



Facilities and Devices of the Yale Farm

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Annation. *Is main function is to evenly distribute the force from the sleepers to the main platform of the Earth's polotnos, to ensure the resistance of the sleepers to the effects of vertical and horizontal forces, to ensure the elasticity of the underground floor, as well as to adjust the rail-sleeper grid in profile and avoid overhead waters from it.*

Key words: *railway, element, soil, artificial structure, plot, train, speed, safe, movement, supply.*

All elements of the railway (soil lifting, high structures and artificial structures) in terms of strength, stability and condition should ensure safe and even movement of trains on this site at the specified speed. Plan and profile of the road. The rail must correspond to the radius of the curves, the correct and curved circuit, the approved road plan and profile in relation to the slope ties.

The station, Jack and crossing points should usually be located on a horizontal platform: in some cases, they are allowed to be located on slopes that do not exceed 0.0015, in difficult conditions, usually on slopes that do not exceed 0.0025. In order to prevent spontaneous departure of wagons to other tracks in the required cases, systems of the protection berk road, the protection Arrow, The lowering heads or the arrow devices should be envisaged. Stations, jacks, crossing points, as well as some parks and towing paths should be located on the right lots. Under difficult conditions, their location in a radius curve of not less than 1500 m is allowed. Under extremely difficult conditions, it is allowed to reduce the radius of curvature up to 600 m, in Mountain conditions up to 500 m.

The plan and profile of the main and Station roads, as well as the roads belonging to the railway, must undergo periodic equipment inspection.

The longitudinal profiles of the sorting Hills, pull-out track and hill side tracks at the sorting, site and freight stations are checked at least once every three years, and the profile at the rest of the station tracks at least once every 10 years. The longitudinal profile of the main roads is checked during the period of the Indigenous and middle repair of the roads.

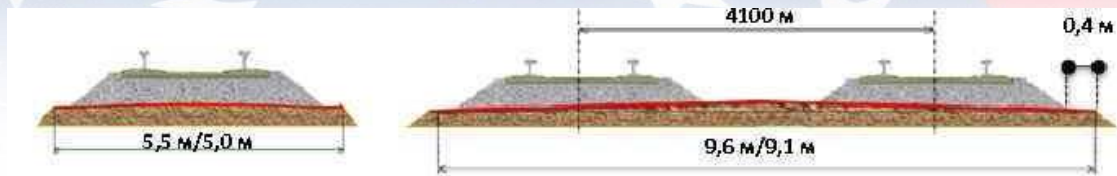
Soil lift (ground floor), high road structure and artificial structures

Soil hoist (ground floor)

The ground floor is a complex of grunt spill structures resulting from the processing of the upper part of the Earth, designed to put the rail' 1 superstructure, to ensure the strength of the road, to protect it from the effects of the atmosphere and groundwater.

The upper width of the soil riser should correspond to the upper structure of the path on the right plots. The width of the soil riser before their reconstruction on existing lines should not be less than 5.5 m on one – way lines, 9.6 m on two – way lines; and on Rocky and sizot – water land, on one-way lines-no less than 5.0 m, on two-way lines-no less than 9.1 m. The minimum width of the soil lifting edge should be 0.4 m on each side of the road.

In curved plots with a radius of less than 2000 m, the soil lift is expanded according to the established norms.



High road structure. To the upper structures of the road, the ballast part of the road, sleepers, rails, pads, pads, rails are introduced.

Ballast layer: its main function is to evenly distribute the force from the sleepers to the main platform of the Earth's polotnos, to ensure the resistance of the sleepers to the effects of vertical and horizontal forces, to ensure the elasticity of the track floor, as well as to adjust the rail-sleeper grid in profile and avoid overhead waters from it.

Sleepers

The sleepers serve as a base under the rail, receiving tension from the rail and transferring it to the ballast layer, installing rails on the sleepers and ensuring the regular width of the track. In addition to sleepers, the underground base of Rcls also includes sleeper-bruses of bridges and arrow conductors, in the form of a half-sleeper, a monolithic slab and a frame. Sleepers should be strong, elastic, inexpensive and have sufficient resistance to electric currents. Wood, reinforced concrete and metal are used as the Traverse material.

The length of wooden sleepers is 2.75 m and the weight will be on average 70-80 kg, the service life is 15-18 years. Reinforced concrete sleepers are 2.70 m long and weigh an average of 265 kg, the BF-70 type has an average service life of 320 kg, an average of 50-years.

Epyura sleeper

The order of longitudinal placement of sleepers under the rail is called its "ePure". In reinforced concrete sleepers, sleepers can be laid in 3 epures and 1,600, 1,840 and 2,000 sleepers can be laid in a length of 1 km. In the BF-70 type, 1,680 and 1,720 sleepers can be laid in a length of 1 km

Rails

The rail is designed to direct the wheels of the action structure, taking the load from it and giving it to the sleepers. In addition, in autobiographical plots, rails are used as conductors of signal spills, and in electric traction, as conductors of return spills.

The dimensions of the approximation of buildings have the following designations:

C — for structures and devices placed near public railway tracks with speeds up to 200 km/h inclusive. and external access roads of general and non-public use from the junction station to the territories of enterprises.

Jv — for structures and devices placed near non-public railway tracks located on and between the territories of factories, workshops, depots, river and sea ports, mines, freight yards, bases, warehouses, quarries, forest and peat developments, power plants and other industrial and transport enterprises, as well as for industrial railway stations, loading and unloading and other special tracks at public railway stations.

The dimension of the rolling stock is the maximum transverse outline perpendicular to the axis of the track, in which, without going outside, the railway rolling stock should be placed on a straight horizontal track both empty and loaded. The size of the rolling stock differs in different countries and may differ on different lines within the same country.

T is a static dimension for rolling stock allowed to be put into circulation on public and non-public railway tracks with a gauge of 1520 mm on electrified railways and other sections, structures and devices on which meet the requirements of the dimensions of the approach of buildings C and Sp;



Tc is a static dimension for tanks, dump trucks and other rolling stock allowed for circulation on public and non-public railway tracks, structures and devices on which are brought to the requirements of the control outline;

1-T is a static dimension for railway rolling stock allowed for circulation on all public and non-public railway tracks, external and internal tracks of industrial and transport enterprises of railways.

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