МИНИСТЕРСТВО НАУКИ И ВЫСШЕГО ОБРАЗОВАНИЯ РОССИЙСКОЙ ФЕДЕРАЦИИ

Федеральное государственное бюджетное образовательное учреждение

высшего образования

«Забайкальский государственный университет»

(ФГБОУ ВО «ЗабГУ»)

Факультет историко-филологический

Кафедра иностранных языков

**УЧЕБНЫЕ МАТЕРИАЛЫ**

**для студентов заочной формы обучения**

по дисциплине «Иностранный язык»

для направления подготовки 23.03.01 Технология транспортных процессов

Общая трудоемкость дисциплины (модуля) –5 зачетных единиц.

Форма текущего контроля в семестре – контрольная работа, устный перевод текстов.

Курсовая работа (курсовой проект) (КР, КП) – нет.

Форма промежуточного контроля в семестре – экзамен.

**Краткое содержание курса**

Перечень изучаемых разделов, тем дисциплины (модуля).

Тема 1. Пассивный залог – формы Indefinite Passive (Present, Past, Fu­ture). Особенности перевода пассивных конструкций на русский язык.

Тема 2. Функции глаголов to be, to have.

Тема 3. Функции слова one.

Тема 4. Определительные и дополнительные придаточные предложения (союзные); придаточные обстоятельственные предложения времени и условия.

Тексты для чтения и устного перевода.

1. Automobile;

2. Roads;

3. Transport for Tomorrow

4. Urban Mass transportation.

**Форма текущего контроля**

**Контрольные работы**

**Выполнение контрольных заданий и оформление контрольных работ**

Контрольное задание пред­лагается в пяти вариантах. Вы должны выполнить один из пяти вариантов в соответствии с последними цифрами сту­денческого шифра: студенты, шифр которых оканчивается на 1 или 2, выполняют вариант № 1; на 3 или 4 - № 2; на 5 или 6 - № 3; на 7 или 8 — №4; на 9 или 0 - № 5.

Выполнять письменные контрольные работы следу­ет в отдельной тетради. На обложке тетради напишите свою фамилию, шифр, предмет, номер контрольной работы

Контрольные работы должны выполняться аккуратно, четким почерком. На левой странице тетради располагается английский текст, параллельно располагается русский перевод. Каждое задание нужно записывать в контрольной работе.

|  |  |  |  |
| --- | --- | --- | --- |
| Левая страница | | Правая страница | |
| Поля | Английский текст | Русский текст | Поля |

Материал контрольной работы следует располагать в тетради по следующему образцу:

Для того чтобы правильно выполнить контрольное задание № 1, необ­ходимо усвоить следующие разделы курса английского языка:

1. Видо-временные формы глагола: пассивный залог – формы Indefinite (Present, Past, Fu­ture). Особенности перевода пассивных конструкций на русский язык.

2. Функции глагола to to be, to have

3. Функции слова one

4. Определительные и дополнительные придаточные предложения (союзные); придаточные обстоятельственные предложения времени и условия.

Используйте следующие образцы выполнения упраж­нений.

ОБРАЗЕЦ ВЫПОЛНЕНИЯ 1 (К УПР. I)

|  |  |  |
| --- | --- | --- |
| The new laboratory equipment **was sent for** yesterday. Вчера *послали* | Вчера *послали* за новым оборудованием для лаборатории. | |
| **was sent for -** Past Indefinite Passive от глагола to **send.** | | |
| His scientific work **is** much **spoken** about. | | О его научной работе много говорят. |
| **is** **spoken –**  Present Indefinite Passive от глагола to **speak** | | | |

**ВАРИАНТ 1**

I. Перепишите следующие предложения; подчеркните в каждом из них глагол-сказуемое и определите его видо-временную форму и залог. Переведите предложения на русский язык. Обратите внимание на перевод пассивных конструкций.

1. Elements are transformed into other elements both by man and by nature.

2. He was asked many questions at the exams.

3. They will be shown a new film tomorrow.

4. The launching of Sputnik 1was followed by many achieve­ments in science and engineering. II. Переведите предложения на русский язык, обращая внимание на функции глагола to BE

1. In the Metro people are carried up and down by escalators.

2. This machine is suitable for lifting things.

3. Hewas tomeet him at the station.

III. Переведите предложения на русский язык, обращая внимание на разные значе­ния слова ONE

1. This metro station was opened last year, and that one will be put into operation in two years.

2. One of our teachers will be in London this week.

3. One must take part in scientific work.

4. Our old laboratory equipment was much worse than the new one.

IV. Переведите предложения

1. I think that roads are very important in our life.

2. At every Institute there is a reading hall and a library where the students can take the necessary books.

3. I'll finish my work while you are playing chess.

4. The computer's work is based on principles which are easy to understand.

V. Прочитайте и устно переведите на русский язык с 1-го по 4-й абзацы текста. Перепишите и письменно переве­дите 1, 2 и 4-й абзацы.

**IN TWO CONTINENTS**

1. America is a big continent. It has a large territory. The American continent stretches from the Polar Zone to the south, crosses the equator and reaches the fifty sixth parallel.

2. Two huge oceans divide America from other con­tinents of the world. The Atlantic Ocean washes its coasts in the West, the Pacific Ocean washes its coast in the East. Only in one place America comes close to our country. In the Polar Zone a narrow strait, only eighty five kilo­metres wide, lies between Alaska in America and Chukotka in Russia. It is the Behring Strait. Its right and left banks lie in different continents.

3. The winter in the Polar Zone is very long, cold and dark: it begins at the end of August and ends in June. The water of the Behring Strait freezes: thick masses of ice cover it for nine months. The way across the strait over the ice is not long, natives can cross it easily but they do not do it: man may not step over the border between two different countries.

4. Alaska, a former part of Russia, is rich in gold and minerals. From the year eighteen sixty-seven it belongs to the United States. The distance between the American Alaska and Chukotka is not great: the same ocean washes the coasts of the two countries, the same tundra stretches along the coast line. They do not differ in climate and topography.

VI. Прочитайте 3-й абзац и ответьте письменно на вопрос:

What is the winter like in the Polar Zone?

**ВАРИАНТ 2**

I. Перепишите следующие предложения; подчеркните в каждом из них глагол-сказуемое и определите его видо-временную форму и залог. Переведите предложения на русский язык. Обратите внимание на перевод пассивных конструкций

1. Synthetic rubber products were developed between 1914 and the 1930s.

2. All the work will be done by automatic machinery.

3. When was this University founded?

4. The intensity of this process is influenced by many factors.

II. Переведите предложения на русский язык, обращая внимание на функции глагола

to BE

1. What is the exact size of the room?

2. They were to erect this bridge 3 years ago.

3. The width of the windows is marked on the working plan.

III. Переведите предложения, обращая внимание на разные значе­ния слова ONE

1. In London one must get used to the left-side traffic.

2.We had to find new methods of investigation because theold ones were unsatisfactory.

3. The new technologies that are being developed must be connected with traditional ones.

4. One should always be careful when he operates this machine-tool.

IV. Переведите предложения

1. If you don’t know some words, you may use a dictionary.

2. Some graduates work in the various branches of industry, while others carry on research work in different research institutes.

3. People learned to draw pictures of the objects around them long before they learned to write.

4. There are a lot of higher schools in Russia where young people can get higher education.

V. Прочитайте и устно переведите на русский язык с 1-го по 5-й абзацы текста. Перепишите и письменно переве­дите 1, 2 3 и 4-й абзацы.

**THE ANTARCTIC**

1. The continent of Antarctica lies at and around the South Pole within the Antarctic circle. It is in the centre of the Earth's southern part on the opposite side of the globe from the areas where most of the population of our planet lives.

2. Antarctica stretches from the South Pole to the 70th latitude and is twice as large in area as Australia.

3. Twenty million square kilometers of the land mass is thick ice which forms the largest load on the earth's crust; in some places it depresses the continent below sea level. The stormy ocean isolates Antarctica from other lands.

4. In winter the temperature is coldest on earth, sea water freezes and doubles the area of the continent: it brings its border to the 50th parallel — the latitude of Paris. The summer season lasts for two months - from December to January. When the daily hours of sunshine are longest air tempera­ture rises to 2 or 3 degrees Centigrade above zero. On a clear summer day the icebergs change colour from red to violet and the sea is green but all the rest is white, quite white.

5. A small piece of land free from ice and snow with a lake in its centre lies about 250 miles from the Mirny. The water in the lake is icy cold but the stones around it are quite hot from thesun rays. Because the ice reflects most of the solar heat back into space, ice and snow do not melt, but any object may get hot in the sunshine.

VI. Прочитайте 5-й абзац и ответьте письменно на вопрос:

Why do ice and snow not melt?

**ВАРИАНТ 3**

I. Перепишите следующие предложения; подчеркните в каждом из них глагол-сказуемое и определите его видо-временную форму и залог. Переведите предложения на русский язык. Обратите внимание на перевод пассивных конструкций

1. The books were taken from the central library.

2. Heat energy is transmitted in two different ways.

3. An interesting problem was discussed at the lecture.

4. Becquerel's discovery was followed by an intensive re­search work of Marie and Pierre Curie.

II. Переведите предложения, обращая внимание на функции глагола to BE

1. It was a picturesque landscape.

2. This pipe is made of copper.

3. We are to do this work in time.

III. Переведите предложения, обращая внимание на разные значе­ния слова ONE

1. One must apply the material that can be machined easily.

2. The problem that has become the most important one is the problem of pollution.

3. One can easily regulate the speed of this machine.

4. This apparatus is more powerful than the one installed in the laboratory.

IV. Переведите предложения

1. If we compare the maps of Moscow and London we can see a similarity between them.

2. The universities provide a wide range of courses for those who want to get higher-level posts in commerce, industry and administration.

3. The first railroad in Russia was the railroad which connected Moscow with St. Petersburg.

4. They learned to make papyrus, which they used especially for writing and for drawing.

V. Прочитайте и устно переведите на русский язык с 1-го по 5-й абзацы текста. Перепишите и письменно переве­дите 1,2 и 4-й абзацы

**CLIMATE**

1. In the first place the climate varies according to altitude. On the equator at a height of 8,000 metres it is no warmer than in England at sea level. The highest point is the coldest. The higher we ascend the rarer becomes the atmosphere.

2. Another factor is the effect of ocean currents. Thus the British Isles lie in the way of the warm Golf Stream which tends to raise the temperature of the winter winds and maintain a more or less equal climate all the year round. It is not sufficiently powerful to counteract the full effects of winter but the warm air rising from the Golf Stream surrounds Great Britain and prevents the freezing of the rivers even on the coldest days.

3. The places nearest the sea have the mildest climate. In spite of lying at the same distance from the equator Moscow and London have a different climate: the average temperature in London is higher than that in Moscow.

4. The third factor affecting the climate is topography. Although the hills in the south­western part of England hardly ever reach one thousand metres over the sea level a great deal of moisture is left there by the wet winds with the effect that rain is reduced in their locality or does not fall at all. Rain clouds often pass over towns on the coast protected by the hills from the west so that such towns instead of having rainy periods enjoy sunshine and fine weather.

5. Finally there are the effects of prevailing winds blowing across the Atlantic and carrying warm air, which keeps the winter climate mild, moist and foggy.

VI. Прочитайте 3-й абзац и ответьте письменно на вопрос:

What places have the mildest climate?

**ВАРИАНТ 4**

I. Перепишите следующие предложения; подчеркните в каждом из них глагол-сказуемое и определите его видо-временную форму и залог. Переведите предложения на русский язык. Обратите внимание на перевод пассивных конструкций

1. Today many polymeric materials are produced on a mas­sive scale.

2. New houses are built everywhere: in cities, towns and villages.

3. Many compounds can be decomposed when they are acted upon by different forms of energy.

4. A lot of problems were discussed at the conference.

II. Переведите предложения , обращая внимание на функции глагола to BE

1. The city is 1,000 metres above the sea level.

2. The appearance of our town is changing.

3. They were to go on a business trip.

III. Переведите предложения на русский язык, обращая внимание на разные значе­ния слова ONE

1. One of the most famous buildings in England is St. Paul's Cathedral.

2. One should always inspect the machine tool before he turns it on.

3. The church was designed and built by one and the same man.

4. The wooden wall was later replaced by a brick one.

IV. Переведите предложения

1. I don’t miss my classes because I want to pass my exams successfully.

2. Young people who want to enter higher education must meet several requirements.

3. While the definition "civil engineering" dates back only two centuries, the profession of a civil engineer is as old as civilized life.

4. As time went on the pictures used for technical purposes changed.

V. Прочитайте и устно переведите на русский язык с 1-го по 5-й абзацы текста. Перепишите и письменно переве­дите 2, 3 и 4-й абзацы

**THE MOON**

1.The Moon is the only astronomical body whose distance from the Earth can be measured in thousands of kilometers.

2. Long ago man began to note that the Moon went through several phases and that each phase was followed by another with perfect regularity. The earlier calendars that were offered by ancient astronomers were lunar calendars, each month beginning on new moon.

3. In the Middle Ages it was supposed that the Moon had a smooth crystalline surface like a mirror and that the dark spots on the Moon were accounted for by the fact that the Earth was reflected on its surface. However, with the help of the first little telescope that was turned by Galileo upon the Moon this conception was put an end to as early as 1609. Galileo thought that he saw mountains and valleys, seas and continents on the Moon.

4. To-day the view of the Moon is obtained with the help of a series of automatic lunar stations named "Luna"' launched by the Soviet Union.

5. Having been transmitted by these stations, the photos and panoramas have shown that the surface of the Moon is uneven and rugged, with many hills and cavities like volcanic crators, a few of them measuring some kilometres in diameter. A great number of stones lying on the Moon's surface proved that the lunar ground was firm enough and would not sink if it were stepped on, walked across or put some heavy weight upon.

VI. Прочитайте 5-й абзац и ответьте письменно на вопрос:

What have the photos and panoramas shown?

**ВАРИАНТ 5**

I. Перепишите следующие предложения, определите в каждом из них видо-временную форму и залог глагола-ска­зуемого (см. образец). Переведите предложения на русский язык.

1. The automatic equipment is being installed in our shop.

2. The construction of this house will be completed in a month.

3. The engineer was asked about the new technology used at the plant.

4. Radioactive isotopes have been made in nuclear reactor.

II. Перепишите следующие предложения и переведите их на русский язык, обращая внимание на функцию инфи­нитива в предложении

1. The Russian scientists were the first to construct and launch the space rocket.

2. In order to make interplanetary flights in the future it is necessary to know factors affecting the human organism.

3. The main purpose of the computers is to solve complex problems quickly.

4. The problem to be solved is of great importance for our research.

III. Переведите предложения, обращая внимание на функции глагола to HAVE

1. You have to heat the mixture for two hours.

2. He had to determine the temperature of the air in the container.

3. There are some kinds of cements that have appeared comparatively recently.

4. The University has a five - year course of studies.

IV. Переведите предложения на русский язык, обращая внимание на разные значе­ния слова THAT

1. One must realize that the increasing number of cars brings about considerable pollution of the air*.*

2. Specialists consider that in future city transport will reject gasoline.

3. That computers and industrial robots are important for industrial uses is well known to scientists and engineers.

4. This metro station was opened last year, and that one will be put into operation in two years.

V. Прочитайте и письменно переве­дите на русский язык с 1-го по 4-й абзацы текста

**ALUMINIUM**

1. Metals have specific metallic lustre. All metals except mercury are hard substances. They can be forged, pulled and melted. In general, they are good conductors of electricity. Aluminium is the typical metal in the third group in the periodic classification of the elements. It has a white colour, does not corrode and is resistant to all inorganic acids except hydrochloric.

2. Aluminium is best known light metal. Constituting 8 percent of the earth's crust, aluminium is the most abundant of the metals as well as one of the hardest to produce. It doesn't occur naturally in metallic form, Aluminium exists only in combination with other elements, primarily oxygen, with which it forms an extremely hard oxide known as alumina. Aluminium alloys can possess the strength of steel, though only a third the weight. Alloys of copper and aluminium which contain from 5 to 10 per cent of the latter are called aluminium bronzes. They have a fine yellow colour resembling gold.

3. In direct contact with a heat source, aluminium is an excellent conductor. It can be remelted over and over. It has a very low density and is used in construction when a metal is required and weight is an important consideration. It is ductile, malleable and can be rolled. Its tensile strength is low in comparison with that of iron.

4. Aluminium has replaced heavier copper in high voltage power line. The uses of aluminium are almost illimitable. It is used in aircraft, automobile, chemical and some other industries.

VI. Прочитайте 2-й абзац и ответьте письменно на вопрос:

What properties can aluminium alloys possess?

**Тексты для чтения и перевода**

**Text 1 Automobile**

The history of the automobile goes back several hundred years. One of the earliest attempts to propel a vehicle by mechanical power was suggested by Sir Isaac Newton about 1680. It was little more than a toy consisting of a steam boiler supplying a steam jet turned to the rear.

However, the credit for building the first self-propelled road vehicle must undoubtedly go to the French military engineer, Nicolas Cugnot. Between 1763 and 1769 two steam-driven carriages were built and tried.

In 1784 the Russian inventor Kulibin built a three-wheeled carriage. In his vehicle he used for the first time such new elements as brakes, rollers and a gear-box. The first Englishman to build a full-self-propelled vehicle for use on the roads and to obtain practical results was Trevithick. Between 1798- 1800 he built several working models.

Up to 1960 most all road vehicles were powered by steam engines which ran at slow speeds. In 1860 Lenoir of Paris built an internal combustion engine which ran on city gas, the gas being ignited by an electric spark. In 1866, Otto invented the type of four-stroke cycle engine which is used today.

Slowly but surely the auto industry is perfecting a number of alternatives to the conventional engines found in almost all of today's passenger cars.

Two prime factors lie behind the search for different engines *-* the necessity to reduce air pollution by requiring cleaner auto exhaust and the desire to produce cars that will ran farther on a gallon of fuel.

While basic research is continuing on electric and steam-powered engines, it is the diesel, turbine and Stirling that are current industry favourites.

Diesels get better mileage than gasoline engines, and the fuel is usually cheaper.

In 1890's Rudolf Diesel, a German, invented the engine that bears his name. As air is drawn into the engine and compressed internal temperatures rise, and pressures reach two to three times those in a gasoline engine. The extreme pressures have meant that diesels usually are much larger and heavier that gasoline engines of the same power potential.

The disadvantages of diesels as passenger-car engines are slow performance, noise and smoke.

All the companies investigating diesels are trying to reduce noise and smoke, but the problems are not yet entirely solved. Even the 28,000-dollar Mercedes clatters when started on a cold morning. And the warm up period for all diesels seems too long to drivers accustomed to gasoline models.

The turbine and Stirling are multifuel engines, capable of running on any liquid that will burn, including such exotic types as peanut oil and perfume. This would be a major advantage if severe petroleum shortages develop.

The turbine cars now operating are hand-built models that cost more than 1 million dollars each. Alloys of precious metals of high durability are still required for certain vital turbine parts. Engineers believe that progress in ceramics holds the key to making turbines practical alternatives to present-day engines.

Experts say that the Stirling is the most promising among the three favoured engines.

The Stirling concept, first offered more than 150 years ago by a Scottish clergyman, involves external instead of internal combustion.

In 1816 Robert Stirling patented a new engine for pumping water out of mines and quarries. It could run on almost any fuel, he boasted - including whisky. Indeed the parson had such faith in his engine that he often cut his Sunday sermons short to work on it. However, when Stirling died in 1878 at the age of 88, his engine was still unperfected. Soon it was totally overshadowed by the newer gasoline-powered internal combustion engine.

Unlike typical internal combustion engines, the Stirling engine is powered by heat from an external source. In the new design, hydrogen gas is heated by a burner, which can run on virtually all kinds of fuel. Hydrogen then expands, enters one cylinder and pushes a sliding piston. As piston moves, it forces gas out of the other end of the cylinder; the emerging gas is cooled and then moves towards an adjacent cylinder where heat is applied once more and the process is repeated.

Engineers point out that a Stirling engine would be quieter that an equivalent internal combustion engine, would emit less toxic gases, and would use fuel more economically. Having no need for valves or cars, it would also have fewer parts. Stirling's old dream might yet become reality - perhaps by the end of the twentieth century.

Now, since experts seek fuel-saving, less-polluting alternatives to the modern auto engine, Stirling's machine has started a new life, they show great interest in the work of a giant Dutch electronics firm, which has tested Stirling prototypes in boats, large pumps (to help dry out Holland during 1952's floods) and even buses. In 1972, Ford signed an agreement with the firm for joint development of a Stirling engine for passenger cars.

As for electric cars, several types of small battery-powered vehicles are in production, but it is most unlikely that they will replace more conventional vehicles.

**Text 2 Roads**

Transportation is a system consisting essentially of three components: 1) driver, 2) vehicle, 3) road. Whenever any one of these three components of the system fails, the whole system would fail, and conditions of hazards would be created on the road. If therefore it is desiredto provide а safe and efficient transportation systems it is necessary that аll these three components should function efficiently in а well-coordinated manner

Driver. 0f аll the above-mentioned component driver is the most powerful component influencing safety on а road. Studies have shown that 86% of the serious accidents are caused by drivers.

Vehicle. This component also plays а vital part in determining safety on roads. Just 1ikе an unsafe driver, an unsafe vehicle is а source of constant danger in а road transportation system. With the growing percentage oа old vehicles the risk of accidents on roads has also been growing considerably. This risk could be minimized by eliminating unsafe vehicles from roads. One wау of doing it is to carry out periodical inspection of old vehicles

Road. То ensure maximum safety forthe transportation system, it is very necessary to plan and design highways on sound engineering techniques. It is possible to obtain maximum safety on highways by controlling their geometry, by alignment of vertical and horizontal curves and providing adequate sight distances for the speeds which it is desirable to obtain on these highways.

The traffic on the road has completely altered within the last twenty-five years and therefore the existing system of roads in many countries should аlso be changed, in order tо meet modern requirements. The modern trend is undoubtedly towards national and consequently uniform planning, design and construction.

The efficiency of а country's road network has а profound effect on its prosperity. The ability of roads to enable traffic to flow freely and safely between the industrial and commercial centers contributes enormously towards а progressive economy. Motorways, besides serving each individual country, fulfil the desirable function of linking countries mоге closely together. Through the medium of travel, they help to promote cordial relations among the peoples of the various nations. In fact, the importance of good roads, both nationally and internationally, cannot be overstressed.

In order to serve their purpose in the best possible manner, modern roads should, as far as possible, possess the following principal features:

1) They should be designed according to the anticipated volume and speed of the traffic likely to use them.

2) Bends and gradients, where necessary, should always be slight.

3) Visibility should not be hindered.

4) They should be well and clearly signposted.

5) Adequate provision should be made for both cyclists and pedestrians with regard to their safety.

6) They should be well l it, where necessary.

7) Hedge and tree planting on the sides and central observations should be arranged to provide а pleasant and interesting outlook for the road user, to avoid monotony and boredom.

In modern road construction, there is а much greater recognition of the importance of the subsoil beneath а road than years ago. It is regarded nowadays as an integral part of the road, and по longer as merely the formation on which to build а road. As а result of this various methods have been devised in recent years tо improve its quality and consequently its stability. Stabilization can be achieved in а number of ways, the simplest being mechanical.

Iп case of mechanical stabilization granular or cohesive materials is added to the subsoil. Iп particularly dry climates it is often found necessary to add substances helping to retain sufficient moisture. Alternatively, stabilization can be effectively carried out by adding substances that harden the soil, and greatly increase its compressive strength.

The constantly increasing volume of modern traffic, especially in the towns, indicates that there is an urgent need for countless road construction projects in the near future. This involves the construction of numerous auxiliary structured, such as bridges, fly- overs, tunnels and underpasses. It is mainly these structures that will present problems for the engineers.

**Text 3 Transport for Tomorrow**

One thing is certain about the public transport of the future: it must be more efficient than it is today. The time is coming when it will be quicker to fly across the Atlantic to New York than to travel from home to office. The two main problems are: what vehicle shall we use and how can we plan?

There is already a number modern vehicle which are not yet in common use, but which may become a usual means of transport in the future. One of these is the small electric car: we go out into the street, find an empty car, get into it, drive to our destination, get out and leave the car for the next person who comes along. In fact, there may be no need to drive these cars. With an automatic guidance system for cars being developed, it will be possible for us to select our destination just as today we select a telephone number, and our car will move automatically to the address we want.

For long journeys in private cars one can also use an automatic guidance system. Arriving at the motorway, a driver will select the lane he wishes to use, with over to automatic driving, and then relax - dream, read the newspaper, have a meal, flirt with his passenger - while the car does the work for him. Unbelievable? It is already possible. Just as in many ships and aircraft today we are piloted automatically for the greater part of the journey, so in the future we can also have this luxury in our own cars.

A decade ago, the only thing electronic on most automobiles was the radio. But at present sophisticated electronics is playing a big part in current automotive research. For example, in every gasoline-powered car that General Motors Corporation makes there is a small computer continuously monitoring the exhaust? The device, about the size of a pack of cigarettes, adjusts the vehicle carburetor fuel intake to get the best fuel economy. Ford cars are equipped with an electronic instrument panel that, among other things, will calculate how far one can drive on the fuel left in the tank. It also will estimate the time of arrival at destination and tell the driver what speed he has averaged since turning on the ignition.

According to specialists these features made possible by microelectronics are only the beginning. Radar may control the brakes to avoid collisions, and a display screen may show the car's position on the road. Recently radar to be mounted on lorries and cars has been designed in the USA. The radar aerial looks like a third headlight placed directly above the bumper. Having summed up the information about the speed and distance of various objects ahead, the computer detects all possible dangers and their nature. A third component in the system is a monitor on the instrument panel. The radar only observes objects ahead of the vehicle. It is automatically turned on when the speed exceeds ten miles an hour. The yellow light warns of stationary objects ahead, or something moving slower than the car. The red light and buzzer warn that the speed should go down. Another red light and sound signal make the driver apply the brakes.

A Japanese company is designing a car of a new generation which will start running on the roads in the 90s. When completed, the new model will have a lot of unusual characteristics. The Car's four-wheel control system will ensure movement diagonally and even sideways, like a crab, at right angles to the longitudinal axis. This is especially and even sideways, like a crab, at right angles to the longitudinal axis. This is especially important when leaving the car in parking places. To help the driver get information while concentrating on the road the most important data will be projected on the wind screen. A tourist traveling in such a car will not lose his way even in Sahara with its impassible roads: a navigation Earth satellite will indicate the route.

**Text 4 Urban Mass Transportation**

Urban mass transportation is the movement of people within urban area using group travel technologies such as buses and trains. The essential feature of mass transportation is that many people are carried in the same vehicle (e.g. buses) or collection of attached vehicles (trains). This makes it possible to move people in the same travel corridor with greater efficiency, which can lead to lower costs to carry each person or - because the costs are shared by many people - the opportunity to spend more money to provide better service, or both.

Mass transit systems may be owned by private, profit - making companies or by governments or agencies that may not operate for profit. Whether public or private, many mass transportation services are subsidized because they cannot cover all their costs from fares charged to their riders. Such subsidies assure the availability of mass transit, which contributes to making cities efficient and desirable places in which to live.

The importance of mass transportation in supporting urban life differs among cities, depending largely on the role played by its chief competitor, the private automobile.

People travel to meet their needs for subsistence (to go to work, to acquire food and essential services), for personal development (to go to school and cultural facilities), and for entertainment (to participate in or watch sporting events, to visit friends). The need for travel is a derived need, because people rarely travel for the sake of travel itself; they travel to meet the primary needs of daily life. Mobility is an essential feature of urban life, for it defines the ability to participate in modern society.

Travelers make rational choices of the modes they use, each choosing the one that serves him or her best, although best may be viewed differently by each traveler. Transportation services in a city define the alternatives from which travelers must choose the activities available to them, and the places to which they can go. The transportation available to an individual is the collective result of government policies the overall demand for travel in the region, competition among different modes, and the resources available to each individual to buy services. Urban transportation services directly affect the character and quality of urban life, which can differ among individuals who have access to different kinds and amounts of transportation services.

**Форма промежуточного контроля**

**Экзамен**

К экзамену допускаются студенты, имеющие зачет и сдавшие экзамен по иностранному языку за I курс, выполнившие контрольную работу № 1 (контрольная работа выполняется письменно и защищается в устной форме) и сдавшие учебный материал по чтению и переводу(устная форма ответа) в объеме 5 страниц.

На экзамене по английскому языку проверяются следующие уме­ния: читать и переводить со словарем текст по профилю специальности.

Форма проверки понимания — письменный перевод. Норма перевода 600-800 печатных знаков в час письмен­но со словарем на бумажном носителе.

Перечень примерных вопросов для подготовки к экзамену.

Образец экзаменационного билета

МИНИСТЕРСТВО ОБРАЗОВАНИЯ И НАУКИ ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 1

РОССИЙСКОЙ ФЕДЕРАЦИИ

Федеральное государственное бюджетное по дисциплине иностранный язык

образовательное учреждение направление подготовки «Технология

высшего профессионального образования транспортных процессов»

**«**Забайкальский государственный семестр III

университет»

1. Read and translate the text “Roads in Japan” using a dictionary.

2. Read and reproduce the text “Henry Ford ”

Составила Галыгина Л.В. УТВЕРЖДАЮ

«\_\_\_\_\_» \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 20\_\_ г. Зав. кафедрой \_\_\_\_\_\_\_\_\_\_\_

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