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МЕТОДИЧЕСКИЕ РЕКОМЕНДАЦИИ И КОНТРОЛЬНЫЕ ЗАДАНИЯ

ПО ДИСЦИПЛИНЕ «ИНОСТРАННЫЙ ЯЗЫК»

для студентов заочной формы обучения специальностей

23.02.06. Техническая эксплуатация подвижного состава железных дорог В

23.02.06. Техническая эксплуатация подвижного состава железных дорог ВСПС

08.02.10. Строительство железных дорог, путь и путевое хозяйство.

Санкт-Петербург

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Методические рекомендации и контрольные задания по дисциплине «Иностранный язык» для студентов заочной формы обучения составлены на основании требований ФГОС среднего общего образования, предъявляемых к структуре, содержанию и результатам освоения учебной дисциплины «Иностранный язык», и рабочей программы дисциплины «Иностранный язык». Методические рекомендации и контрольные задания по дисциплине «Иностранный язык» предназначены для организации контроля освоения рабочей программы студентами заочной формы обучения специальностей 23.02.06. Техническая эксплуатация подвижного состава железных дорог В, ВСПС 08.02.10. Строительство железных дорог, путь и путевое хозяйство.

Методические рекомендации и контрольные задания по дисциплине «Иностранный язык» для студентов заочной формы обучения рассмотрены и одобрены на заседании цикловой комиссии общегуманитарных дисциплин

Протокол №__ от _____

Председатель ЦК

Е.Н.Михальченкова

Методические рекомендации согласованы и зарегистрированы в методическом кабинете.

№ регистрации от .

Автор-составитель Л.Ю. Мозалевская

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РЕЦЕНЗИЯ

на Методические рекомендации и контрольные задания по дисциплине «Иностранный язык» для студентов заочной формы обучения

Методические рекомендации и задания в контрольных работах составлены в соответствии с требованиями Государственного стандарта к минимуму содержания и программе обучения по дисциплине Иностранный язык (английский) студентов заочного отделения по специальностям

23.02.06. Техническая эксплуатация подвижного состава железных дорог В
23.02.06. Техническая эксплуатация подвижного состава железных дорог ВСПС
08.02.10. Строительство железных дорог, путь и путевое хозяйство.

Настоящее пособие содержит 2 контрольные работы по 10 вариантов контрольных работ. В пояснительной записке определена цель изучения английского языка студентами заочного отделения СПО, дана подробная рекомендация по выполнению контрольных работ, варианты контрольных работ по специальности содержат тексты для технического перевода и задания к ним.

Объём заданий в контрольных работах распределён равномерно, задания носят практикоориентированный характер. Задания предполагают определенный уровень знаний лексики и грамматики.

Преподаватель

Е.В.Калинская

Цели и задачи учебной дисциплины – требования к результатам освоения учебной дисциплины:

В результате освоения учебной дисциплины студент должен **уметь**:

- общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы;
- переводить (со словарем) иностранные тексты профессиональной направленности;
- самостоятельно совершенствовать устную и письменную речь, пополнять словарный запас.

В результате освоения учебной дисциплины студент должен **знать**:

- лексический (1200-1400 лексических единиц) и грамматический минимум, необходимый для чтения и перевода со словарем) иностранных текстов профессиональной направленности.

Процесс изучения дисциплины направлен на формирование общих компетенций, включающих в себя способность:

ОК 1. Понимать сущность и социальную значимость своей будущей профессии, проявлять к ней устойчивый интерес.

ОК 2. Организовывать собственную деятельность, определять методы и способы выполнения профессиональных задач, оценивать их эффективность и качество.

ОК 3. Решать проблемы, оценивать риски и принимать решения в нестандартных ситуациях.

ОК 4. Осуществлять поиск, анализ и оценку информации, необходимой для постановки и решения профессиональных задач, профессионального и личностного развития.

ОК 5. Использовать информационно-коммуникационные технологии для совершенствования профессиональной деятельности.

ОК 6. Работать в коллективе и команде, обеспечивать её сплочение, эффективно общаться с коллегами, руководством, потребителями.

ОК 7. Ставить цели, мотивировать деятельность подчиненных, организовывать и контролировать их работы с принятием на себя ответственности за результат выполнения заданий.

ОК 8. Самостоятельно определять задачи профессионального и личностного развития, заниматься самообразованием, осознанно планировать повышение квалификации.

ОК 9. Быть готовым к смене технологий в профессиональной деятельности.

ПОЯСНИТЕЛЬНАЯ ЗАПИСКА

Цель изучения дисциплины “Иностранный язык” в неязыковом среднем учебном заведении – обеспечить овладение иностранным языком как средством формирования и формулирования мыслей как в области повседневного общения, так и в области соответствующей специальности.

Содержание учебной дисциплины “Иностранный язык” включает в себя изучение основных грамматических явлений языка и помимо лексики бытового характера предполагает изучение терминов и понятий по профилирующим специальностям - лексический (1200-1400 лексических единиц) и грамматический минимум, необходимый для чтения и перевода со словарем) иностранных текстов профессиональной направленности.

Данное пособие содержит задания на две контрольные работы, которые предлагается выполнить студентам первого и второго года обучения

Контрольные работы составлены для студентов всех специальностей. Студенты первого года обучения выполняют контрольную работу № 1, а студенты второго года обучения – контрольную работу № 2, целью которых является проверка у студентов навыков и умений владения основами техники перевода текстов, содержащих профессиональную лексику.

Итоговой проверкой усвоения дисциплины на первом году обучения является зачет, который и включает в себя выполнение контрольной работы. На втором курсе кроме зачетной контрольной работы студенты сдают экзамен.

«Методические рекомендации и контрольные задания» для студентов первого и второго года обучения заочного отделения по выполнению контрольных работ содержат тексты на английском языке на железнодорожную тематику и задания к ним. Кроме того, подробно даны методические указания по выполнению контрольных работ №1 и №2.

Приведенные таблицы помогут студентам самостоятельно определить номер варианта контрольной работы. Задания составлены таким образом, что позволяют проверить у студентов умение работать со словарем, навыки перевода текстов с элементами профессиональной направленности, а также способность ориентироваться в тексте при выполнении заданий.

Количество контрольных работ по специальностям:

23.02.06. Техническая эксплуатация подвижного состава железных дорог В 1

23.02.06. Техническая эксплуатация подвижного состава железных дорог ВСПС 1

08.02.10. Строительство железных дорог, путь и путевое хозяйство 2

1. ЗАДАНИЕ НА КОНТРОЛЬНЫЕ РАБОТЫ № 1 и № 2

Целью выполнения контрольных работ № 1 и № 2 является закрепление у студентов навыков и умений владения грамматикой, лексикой и основами перевода текстов, содержащих лексику в области профессиональной деятельности студентов. Опираясь на грамматический и лексический материал, изучаемый на аудиторных занятиях и самостоятельно, студенты выполняют задания контрольной работы, применяя не только навыки владения иностранным языком, но и знания, приобретенные ими на рабочем месте. Выполнению контрольных работ предшествует следующая предварительная подготовка, включающая:

- ознакомление с содержанием программы и методическими рекомендациями;
- повторение материала, изученного на практических занятиях;
- изучение порядка пользования словарем.

Контрольная работа включает в себя выполнение 4-х пунктов, первые два из которых обязательны для всех вариантов, а пункты 3 и 4 выполняются в соответствии с вариантом.

Для того чтобы определить номер своего варианта, воспользуйтесь таблицей 1.

2. ОФОРМЛЕНИЕ КОНТРОЛЬНЫХ РАБОТ

Контрольные работы следует выполнять в отдельной тетради с полями.

Работа должна быть выполнена аккуратно, четкими разборчивым почерком. Контрольные работы необходимо сдавать для проверки в установленные сроки. Если указанные требования не соблюдаются в полном порядке, работа считается невыполненной.

Контрольная работа является учебным документом. Получив проверенную контрольную работу от преподавателя, студент должен внимательно ознакомиться с замечаниями и рекомендациями, при необходимости повторно проработать учебный материал. Если были допущены грамматические или орфографические ошибки, их следует исправить и переписать начисто исправленные предложения в конце соответствующей контрольной работы.

3. ОПРЕДЕЛЕНИЕ НОМЕРА ВАРИАНТА

Для определения номера варианта необходимо предпоследнюю цифру своего шифра искать по вертикали, а последнюю - по горизонтали. На пересечении линии и столбца Вы получите номер Вашего варианта. Работа выполняется только по своему варианту. В противном случае работа не будет засчитана.

Таблица вариантов контрольной работы

Таблица 1

	1	2	3	4	5	6	7	8	9	0
1	3	8	7	5	4	2	1	6	10	9
2	5	2	4	8	6	3	7	10	1	2
3	7	1	5	4	3	8	2	9	6	10
4	2	4	6	8	10	1	3	6	7	4
5	1	3	7	6	5	4	8	2	9	5
6	4	2	10	8	1	3	5	7	6	1
7	9	7	5	3	8	6	4	2	10	8
8	10	5	6	7	9	8	2	3	1	6
9	3	4	7	5	8	2	1	10	6	4
0	2	5	3	6	8	7	10	1	4	9

Определив номер своего варианта по таблице 1, найдите номера заданий пунктов 3 и 4 по таблице 2.

Номера заданий пунктов 3 и 4

Таблица 2

№ варианта	Пункт №3	Пункт №4
1	9	4

2	6	7
3	3	1
4	2	5
5	1	2
6	4	3
7	7	6
8	8	10
9	5	8
10	10	9

Контрольная работа № 1 (первый год обучения) включает в себя следующие задания:

1. Прочитать текст, выписать из него специальные термины и перевести их на русский язык.
2. Выполнить перевод текста на русский язык.
3. Ответить на вопросы.
4. Перевести словосочетания на русский язык.

Контрольная работа № 2 для студентов второго года обучения состоит из 10 вариантов.

Каждый вариант включает в себя следующие задания:

1. Перевести текст на русский язык.
2. Ответить на вопросы.
3. Прочитать предложения и указать **true** (*правда*) или **false** (*неправда*).

4. МЕТОДИЧЕСКИЕ УКАЗАНИЯ

по выполнению заданий контрольной работы № 1

Задание № 1

Прочитать текст и выписать из него термины, сделав их перевод на русский язык.

Задание № 2

Текст, представленный в задании, перевести на русский язык в тетради для контрольных работ.

Задание № 3

Согласно номеру Вашего варианта по таблице 3 выбрать пункт задания, записать его, найти в тексте предложения, которые подтверждают данные высказывания и, записав их на английском языке, сделать русский перевод.

Задание № 4

Необходимо записать по-английски вопрос, заданный Вашим вариантом, и найти в тексте ответ на него, записав содержание в тетради. Вопрос и ответ на него следует затем перевести на русский язык.

4.1 Контрольная работа № 1

1. Translate the Text “Railway Construction in Japan” into Russian language:

The history of railways in Japan dates back to 1872, when the first line was commenced for public service between Tokyo and Yokohama. It was only 22 km long and had the 1,067 mm gauge. Its construction was completed under the guidance of British engineers.

During World War II the construction of new railway lines stopped. In order to meet the military need, the authorities of National Railways bought some more private lines that were important from the military viewpoint.

After WW II Japan considerably increased railway traffic on trunk lines. The rise in demand called for the enlargement of track capacity. In this connection attempts were made to ease the gradients of main lines. The main line between Tokyo and Kobe, as well as other principal trunk lines started double tracking.

As a result, approximately 25% of the total length of lines were consolidated with double track.

To meet the necessity of speeding up the running of trains, technical improvements were carried out. On the main trunk lines the top speed of the locomotive-hauled trains was increased from 60 km/h to 95 km/h while that of the electric trains was raised to 120 km/h.

To provide for higher train frequency automatic signals were installed. After the war the CTC was extensively put into operation.

To facilitate and speed up both train traffic and road traffic in big cities, the tracks were elevated for the elimination of level crossings with roads. Stations for passengers and freight were separated and marshalling yards were relocated to eliminate the jams in operation.

I. Write out railway terms from the text and translate them into Russian

II. Answer the following questions:

1. When was the construction of new railway lines stopped?
2. What was the length of the first line between Tokyo and Yokohama?
3. What was extensively put into operation after the war?
4. Why was the construction of new railway lines stopped?

5. How was the top speed of the locomotive-hauled trains increased?
6. Why were automatic signals installed?
7. When was the CTC extensively put into operation?
8. What was extensively put into operation after the war?
9. Where did the main line as well as other principal trunk lines start double tracking?
10. How was the top speed of the electric trains raised?

IV. Translate the following word combinations into Russian:

1. speed increase-
high-speed railway traffic-
2. railway transport needs-
train running-
3. high-speed railway transport needs-
electric trains-
4. railway traffic-
passenger train speed increase-
5. track capacity-
increased railway traffic-
6. technical improvements-
double track-
7. the top speed-
the construction of the railway lines-
8. the speed of the locomotives hauled trains-
rolling stock-
9. marshalling yards-
put into operation-
10. enlargement of track capacity-
railway traffic-

5. МЕТОДИЧЕСКИЕ УКАЗАНИЯ

по выполнению заданий контрольной работы № 2

Задание № 1

Прочитать текст и перевести его на русский язык.

Задание № 2

Даны 5 вопросов, на которые надо найти ответы в тексте или ответить на них самостоятельно на английском языке.

Задание № 3

Даны 4 предложения, содержание которых надо сравнить с текстом. Если это “правда”, следует рядом с номером предложения написать “**true**”, если “неправда”, - “**false**”. Предложения списывать не надо.

Образец: 1 - 3
 2 - 2 и т. д.

5.1 Контрольная работа № 2

5.1.1 Вариант 1

I. Translate the text “British Railway” into Russian:

Britain pioneered railways. The first railway was the Stockton and Darlington Railway, opened in September 1825. It used a steam locomotive built by George Stephenson. A railway network was developed across the country by private companies in the course of the 19th century. By 1870 Great Britain had about 13,500 miles of railway.

In 1914 there were about 20,000 miles of track. In 1948 the railways were nationalized. In 1950s steam locomotives began to be replaced by diesels and this was followed in 1960s by electrification. In 1994, Railway was split up into 25 units that could be sold to private sector.

At 31 March 1994, British Railway had 23,452 miles of standard gauge lines and sidings in use, of which 3,087 were electrified. It had 1,885 locomotives (1,625 diesel-electric and 260 electric); 1,820 diesel multiple-unit vehicles and 6,570 electric multiple-unit vehicles.

II. Answer the following questions:

1. When was the first railway opened?
2. Where was the first railway opened?
3. How many miles of railway had Britain in 1870?
4. When were the railways nationalized?
5. When did steam locomotives begin to be replaced by diesels?

III. True or false?

1. A railway network was developed across the country by private companies.
2. By 1960 Great Britain had about 13,500 miles of railway.
3. Rail was split up into 25 units that could be sold to private sector.
4. The first railway was the London and Darlington.
5. In March 1994, British Rail had 23,452 miles of standard gauge lines and sidings in use.

5.1.2 Вариант 2

I. Translate the text “The Capital’s Metro” into Russian

In June 1931 it was decided to start preparations for the building of the Metro in Moscow. In a short time the first line was constructed. More than eleven kilometres of track connected the Sokolniki district with the Gorky Park district. There were ten stations on this line. The construction work was done in difficult geological conditions.

The Metro was opened on May 15, 1935. The construction of the belt line began during the great Patriotic War. After the war the belt line was completed and it connected all the radial routes.

The surface buildings and underground halls of the metro stations are spacious, well ventilated and well lit. All the deep stations have escalators.

Each day the Moscow Metro transports about 5 million passengers. The present Metro coaches are much better than the early ones. They are considerably lighter in weight, and the seats are soft. The speed of the trains is 70-90 km per hour.

Moscovites and the visitors of the city do not have to wait long for trains. The interval between them is always short.

II. Answer the following questions:

1. When was it decided to start preparations for the building of the Metro in Moscow?
2. How long was the first line?
3. What districts did the first line connect?
4. When was the Metro opened?
5. How many passengers does the Moscow Metro transport each day?

III. True or fals?

1. The present Metro coaches are better, than early ones.
2. Moscovites and visitors have to wait long for trains.
3. The surface buildings and underground halls of the metro stations are well ventilated and well lit.
4. The interval between the trains is always long.
5. The speed of the trains is 70-90 km per hour.

5.1.3 Вариант 3

I. Translate the text “The Trans-Caspian Railway” into Russian

The Trans-Caspian railway construction started in the eighties of 19th century. The job was especially difficult because of lack of drinking water. For the first 177 km the Caspian water had to be taken of the builders in large tanks.

Other difficulties the workers had to face were diseases and sandstorms. The sand in mobile dunes was carried from place to place by strong winds. It took great efforts to overcome the difficulties. The workers built fences of wood to arrest the dunes. It was a hard and time-consuming job.

The railway was planned as a standard gauge line. The rails and sleepers were all Russian-made. Over 22,000 people were employed in the construction. The builders worked in six-hour shifts. The building materials and equipment were delivered by trains that ran twice daily from the base. Every day four miles of track were laid down.

II. Answer the following questions:

1. When did the Trans-Caspian railway construction start?
2. Why was the construction difficult?
3. Why did the workers build fences of wood?
4. Where were the rails and sleepers made?
5. How many miles of track were laid down every day?

III. True or false?

1. The job was not difficult because of lack of drinking water.
2. The workers built fences of stones to arrest the dunes.
3. The rails and sleepers were made in Russia.
4. The builders worked in eight-hour shifts.
5. The building materials were delivered by trains.

5.1.4 Вариант 4

I. Translate the text “From the History of British Transport” into Russian

In 1885, the first buses, driven by a petrol engine were used in London. The speed of the first petrol engine bus was 12 miles per hour.

The first trains, like the first buses, were drawn by horses. But they were not passenger trains. They were used in mines and factories to carry materials from one place to another. The first steam train was used in an iron-works in South Wales. It was built by Richard Trevithick, in 1804.

The first passenger railway in England (and in the world) was the Liverpool and Manchester Railway. In 1825, the company offered a prize of 500 pounds for the best steam train. The prize was won by George Stephenson, with his famous train “The Rocket”. It could travel 29 miles per hour, which was very fast at that time.

In 1938 a train (“Mallard”) was built. It travelled at 126 miles per hour, and that was world record speed for a steam train. Nowadays this train can be seen in the Museum of Transport.

II. Answer the following questions:

1. What was the speed of the first petrol engine bus?
2. Where were the first trains used?
3. What was the name of the first steam train?
4. What was world record speed for a steam train?
5. What was the prize for the best steam train?

III. True or false?

1. The speed of the first train was 12 miles per hour.
2. The first trains were used to carry passengers.
3. The world record speed for a steam train was 12 miles per hour.
4. The first train was built by G. Stephenson.
5. “Mallard” was built in 1938.

5.1.5 Вариант 5

I. Translate the text “London’s Underground” into Russian

In 1863 30,000 Londoners used a new and strange mode of travel – the first underground in the world. The first train covered the distance of four miles.

The first carriages were “blind” and the trains were cable operated. Then came “Two penny Tube” which had small electric trains. The price of tickets was two pennies for any distance.

Now there are different trains going in many different directions. There is the Old Tube across the centre with many and frequent stops and there are trains going out to the suburbs and stopping at a very few stations on the way. And there are the non-express trains going a very long way out into the country. The fares are all different and even the carriages are not alike.

Safety has always been one of the main concerns of London Transport. In spite of the fact that trains often follow each other within seconds it has been claimed that the London Tube is the safest form of transport. Automatic signalling worked by electric circuit is operated by the trains themselves. A programme machine controls routes: any changes are made automatically with great speed.

II. Answer the following questions:

1. What was a new and strange mode of travel in London?
2. What was the price of tickets in small electric trains?
3. What trains are going in London's underground now?
4. What is the safest form of transport?
5. What changes were made in London's underground?

III. True or false:

1. The first train covered the distance of four miles.
2. The first trains were not cable operated.
3. There are no non-express trains going a very long way out into the country.
4. Any changes are made automatically with great speed.
5. Automatic signalling is operated by the trains themselves.

5.1.6 Вариант 6

I. Translate the text "The Oktyabrskaya Railway" into Russian

The Oktyabrskaya Railway is the oldest railway in Russia. Its history began in 1837 with the construction of the St. Petersburg – Tsarskoe Selo line. In 1851 the "chugunka" (iron road) connected two Russian capitals. Later the railroad network covered the entire North-Western regions of the country and became the most important means of transport there.

The Oktyabrskaya line extends through the territory of the cities of Moscow and St. Petersburg, through those of Moscow, Tver, Pskov, Novgorod, Murmansk regions, as well as through the Republic of Karelia. It has a total length of 10,200 kilometres; of these 60 percent with autoblock system, over one third has electrified lines and more than one fourth has two or three track lines.

The Russian company "High-Speed Railways" was registered in 1991. It was given three tasks: the planning and construction of the first high-speed railway in Russia between Moscow and St. Petersburg, the production of special high-speed rolling stock and

the manufacture of electric trains for local services. The establishers of the company were the Russian Federal Government, the city governments Moscow and St. Petersburg and Oktyabrskaya Railway.

II. Answer the following questions:

1. What railway is the oldest railway in Russia?
2. When did its history begin?
3. What connected two Russian capitals in 1851?
4. When was the Russian company “High-Speed Railways” registered?
5. What is the total length of the Oktyabrskaya line?

III. True or false?

1. Later the railroad network covered the entire North-Western regions of the country.
2. It was given two tasks: the production of special high-speed rolling stock and the manufacture of electric trains for local services.
3. The establisher of the company was the Russian Federal Government.
4. The “chugunka” connected two Russian capitals.
5. The Oktyabrskaya line extends only through the territory of the cities of Moscow and St. Petersburg.

5.1.7 Вариант 7

I. Translate the text “Travelling on British Railway” into Russian

An English train is different from continental. It is smaller and there are fewer sleeping-cars. Almost in all carriages each compartment has its own door which is opened only from outside.

The train consists of an engine, first and second class carriages, a sleeping car, a dining car, a guards van, a luggage van and a mail van.

When a traveller comes to the railway station to take a train, he goes to the station platform, passes the ticket office, the Train Departure Board, the Information counter and the Destination notice. As a rule on British railways you need a platform ticket to get to the station platform. You show the ticket to the ticket collector at the ticket barrier and go to the platform.

On the station platform the traveller gets into a carriage, finds a vacant seat (back of face to the engine), puts his luggage on the rack above his head and sits down.

A traveller on the British railway usually keeps his ticket to the end of the travel as he is to give it to the ticket collector at the place of his destination. The railway fares are rather high and the price depends on the distance and the class of the carriage you travel by.

If you are going not very far and coming back on the same day you may buy a cheap day return ticket which costs less than a return ticket.

II. Answer the following questions:

1. Is an English train different from a continental one?
2. What does the train consist of?
3. How many classes of carriages are there on British railway?
4. Where does a traveller go when he comes to the railway station?
5. What does the railway fare depend on?

III. True or false?

1. A traveler on the British railway doesn't keep his ticket to the end of the travel.
2. Each compartment has its own door which is opened only from outside.
3. An English train is smaller and there are fewer sleeping-cars.
4. You show the ticket to the ticket collector in a carriage.
5. If you are going not very far and coming back on the same day you may buy a cheap day return ticket.

5.1.8 Вариант 8

I. Translate the text "George Stephenson" into Russian language

George Stephenson was a British inventor and engineer. He is famous for building the first practical railway locomotive.

Stephenson was born in 1781 in Wylam, near Newcastle upon Tyne, Northumberland. During his youth he worked as a fireman and later as an engineer in the coal mines of Newcastle. He invented one of the first miner's safety lamps independently of the British inventor Humphry Davy. Stephenson's early locomotives were used to carry loads in coal mines, and in 1823 he established a factory at Newcastle for their manufacture. In 1829 he designed a locomotive known as the Rocket, which could carry both loads and passengers at a greater speed than any locomotive constructed at that time. The success of the Rocket was the beginning of the construction of locomotives and the laying of railway lines.

The first railway in England (and in the world) was the Liverpool and Manchester Railway. In 1829, the company offered a prize of 500 pounds for the best steam train. The prize was won by George Stephenson, with his famous train "The Rocket". It could travel 29 miles per hour, which was very fast at that time.

II. Answer the following questions:

1. Who was George Stephenson?
2. What is he famous for?
3. Where did he work during his youth?

4. Where were his locomotives used?
5. When did he design his Rocket?

III. True or false?

1. Stephenson's locomotives were used in coal mines.
2. The Rocket couldn't carry loads in coal mines.
3. George Stephenson was not inventor and engineer.
4. Stephenson worked as an engineer in the coal mines.
5. In 1830 he established a factory at Newcastle for their manufacture.

5.1.9 Вариант 9

I. Translate the text "From the History of the Railway Semaphore" into Russian

The railway semaphore was first seen in 1841 on London and Groydon Railway. A signal for this first semaphore was conceived and constructed by Charles Hutton Gregory. This very interesting device for that time opened a new page in the development of railway signalling. Semaphore gradually replaced all the existing types of signals.

It was generally a three-aspect signal. When the arm was horizontal it ment "stop", when it was at an angle of 45° it ment "caution" and when the line was clear the arm was dropped down so that it could not be seen by the driver.

This type of semaphore signal was in general used on practically every railway of the world.

The present day semaphore signals are of two types: lower-quadrant and upper-quadrant. Both give only two indications: "stop" signals and "distant" signals. The semaphore type signal belongs to the fixed signals.

II. Answer the following questions:

1. Where was the first railway semaphore seen?
2. Who constructed a signal for the first semaphore?
3. What replaced all the existing types of signals?
4. How many types of the semaphore signals are there on the railways?
5. What opened a new page in the development of railway signalling?

III. True or false?

1. This very interesting device opened a new page in the development of railway signalling.
2. Semaphore didn't replace the existing types of signals.
3. When the arm was horizontal, it ment "caution".
4. The present day semaphore signals are of two types.

5. The semaphore type signal belongs to the fixed signals.

5.1.10 Вариант 10

I. Translate the text “Trains” into Russian language

There are different kinds of trains: passenger trains, mail trains and goods trains. Mail trains carry mail. Goods trains carry goods. Passenger trains carry passengers. Mail trains and passenger trains are usually combined: they have carriages for passengers and a special carriage or two for mail.

Passenger trains can be slow or fast. A slow train stops at every station. Fast trains have few stops: they stop only at very large stations. So we can call these trains respectively stopping trains and non-stopping trains.

There are local trains and long-distance trains. Local trains connect points situated a hundred or two-three hundred kilometres. By a long-distance train you can travel very far – for thousands of kilometres.

When you are travelling a long distance, it is very convenient to go by an overnight train. Overnight trains have sleeping accommodation: they usually have carriages with separate compartments. In each compartment there are two lower and two upper berths. Trains which run by day are called day coaches.

II. Answer the following questions:

1. What is a mail train?
2. What do goods trains carry?
3. What trains connect points situated a hundred kilometres?
4. How many lower and upper berths are there in each compartment?
5. What trains are called day coaches?

III. True or false?

1. Passenger trains can be slow or fast.
2. By a local train you can travel very far – for thousands of kilometres.
3. Trains which run by day are called day coaches.
4. Goods trains are usually combined.
5. Overnight trains have sleeping accommodation.

КРИТЕРИИ ОЦЕНКИ

При проверке контрольной работы оцениваются: умение студента логически и грамотно излагать свои мысли по заданной теме, культура письменной речи, соответствие содержания работы ее структуре, полнота раскрытия темы, объем работы, соответствие ее оформления методическим требованиям. Если результаты проверки положительные, то за контрольную работу проставляется оценка «зачтено». Если преподаватель указывает на необходимость доработки контрольной работы, то студент должен внимательно изучить указанные ошибки, подготовить письменные ответы на замечания.

Контрольная работа, получившая оценку «не зачтено», возвращается студенту для устранения замечаний. После устранения недостатков контрольная работа повторно предоставляется на проверку преподавателю. Первоначальная работа сдается вместе с повторной для того, чтобы преподаватель мог проверить выполнение всех его замечаний. Также контрольная работа не может быть зачтена при наличии в ней хотя бы одного из нижеперечисленных недостатков:

1. Контрольная работа выполнена не по своему варианту;
2. Контрольная работа не соответствует требованиям, принятым в техникуме.

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