

From VI 60 Electric Locomotives. Using Maneuver Work at Stations to Perform Tough Calculations

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Abstract: *Maneuvering works should be carried out on the basis of the technological process and production plan of the plant:*

timely construction and dispatch of trains to load wagons on time, transfer and pick up after cargo development; minimum time spent on working wagons; rational loading of all maneuvers and technical equipment; uninterrupted reception of trains to the station; depending on the movement and the idol of the composition of the movement. The development of the roads is divided into the maneuvering height of the roads at the clear station depending on the material and size of the maneuvering works. The boundaries of the maneuvering areas and the editing of the working parts in each of them are in the act of the station-management act.

Each shunting aid operates one shunting locomotive. In some cases, if two or more shunting locomotives need help, the procedure for the production of the equipment providing movement is one of the station-control.

Locomotives provided for shunting work must be in tune, have good radio stations with production signals and inventory.

Keywords: *shunting operations, variety calculation, sender's list, estimated wagon performance, average weight specific resistance, technical the characteristics of the wagon, the half run of the shunt, the towing weight.*

INTRODUCTION:

Decentralized arrows during maneuvers are carried out by the officers of the arrow post according to the order of the person leading the maneuvers. At stations with electrical centralization, the arrows are carried out by the station attendant or the operator of the centralization post. When the



points are handed over from the central to the local management, as well as when maneuvers are carried out on the decentralized points where the point guard is not on duty, the employees of the locomotive or building brigades, conductors, park attendants, station attendants, station chiefs, cargo and baggage handlers, locomotive, wagon depots are allowed to be carried out by employees and other employees.

The list of stations allowed to transfer signals to the specified employees during maneuvers is determined by the head of the regional railway network of DATK.

(paragraph 2 of paragraph 300 "Ozdavtemiryolnazorat" of the head of DI, 2003 It was changed from January 27 in accordance with the instruction No. 1/6-7-02).

Before passing the centralized arrow, the employee serving it (personally or based on the information of another employee) must make sure that the arrow is not occupied by the content, as well as that there are crossings from side roads. In electrical centering, the gap of the arrow conductor from the movement structure is determined according to the instructions of the control devices in the control apparatus. When these devices are faulty or temporarily turned off, or when the arrows are passed through the shunting columns, the procedure for determining the emptiness of the arrow conductor from the movement structure is determined in the technical and management act of the station.

Decentralized arrows (with the exception of arrows equipped with hinge-elbow couplings, which are located on the sorting roads, where maneuvering is always carried out with successive pushes) must be covered with shutters during maneuvers.

301. In accordance with paragraph 197 of the RFQ, radio communication and, in necessary cases, two-way park communication devices should be used as the main means of transmitting instructions during maneuvering operations.

It is allowed to signal with hand signal devices during maneuvering operations.

The train conductor must have a radio station. Radio communication and two-way park communication devices available at the stations should be used to organize shunting operations and ensure traffic safety.

Instructions and information transmitted through radio communication and two-way park communication should be short; the person who gave the instruction must make sure that it was correctly understood by the driver of the shunting locomotive and other employees (by listening to a brief repetition of the instruction and receiving the specified sound response signal).

LITERATURE ANALYSIS AND METHODS

"The maneuvers of the maneuvering team that go beyond the station boundaries have been completed."

All conversations related to the departure of the shunting personnel from the station boundaries are recorded in the train phonegram log.

356. When it is necessary to leave the border of the station along the wrong road of a two-way carriageway, which is not equipped with a two-way roadblock, the blocking activity on this road of the carriageway is closed according to the established procedure. After the blockade is closed, the



exit of the shunting composition from the station boundary is carried out by giving the locomotive driver a waybill (paper) filled in according to the procedure provided for in paragraph 355 of this Instruction, in which the waybill (paper 'ozi) the words "along the wrong road" are added to the sign above the form.

In two-way automatic blocking, after the block system is transferred to the appropriate direction of movement, the exit of the shunting composition from the station boundary along the wrong road is carried out according to the procedure provided for one-way peregons .

357. It is generally not allowed to occupy the receiving and sending routes with single or a group of wagons. Temporary booking of the receiving and sending tracks while maneuvering is carried out by the train is allowed only with the permission of the train dispatcher.

At intermediate stations, the reception-departure routes are allowed to be reserved by separate wagons or traffic schedules, only by the order of the train dispatcher.

It is forbidden to occupy blocked roadways with any type of traffic, and closed roadways with cargo wagons loaded with passengers and people, freight wagons with dangerous cargo.

RESULTS AND THEIR DISCUSSION

In accordance with Article 200 of the RFC, without the consent of the train dispatcher and the duty officer of the adjacent station, and without the appropriate permission given to the driver, it is prohibited to maneuver the train from the station border to the one-way and wrong track on the two-way sections. With the consent of the train dispatcher, it is allowed to make maneuvers of the train from the station boundary along the straight track to two-track sections, with the verbal permission of the station attendant.

In one-way peregons, the following serves as permission for the shunting crew to leave the station border:

in automatic blocking - a metal key that is handed over to the driver of the shunting locomotive after the corresponding exit traffic light is opened. After the shunting team leaves the station for the first time with an open exit traffic light and a metal key, repeated exits to the station are carried out without opening the exit traffic light if the driver has a metal key.

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