

INDICATORS OF LABOR ACTIVITY OF CONDUCTORS

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Abstract: Due to the constant and large-scale population migration, railway stations and passenger trains are objects of mass concentration of people. Under such conditions, the presence of persons at the stage of the disease or the prodromal stage of the disease, as well as relatively susceptible to certain infections, is most likely, which ensures an extremely unfavorable microbiological situation in the carriage and is one of the main unfavorable factors of the conductor's work.

Key words: Conductor, passenger, wagon, train, stress, stress - stability, load.

About a third of domestic railways pass through territories adjacent to natural foci of especially dangerous infections, and the likelihood of the spread of infectious diseases through passenger facilities increases.

The problem of bacterial contamination is gaining additional attention in the face of the threat of terrorist acts using bacteriological weapons. In the USA and Europe, research has begun, methods and recommendations are being developed to improve the quality of the aerobiological environment of the premises. The technical manuals of European and North American organizations involved in air conditioning technology, for example, provide recommended levels of microbial airborne contamination and mold contamination levels that are considered safe (acceptable) for public spaces. In most of these manuals, according to the data set out in the Hygienic maintenance of office ventilation ductwork IB CIBSE (Great Britain), a range below 100-1000 CFU / m³ is accepted as safe for the total microbe number. If the number of CFU / m³ is less than 100, the seeding rate is considered low, if from 100 to 1000 - medium and high - if the level is more than 1000 (Breitner S., Stolzel M., Cyrus J. et al.) [1].

The conductor of the passenger car is obliged to ensure the safety of passengers along the route. This is facilitated by such important qualities of a conductor as responsibility, punctuality and organization, ability to work in a team, sociability, fast and accurate reaction, ability to work independently with minimal control. Stress resistance occupies an important place among these qualities.

At the same time, working conditions in wagons of old and new construction have so far remained insufficiently studied. The degree of harmfulness of production factors for the conductors depends on the type of car, its technical and hygienic condition, as well as on the route along which the train follows.

According to reports, the effects of industrial factors of the physical, chemical, biological, and psychophysical nature cause respiratory diseases, increased allergic reactivity, a change in auditory sensitivity, and an increase in the overall incidence rate. In women, violations of specific functions of the female body are also added to these manifestations: gynecological diseases, complications of pregnancy and childbirth [2]. The profession of a conductor in the passenger complex belongs to the most risky group. All this suggests that the problem of ensuring safe working conditions for the conductors of passenger cars is very urgent. The degree of impact of production factors largely depends on the specifics of the work performed by the conductor, as well as on the characteristics of the organization and working conditions that are characteristic only for this profession. Moreover, a number of identified adverse production factors at the workplaces of conductors does not seem possible to directly eliminate by organizational and preventive measures [2, 4]. It is possible to distinguish the main harmful and unfavorable production factors inherent in the profession of a conductor: vibration, noise, dust, harmful chemicals, lighting, adverse microclimate, severity and stress of work. Of course, all these harmful production factors can not affect the health status and working conditions of the conductors. The working conditions of the conductors of passenger wagons are characterized by the impact on their body of a set of adverse industrial and professional factors, the leading of which are: general transport vibration, noise, cooling and heating microclimate against the background of a high degree of nervous and emotional stress.

Table 1

Kind of stress	Stressors
1. Physiological	
1.1. Mechanical	Injuries; increased temperature of surfaces of heating equipment, water; reduced surface temperature of the car's outdoor equipment
1.2. Physical	moving railway rolling stock, vehicles; increased voltage of the electric circuit, the closure of which can occur through the human body; increased or decreased working air temperature increased air mobility; increased noise and vibration at the workplace; the location of the workplace at a considerable height relative to the surface of the earth; lack of sleep due to suboptimal regimen; malnutrition
1.3. Chemical	increased dust content of the air of the working area; the presence of chemically hazardous substances in the current source (battery)
1.4 Biological	biological hazardous and harmful production factors (pathogenic microorganisms) in contact with bedding and bedding; transportation of sick passengers
2. Psychological	
2.1. Informational	constantly changing information about the number of passengers, employment; the need for early notification of passengers about the arrival station in accordance with the schedule
2.2. Emotional	emotional overload; fear and fear of inexperienced young workers; possible conflicts with passengers, with superiors, extreme situations, emergencies colleagues fear of being fired; emergency situations; hardware malfunction

The main reasons for the formation of 124nfavourable sanitary and hygienic conditions for the work of the conductors are the operation of wagons with the lack of individual elements of life support systems, insufficient means of mechanization and automation of production operations, irrational space-planning decisions, inefficient organization of air exchange, unsatisfactory sanitary and household services, failure to comply with rational regimes of labor, rest and nutrition [3]. It was established that adverse

production factors (such as vibration, dustiness, neuro-emotional stress) cause disturbances in normal adaptation, activate regulatory mechanisms responsible for specific adaptation and nonspecific stress syndrome [4]. Table Factors affecting the formation of production stress of a passenger carriage conductor.

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