

Based on this MS SharePoint program, you will be able to change the organization's data into a new template, add additional ones, choose a new design, and take advantage of new features.

To achieve this goal, you need to perform the following tasks:

- change the site's appearance in the Options panel to manually update the theme for themes that are not specific or predefined by your organization.
- In earlier versions of SharePoint, site templates were called site projects, but henceforth they are called site templates. The access point “Design Site” is replaced by the access point “Apply Template Site” in the “Settings” panel.
- Create site templates to provide reusable lists, themes, layouts, pages, or custom actions so users can quickly create new SharePoint sites with the features they need.
- Site templates provided by the organization will appear on the “From your organization” tab when you select the template type. Installation instructions will depend on the design of the site template.

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TELECONTROL OF THE EXPERT SYSTEM OF AUTOMATIC TRAFFIC CONTROL

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Abstract: *The article examines the transmission of a tele control and tele-signalization signal in the expert system for automatic control of train traffic, for the detection and control of train data, various types of systems for automatic control of train traffic are presented.*

Key words: *tele control, tele signalization, information, devices, model.*

MAIN PART

Control device for automatic control of train traffic manages the B2 train running behind, by sending a signal (information flow) of the TC tele control to its corresponding device [1]. The tele control signal is obtained as a result of processing the signals (information streams) of the vehicle tele-signaling, which are transmitted to the system control device by the corresponding devices behind the B2 train running and the B1 train in front [2, 3]. In this regard, the generalized information model of the automatic train control system will take the form shown in Fig. 2.

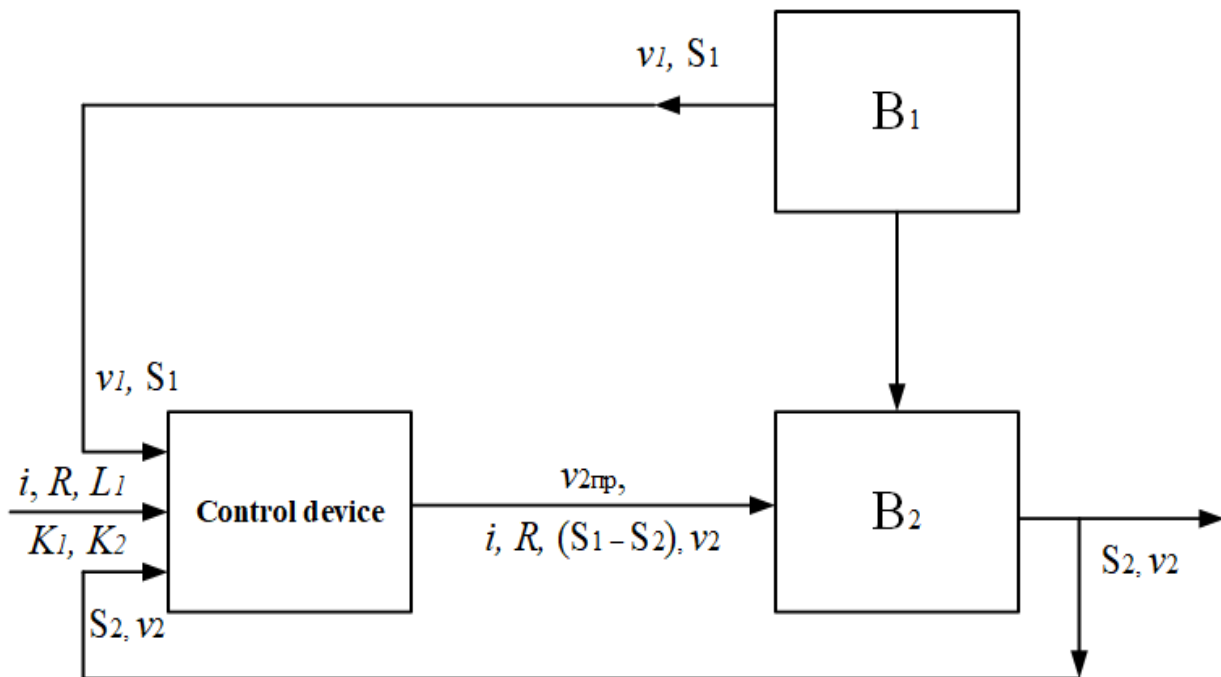


Fig. 2. Generalized information model with tele control and tele-signaling

After analyzing the obtained generalized information model of automatic control of train traffic to determine the nature and place among other automatic control systems, which can suggest, for example, methods of quantitative mathematical analysis of the system.

Expert systems of automatic regulation and control are divided into two classes: open and closed [4, 5]. The latter class is also called closed-loop systems [6, 7]. In open-loop systems, the control device does not receive information about the actual state of the controlled object. In closed systems, the control device receives this information via the feedback line. As you can see, the generalized information model refers to closed-loop automatic control systems. The presence of feedback, according to which the control device receives information about the changing characteristics of the movement of the controlled object, significantly increases the accuracy, noise immunity and safety of the system. From the generalized information model, it can be seen that the characteristics of the movement of the ahead train B1 are measured and transmitted to the control device, i.e. interference compensation method B1 is applied. The expert system evaluates the information and, through the system with feedback and compensation, provides information to the interested services. A feedback and compensation system is called a combined system.

In code systems, the value of quantities is encrypted at a certain point in time (time quantization). The quantities themselves can only take certain discrete values (quantization by level), i.e. the system belongs to discrete systems.

According to the type of characteristics included in the main relationship connecting the control goal and the characteristics of the control device, controlled device and interference, systems are divided into deterministic and statistical. In deterministic systems, the characteristics are regular and do not contain elements of randomness; in statistical systems, at least one of the characteristics that affects the control goal is random.

The presence of random characteristics in the system introduces uncertainty into the control process. In this case, the information about the controlled object available in the control device will always be incomplete, since any maximum information will not unambiguously determine the output characteristics of the controlled object, but will only determine the area of their distribution. Therefore, such systems are called statistical systems with maximum incomplete information about the controlled object.

Thus, the analysis showed that the system of automatic control of train movement refers to closed, combined, discrete, statistical.

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