ancestors must have experienced the same thing when America was discovered, when the invention of gunpowder announced itself with the first shots, when printing told the world the first title pages of the divine word.” As an illustration of the prophecy of G. Heine, one can consider a friendly caricature of those years. On it the artist placed a steam locomotive with the name “Time”, in the cabin of which there was the “god of time” as the driver. Thanks to the “railway”, on August 28, 1850, numerous fans of R. Wagner’s work were able to reach Weimar, where the premiere of the opera “Lohengrin” took place, ensuring its resounding European success. The young Englishman Thomas Cook arranged for 500 members of a temperance society to travel from Leicester to Loughborough to protest against alcohol abuse (5 July 1841). This is how the famous travel agency appeared, and Russian cultural historians considered this event the beginning of the history of tourism. It is wrong, 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 showing of a train arriving at the station. The Lumière brothers had a large choice in 1895, but they chose the railway, valuing it as a symbol of civilization. Transport, by definition, as an instrument for the movement of matter in all its manifestations, could not but actively participate in the successful implementation of human evolution. His active participation is easy to detect at all stages of human history. In addition, it is illogical to consider the current level of development of Homo sapiens as the result of this story. He is perceived as such when a person’s abilities are assessed within the localization of his reality. Man historically manifested himself physically - “by walking upright”; an active attitude towards the conditions of existence - “doing”; mental

potential - “reasonableness”. His evolutionary “road map” is rightly perceived as being built in a fairly well-reasoned manner. But there is one serious objection to the desire to make homo sapiens the final link. So to speak, the Olympus of human development. To absolutize modern human rationality, it is not enough to study evolution within a single developing system. In our case, this is the progress of human reality. The evolution of man and his way of life took place in the natural environment and was the product of a systemic interaction between natural factors that allowed man to develop, and man himself. There was a natural competition in which two subjects of the relationship participated.

Until a certain point, the natural environment was an object, a normally functioning environment, but as human positions strengthened, it was forced to transform into a counter-participant. Competition is a competition between 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 influence of forces that violated natural connections and relationships increased. The natural environment increasingly transformed from the original relationship between object and subject into subjects of interaction. Within the limits of its systemic potential, nature is able to “withstand the blow”; when natural reserves run out, it itself begins active offensive actions. Then it’s the person’s turn to “repel the blow.” At the same time, both nature and people rely on transport. Each has its own, but they are united by their functional fundamentality and universality of manifestation in their localization. Social transport not only made a decisive contribution to the creation of conditions for human evolution, it is also associated with the history of everything that distinguishes the social arrangement of human life. The latest “creation of transport” is the organization of conditions for the development of civilization. Unfortunately, the development of civilization itself, which determined the process of formation of the natural environment into a subject of relations with humanity, along with a positive charge, also contained negative consequences. Nature, in principle, should not be a subject. It is universal and remains as an objectively existing reality, changing according to its own laws. Any human intervention in the natural world is infinitesimal and in this context the natural system is unchanged. The natural environment as a part of nature with which practical interaction of human activity takes place is a different matter. The natural environment is its component localized within nature. Whatever the scale of the natural environment, in relation to the infinity and boundlessness of Nature, it remains an insignificant value. Its deformation is assimilated by Nature and will heal like a wound on the body of a healthy organism. The natural environment itself, forced to compete with humans,

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

defending the systematic nature of its organization, is very vulnerable. In this connection, science has raised as an urgent problem the formation of the noosphere as the most rational direction of competition. The reality of the noosphere turns out to depend 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 of the movement on the periphery. In our publications, we increasingly have to raise the question that the creation of the noosphere will require the continued evolution of “homo sapiens” into “homo sapiens”, sufficiently equipped morally and aesthetically to solve systemic problems in relation to nature. Homo sapiens, already within the existing quality of rationality, will have to overcome the selfishness of thinking and recognize the natural environment as its home, reorganize itself into perceiving it as a subject of cooperation, without attention to which, without solidarity with which, its 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 man and the environment should be approached dialectically, that is, considered not only mutually binding, but also developing.

The “phenomenon - conditions” system is evolving. “Conditions” turn into a “factor”, being built directly into a change in the phenomenon. The human body does not perceive normal temperature and atmospheric pressure, because they fully correspond to its requirements for existence. He reacts completely differently to significant deviations from normal conditions. The body turns on protective and compensatory mechanisms, and they are rebuilt to suit these new circumstances. The circumstances (conditions) themselves become factors in the changing state of the body. With certain changes, environmental factors can 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 subjects, the specificity of their natural basis is preserved. Natural factors, having become the subject of relations, will remain “conditional subjects”. The uniqueness of the status of the conditions formed into the subject of systemic relations with the phenomenon determines the specificity of their function. The phenomenon is born in concrete conditions. The natural origin of the conditions ensures their stable repeatability, 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 to the strength of normal development, but such challenges to phenomena are random, they are qualified as force majeure. Regularity and orderliness in changing the conditions of movement of a phenomenon restrains the excessive activity of the phenomenon that shapes 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 among subjects and intersubject 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 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 it included the increasing presence of human action in it. The competitive struggle within a developing society was carried out not only and not so much by eliminating a direct rival, but by violating systemic “obligations” in relation to the natural conditions of development. Since the Industrial Revolution, humanity 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 are already living at the expense of future generations, and this form of selfishness will continue as long as the importance of competition in social progress is absolutized, or until environmental tension breaks down, past the crisis, into catastrophe. In the 21st century, it is necessary to decide on the main question: what sign should we live under? Continue the fight for political leadership, or strengthen solidarity. I. Kant was right when he spoke about the perfection of the celestial order of the stars and the need to subordinate all life activity to the moral law. Let us repeat, the economy is just the basis of a person’s social and personal life. It is a great mistake to make it the goal of social progress. It will first lead to the death of hundreds of millions of mostly sinless people, and then to the degeneration of homo sapiens, as incapable of evolving into a “prudent man.” What is the role of transport in modern human history? She remained the same. Transport is deprived of its own intelligence, is not able to set goals and objectives, or determine its own “road map”. It is built into the objective reality of movement and within these limits of his natural position a person must show his rationality. The intelligence of homo sapiens, as well as its bearer himself, 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 the philosophical search for truth, consists in the imperfection of the systematic

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

rationality of human thinking - the imbalance of the rational and empirical, utilitarianism with responsibility to moral and aesthetic maxims. Humanity is overly satisfied with development here and now. It continues to expand living space, without, however, showing due concern for the reasonableness of its arrangement. Something similar happened during the intensive construction of railways, when attention to the quality of the road surface and rail track turned out to be disproportionate to the scale of the increase. Reasonableness realizes itself only when a person's rationality replaces the egoistic vector and spreads to the reasonable organization of the arrangement of the entire living space, everything becomes reasonable. A truly new reality of the noosphere will be formed. Human transport does not build the noosphere. It provides the organization of necessary and 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 settlement of the Indians on the west coast of South America across the Pacific islands using primitive means of transport is not an illustrative example. More interesting is the history of the capture of the Eastern coast of North America by the Vikings. Their transport was more suitable, 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 story. The history of the transformation of entire continents through transport is truly instructive. The population of the USA and Canada, Australia and New Zealand, and Antarctica mainly consists of ethnic Europeans, descendants of people from Africa and Asia. Great migrations saved humanity and opened up new prospects for it. No less significant was the subsequent resettlement in new places. Their arrangement - economic, socio-cultural, is again due to transport. Without exaggeration, we can state: 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 served as a primary necessary factor. Great migrations in human history 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 man'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 have come closer to each other, as if by magic." . The pace of railway construction was also magical. The first railroad in the United States appeared in 1829. It connected Baltimore with Ellicott Mills and was only 24 km long. Forty years later, 85,000 km of equipped railway

track were put into operation in the United States alone by private companies. By 1916, the US railroad network was 409,000 km long. In the 1930s, 63,300 steam locomotives, 54,800 passenger cars, and 2.4 million freight cars operated on railroads 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 per year. By the beginning of the 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, a 3 km long electric city railway appeared in Berlin. The era of trams and metro began. However, it has long been known that social progress is a contradictory process, combining all manifestations of movement from ups and downs of development to recessions and crises. The development of social transport, as expected, was accompanied by diversification and competition. Railroad transport has replaced land transport, and in countries where rivers, lakes, canals and seas freeze for a long period, also water transport, mainly internal. The invention of the internal combustion engine gave land transport a chance to successfully compete with railway transport, but railway transport still had an important advantage in all-weather performance and greater safety. The technical equipment of transport required the improvement and technical training of those who manage or service the traffic. The qualifications of drivers and technical personnel in railway transport are continuously and professionally monitored by the state inspection; the control is systematic and self-certified. Statistics also support higher safety of railway traffic. There are a lot of trains in the world today, but even so, their number is very small compared to 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 vehicles. This is the logic of comparing railway and road transport. Air transport is highly professional, however, its infrastructure is extremely complex and expensive. The dependence of flights on weather conditions is also serious. Crisis symptoms for railway transport began to increase after the Second World War. In the 1960s and 1970s, passenger and freight traffic fell in Europe and the United States. Transportation over short and medium distances was especially affected due to the increase in personal and cargo vehicles. Many travelers preferred airplanes. The railways were able to get out of the crisis situation towards the end of the twentieth century by creating a new generation of high-speed trains that provide comfortable and accessible travel to the destination. The attitude towards train travel among tourism lovers has also changed. Tourists realized that little interesting could be seen from the airplane window during a long flight. A completely different impression is created by the opportunity to observe what is happening outside the window of the carriage.

Impact Factor:

| | | |
|---------------------------------|-------------------------------|-----------------------------|
| ISRA (India) = 6.317 | SIS (USA) = 0.912 | ICV (Poland) = 6.630 |
| ISI (Dubai, UAE) = 1.582 | ПИИЦ (Russia) = 3.939 | PIF (India) = 1.940 |
| GIF (Australia) = 0.564 | ESJI (KZ) = 8.771 | IBI (India) = 4.260 |
| JIF = 1.500 | SJIF (Morocco) = 7.184 | OAJI (USA) = 0.350 |

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 for hovercraft trains are being developed in France, magnetically suspended trains in Germany and the Russian Federation, design and modeling work is underway to improve the classic “wheel-rail” scheme (TGV in France, ICE in Germany). They are successfully working to improve high-speed and high-speed traffic in Japan, Korea, and China. All types of social transport entered the third millennium with optimism. In the historical process, the logic of the dialectical development of transport that we noted again manifested itself. All changes are carried out through relations of opposites, competition between internal and external forces. Heraclitus already understood that 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 rational, acting within the general, as its component. Struggle, in our case, competition, within social transport is important as a force for improving its types, but struggle always remains only a means of obtaining a result different from struggle. Moreover, the result of the struggle should be the opposite of it. Transport diversifies in the course of its development, multiplies in the specificity of its 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 transport. The essence is specifically concrete and unitary, which is understandable for only in this way can the different manifestations of the essence be placed under a common “roof”, presented as one, conditionally divisible.

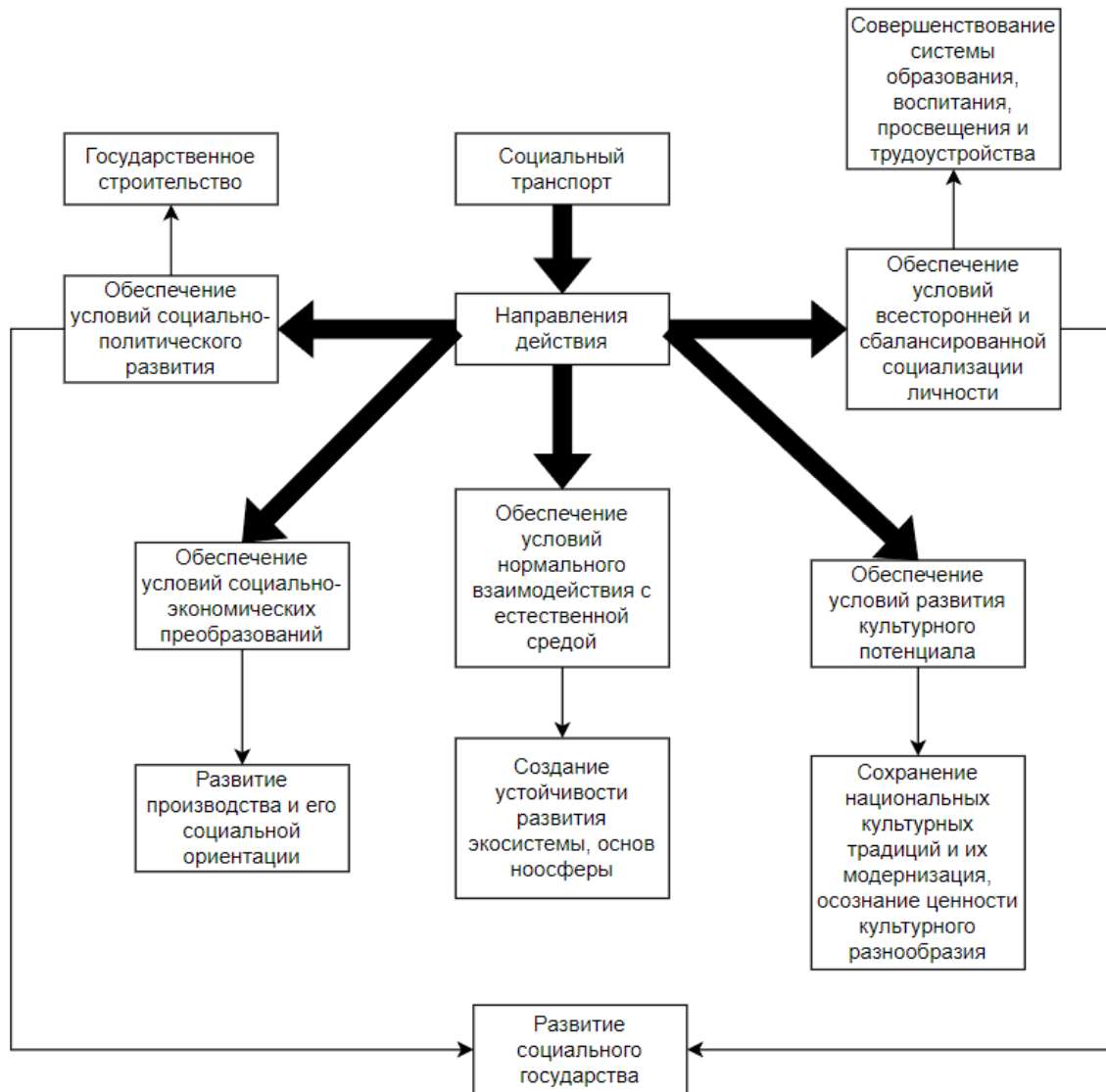


Figure 3. Main directions and products of social transport.

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

Transport is essentially unitary. Its natural and social differences are autonomous solely as phenomena of a single essence. The type of transport is conditional, the essence is absolute. At the turn of the second and third millennia, multi-transport centers developed, linking together the work of various types and specializations of public transport. The synergistic effect of such centers consistently manifests itself in general and in particular.

In the diagram, 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 and 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, part of which is the practical activity of man. Transport is a tool of movement. The work is carried out by movement, transport prepares and provides traffic conditions. The absence of an argument function for a separate fact has already been noted. Facts taken individually can neither refute nor prove. But based on facts, you can build a concept. And in this case, when it is possible to obtain from its consequences the predicted facts in sufficient quantity and variety, both the concept itself and the facts will acquire true meaning.

Russia was preceded by Rus'. It is believed that Rus' became Russia, becoming an empire under Peter I. Peter I was recognized as the Great for the scale and quality of transformations in society. From the very beginning, Peter the Great linked the reconstruction of his fatherland with the development of transport. He had little choice - to find a rational relationship between water and land means. The emperor saw advantages in water, especially sea transport. With its help, it was possible to increase trade, causing an increase in the production of goods, and expand the borders of the state, and when necessary, protect it. The strengthening of Rus' occurred with the growth of cities; all the historical cities of Rus' and Russia grew on the banks of rivers and seas. The land movement followed the water movement. Steam and electric propulsion were also tried on water for the first time. Civilization undoubtedly found its manifestation in transport creativity, but the continuity of social progress depended even more on transport construction. All Russian cities with a population of a million people or more are pressed, both to 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 the world's most famous Siberian city, Novosibirsk, is connected with the Great Siberian Railway. Before Novosibirsk, Chicago was considered the fastest growing city in the world. Novosibirsk as a city will turn 119 years old in 2022. On January 21, 1904, the Tomsk governor received a notification that the Emperor, on the 28th day of

December last year, in accordance with the regulations of the Committee of Ministers, "Deigned to command the highest: the settlement of Novo-Nikolaevskoye of the Tomsk districts and provinces should be raised to a degree without a district 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, in its place there was taiga. N.G. Garin - Mikhailovsky, who carried out the assignment with his survey party 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 the great work. By building the road, we will make these vast lands a real asset to the Russian land." On the eve of the transformation of Novo-Nikolaevsk from a village into a city, Tomsk Governor Major General A. A. Lomachevsky reported to the Council of Ministers: "As Your Excellency knows, the village of Novo-Nikolaevsky owes its emergence to the Central Siberian railway. d. When the construction of bridge structures across the Ob River began and the workshops were equipped, a mass of workers and employees appeared in various branches of railway administration and construction, and at the same time, to meet the needs of the above persons, a mass of trade and industrial people also poured into Novo-Nikolaevsk for sales of their works and trade transactions. Today, the number of residents continues to grow progressively, trade and industry of the village residents are diversifying, due to its particularly advantageous position on the banks of the Ob. Such a privileged position of the village of Novo-Nikolaevsky gives capitalists complete opportunity to develop their commercial enterprises here, and therefore now the main grain traders - Kolyvan merchants - have moved their operations to Novo-Nikolaevsk, and Tomsk industrialists have opened their offices here and operate with millions of rubles; All these circumstances did not remain without influence on the development of the lives of ordinary people." After 100 years, the city of Novosibirsk, born in the taiga forests on the banks of the majestic Ob, already had one and a half million inhabitants, its area is 506.67 km². Novosibirsk is recognized as the cultural, scientific and social capital of Siberia, it is the largest multi-transport center beyond the Urals with a huge railway station, a modern international airport named after A.I. Pokryshkin, and a network of roads. The successes of Novosibirsk scientists, creative theater and musical groups are world famous. There are over twenty universities in the city that train specialists in various fields, 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: optimization of transport construction accelerates social development. The last conclusion is

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

clearly underestimated. Modernization of national development is always associated with important changes, some of which the country's population does not consider inevitable costs of social progress. These, in particular, include the undeserved fate of many settlements of different formats and ages, which have become small homelands for people. Their roots are here and they don't 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 people are in a natural, and not "corralled" state. Society, which is frantically searching at the global level for a solution to the problem of growing tension in the ecosystem, also benefits from such unity. The policy of building super-cities is a simple solution, driven by economic profitability and statistical data that does not reflect the essence of settlement. Such simplicity simplifies a person to a "person-unit." The conditions for personal development in the modern understanding of socialization are one-sidedly reduced to the intensity of the external manifestation of communication. Education is showing itself less and less as a tool that shapes the student's interest in the rationality of individual thinking, replacing the work of the subject's consciousness with the acquisition of psychological skills - the dynamism of changing attention, memorization, orientation towards consumption and the capabilities 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 been demonstrated more than once in modern times, forcing us to return to the educational ideas of great humanists and real teachers. For a person to harmoniously develop into a personality, he must realize in the process of formation his main potential inherent in his dual nature. We are able to abstract ourselves from nature in knowledge, but we will never be able to live and enjoy life outside of nature. Nature is capable of developing without us; it is limitless and eternal. A person faces Hamlet's question: "To be or not to be"? The wealth of the past is no guarantee of the future. In multi-transport centers there is a real opportunity to optimize transport potential for the harmonious development of the social order, to minimize the cataclysms of irrational urban planning policies. Such centers are ready to organize the systematic work of various transport from mainline and interregional to local, uniting motor transport, water transport, railway and aviation with a common concept. 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 mentioned S.Yu. Witte was dealing with an empty treasury and growing debts, however, in what seemed to be a hopeless situation, he found a way out and successfully reformed finances. After the Revolution and Civil War, the Bolsheviks, in conditions of socio-economic chaos and wild inflation, also coped with the task of stabilizing the financial market. Russian reformers of the 1990s, with the active assistance of Western consultants, led Russia to default in 1998. When there was a change in power and the political, socio-economic course was balanced, society quickly managed to cope with the consequences of "shock therapy". The economy should not be anything other than one whose goal 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 specified, at best, at the regional level. This is convenient for the authorities, but in such calculations, as a rule, there is no face of truly real citizens, separated by physical space even within the boundaries of a district, region, republic. Statistics are something like a mirror, sufficient for the authorities to see themselves and, in general, the socio-economic mosaic. Real life mostly happens through the looking glass. This life is very different, as is the attitude of those living towards it. Those 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, firmly hoping for the professionalism of politicians. She needs a job with decent pay, social and cultural support for life. Most of all, they need satisfaction with the systematically organized and accessible work of transport, so as not to be depressing by the feeling of "abandonment". A traditionally educated citizen of any country feels his responsibility to the state and order in proportion to the care that he feels for himself. 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 structure, the space within which all citizens should have the guaranteed right to move freely to solve their own and generally significant problems.

Conclusion

It should be borne in mind that the authors of the study do not encroach on the achieved knowledge about transport, they strive to give it a systemic position, to explain where the "shelves" along which transport is distributed in its modern presentation came from. First of all, social transport fell under the "section", since modern ideas reduced the understanding of transport and its purpose to it. At the same time, from changing the definition of transport,

Impact Factor:

ISRA (India) = 6.317
ISI (Dubai, UAE) = 1.582
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
ПИИИ (Russia) = 3.939
ESJI (KZ) = 8.771
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

it is social transport that will “win” first of all, because its development has been the most intensive, revealing the functional values of transport. It is the history of social transport that confirms the poly functionality of transport and its creative role. Even in its modern form, social transport shows strategic potential, its ability, namely:

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

- solve large-scale problems in the entire range of human life from its interaction with natural production conditions to sociocultural reality. We are talking about personal freedoms - freedom of creativity, choice of place of residence, employment, movement;

- making a more optimistic outlook for the planet and life on Earth, which is finite. Only the development of transport in its social form can remove the problem of the finitude of the concrete reality of existence, forming sustainable social and economic development in the regions of the Russian Federation.

References:

1. (1965). *Marx K. and Engels F. Op. Ed. Tue.*, vol. 20. Engels F. *Dialectics of Nature*. M. 1965 - 629 p.
2. Aksenenko, N.E., Lapidus, B.M., & Misharin, A.S., (2001). *Russian Railways: from reform to reform*, (p.335). Moscow: Transport.
3. Khromov, P. A. (1950). *Economic development of Russia in the 19th - 20th centuries*. (p.564). M.: Gospolitizdat.
4. Witte, S. Yu. (2011). *Selected memories: 1849 - 1911*. (p.416). Moscow: Bere.
5. (1964). *Essays on the history of construction equipment in Russia in the 19th - early 20th centuries*. M., 1964
6. (2006). Results of economic development of Russia. *Three centuries*. Vol. VI M., 2006 - 347 p.
7. Brockhaus, F.A., & Efron, I.A. (2006). *Ancient civilizations. Encyclopedic Dictionary of F.A. Brockhaus and I.A. Efron*. (p.640). Moscow: Bere.
8. Nizovsky, A.Yu. (2006). *Great wonders of antiquity*. (p.336). Moscow: Bere.
9. (1967). *Large illustrated encyclopedia in 32 volumes*, volume 4. (p.894). M.
10. (2004). *Encyclopedia of technology in 3 volumes. t 1 Energy*. Transport lane from Spanish. (p.160). M.: Book World.
11. Kreinis, Z.L. (2009). *Essays on the history of railways*. Book 1. Two centuries - 2nd ed, (p.336). Moscow: State Educational Institution “Uch, method. Center for Education in Railway Transport”.
12. Emerson, R. (1986). *Essay. Thoreau G. Walden, or Life in the Forest*. Per. from English. (p.639). Moscow: Artist. lit.
13. Schultz, P. (1996). *Philosophical anthropology*. (p.118). Novosibirsk, NSU Publishing House.
14. Galbraith, J.K. (1969). *New industrial society*. Per. from English. (p.480). M.: “Progress”.