Claims

1. A train end changing method, characterized in that the main implementation process of the method is as follows:

1) mounting an activation switch in each of two driver cabs of a train; and

2) in the case that one driver cab of the train has been activated, if it is detected that the activation switch in the other driver cab is turned on for a period of time T1, and that a driver controller handle is at a zero position, and that the train is in a rest state, then resetting an activation signal of the driver cab at an occupied end, and activating the other driver cab~~.~~; when the driver controller handle is at the zero position, the train is in the rest state, and the on-time of the switch of the driver cab at the occupied end exceeds T2, then resetting the activation signal of the driver cab at the occupied end.

2. The train end changing method according to claim 1, wherein after step 1), the following operations are further executed: when the driver controller handle is at the zero position and the train is in the rest state, and if it is detected that the activation switch in a driver cab is turned on for a period of time T1, then activating the driver cab and locking the driver cab.

~~3. The train end changing method according to claim 1, wherein after step 1), the following operations are further executed: when the driver controller handle is at the zero position, the train is in the rest state, and the on-time of the switch of the driver cab at the occupied end exceeds T2, then resetting the activation signal of the driver cab at the occupied end.~~

~~4~~3. The train end changing method according to claim ~~3~~1, wherein T1≠T2.

~~5~~4. The train end changing method according to claim 1, wherein the activation switch is electrically connected to a train control network system.

~~6~~5. A train end changing system, characterized in that the train end changing system comprises:

two activation switches, respectively installed in two driver cabs of a train; and

a switching unit, configured to reset an activation signal of the driver cab at an occupied end and activate the other driver cab if it is detected that the activation switch in the other driver cab is turned on for a period of time T1, and that a driver controller handle is at a zero position, and that the train is in a rest state, in the case that one driver cab of the train has been activated~~.~~;

a driver cab activation resetting control unit, configured to reset the activation signal of the driver cab at the occupied end when the driver controller handle is at the zero position, the train is in the rest state, and the on-time of the switch of the driver cab at the occupied end exceeds T2.

~~7~~6. The train end changing system according to claim ~~6~~5, further comprising:

a driver cab activation control unit, configured to activate a driver cab and lock the driver cab when the driver controller handle is at the zero position and the train is in the rest state, and it is detected that the activation switch in the driver cab is turned on for a period of time T1.

~~8. The train end changing system according to claim 6, further comprising:~~

~~a driver cab activation resetting control unit, configured to reset the activation signal of the driver cab at the occupied end when the driver controller handle is at the zero position, the train is in the rest state, and the on-time of the switch of the driver cab at the occupied end exceeds T2.~~

~~9~~7. The train end changing system according to any one of claims ~~6~~5 ~~8~~ or 6, whether the activation switch is turned on is detected by a train control network system of the train.

~~10~~8. A train using the train end changing system according to any one of claims ~~6~~5-~~9~~7, comprising a train control network system, characterized in that the activation switches in the two driver cabs are both connected to the train control network system.