

# Taxis Category: Various Approaches And Standpoints

Isarov Oman<sup>1</sup>, Normurodov Kamol<sup>2</sup>, Gafurova Gulrukh, <sup>3</sup> Rashidov Sanjar <sup>4</sup>

<sup>1,2,3,4</sup> Jizzakh State Pedagogical Institute, Jizzakh, Uzbekistan

***Absrtact:*** *The paper considers taxis as an independent and special category of the language and depicts its diachronic research background. Besides, the classic and contemporary definitions of category in linguistic and philosophical science are partially presented in contrastive mode. The precise categorical reference of taxis to some grammatical phenomenon has been also touched upon. The initial researches and various attitudes on taxis category in contemporary linguistics have been discussed and analyzed in the paper. Different standpoints of linguists on taxis theory have been critically treated.*

***Keywords:*** *taxis, category, approach, polypredicative relation, functional-semantic, morphological, simultaneity, priority, posteriority, temporality, aspectuality, functional grammar, semantics, dependent and independent taxis.*

## 1. INTRODUCTION

The study of language, in the most general sense, can be described as the study of the categories expressed in language [see: Labov, 1983: 138]. Indeed, much attention has been paid to this issue in linguistics in the past. The reason is that it is impossible to get an idea of it without researching the existing categories in this or that language system.

The conceptual aspect of semantics, the principle of describing languages as "means of expressing meaning" is considered by many linguists as the basis for the description of world languages [see: Serebrennikov 1976: 11]. The effectiveness of the conceptual (logical) category approach is also confirmed by the fact that the conceptual (logical) category concept has explanatory power in relation to linguistic phenomena [see: Elizarova 1989: 21]. The development of the category and language problem is an important aspect in the study of the relationship between language and thought. Attempts to unite the various facets of language in linguistic research have been made by many linguists: F. Brunot, O. Espersen, I.I. Meshchaninov, L.V. Scholars such as shcherba have begun the study of conceptual (logical) categories. On the functional aspect of grammar, the representatives of the Prague Linguistic Circle at the time K.S. Aksakov, I.A. Boduen de Kurtene, A.M. Peshkovskiy, A.A. Potebnya, A.A. Shaxmatov, L.P. The Yakubinskys paid attention. I.I. Meshchaninov's approach to the conceptual (logical) categories of its further development in modern linguistics V.V. Akulenko, A.V. Bondarko, E.I. Bukreeva, G.G. Kruglikova, V.V. Chemist, A.A. Xudyakov, S.A. Reflected in the works of Shvachko and others [Malikov, 2005].

Interest in categories increased in the second half of the twentieth century within the framework of a functional approach to language (Ch. Bally, Alb. Sechehaye, A. Martinet,

MAK Halliday, SK Dyck, W. Schmidt, H. Helbig; A.V. Bondarko, G.A. Zolotova, HA Slyusareva et al.); and now more vivid in terms of the cognitive direction in linguistics (M. Johnson, P. Johnson-Laird, E. Cassirer, G. Lakoff, P. Ricoeur; N.D. Arutyunova, HH Boldyrev, A. Vejbitskaya, S.G. Vorkachev, V.Z. Demyankov, I.V. Karasik, E.S. Kubryakova, Z.D. Popova, Yu.S. Stepanov, PM Frumkina, A.D. Shmelev, etc.), the reason is that human thinking, in particular, the process of categorization in the activity of thinking and comprehension, that is, the process of creating categories that reflect the most general results of specific sorting of all the information that is known to him, plays a key role [see: Kubryakova, 1998: 7]. It is these circumstances that have led to the expansion of both the list of categories and the concept of category itself [Malikov, 2005]. Categorization reveals the general principles of the process of thinking and the formation of knowledge [see: Demidova, 2007: 17].

Categories are currently interpreted differently in science. For example, the Linguistic Encyclopedic Dictionary gives the following definition of them: "A category (linguistic) in a broad sense is any group of linguistic elements distinguished on the basis of some common property; in the strict sense, a certain feature (parameter) that underlies the division of a vast set of homogeneous linguistic units into a limited number of non-overlapping classes, whose members are characterized by the same meaning of this feature ("case category", "animate / inanimate category"); often the term "category" refers to one of the meanings of the mentioned attribute (parameter), for example, the accusative category, the category of inanimate" [К.: LES, 2002: 215].

Turli grammar llanmalarda esa ushbu ta'rifni uchratishimiz mumkin: "The concept of a category (grammatical, morphological) is defined as" a system of opposing rows of morphological forms with homogeneous meanings ", consisting of at least two rows of forms, and as a system of opposing rows of grammatical forms with homogeneous values" [К.: RG 1980: 456-457].

In the concise glossary of cognitive terms, the category is explained as follows: "... odna iz poznavatelnyx form myshleniya cheloveka, pozvolyayushchaya obobshchat ego opyt i osushchestvlyat ego klassifikatsiyu" [q.: Kratkiy slovar kognitivnyx terminov, 1997: 45].

The British Encyclopedia gives the following definition of the term category: "Category - a term used both in ordinary language and in philosophy with the general significance of" class "or" group ". In popular language it is used for any large group of similar things, and still more generally as a mere synonym for the word "class" »[q.: Britannica, 1911: 508].

In philosophy, the category is defined as follows: "... predelno obshchee fundamentalnoe ponyatie, otrajayushchee naibolee sushchestvennyye, zakonomernyye svyazi i otnosheniya realnoy deystvitelnosti" [q.: FES, 2005: 431].

Categories of concepts in linguistics are "components of general meaning that are not specific to individual words and their form systems, but rather to large classes of words expressed by different means in natural language" [see: LES, 2002: 385].

## 2. MATERIALS AND METHODS

The term "taxi" was first coined by P.O. Used by Jakobson in 1957 in a work called Verb Categories and Verbs in Russian, published at Harvard University in the United States. The

birth of the Russian translation of this work was an important event in the study of the relationship of time between actions. In modern linguistics, semantic (unity of two or more predicative signs, before and after arrival, etc.) belonging to the functional-semantic category (FSK) of taxis is not described separately in traditional grammars. They are often illustrated in connection with the description of conjunctions, relative tense forms, and conjunctions that follow the tense [Malikov, 2005]. In 1987, A.B. After Bondarko developed a holistic theory of the taxi category, a lot of work was written in Russian and a number of other languages on the discovery of the peculiarities of the taxi. Taxis in Russia N.A. Kozintseva, L.H. Orkina, M.B. Nurtazina, A.A. Opara, N.V. This is reflected in the work of Semenova et al. In the material of different languages, mainly in English, German and Russian, the category under study is extensively covered by Russian researchers.

The comparative and typological study of taxis was not carried out through morphological units specifically designed to express this category of taxi relations, mainly using material from Roman, German, and other European languages. Similarly, in Russian, the completed and incomplete tenses serve as the basic units that specialize in performing subordinate taxi functions. The singularity and the prepositional category of non-modifiable tones are represented by the pronouns using the grammatics of the incomplete and incomplete tones. That is, these meanings are manifested in the Russian language as not being used in the original function of grammemes of the morphological color category [see: Bondarko 1971: 63]. There is no special morphological taxi category in English either. In it, taxi meanings are expressed using constructive syntax. In English, the one-dimensional / multi-dimensional (before - after) relationship has long been the focus of various researchers in connection with the analysis of the conditions under which color-tense forms apply. In this case, they are sometimes interpreted as derivatives of aspectual elements, sometimes as one of the main functions of verb tense. N.B. According to Telin, before the introduction of the concept of taxi, the meanings of taxi-time were among the "ancient" problems for traditional grammar [see: Telin, 1988: 431]. The grammatical interpretation of the meanings of taxis has been used by O.S. Axmanova, N.V. Pertsov, A.I. Borodina, V.A. Cited by Jerebkov and other Germanists [Mishaeva, 2007].

Problems related to the study of taxis as both a morphological category and a morphological category, ie a broader category of expression and text, have long attracted the attention of Russian and other foreign linguists working in the field of aspectology and temporology.

The concept of taxis is also defined and evolving in today's research related to the study of text as one of the specific categories that establish the interrelationship of micro- and macro-syntax phenomena. This category was first studied in the material of subordinate "semi-predicative" forms [Jacobson 1957, 1972], and later in connection with the consideration of different ways of occurrence of "time relations between actions" within the polypredicative complex [TFG, 1987]. In recent years, however, the concept of a taxi has even expanded to include the interrelationships of the meanings of all components of predicative (tense, modality, and person) inherent in predicate units within a text [KG, 1998; Mishaeva, 2007].

Comparative study of the taxi category is not only of practical importance, but also opens new horizons in typology, in particular, in the typology of polypredicative [see: Nematullaeva, 2002: 66]. The modern theory of taxi is based mainly on the material of

languages in which the exact morphological taxi category does not exist. On the contrary, the material of languages such as Dagestan and Turkic, which belong to the category of morphological taxis, has always been neglected in the formation of general theoretical views on taxis [see: Khanbalaeva, 2011: 29].

It should be noted that so far no special research has been conducted on the problem of taxis in Turkic languages, in particular in Uzbek linguistics, and the semantic relations between the grammatical devices that make it up. However, it should be noted that in today's science, linguistic phenomena related to the category of taxis, in a sense, have been partially studied, albeit under different terminology, in research and general works on the grammars of Turkic languages, especially Uzbek, Tatar and Tuva. illustrated [see: Sayfullaeva, 2010; Salchak, 2006; Azisova, 2004 et al.]. In this sense, a comprehensive study of the phenomenon of taxis in the field of linguistics today in the material of Turkic languages, especially in the comparative-typological study of the Slavic (especially Russian) Romano-Germanic (especially German, English, French) languages, which is relatively detailed in this category is one of the current issues.

In this way, to date, the taxi has been involved in a variety of general linguistics, in particular, functional grammatical direction (A.B. Bondarko, B.C. Khrakovsky, H.A. Kozintseva, S.M. Polyansky, G.A. Zolotova, etc.); general and comparative aspectology (B. Komri, Dj. Lyonz, Dj. Lich, M. Djus, E. Kreizinga, A. Ota, H. Marchand, M. Lyung, G.N. Vorontsova, Yu.S. Maslov, V .V. Ivanitskiy); lexical and grammatical semantics (N.D. Arutyunova, Yu.D. Apresyan, Yu.N. Karaulov, M.V. Nikitin, E.V. Paducheva, L.B. Lebedeva, T.V. Bulygina, A.D. . Shmelev, O.N. Seliverstova et al.) Are being studied to one degree or another.

One of the linguists, E. Koshmider once spoke of the relationship of a particular fact to another fact in a set of facts, which is called a "situation," and "something happened at a time when something was happening," "something else was happening at a time when something was happening." , "Something else happened when something happened" and other similar "types of situations" [Koshmider, 1962].

The next development of this theory was the study of the taxi category in terms of its relationship with aspectuality and temporality. In the works of Maslov. Yu.S. According to Maslov, the category of taxi can mean, first of all, chronological (one-time, before and after arrival) relations and, in part, some logical connections [Maslov, 1983; 2004].

On the other hand, chronological taxi meanings can also arise as a result of the interaction of verb tense forms. Alkissa, in some languages one of the functions of verb forms is to express the meanings of taxis. "It is in this respect that the category of tone is, in many cases, functionally close to the category of relative tense: the chronological relationship between two actions expressed by verbs is equally decisive in the choice of both tone and tense forms [Maslov, 1978: 9]. Yu.S. According to Maslov, in many languages, "taxi" does not participate as a separate grammatical category, but rather merges with color or time within a "joint" category (the content does not correspond to either of the two categories, but is "in the middle"). The meanings of one-time, before, and after are formed as a result of the interrelationship (relationship) of color forms. In all cases, if there are two or more verb forms in the expression that have semantic semantics, the specific aspectual meanings will

inevitably interact and acquire taxi features such as “singularity” or “sequence in time” and “before and after” [see Maslov 1978: 8-9].

Yu.S. Maslov's commentary on the category of taxis implies the division of the meanings of taxis into two aspects: chronological taxi (time relations) and logical taxis (cause-and-effect, condition, barrier, goal relations) [see: that work].

### 3. RESULT AND DISCUSSION

Since taxi has been separated relatively recently as a separate category, there is some debate in linguistics regarding its interpretation and interpretation. M. Polyansky distinguishes two main approaches of this category, which differ in principle [Polyansky, 1991]:

According to the first approach, the content plan of the taxi category is equated to the meaning of the preceding action; in which the meaning of monotony is omitted altogether. The plan of expression, on the other hand, is based on the morphological opposition of the perfect: the non-perfect. In linguistics, such a interpretation of the taxi is described by O.S. Axmanova, V. Belenkaya, A.I. Borodina, V.A. It can be found in the works of scientists such as Jerebkov [Akhmanova, Belenkaya, 1975: 98-105; Borodina, 1975; Jerebkov, 1977: 84-108].

For example, A.I. Borodina's work "Category of taxis in the modern German language in comparison with the category of taxis in the English language" A.I. Borodina points out that, like the perfect forms of languages in which the color system is structurally and semantically developed (as in English and Bulgarian), the perfect forms of the verb in German cannot express the grammatical meaning of color in the paradigm. The meaning of precedence (precedence, advancement), which is characteristic of perfect forms, is neither the meaning of time (time), nor color, but consists of separate independent categorical meanings of these forms [Borodina, 1975: 6]. The author also argues that the category arises from the consistent contrast of forms with a relative prefix (forward) to a form that does not represent such a meaning (a non-perfect (or non-perfect) taxi) that does not express such a meaning. A.I. According to Borodina, the taxi should be considered as a relatively characteristic grammatical category of the verb [Borodina, 1975: 43].

According to the second approach, the content plan of a taxi category covers not only the first arrival relationship, but also the next arrival and one-off, i.e., all three main types of chronological relationships. The expression plan is made up of an extensive inventory of the various vehicles that make up the subordinate and independent taxi fronts. This second approach is widely used today, and we will work on its main points in our research. Initially, this approach was developed by P.O. Founded by Jacobson, later in Russian linguistics Yu.S. Maslov [see above], A.V. Bondarko [Bondarko, 1983, 1984, 1985, 1987], A.I. Varshavskaya [Varshavskaya, 1984], M.Yu. Ryabova [Ryabova, 1994] and others. From the point of view of the second approach, the taxi category in the Russian language material is A.V. Bondarko and his followers [Bondarko, 1984, 1987; Akimova, Kozintseva, 1985; Nurtazina, 1985; Orkina, 1985; Polyanskiy, 1989, 1991; Ryabova, 1986, 1991, 1993] has been relatively fully researched and covered to date. A.V. Bondarko described the taxi as a time relationship between actions expressed in a particular unit of speech (in the broadest sense, including any representation of predicates within a predicative complex whose elements belong to the same

(past, present, and future) time plan). This feature is the leader and priority in the overall semantic description of the taxi. In addition, as a relevant semantic feature, the integrity of the time period, which includes the actions (in the broadest sense, any fact), expressed in the sentence (in the broadest sense, any unit of speech) is distinguished [see: TFG, 1987]. In this way, the meanings of taxis, A.V. In Bondarko's view, it is based not only on denotative reflection aspects (expression of objective chronological and other relations), but also on its lingvointerpretational (communicative-pragmatic, aspectological) aspects. A.V. Bondarko defines a taxi as an FSM consisting of various means (morphological, syntactic, lexical) combined through the task of expressing the temporal relationship between actions within an integral time period covering a set of actions expressed in speech. Taxis always embody the aspectual characteristics of the actions that interact in time, and can interact with cause and effect, impediment, condition, and some other elements [Bondarko, 1984: 71]. A.V. Bondarko, P.O. Unlike Jacobson, he emphasizes the partial intersection of the concepts of taxi and relative tense, considering them not the same. As mentioned in other sections, A.V. Bondarko distinguishes three types of relations between a taxi and a relative time: a) relative time, but not a taxi; b) taxi, but not relative time; c) taxi and relative time. There are two aspects of a taxi: an independent taxi and a subordinate taxi. Subordinate taxis are time relations between actions, one of which is primary and the other accompanies the first, which is "a pronounced asymmetry of the primary (primary) and secondary predicate, the distribution of classes of primary and secondary (subordinate) secondary actions" [Bondarko, 1984: 80]. Independent taxi, on the other hand, implies a time relationship in which there is no explicit stratification of the main and accompanying actions, and each of the complex predicate components is characterized by relative independence.

Taxis are, in general, a manifestation of polypredicative relations, in particular, a subordinate taxi is a secondary predicate, and an independent taxi is a manifestation of a complex predicate. Taxi relations are special categorical structures that represent the taxi space in expressions [Nematullaeva, 2002: 11].

V.B. Kasevich and A.V. Bondarko relies on the same point of view in his study of taxi relations. However, V.B. Kasevich explains that the difference between a subordinate and an independent taxi is not semantic in nature, but has a formal-grammatical significance: *finitnaya forma, spetsialno prednaznachennaya dlya vyrajeniya znacheniya odnovremennosti / neodnovremennosti (predshestvovaniya / sledovaniya) po otnosheniyu k nekotroy situatsii, neobyazatelno situatsiya obshcheniya to takaya forma glagola est forma nezavisimogo taksisa*”[20: 1988]. V.B. According to Kasevich, subordinate verbs are relatively common, and *nofinit* verb forms serve as means of its expression. If a taxi is spoken of as a morphological category, then a taxi, regardless of whether it is a finite or a non-finite, is embodied only in languages in which there are special forms of the verb [see: Kasevich, 1988: 208]. V.B. Kasevich, A.V. Unlike Bondarko, he believes that time-following conjunctions and equestrian traffic have nothing to do with the taxi category [see: there].

Another of the first taxi researchers was N.N. According to Matveeva, since the meanings of a certain grammatical content are one-time, before and after, are conveyed through syntactic models, then we can easily talk about the syntactic category of subordinate tenses. According to him, the content of this category consists of special grammatical meanings such as one-

time, preceding (forward) and present, past and future tense [see: Matveeva, 1985]. Categorical meanings, as the author points out, are expressed through specially attached correlative models of tense-tense forms of the conjunction head and follow-up parts [Matveeva, 1985].

I.V. In her dissertation, Ryabova considered the chronological taxi relationship in the narrow sense, ie, the construction in which the logical type of the case is involved, and the exclusive and complementary constructions, excluding them from the category of syntactic taxis. He does not consider cognate constructions and connected conjunctions to be specific to the category of syntactic taxis, but to the category of syntactic sequences [Ryabova, 1986]. A.V. In contrast to the research conducted by Bondarko, I.V. In Ryabova's work, in addition to semantics, syntactic function is also taken into account. Therefore, he calls this category functional-syntactic [see: that work].

The further development of the problem of taxi and taxi relations A.V. Bondarko's followers, M.B. Nurtazina (1985) and L.N. Orkina (1985), T.T. Akimova, N.A. This is reflected in the work of linguists such as Kozintseva (1985, 1987).

In particular, M.B. In her dissertation, Nurtazina studied the aspectual-taxonomic characteristics of expressions involving past tense forms in the Russian language. A.V. Given Bondarko's approach, he evaluates both aspectual-taxi situations as categorical situations that are expressed in the context of the speech (any speech unit in the broadest sense) and include both chronological relationships and elements of aspectual semantics. According to the author, in the expression of taxi relations, the conjunctions that follow the time are characterized by their relative specialization and applicability [Nurtazina, 1985].

L.N. Orkina, on the other hand, studied the interrelationship (i.e., time) of actions involving present and future tense forms within the functional-semantic taxi field in the independent taxi front in Russian. As a result of the research, the author developed a system of subcategorization of types of taxi situations; their semantic differences in expressions involving present and future tense forms are described; the role of causal meaning is defined; taxi situations were classified according to the sign of time localization / nocalization; a general description of the place of complex predicate syntactic structures in the hierarchy of means representing independent taxis. In this study, it can also be witnessed that aspectuality is presented in various forms of taxi situations as an integral element of taxi relations [see: Orkina, 1985: 16].

S.M., who has studied in detail the subordinate taxi in German. Polyansky identified specific features of the structure of the functional-semantic space of the German taxi, which is much more compact than the functional-semantic taxi field of the Russian language. In the current description of taxi semantics, as noted above, the main focus is on the interaction of color-tense forms within different polypredicative units. According to Polyansky, in the study of the mechanisms of formation of taxi meanings, it is possible to take into account not only the aspectological description of interrelated predicates, but also the logical-semantic relations (description) determined by the lexical-semantic structure of the expression between them [see: Polyansky, 1991: 18] . The only way to get a complete picture of a taxi category is to jointly analyze all the potential taxi situations in it and the functional-semantic relationships between them [see: that work].

Taxi and taxi relations in English material M.Yu. Ryabova's work has been studied relatively fully [see Ryabova, 1991, 1993]. Yu.S. Maslov and A.V. Based on Bondarko's views, M.Yu. Ryabova interpreted the taxi as a functional-semantic category that falls within the structure of a broader functional-semantic temporality category. As a FSK, a taxi consists of the integration of different linguistic level means combined on the basis of the commonality of the semantic component representing the relationship of time (one-time and multi-time) between expressive actions. At the same time, the author emphasizes that all semantic elements, including modal and aspectological context (as well as other types of context) that interact with the taxi FSM, play an important role in expressing a specific type of temporal relationship between the expressed actions [see: Ryabova, 1991: 66 ]. Taxis can be expressed in syntactic constructions together with morphological and lexical means [see: TFG, 1987].

#### 4. CONCLUSION

In this way, to date, the taxi has been involved in a variety of general linguistics, in particular, functional grammatical direction (A.B. Bondarko, B.C. Khrakovsky, H.A. Kozintseva, S.M. Polyansky, G.A. Zolotova, etc.); general and comparative aspectology (B. Komri, Dj. Lyonz, Dj. Lich, M. Djus, E. Kreizinga, A. Ota, H. Marchand, M. Lyung, G.N. Vorontsova, Yu.S. Maslov, V .V. Ivanitskiy); lexical and grammatical semantics (N.D. Arutyunova, Yu.D. Apresyan, Yu.N. Karaulov, M.V. Nikitin, E.V. Paducheva, L.B. Lebedeva, T.V. Bulygina, A.D. . Shmelev, O.N. Seliverstova et al.) Are being studied to one degree or another.

Summarizing the analysis and views, it can be said that the study of different categories related to the expression of one or another aspect of the concept of linguistic and philosophical time has not lost its relevance. defining and defining functional-semantic features.

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