

VOLODYMYR DAHL
EAST UKRAINIAN NATIONAL UNIVERSITY
Department "Logistics management
and traffic safety in transport»

PJSC «UKRZALIZNYTSIA»
Regional branch «Donetsk railway»

MANAGEMENT UKRTRANSBEZPEKA
IN LUHANSKAYA REGION

**GLOBALIZATION OF SCIENTIFIC
AND EDUCATIONAL SPACE.
INNOVATIONS OF TRANSPORT.
PROBLEMS, EXPERIENCE, PROSPECTS**

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particularités d'âge et individuelles des futurs spécialistes; le professionnalisme, la maîtrise pédagogique, l'exemple personnel des professeurs etc.

Les conditions organisationnelles-pédagogiques prévoient la définition et l'application des voies les plus efficaces et les moyens de l'influence du système d'éducation de l'école supérieure sur le devenir social et professionnel des futurs spécialistes. C'est le développement des formes collectives de l'activité, l'expérience de la perception commune et l'estimation de la vie ambiante ; le réglage "vertical", les coopérations entre les différents âges ; développement des valeurs, les traditions, les normes de la communauté professionnelle des travailleurs du transport et les autres.

Les conditions sociales-pédagogiques contribuent à l'étude par les professeurs et les organismes de l'autogestion d'étudiant au milieu d'éducation de l'école supérieure qui influence activement au devenir de la relation responsable des étudiants vers la future activité professionnelle, vers les réalités de l'être social et professionnel des travailleurs du transport; l'introduction au système d'éducation des affaires collectivement-créatrices de la tendance socialement signifiante et professionnelle; le comptabilité des particularités individuelles des étudiants, le niveau de leur développement personnel professionnel; la garantie de la différenciation et l'individualisation du développement personnel.

PROBLEMS OF WHEEL AND RAIL CONTACT

Voznenko S., Vihopen I., Falendysh A.

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The problem of decreasing the deterioration of wheel pair of rolling stock has been very important lately. In 70-80 years the life cycle of tyre reached 5-6 years, now these indicators consist 2-2,5 years. In this connection, the researchings on a problem of decreasing power and functional-cooperation in the system wheel-rail influence a lot on a safe train traffic. There is the national program of reformation the railway transport of Ukraine for 2007-2015 years, that is aimed to solve this problem.

We suppose that the solution of this problem is impossible without choosing the right working model wheel-rail.

The interaction of a wheel pair with a rail in all known works is being solved like a flat task. The contact spot is submitted like a flat. Though in re-

ality in the result of deterioration of a wheelpair and a rail the contact spot is submitted to be volumetric.

The fact that the features of metal in the zone of harding as a wheel pair and a rail significantly different from the features of metal of rail and wheel pair out of the zone of harding. In the result of deterioration we have interaction both in the zone of harding, a wheel pair, a rail and in the zone of usual metal.

The task of describing the contact spot of a wheel pair with tread of head of the rail seems to be a task, which must take into consideration the next facts. The contact can be in the spot where a wheel pair and a rail are not worn out; in the zone of deterioration either a wheel pair or a rail or in the zone, where a rail is worn out and a wheel pair is not, or a wheel pair is worn out and a rail is not.

Also we can't ignore the presence of different pollutions. They can be both on the tread of a rail and on the tread of a rail pair. The availability of water, pieces of metal, oilyslicks, abrasive dirt. The depth of deterioration of a rail and the depth of deterioration of a rail pair also influence on the character of the contact. Also the characteristics of metal in the worn out zones of the contact as a rail and a wheel pair.

We can make a conclusion: When both a rail and a wheel pair are new and they are in good conditions the contact spot is a flat. But in all other cases this is volumetric, three-dimensional task.

ANALYTICAL PREREQUISITES TO TRANSPORT AND TECHNOLOGICAL SYSTEMS OF TRANSPORTATION OF PRODUCTION OF CROP PRODUCTION

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Transport, being one of the main components of agro-industrial complex, represents the difficult system consisting of the interconnected elements. Therefore at the choice of a method of optimization of transport and technological process it is necessary compromise between two, at first sight, mutually exclusive provisions, on the one hand, taking into account requirements imposed to problem definition she has to reflect adequately contents and specifics of the studied process. On the other hand, if to consider a