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THE TRAM AND TROLLEYBUS ADMINISTRATION CRISIS IN 1960 S.

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Key words: Kuibyshev city, public transport, tram and trolleybus administration

The Kuibyshev tram and trolleybus administration had some economic problems that prevented the quality of public transport services:

First, a great turnover of staff. Comparing the total number of employees in 1965 and 1969 that four years the staff of the enterprise was reduced by 670 employees. For the first half of 1969 625 employees were dismissed, and the number of accepted was 519 people.

Secondly, the condition of the rolling stock was unsatisfactory. For example, the control check showed that 82 seats on the 26 wagons were missing, there were 2-3 seats each on 14 wagons, 14 trams required painting, the windows were broken on 9 wagons.

Thirdly, the poor quality of repair of rolling stock. This fact is due to the lack of equipment and spare parts for the repair of rolling stock, poor working conditions of fitzopportunity, heavy wear of machines, insufficient qualification of lockers, their negligence in the performance of duties, improper operation of cars by drivers, large turnover of service personnel.

Fourth, the issue of labor and industrial discipline was acute. During the first half of 1969, 549 cases of labor law violation were recorded of which 489 were concerned absenteeism.

Fifth, there were defects in the traffic schedule, which also influenced the regularity of the traffic of trams. Often the trams went after each other with an interval of a minute that caused insufficient filling of wagons and irrational use of transport.

Sixth, there were interruptions in the work of the traffic service and the service of the TTU route. They consisted in insufficient supervision of needle translations and poor organization of train sludge, as a result of which there were delays in the movement of trams.

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All the above facts testify to the crisis phenomena in the tram-trolleybus management of Kuibyshev, and, consequently, in the poor organization of the work of the city public transport.

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МОДЕРНИЗАЦИЯ ЛАБОРАТОРНОЙ РАБОТЫ С ПРИМЕНЕНИЕМ КООРДИНАТНО-ИЗМЕРИТЕЛЬНОЙ МАШИНЫ ЮРГУ-1

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Ключевые слова: метрология, допуск, корпусная деталь

Ранее разработанная на базе лаборатории средств измерений кафедры технологий производства двигателей Самарского университета, лабораторная работа «Контроль геометрических параметров корпусных деталей на КИМ» предполагает изучение конструкции и принципа действия КИМ ЮрГУ-1.[1] Возможности КИМ таковы, что позволяют обеспечивать контроль таких сложных параметров, как отклонения формы и взаимного расположения поверхностей, что и необходимо включить в существующую лабораторную работу в качестве модернизации и расширения диапазона контролируемых параметров, изучаемых в курсе. В качестве примера рассмотрим контроль отклонения от перпендикулярности двух поверхностей 1 и 2 (рис. 1).

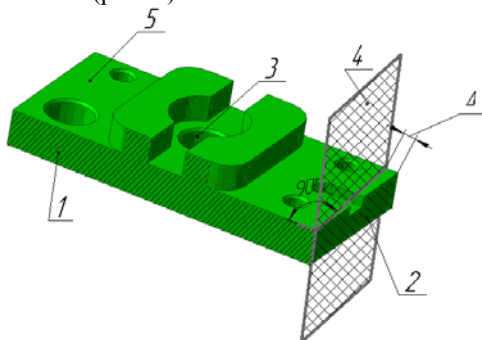


Рисунок 1 - Контролируемая деталь

В результате, алгоритм количественного определения отклонения от перпендикулярности поверхностей 1 и 2 будет следующий:

- 1) базирование детали по двум плоскостям (1 и 5) и цилиндру 3;
- 2) построение маршрута измерения для поверхностей 1,2;

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