MAIN TASKS OF THE CURRENT REPAIR OF THE ROAD: TO ENSURE THE GOOD CONDITION OF THE RAILWAY

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Abstract: the article describes the main tasks of the current repair of Railways, the fault levels of the road and the basics of ensuring traffic safety.

Keywords: rating points, Road sinking, current repair, failure, rail transport.

The main transit corridors connecting the Eurasian mainland from North to south, from east to West, pass through the territory of Uzbekistan. Today, the total length of the Uzbek Railways JSC main lines is 6950 thousand km. Uzbekistan is one of the leading countries in the world in terms of cargo turnover. Rail transport in Uzbekistan is a joint-stock company" Uzbekistan rail transport " (AZH UTI), which in 2018 transported 94.8 million tons of trains and 22.6 passengers.In this regard, Tse.An increase in the speed of SHCHH trains increases the permeability of rail transport. Rail and security are becoming especially relevant. Increasing the life expectancy of the line is one of the main conditions for ensuring the safety of train traffic, time and delivery of goods.

Tasks and features of the current content of the road map. The task of the current maintenance of the tracks involves the systematic control of the road construction and road facilities complex in order to keep the trains in a state that ensures safe and uninterrupted movement at the maximum allowed speed (specified by the order of the chairman of the Railways of Uzbekistan). All structures and devices at transfer points and stations must be maintained in accordance with the norms and standards of tolerance established by the right hands of the technical operation of the Railways of the Republic of Uzbekistan (PTE). More than any other normative of this instruction related to the technical content of the road. JSC road distances must have a contingent of road sliders, as well as the necessary technical equipment and tools, in accordance with Labor consumption standards for the current storage of forests installed by the Department of road management and the approved structural unit of the distance. Road facilities are a defining element of rail transport infrastructure and have a significant impact on transport costs, speed and safety of train traffic. The railway facilities of the Uzbekistan Railway are served by 19 track distances. The safety and speed of movement of trains, ultimately, the income of a joint-stock company depends on the effective functioning of railway enterprises.Timely scheduled inspection of the railway and correct identification of imbalances are important in the activities of rail transport.

The standards for the maintenance of roads and structures, the timing and procedure for their inspection are determined by the instructions for the uniform maintenance of roads.Control of its condition is carried out through full-scale inspection, trace measurement wagons and telescopic equipment. In AZh (UTI), the condition of the railway is assessed using a track gauge car.Measuring wagons are recorded on tape: the position of the track on the surface and template, horizontal and vertical strokes and the position of the knees in the plan. Track meters are used on the roads in the system of the Central Research Institute. All Puma failures reach four levels. Deviation from the established standards is a Level 1 failure. Assessment of failures is carried out according to the points increase system.Each failure, depending on its size, receives a certain score. Points do not increase in

proportion to the weight of the error, but a faster increasing score corresponds to an exponential function.

$$Y=Ax-1$$

here: Y-failure installation size X-failure size

A is an equivalence quotient whose marginal values are a catastrophic failure.

The assessment of the condition of the road at the boundaries of the plot, distance, etc.is given by the average arithmetic value of points per kilometer if the plot does not have a single road road with an unsatisfactory assessment. Otherwise, even if the average is excellent or has a good rating, the site is classified as satisfactory. The track score is determined by the results of the passing of the track gauge car based on technical specifications. The planned score is different from the real one.The planned score is the level that the road management must comply with when carrying out the current repair of the route.The points plan for each track station is set separately at the beginning of the year. minus 5% based on last year's average score. In fact, basically, the assessment of the path is determined according to the results of the transition of the whole-measuring machine. The fact that a real ball exceeds a real score indicates the ineffective activity of the humor department. The track score is determined by the following indicators: track widening, narrowing, inclination, track dipping, dipping and tilting. Position by level. Grade deviations are divided into distortions and smooth grade deviations. Breakdowns include a drastic change in the position of the rail threads along the level in different directions, regardless of whether the record crosses the inborn line if the distance between the highest peaks of the record deviation amplitude is 20 m or less. Breakdowns are assessed based on the distance between peaks and the degree of retreat. If the distance between the peaks is more than 20 m, then this is not assessed as a smooth transition according to the level.The breakdown is assessed based on that portion of the entries that give a higher grade. When drawing tolerance lines on tape on curved and straight sections, the degree indicators are determined from the zero line, taking into account the scale of the record and the accuracy of the mechanism indicators. Draw the permissible power of thinned mm on the tape (6+1 U2-Z, 5mm) corresponds to the value. When drawing zero lines in curved cuts, the recording scale is taken into account and no correction is made to the correctness of the indication of the mechanism.Thus, the specified height on the 30 mm curve corresponds to the size on the tape. When solving deviations along a straight line of the path, the length of the deviation is determined in the same way. It is assumed that the railway thread will sink.
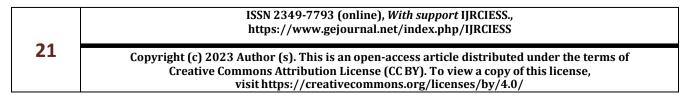
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