

МИНИСТЕРСТВО ОБРАЗОВАНИЯ ПРИМОРСКОГО КРАЯ
краевое государственное автономное профессиональное
образовательное учреждение «Лесозаводский индустриальный колледж»

МАТЕРИАЛЛЫ ДЛЯ ДИСТАНЦИОННОГО ОБУЧЕНИЯ
по «ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК»

группа ОП-2, специальность 23.02.01 Организация перевозок и управление на транспорте
(железнодорожном).

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Занятие № 3-4

Тема: История железнодорожного транспорта

EXERCISES:

1. Прочитать и перевести текст.
2. Ответить на вопросы по тексту.
3. Написать доклад об одном из известных инженеров или логистов в области ЖД транспорта.

Источники:

https://en.wikipedia.org/wiki/History_of_rail_transport - история жд транспорта

https://en.wikipedia.org/wiki/History_of_rail_transport_in_Great_Britain_to_1830 -

История железнодорожного транспорта в Британии

<http://www.trainhistory.net/railway-history/> - история жд транспорта

<https://www.britannica.com/topic/British-Railways> - британские железные дороги

THE HISTORY OF RAIL TRANSPORT

The history of rail transport began in 6th century BC in Ancient Greece. It can be divided up into several discrete periods defined by the principal means of track material and motive power used.

A wagonway was used by German miners at Caldbeck, Cumbria, England, perhaps from the 1560s. A wagonway was built at Prescott, near Liverpool, sometime around 1600, possibly as early as 1594. Owned by Philip Layton, the line carried coal from a pit near Prescott Hall to a terminus about half a mile away.

Another wagonway was Sir Francis Willoughby's Wollaton Wagonway in Nottinghamshire built between 1603 and 1604 to carry coal.

As early as 1671 railed roads were in use in Durham to ease the conveyance of coal; the first of these was the Tanfield Wagon Way. Many of these *tram roads* or *wagon ways* were built in the 17th. and 18th. centuries. They used simply straight and parallel rails of timber on which carts with simple flanged iron wheels were drawn by horses, enabling several wagons to be moved simultaneously.

The earliest railways were built and paid for by the owners of the mines they served. As railway technology developed, longer lines became possible, connecting mines with more distant transshipment points and promising lower costs. These longer lines often required public subscription to build and crossed over land not owned by the mine owners.

The first line to obtain such an act, in 1758, was a private coal-owner's wagonway, the Middleton Railway in Leeds. The first for public use, and on cast iron rails, was the Lake Lock Rail Road formed in 1796 and opened in 1798. Another early public railway, the Surrey Iron Railway obtained an Act of Parliament on 21 May 1801 to build a tramroad between Wandsworth and Croydon in what is now south London; the engineer was William Jessop. Although it survived only until 1845 and was for freight traffic only, it prefaced many others in different parts of the country. Meanwhile, the first passenger-carrying public railway was the

Oystermouth Railway, authorized in 1807. All three of these railways were initially worked by horses; the Surrey Iron Railway remained horse-drawn throughout its life.

The Kilmarnock and Troon Railway was authorized by Act of Parliament on 27 May 1808 and was also built by William Jessop. It was the first line in Scotland to carry passengers. The line began life as a 4ft (1,219 mm) gauge wagon way and at first it was operated by horses, but in 1817 locomotive haulage was trialed, using one of Stephenson's locomotives. This was the first use of a steam locomotive in Scotland.

A standard-gauge railway is a railway with a track gauge of 1,435 mm (4ft 8½in). The standard gauge is also called Stephenson gauge after George Stephenson, International gauge, UIC gauge, uniform gauge, normal gauge and European gauge in Europe.

The history of rail transport in Great Britain to 1830 covers the period up to the opening of the Liverpool and Manchester Railway, the world's first intercity passenger railway operated solely by steam locomotives. The earliest form of railways, horse-drawn wagonways, originated in Germany in the 16th century. Soon wagonways were also built in Britain. However, the first use of steam locomotives was in Britain. The invention of wrought iron rails, together with Richard Trevithick's pioneering steam locomotive meant that Britain had the first modern railways in the world.

Answer the questions:

1. Who owned the first wagonways?
2. Where did the first passenger railway operated?
3. What materials did the first inventors of railway use?
4. What size was the first railway?
5. What was the purpose of using the wagonways?