

TERMS OF LOADING AND UNLOADING CARGO IN RAILWAY TRANSPORT

E. S. Shermatov

Tashkent State Transport University, Assistant

A. A. Abdujabborov

Tashkent Railway Technical College, Senior Teacher of Special Subject

I. M. Toshtemirov

Tashkent Railway Technical College, Senior Teacher of Special Subjects

ABSTRACT

This article provides a legal assessment of the calculation of the loading and unloading fee according to the tariff norms and the purposeless standing of the wagons at the loading and unloading points of general and informal use of the railway transport.

Key words: consignee, place of common use, place of non-common use, Rules of cargo transportation, Charter, loading period, unloading period.

INTRODUCTION

Cargo loading and unloading times (sroki pogruzki i vygruzki gruzov) in the development of the technological processes of freight stations and the technological processes of railway branch roads, calculating the rotation of the wagon, bringing in and taking out wagons to the railway branch roads used in determining the interval and others. Article 56 of the Charter [1] states that shippers (consignors) must load and unload cargo within the specified time limits. Loading and unloading times are the time spent on loading and unloading, mechanized or non-mechanized: it also includes time spent on preparation, auxiliary and finishing operations. The railway determines the terms of cargo loading and unloading on vehicles of consignors and consignees in general use areas (mesta obshchego polzovaniya) and non-general use areas (mesta neobshchego polzovaniya):

- a) In mechanized loading and unloading - by calculation, taking into account the use of mechanisms, devices and structures designed for loading and unloading and their maximum use.
- b) In non-mechanized cargo loading and unloading - within the terms specified in the Cargo Transportation Rules.

Loading and unloading periods at intermediate stations are determined taking into account the organization of shunting operations in this section.

The specific terms of cargo loading and unloading, developed in accordance with Article 56 of the Charter, are given in the 1st, 2nd, 3rd, and 4th annexes of the 13th section of the Cargo Transportation Rules [3]. For example: in the first case, the Rules of transportation of goods specify a period of 2 hours and 15 minutes for non-mechanized loading of containers and grain goods into four-axle wagons. It should be emphasized that this period is not for one wagon, but for as many wagons as can fit on the loading front, if it is set for wagons of the same group, in the second case, the containers in bags weighing 31-50 kg are allowed in the Rules of transportation of goods. - a period of 1.31 hours was set for mechanized loading of packaged cargo onto one four-axle wagon.

If loading and unloading machines are used in the enterprise, which are not provided for in the relevant applications of Section 13 of the Rules of Freight Transportation [3], or if loading and unloading operations with loads not provided for in the above applications are carried out in a mechanized manner, the loading and unloading period of the enterprise railway develops together with the administration and submits to the railway for approval. The development of such periods is in accordance with the "Methodical Instruction on the procedure for calculating the periods of mechanized loading and unloading of cargo into wagons" (Metodicheskie ukazaniya o poryadke rascheta srokov na mekhanizirovannuyu pogruzku i vygruzku gruzov iz vagonov) contained in Appendix 5 of Section 13 of the Rules of Freight Transportation is done.

The duration of loading and unloading of wagons in the mechanized method is determined by calculating the efficiency of the mechanisms when the loading and unloading operations are organized efficiently, taking into account the specificity of carrying out loading and unloading operations under certain conditions. When determining the duration of loading and unloading wagons, it is necessary to take into account the maximum joint performance of individual work operations.

The calculation period for loading or unloading wagons is the sum of the following times:

a) from the time of preparation operations (t_{tay}) - removing fillings and winding wires, opening doors and tunnels, installing or removing obstacles in the door opening, installing pillars, bars and bridges, testing sampling, etc.;

b) from the time of finishing operations (t_{tug}) - closing wagon doors and tunnels, putting gaskets and winding wires, securing cargo, cleaning the wagon after unloading, leveling the loaded cargo, etc.;

c) taking into account the time of movement of mechanisms or wagons, from the time of loading or unloading of the wagon (t_{uk}) in the machinery.

$$T = t_{tay} + (n / m) \cdot t_{cargo} + t_{tug}, \text{ min} \quad (2.3)$$

The production of Group wagons in overloading or with all wagons is carried out together with loading or treatment of wagons other than the first addition and therefore total overloading or correction is not taken into account. Load n load n load or support using the available support formula [7-9], where m is the simultaneous use of several mechanisms the number of wagons to be loaded or unloaded. The time it takes to load the load onto the wagon or unload the load from the wagon is determined by the following formula,

$$t_{cargo} = (q_v \cdot 60) / Q_t + t_{yor}, \text{ min} \quad (2.4)$$

where q_v is the average weight of the cargo in the wagon, t ; Q_t - technical efficiency of loading and unloading mechanism, t /hour; t_{yor} auxiliary operations during loading and unloading time spent, minutes Timing observation of the time spent on the preparation, finishing and auxiliary operations of hooking and releasing loads on crane hooks, opening or closing wagon doors, setting up and removing poles and similar levers and which cannot be determined by account books. determined using [5-8].

The size of timing observations depends on the duration of operations. If the duration of the operation is up to 10 s, not less than 50, if the duration is from 10 s to 1 min, not less than 30, if the duration is

from 1 min to 3 min, not less than 20, 3 from min to 10 min, no less than 15 observations should be made. The results of some observations are excluded from the information on the duration of the operations obtained as a result of timekeeping observation, the results of some observations are excluded due to errors made during the timekeeping observation or when the workers perform this operation unsatisfactorily from the main observation mass. Then the average duration of operations is calculated, and this value is accepted in the next account - normal time consumption in the books.

If there are no periods for parking wagons in the contracts for the operation of the railway branch road or for the import and export of wagons, if such loading and unloading periods are not determined according to the Rules or approved in the prescribed manner, The railway does not have the right to levy a fine for the parking of wagons, because there is no legal basis for levying a fine (explanation of the State Arbitration of the RSFSR dated October 2, 1984 No. S-13/211)

When cargo is transported on six- and eight-axle wagons, the deadlines for four-axle wagons are increased to 50 and 100% respectively, except for the unloading of spilled goods on wagon tippers or bottom holes.

The terms of filling (naliv) and emptying (sliv) liquid cargoes (jidkikh gruzov) into tanks and semi-open wagons with hoppers are specified in the Rules for bulk transportation of liquid cargoes in tanks and semi-open wagons with hoppers. They are set for all wagons of the batch brought to the loading and unloading front at the same time and are determined by three factors: the nature of cargo operations (loading or unloading); the number of axles in the wagon and the methods of carrying out cargo operations (mechanized or non-mechanized). The terms do not depend on the type of product being transported and the loading of tanks and semi-open wagons with bunkers. The terms of filling and emptying liquid cargo into tanks and semi-open wagons with bunkers are defined as follows:

- in mechanized pouring - 2 hours;
- for non-mechanized filling: two-axle wagons (cisterns) - 2 hours and all other wagons - 3 hours;
- for mechanized unloading: for two-axle wagons - 1 hour 15 minutes and for all other wagons - 2 hours;
- for non-mechanized dumping: for two-axle wagons - 2 hours and for all other wagons - 4 hours.

An additional 35 to the consignee for analysis of the cargo when the tanks arrive unfilled (if they are required to be filled according to the Regulation) or are refilled during the journey, and for certain petroleum products (for example, aviation kerosene). a minute is given. In the cold seasons of the year, the consignee is given an additional period for heating and pouring liquid cargoes that are viscous and harden. Procedures for granting these periods are provided in the Rules for the bulk transportation of liquid cargoes in tanks and semi-open wagons with bunkers [3].

In the Rules for the loading of goods in the collective and processing [3] (chapter 13, 1- , Annexes 2, 3 and 4) the parties could not change the old terms by agreements. One exception is provided for the loading (unloading) period at intermediate stations, and these periods take into account the construction of shunting in this section (Clause 56 of the Charter). If the railway branch track is under the control of the railway, the loading and unloading of wagons for production and their removal shall be carried out by the locomotive of the railway. The railway station owned by the agencies, the railway station, the railway station, the carriage of the wagons during the loading and unloading of the goods, the locomotive of the station owner, if the station does not have its own locomotive, if it is the locomotive of the railway . Contractors can also maintain cargo loading and works on railway branch roads. Who are the counterparties and how are the rights of the railway regulated with them. About this in Article 85 of the Charter [1], it is indicated that organizations and individuals with their own warehouses on railway branch roads belonging to administrative organizations and private

management offices, or railway branch roads belonging to the agencies connected to it, are called counterparties. to contractors, the procedures for the import and export of wagons to contractors are to be determined in the security organization between individuals, which are railroad branch tracks and locomotives directly owned by contractors and contractors, railway In order to park wagons in the counterparties before l, it must be under the responsibility of an organization or a physical individual that has a railroad branch track and a locomotive belonging to the agencies, in the locomotive of the railway to the railway branch track belonging to the agencies. between the railway and the counterparty in the provision of services and in the process of establishing the appropriate management by the import and export programs of the contracts and related to the amortization of the branch railway under the agencies and When the contractor participates in the repair and maintenance of this road, the books of accounts for payments, all proper planning agencies Decisions between an organization or a natural person with a branch road and a counterparty are also specified in Clause 85 of the Charter[1].

REFERENCES

1. Railway Charter of the Republic of Uzbekistan, Tashkent – 2008
2. RAILWAY LAW of the Republic of Uzbekistan, Tashkent - 1999
3. Rules for transportation of goods in railway transport of the Republic of Uzbekistan
4. Shuhrat Saidivaliev, Ramazon Bozorov, Elbek Shermatov. Kinematic characteristics of the machine movement from the top to the calculation point of the Marshall hill. E3S Web of Conferences 264, 05008 (2021) <https://doi.org/10.1051/e3sconf/202126405008>
5. Saidivaliev Sh.U. A new method for calculating the time and speed of a wagon with its jinn at the site of the first brake position of a marshalling hump under the influence of a headwind / Sh.U. Saidivaliev, R.Sh. Bozorov, E.S. Shermatov // Issues of sustainable development of society. 2021, No. 6. S. 575-586.
6. Saidivaliev Sh.Yu., A new method for calculating the time and speed of the stroller when moving under the action of a headwind, on the site of the first braking position of the marshal's hill / Sh.U. Saidivaliev, R.Sh. Bozorov, E.S. Shermatov // STUDENT eISSN: 2658-4964. 2021, No. 9.
7. Kobulov Zh. R., Barotov Zh. S. Organization of the movement of combined trains between technical stations during the delivery of goods. Izvestiya trassiba scientific and technical journal. 2020 No. 4 (44). - S. 104 - 111.
8. Kobulov J, Barotov J. Method of Improvement of Efficiency Transportation Technology. // International Journal of Recent Technology and Engineering (IJRTE). Volume-8 Issue-4, November 2019. 7720-7726 pp.
9. Kobulov J., Barotov J. Improving the delivery of wagon shipments by mathematical-statistical methods // В сборнике: E3S Web of Conferences. Сер. "International Scientific Conference "Construction Mechanics, Hydraulics and Water Resources Engineering, CONMECHYDRO 2021" 2021.