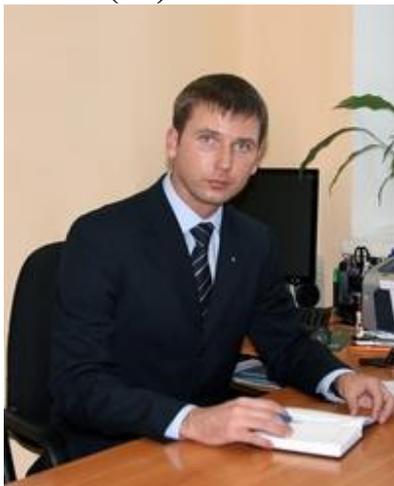


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HISTORY OF THE FORMATION BOTTLE NECKS RAILWAY STATION

Summary

It is necessary for providing of effective work of railway transport, that the level of development of his infrastructure corresponded to the volumes of executable vehicular work. First of all it behaves to the railheads, to being the most difficult and responsible links of a transport conveyer, on the carrying and processing capacity of which steady work of railways depends largely.

In the conditions of height of volumes of transportations for bringing a carrying and processing capacity over of the stations in accordance with the growing sizes of motion the stage-by-stage increase of their ground development, which entails the necessity of reorganization (development) of mouths inevitably, is required. Thus capital investment on the increase of number of ways and especially operating losses in connection with the selection of "windows" for the production of construction-works largely will depend on the constructions of the station mouths.

One of the basic requirements to the projects of reorganization of railheads and knots is maximal maintenance of existent devices, that is arrived at, foremost placing of capital building outside territory, distinguished under the ground development of the station on her maximally possible development. In addition, the constructions of mouths, in which piling of additional ways does not require sorting out of already existent pointer translations and piling other on a new place,

satisfy this requirement. It is possible in case that on the first stages of development of the station pointer translations will lay on a that place which they must occupy at complete development of the station, id est every stage of development of the station turns out by an exception from the complete chart of development of the station of unnecessary on this stage ways and connections. Such requirement was contained in the first normative documents on planning of the stations and knots, put in an operation in 1926 (ТУПС- 26), and then specified and complemented in 1933 (ТУПС- 33).

In the article history of forming and development of mouths of railheads is illuminated as basic элемента of the safe functioning of railway transport. Analysis of literary sources of засвидельствовал, that this question interested the very known domestic scientists and engineers-railroaders - Ф.А. Галицинского, А.Ф. Горчакова, С. Д. Карейшу, П. П. Мельникова, В. Н. Образцова, И.Ф. Рерберга, И.И. of Richter, В. And. Троицкого and other.