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PARTICIPATION OF S. VITTE IN RAILWAY CONGRESSES OF THE GROUP III

Summary

The article is dedicated to the activity of railway congresses of III group and participation of S. Vitte in them, as a representative of the Odessa railway.

In the second half of the nineteenth century Railway lines in the Russian Empire were divided into groups to form in certain regions no reloading communication. Railways that was built on the territory of modern Ukraine were part of the third group. Railway rallies the group held annually in different cities of the Russian empire for nearly 20 years. They all gathered representatives of the railways.

S. Vitte at the time made his first career steps in Odessa railway as a young and promising specialist. So he took part in these congresses as a representative of the Odessa railway. He took an active part in the discussion of urgent issues of interaction between railways and the third group.

This work was the beginning of the career of the future scholar and reformer S. Vitte and gave him the opportunity to enter the circle of railroad engineers, got experience and proved himself in this scientific and technological community and have further pursue a career in the railway industry for leadership positions.

During the time of the Congress used to work, which is almost 20 years, representatives of railways of the third group has not succeeded in consolidating of its regulatory acts at the state level. The railways which were the part of the third group were private and regulate traffic within the group and interact with other groups railways exclusively on their own, private. But then it was activity of the private congresses which gave the Russian Empire opportunity in 1885 to develop and approve the Railway regulations, which pinpointed right and duties of the parties - both railways and public. In this aspect, the third group Congress has an unprecedented value for the history of the railroad business in the Russian empire of the late nineteenth century.

Today naturally increases interest in reforms and reformers of the past, the need for updated understanding of national experience socio-economic transformation in determining the role of the state in the economy, elected forms and methods of regulation. Consequently, there is a need to look back, because retrospective is the basis for the forecast. In this context, an appeal to the so-called "railway heritage of S. Vitte" causes the special interest.

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