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Chumakova Kseniia,
PhD in Germanic Languages,
Faculty of Rehabilitation Pedagogy and Social Work
Khortytsia National Educational Rehabilitation Academy
E-mail: ksenchu@gmail.com

CULTURE-BOUND MEANS OF "RAILWAY TRANSPORT" CONCEPT VERBALIZATION IN AUSTRALIAN LINGUISTIC CULTURE

Abstract. Nationally specific lexical units verbalizing "RAILWAY TRANSPORT" concept in Australian linguistic culture have been researched, their structural and semantic peculiarities have been further defined.

Keywords: extralinguistic realia, linguistic culture, culture-specific lexical units, concept, semantic analysis, semantic derivation, metaphorization.

It is recognized that concepts are formed in the consciousness of a certain nation representatives under the influence exerted by cultural and social aspects. As stated by N. D. Arutyunova, any cultural layer functions as a kind of intermediary between an individual and the world [1; 3]. The traditions and religious beliefs, art and folklore, as well as values of one's community can be presented as a unity in such a layer. Contemporary linguistics increasingly focuses on the national concepts and worldview investigation [2, 280]. The latter can be performed through the study of ethnic specificity of concepts based on the research of their culture-bound means of verbalization.

The **relevance** of the current research attributes to the necessity of studying "RAILWAY TRANSPORT" concept nationally specific verbalization means in the Australian linguistic culture, the analysis of which will be further used to structure the mentioned mental unit in Australian worldview.

The research **object** is represented by lexical units verbalizing the researched concept in the Australian linguistic culture. The **subject** is the semantic and structural characteristics of the mentioned verbalisers.

The **material** for the study (2560 units) was selected using the continuous sampling method from printed and electronic defining, ideographic, thesaurus, etymological and associative dictionaries as well as printed and on-line press, encyclopedias and reference books on Australian transport.

The research **aims** to define the structural and semantic peculiarities of the nationally specific verbalisers of the mentioned concept in the Australian linguistic culture.

The aim requires the fulfilment of the following **tasks**:

– the analysis of the nationally specific verbalizes in Australian linguistic culture;

– their structural and semantic peculiarities definition.

As B. Whorf suggests, the world is dissected by individuals using language, and the information they receive is organised into concepts, that is mentality units, which encompass all their awareness of both the outer environment and the inner world. The significances are ascribed by individuals who act as "parties of a social agreement to organise the knowledge in this way", following conventions and beliefs

regarding the reality common for their cultural and speech community [7, 213].

Taking into account the theory of semantic fields used to study concepts, we have performed the semantic analysis of dictionary meanings for the lexemes which verbalize "RAILWAY TRANSPORT" concept in the Australian linguistic culture. This has enabled us to establish that the core of the concept is represented by the archiseme "transport"; the circumnuclear zone includes "train", "movement", and "infrastructure" semes. All the mentioned semes are the most abstract and not nationally specific. Therefore, they would be similar for different linguistic cultures. Nevertheless, the units representing the close periphery, periphery and far periphery contain the semes attributed solely to Australian nation.

According to J. Locke, every language has lexical units equivalents for which cannot be found in other languages; this is determined by traditions and lifestyle [7, 226]. Thus, the necessity to verbalise the extralinguistic realia peculiar for some national community leads to the formation of culture-bound lexemes. The meaning of the latter is either partly or totally absent in other languages, which is the illustration of the national linguistic-conceptual codes divergence.

In order to analyse the semantic and structural peculiarities of the culture-bound verbalisers of the researched concept, we subdivided all of these lexical units into the following thematic groups: 1) geographical (natural and artificial objects surrounding people); 2) ethnographic (lexical units denominating means of transport, occupations, tools); 3) artistic-historical (celebrations, venues, cultural institutions); 4) administrative (lexical units representing unions, bodies, services, companies). It should be emphasised that among the studied 2560 verbalisers of the mentioned concept, we identified 240 culture-bound ones, which is approximately 9% from the total number.

Through the analysis of the culturally specific language units which belong to the "geographi-cal" thematic group, it has been concluded that the majority of them denominate railway stations, for example, *Canberra Railway Station, Christie Downs Railway Station, Altona Railway Station, Croydon Railway Station*. Notably, the majority of such units contain a toponym or antroponym and can be shortened to it, with the omission of the last two words.

Except the above mentioned units, there are also combinations built according to the structure N_1+N_2, where N_2 helps to determine a more precise location of the station, such as *City West, Largs North, Noarlunga Centre.*

As far as the etymology of the toponyms constituting the railways station names is concerned, having analysed the work of C. A. Irish [3], we have identified the following subgroups: 1) those paying tribute to the English (*Albury, Canterbury, Cheltenham*) or Scottish (*Aberdeen, Braemar, Carrick*) legacy; 2) names signalling about the indigenous heritage, for instance, *Amaroo* (an aboriginal word meaning "pretty place" or "red love"), *Bellarwi* (an Aboriginal word meaning "river oak tree"), *Bellata* (an Aboriginal word meaning "kangaroo"); 3) a number of those which depict the heroism of Australians in world wars, for instance, *Anzac Rifle Range* (formed by the initial letters of the Australian and New Zealand Army Corps who fought at Gallipoli) or *Apex Loop* (adopted from the "Apex" trench at Gallipoli); 4) places named after famous Australians, such as *Adamstown* (after P. F. Adams), *Alectown West* (after the original prospectors, Alexander Cameron, Alexander Patton and Alexander Whitelaw), *Belmore* (after Governor Belmore); 5) a subgroup of those denoting the particular function formerly performed by the place or its physical resemblance, for example, *Abattoir* (slaughterhouse), *Zig Zag* (so called as a portion of the line was constructed in the manner of a zig zag); 6) names which come from some natural features or localities, such as *Bluff Rock* (after the rock name), *Boambee* (after the name of an adjacent creek), *Broadmeadow* (describes the locality).

Furthermore, the mentioned thematic group includes the names of railway bridges, viaducts and tunnels. Among such verbalisers the majority has the structure $N_{1a} + (N_{1b}) + N_2$, where $N_1 + (N_{1b})$ is a toponym or antroponym, pointing to the location or person after whom the object is named, and N_2 defines the type of such object, for example, *John Whitton Bridge, Lithgow Underbridge, Sandgate Flyover, Sydney Harbour Bridge, Acton Tunnel, Red Hill Tunnels.* Such structure as $N_{1a} + (N_{1b}) + N_2 + N_3$ is also used, where N_{1a} and N_{1b} are topomyms, N_2 is either lexeme "rail" or "railway", and N_3 determines the type of object, for example, *Burwood Rail Underbridge, Como Railway Bridge.*

Only about 5% of the verbalisers from this thematic group contain some additional description of the structure, length, functioning system, appearance, such as: *Eastern Distributor Tunnel, Tugun Bypass Tunnel, Tramway Lift Bridge over Maroochy River.*

The mentioned thematic group also includes the names of railways. All of such vebalisers are multi-component word groups, the elements of which denote location, movement direction or railway type, for example, *Commonwealth Railways, New South Wales Government Railways, Australian Railways, Western Australian Government Railways.*

Among the constituents of "ethnographic" thematic group, there are mainly means of transport nominations. It is worth mentioning that a certain number of Australian rolling stock trains have their own proper names or nicknames, among which we have identified among the following semantic groups: 1) animalisms: *Bandicoot, Pig, Tangara, Tin Hare*; 2) those named after prominent personalities: *Harris* (after N. Harris, Chairman of Commissioners of the Victorian Railways), *The Fish* (19th century trains from Sydney to Penrith were driven by J. Herron, a large man nicknamed The Big Fish); 3) those denoting the colour: *Blue babies, Brown Bomber, Creamy Kate, Silver, White Set*; 4) ones with metaphorical meaning: *Southern Aurora, Spirit of Progress, Cyclop*; 5) those, pointing at the sound produced:

Rattler; 6) those, which concentrate on the territory or time of running: *Albany Weekender, Brisbane Express, Inlander, The Midlander*; 7) anthropologisms (transfering individual's function to the means of transport): *Prospector*; 11) purpose-oriented ones: *Cooma Mail, The Shopper, Fruit Flyer, School Train, Food-and-drink experience trains, Train of Knowledge* (school camp on wheels), *The Medical Train.*

The mentioned thematic group also includes procedures and everyday objects from the life of australian railwaymen. Many of such verbalisers are used mainly by professionals at work, for instance, two trains on the same mainline are called "*twix*"; "*peg*" substitutes the longer term rain staff (token).

The mentioned thematic group also includes connotative names of professions and occupations, for example,); personnel who check tickets on trains or at stations are called "*snappers*" (from "snap" – done or taken on the spur of the moment, unexpectedly).

Interestingly, a lot of Australians have a hobby of trains watching or studying. Thus, there are lots of nicknames for such enthusiasts, for instance: *Gabby* (a rail enthusiast or train spotter who photographs Hitachi suburban electric trains in particular) or *Gunzel* (a rail or tramway enthusiast).

The names of museums and cultural centres dominate in the group of artistic-historical verbalisers of the studied concept. All of such lexical units are represented by 2–6 component word groups, the first element of which, is a toponym, denoting the location, the second element is a noun (or Adj+N), referring to the object such place is dedicated to, and the third element determines the type of institution, for instance, *Canberra Railway Museum, New South Wales Rail Transport Museum, Steamtown Heritage Rail Centre, Valley Heights Locomotive Depot Heritage Museum.* Additionally, the mentioned thematic group includes a small number of cultural venues. Structurally, the majority of them can be presented as 2–3 component word groups, for example, *Aus-RAIL 2020, Hunter Valley Steamfest.*

The thematic group of "administrative" nationally specific verbalisers of the studied concept includes the names of organizations, companies and entities. Such lexical units are mainly 3–7 component word groups, which point at the purpose and territory of functioning, for example, *Australian Rail Track Corporation, Australian Locomotive and Rolling Stock Leasing Company, Australian Rail Track Corporation (ARTC)*. This thematic group also includes the name of a railway transport producer – *UGL (United Group Limited) Rail*.

Thus, among the researched culture-bound verbalisers of RAILWAY TRANSPORT concept in the Australian linguistic culture, the majority are represented by word groups, which contain a toponym or an antroponym. A certain tribute to indigenous culture is paid by the representatives of the Australian linguistic culture, which is proved by a big number of the studied concept verbalisers originating from the indigenous language. Moreover, a big number of the lexical units we have studied belong to connotative words functioning as synonyms for neutral lexical units.

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