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THE PARTICIPATION OF ENGINEER O. P. BORODIN IN THE WORK OF ADVISORY TECHNICAL CONGRESSES OF RAILWAYS

Summary

The Congresses of representatives of Russian railways are one of the first branch representative organizations of the Ministry of Communications in tsarist Russia. These congresses united the commissioners of private and state railways.

Various congresses began their work in 1869. At general congresses, issues of railway operation were discussed, rules and agreements common to all railways were adopted. The governing body is the Congress of the organizations members (146 congresses were held), all in St. Petersburg. Executive functions were entrusted to the representatives of the board of one of the railway companies, which was elected by congresses for 5 years. Railway congresses ceased its activities in 1917.

O. P. Borodin took an active part in the work of advisory congresses, at which he was repeatedly elected as chairman, and also acted as a speaker on a number of important issues of the development of transport technology. At these congresses, O. P. Borodin gave the following reports and messages: about the construction of devices for lifting and loading tenders with coal by the steam locomotive itself; on determining the quality of lubricants when receiving them in large batches; about locomotive research stations and about the research station for testing materials; about broken wagon axles and tires on Russian railways; about fuel consumption; about the cost of heating locomotives; about regulations, regulations and premiums for fuel; on the use of permanent brakes on railways; about the smallest diameter of wheel rims, etc.

The work of the technical advisory congresses undoubtedly brought great practical benefit to the railways. Informativeness, mutual enrichment and exchange of

ideas and data from the practice of railway work, reports on various improvements made on one of the railways, became the property of others.

Many conclusions of the congresses were aimed at improving traffic safety. Reports made by congress members on various issues and based on practical experience not only enriched the technical literature (quite poor compared to foreign literature), but also served in many cases as a guide for railway administrations and the Ministry of Communications in the preparation of orders with technical issues.

We are convinced that even a surface analysis of Borodins speeches at railway workers; consultative congresses gives an opportunity to see a multifaceted picture of the activities of this scientist-engineer-practitioner. He considered a variety of issues! The meager minutes of the meetings of the congresses are not able to cover all the proposals that came from O. P. Borodin. However, his priority performances testify to the extraordinary skill and talent of this railwayman, his state interests and concern for the development of engineering technology at the dawn of its formation.

The decisive role of O. P. Borodins work in advisory congresses (and he was a participant in 20 such congresses) is undeniable. In fact, at each of them, Oleksandr Parfeniyovych offered his original idea for improvement and improvement of the rolling stock, and sometimes he expressed pioneering ideas in the development of this or that problem. As we make sure, every report of O. P. Borodin caused a lively discussion, sometimes the scientists ideas did not receive adequate support, then this stimulated Borodins activity even more, and in the end he achieved his goal. Advisory congresses were a kind of tool for the development of the railway business, and O. P. Borodin, realizing this, continued to work actively and successfully.

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