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**M.S. STRELECKYI ABOUT THE POSSIBLE DECISIONS
OF A TRANSPORT CROSSING OF WIDE RESERVOIRS**

Summary

Corresponding member of SA of USSR, honoured worker of science and technique of RSFSR, doctor of engineering sciences, professor Mykola Stanislavovich Streleckyi (1885–1967), is a prominent scientist in the field of metallic building constructions, engineer and teacher of soviet period. In a monography the «Draw bridges» (1918) he systematized and classified building of bridges on kinematics charts and first applied in calculations rational graphic methods, and also account of forces of inertia. In 1925–1931 M.S. Streleckyi wrote fundamental «Course of bridges». In this labour expediency of application is examined on highways and in mountain localities of hanging and guy constructions. In 1928 on International congress in Vienna he came forward with a general lecture on the topic of dynamics of bridges under act of the motive loading. In the context of what has been said it is important the approach of M.S. Streleckyi to the problem of general description of possible decisions of a transport crossing of wide gullies. This article is sanctified to illumination of role of crossing of water spaces a submarine tunnel, pitch bridges, raft-bridges, ferriages.

M.S. Streletskyi emphasizes that the type of crossing depends on its location. However, for wide sections, sometimes unique, geographic conditions are less important in terms of choosing a principal solution than for other types of intersections. The successive changes in the type of intersection when increasing the load-tension of the road is significant. It is safe to say that, at wide crossroads, there should first be a crossing for both the motorway and the railways, despite the lower rationality of the crossing for the latter. The next stage in the development of structures for the railways should be a permanent bridge on rigid supports. Extreme sharp increase should be considered as elimination of the main reason, due to which broad water streams, which for a long time remain the traffic, very sharply hinder the development of the railway network. The transition to cheaper types of bridge transitions, in the form of low bridges with breakdown runs, is not feasible due to the small economic effect and significant difficulties for further increasing the throughput of roads. The main attention should be paid to the supports relief.

Keywords: *railway bridges, pitch bridges, raft-bridges, ferriages, M. S. Streleckyi.*