

ОБЩЕРОССИЙСКАЯ КОНФЕРЕНЦИЯ 2011

Индивидуализация образования

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ИССЛЕДОВАТЕЛЬСКАЯ ДЕЯТЕЛЬНОСТЬ НА УРОКЕ АНГЛИЙСКОГО ЯЗЫКА В 3 КЛАССЕ

В последние годы все чаще поднимается вопрос о применении новых информационных технологий в обучении иностранного языка.

Главной целью инновационной деятельности в обучении является качественное изменение личности учащегося, максимальное развитие его природных способностей и творческого потенциала.

Метод проектов позволяет научить учащихся самостоятельно разрабатывать определенные темы, повышает мотивацию к изучению иностранного языка, воспитывает положительное отношение к учению.

Хотелось бы привести пример участия в проектной деятельности учащегося младшего возраста (3-го класса). Ему было предложено изучить информационный материал, представляющий для него интерес в соответствии с его возрастом – учащийся выбрал тему «История Лондонских автобусов». Результатом проектной деятельности явилось успешное выступление на научно-практической конференции «Инициатива молодых».

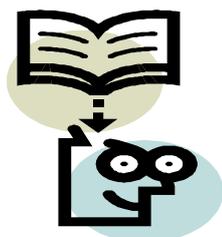
При подготовке проекта повысился языковой уровень ученика, усилился интерес к изучению иностранного языка в целом, хорошее владение материалом позволило учащемуся 3-го класса свободно и правильно отвечать на дополнительные вопросы в ходе конференции.

Дневник П Р О Е К Т А
«The history of London Bus»

Выполнил: учащийся 3 А класса Петров Никита

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Цель проекта (как ожидаемый результат)



Формирование социокультурной

компетентности

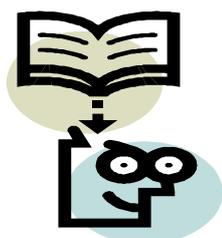
на основе анализа аутентичного материала,
способствование воспитанию международно-

ориентированной личности, осознающей

необходимость межкультурного

сотрудничества

Основная задача проекта



Развитие научно-исследовательской

деятельности

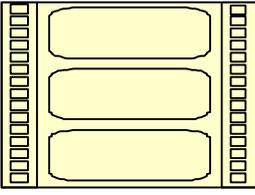
у учащихся, стимулирование стремления
обновлять и совершенствовать получаемые

знания, умения и навыки, с учетом

социокультурных отличий современного мира

<p>Что необходимо сделать, чтобы решить задачу проекта?</p>	<p>Какие личностные качества разовьются в ходе выполнения проекта?</p>
1. Определить цели проекта	В ходе выполнения проекта у учащихся
2. Поставить задачи проекта	развивается логическое мышление,
3. Собрать информацию	способность собирать и обобщать
4. Обобщить материал	материал, развивается самостоятельность
5. Выделить основные пункты и направления работы	(автономность), умение не только отвечать на поставленные вопросы, но и
6. Написать теоретическую часть	формулировать свои собственные при-
7. Подготовить практическую часть	менительно к изменяющимся условиям
(мультимедийная презентация)	
8. Выступить на научной конференции	
с докладом	

Информационная поддержка проекта

	<p>www.wikipedia.com www.bbc.co.uk www.tfl.gov.uk/buses www.londonbusroutes.net www.londonbuspage.com/ www.busesatwork.co.uk</p>
	<ol style="list-style-type: none">1. Baranovsky L. S.; Kozikis D. D. How do you do, Britain. - Mn., 1996.2. McDowel D. An.Illustrated History of Britain. - Longman, 1989.3. James O’Driscoll Britain. The country and its people: an introduction for learners of English.- Oxford University Press, 19954. Великобритания: Лингвострановедческий словарь. - М.Дрофа, 1978.
	<p>http://www.youtube.com/watch?v=TWckXHoJurM http://www.youtube.com/watch?v=Q6gKK1epoJA</p>

**Основной текст проекта
(теоретическая часть)
The history of London Bus**

Introduction

This work is concerning to history of bus transport in Great Britain. I would like to tell you about single- and double-decker buses in London and about buses at all. Its history goes back to XIX century. Buses play a major role in the public transport of the United Kingdom, as well as seeing extensive private use.

The name bus is derived from the Latin word omnibus which means "for everyone". This describes buses well as they are designed to accommodate large amounts of people and they are also designed to be available and possible for all people to use.

The exact origin of the first bus system is hard to prove as there have been many different public transport systems performed which could be defined as buses. Some dispute that French citizens created the bus system when an entrepreneur created a free coach service to encourage people to use his bath house.

Similar versions of this story were reported simultaneously in different parts of France and England including Paris, London and Manchester. It is hard to trace where the first bus came from as all of these areas had considerable populations that needed transportation.

Double-decker buses are as common a sight in the United Kingdom, as the old red telephone boxes and black city cabs. Part of Great Britain's heritage, few realize that the evolution of the double-decker bus were brought out from the late 19th century.

Chapter 1. History

1.1 The horse bus era

The first omnibus service in the United Kingdom was started by John Greenwood between Pendleton and Manchester in 1824. Stage coach services, sometimes over short distances, had existed for many years. Greenwood's innovation was to offer a service which did not require booking in advance, and which picked up and set down passengers on route. Greenwood did not use the term omnibus, which was first used in France in 1826.

In 1829 George Shillibeer started the first omnibus service in London, operating his horse drawn *omnibus* service from Paddington to the city. Over the next few decades, horse bus services developed in London, Manchester and other cities. These first Buses carried twenty-two passengers all inside, the fare from Paddington to the Bank was a shilling. Newspapers and magazines were provided free of charge, the first few conductors employed were friends of Shillibeer's from the navy, who were dressed in 'blue cloth uniforms, cut to the style of midshipman's'.

A horse-drawn vehicle is a mechanized piece of equipment pulled by one horse or by a team of horses. These vehicles typically had two or four wheels and were used to carry passengers and a load. They were once common worldwide, but they have mostly been replaced by automobiles and other forms of self-propelled transport.

Horse buses became bigger, and double deck buses were introduced in the 1850s. The growth of suburban railways, and later horse trams and electric trams changed the patterns of horse bus services, but horse buses continued to flourish. By 1900 there were more than 3,000 horse buses in London.

A double-decker bus is a bus that has two storeys or 'decks'. While double-decker long-distance coaches are in widespread use around the world, double-decker city buses are less common. Some double-deckers specialize in short sight-seeing tours for tourists for, as William Ewart Gladstone observed, "The way to see London is from the top of a 'bus'".

1.2 The first motor buses

There were experiments with steam buses in the 1830s. From 1897 various experimental bus services were operated with petrol-driven vehicles, including a service in Edinburgh. Motor bus services grew quickly and soon eclipsed the horse buses. Early operators were the tramway companies, e.g. the British Electric Traction Company. Motor buses were introduced in 1902 and 1904 and the National Steam Car Company started steam bus services in 1909.

By the time of the First World War, the London General Omnibus Company (LGOC) had achieved dominance in London, and its two major competitors, Tilling and National looked elsewhere for expansion. The National transferred its operations to three companies jointly owned with the railways, **Eastern National**, **Southern National** and **Western National**.

In London bus services were effectively nationalised in 1933, when operations were compulsorily transferred to the new London Passenger Transport Board.

The post-war Labour government embarked on a programme of nationalisation of transport. Almost all of the UK bus industry was by then owned by the government or by municipalities.

Today, bus service provision for public transport in the UK is regulated in a variety of ways. Bus transport in London is regulated by Transport for London. Bus transport in some large conurbations is regulated by Passenger Transport Executives. Buses are required to carry similar red colour schemes and conform to the same fare scheme. All services are provided by private sector operators. Under the free market, the bar to entry into public bus service operation is aimed to be as low as possible.

Operators of service buses and coaches must hold an operating license, they are registered with the Vehicle and Operator Services Agency under a company name. An O license is required for each of the 8 national Traffic Areas in which an operator has an operating centre.

Aside from normal urban and inter-urban services, bus transport in the UK also has a number of niche uses:

Park and Ride services. Park and ride facilities are car parks with connections to public transport that allow commuters and other people wishing to travel into city centers to leave their vehicles and transfer to a bus for the rest of their trip. The vehicle is stored in the car park during the day and retrieved when the owner returns. Park and rides are generally located in the suburbs of metropolitan areas or on the outer edges of large cities.

School bus services. A school bus is a type of bus designed, manufactured and used for student transport: carrying children and teenagers to and from school and school events. The first school bus was horse-drawn, introduced in 1827 by George Shillibeer for a Quaker school at Abney Park in Stoke Newington, north-east of London (UK), and was designed to carry 25 children.

Hail and Ride services. Hail and Ride is a concept in public transport in the United Kingdom. Generally, it refers to boarding or alighting a mode of public transport by signalling the driver or conductor that one wishes to board/alight, rather than the more conventional system of using a designated stop. The concept is used primarily in bus transport. The act of requesting a hackney cab to stop is also termed 'hailing'.

Private buses. Due to the costs involved in owning, operating and driving buses and coaches, many bus and coach uses a private hire of vehicles from charter bus companies, or a longer contract basis, where the charter company provides the vehicles and qualified drivers. Charter bus operators may be completely independent businesses, or charter hire may be a subsidiary business of a public transport operator.

Heritage buses. Although the rear-entrance double-deck Routemaster has now been withdrawn from all regular service routes, they are still in use on two heritage routes in central London.

Long distance coach services. There is an extensive network of scheduled coach transport in the United Kingdom. Coach services in the United Kingdom are distinguished from bus services in several ways. Coaches travel longer

distances, are more comfortable, have separate compartments for luggage and do not stop as frequently as buses.

An airport bus or airport shuttle bus or airport shuttle is a bus or coach used to transport people to/from, or within airports. These vehicles will usually be equipped with larger luggage space, and incorporate special branding. Airport buses have been in use since the 1960s.

Chapter 2. London symbol - Routemaster

The traditional red Routemaster has become one of the famous features of London.

The *AEC Routemaster* is a model of double-decker bus that was built by Associated Equipment Company (AEC) and was introduced by London Transport in 1956, the Routemaster saw continuous service in London until 2005 and currently remains on two heritage routes in central London.

The double-decker bus has won huge popularity among Londoners and visitors of the British capital. Feature of a design of the bus — an open platform behind through which the input and an exit in the bus was carried out was the reason for it. The bus had no doors. The open platform allowed to leave and enter quickly into the bus, thus not only at stops, but also and at standing at a crossroads or in a stopper. Some even consider that this possibility freely to leave and come corresponded to English spirit of freedom.

The bus network in London is well developed - there are many various routes, and buses go often. But by day of a city street are loaded also the bus goes slowly, so a trip on it to rush hours - not the most reliable way to be in time somewhere to term.

In the center of London at all stops there are schemes of bus routes and the schedule of buses passing here, even the plan of adjoining quarters with instructions on it of other bus stops can be enclosed. In the center of London a transport principal view are traditional red two-storeyed and one-storeyed buses, today is available also set of private buses of other colors. The basic stops where the bus is obliged to stop,

marked by red letters "LT" (London transport). If on a sign the word "Request" it is necessary to ask that the bus has stopped off is written.

In separate buses it is required to pay to the conductor after you will find a place, and in some – at once at landing to the driver. London shares on six transport zones which are located by concentric circles. All bus routes are divided into four territories which almost correspond to underground zones. The price for journey on transport any kinds is in dependence from distance.

There is a weight of tickets with which help it is possible to save money, they allow to go unlimited number of times in the underground and buses.

As the input in the bus was carried out behind the driver couldn't sell to passengers tickets as by other buses in which the input was carried out through a forward door, therefore the crew "Routemaster" consisted of two persons — the driver and the conductor. If other buses stood at a stop until the driver not sell tickets all passengers, "Routemaster" didn't suffer from such delays as the conductor could sell tickets during a trip.

The Routemaster was gradually phased out of service by the end of 2005. A television documentary shown that year revealed that Livingstone had commented in 2001 that "only some sort of ghastly dehumanised moron would want to get rid of Routemasters".

Two heritage routes were immediately introduced in London, recognizing the nostalgia for the type among ordinary Londoners and their appeal to tourists. Although these buses are operated under contract to TfL and accept standard Travelcards, Oystercards or cash fares, they only operate for a limited time during the day duplicating short sections of two regular London bus routes. The Heritage routes operate around ten buses each, with five each in reserve.

The buses used were specially restored from remaining examples for this service and have clean environmental engines, modern electrics and sealed windows.

Conclusion

The public Transport system in London has rich history. It totals about two hundred years. Bus transport evolved from horse drawn buses to the motor buses. It was one of the first public types of transport in London. The bright representative became red double-decker Routemaster which has remained till now. It was not withdrawn from regular London passenger service until December 2005.

The New Bus for London is a planned XXI century replacement of the iconic Routemaster as a bus built specifically for use in London. It is to be built by Wright bus, and will feature the 'hop-on hop-off' rear open platform of the original Routemaster, but will meet the requirements for modern buses to be fully accessible, and will incorporate an electric hybrid driveline. A prototype is expected to be on the road by late 2011, with the first buses due to enter service in early 2012, in time for the 2012 Summer Olympics.

Практическая часть проекта

<p>Эксперимент. Стимулировать изучение младшим школьником, предложив изучить информационный материал, представляющий для него интерес в соответствии с его возрастом.</p>
<p>Гипотеза. Приобретение знаний о культуре, истории страны изучаемого языка способствует развитию познавательных интересов в целом, формированию диалогических и монологических навыков учащихся, овладению различными речевыми функциями.</p>
<p>Способ проверки. Подготовка проекта: стимулирование учащегося находить интересный материал по теме проекта, изучать новые для себя слова и выражения, грамматические структуры, изучить историю возникновения Лондонских автобусов и превращение его в символ города.</p>
<p>Результат проверки. Успешное выступление учащегося и победа на конференции повысило мотивацию к изучению английского языка:</p> <ul style="list-style-type: none">- повысился языковой уровень ученика;- усилился интерес к изучению иностранного языка в целом;- хорошее владение материалом позволило учащемуся 3-го класса свободно и правильно отвечать на дополнительные вопросы в секции 5-7 классов в ходе конференции, а также формулировать свои вопросы.
<p>Вывод. Проектная деятельность в изучении иностранного языка является:</p> <ol style="list-style-type: none">1) стимулом в изучении иностранного языка младшими школьниками;2) инструментом воспитания международно-ориентированной личности, осознающей взаимозависимость межкультурного сотрудничества;

Результаты работы по проекту

Что удалось?	1) Повысить интерес к изучению иностранного языка; 2) Повысить самооценку учащегося, стимулируя его к научно-исследовательской деятельности
Что не получилось? Почему?	Излишне сложный язык доклада затруднил запоминание материала Причина: учащийся только второй год изучает иностранный язык
Личностные качества, приобретенные каждым участником во время работы над проектом	Приобретение самостоятельности (автономности) учащегося в нахождении материала; повышение языковой компетентности; формирование языковой социокультурной компетенции.