

ATB-BA (TEK.)



de Automatische Trein Beïnvloeding
bij de NS

deel I

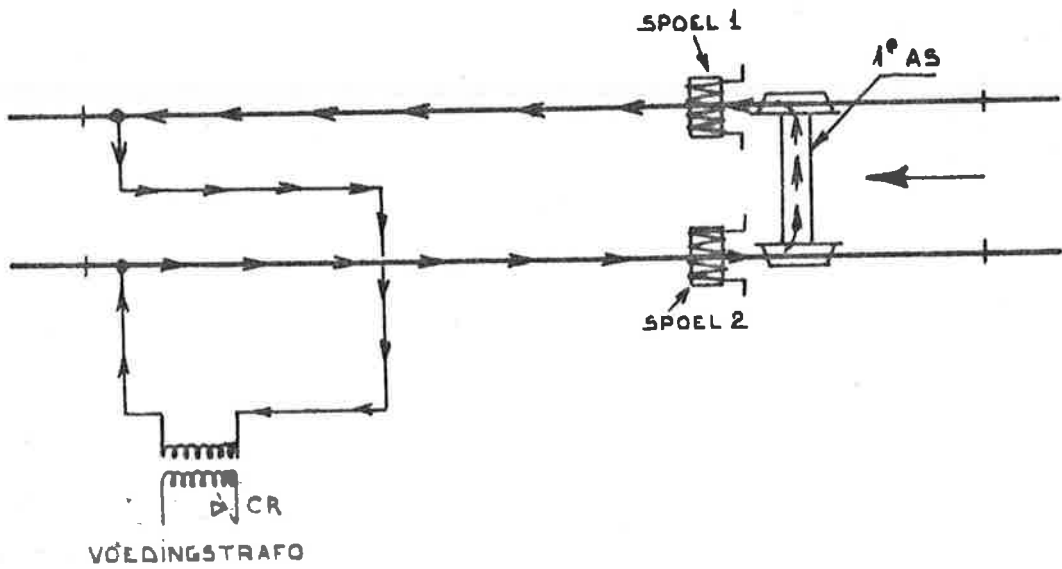
BAAN APPARATUUR

TEKENINGEN

23 B

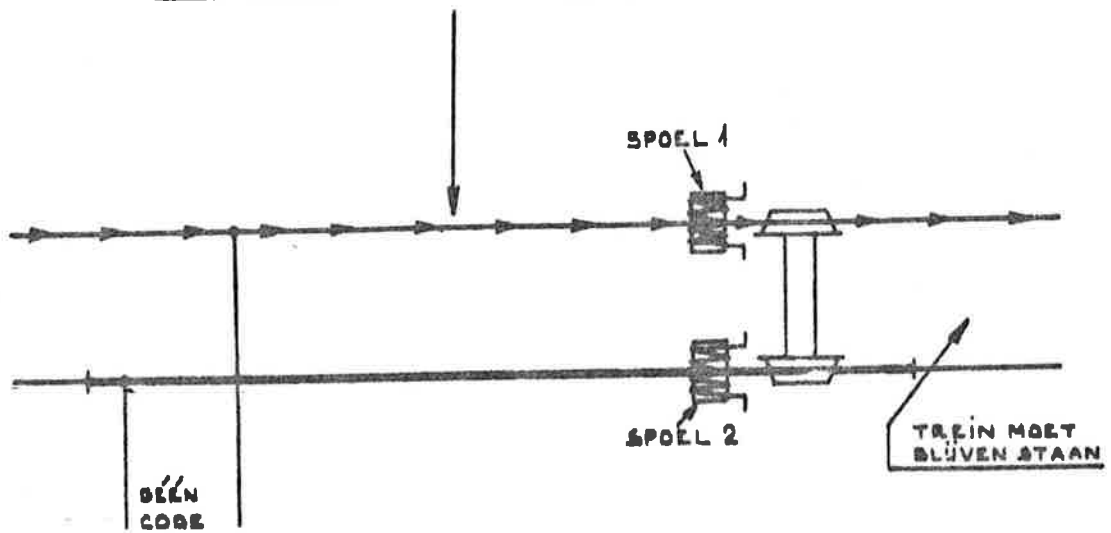
L 58222 A

Fig.:1



DOOR b.v. PARALLELSCHAKELING VAN RETOURBENEN
 HIERIN EEN DEEL VAN DE CODESTROOM VOOR EEN
 ANDERE TREIN IN EEN ANDERE SECTIE BESTEMD.

Fig.:2



VERSCHIL TUSSEN DE STROMEN ONDER SPOEL 1 EN SPOEL 2 ; TE GROOT
 DUS ER IS GEEN TOEGSTEMMING TOT RIJDEN.

FIG. 3

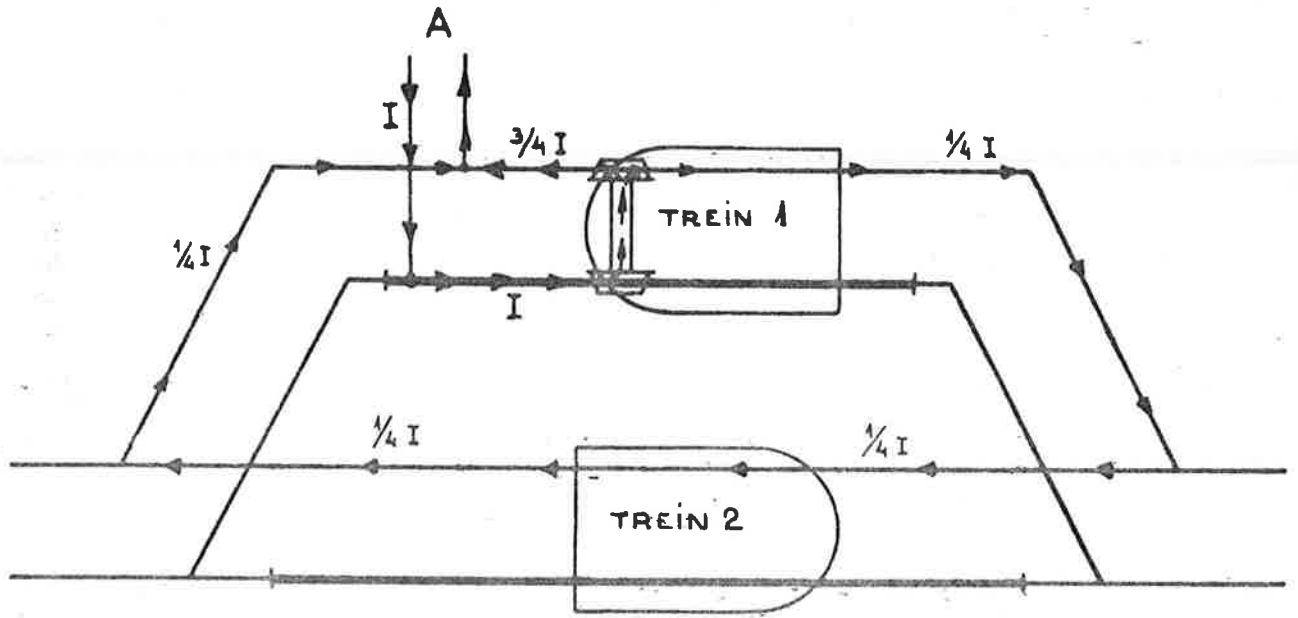
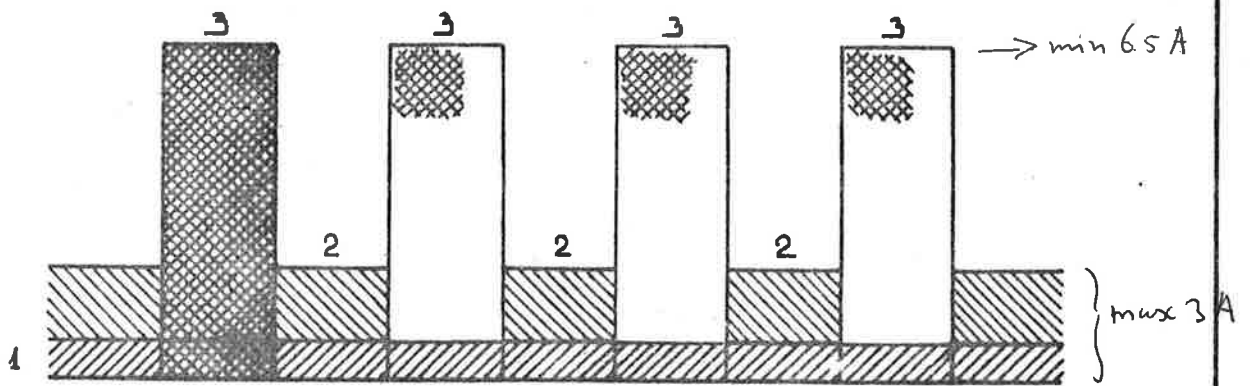


FIG. 4



- ▨ 1 = 1 Amp. RIMPELREST
- ▨ 2 = 2 " " "FOUTIEVE" CODE

BENODIGDE CODESTROOM

FIG. 5

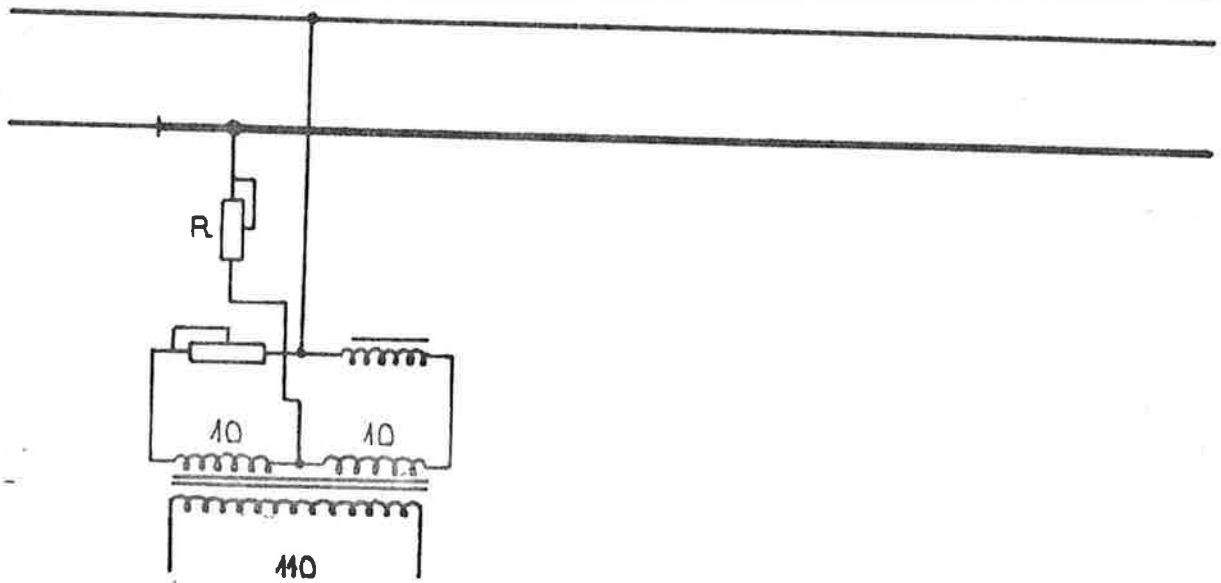
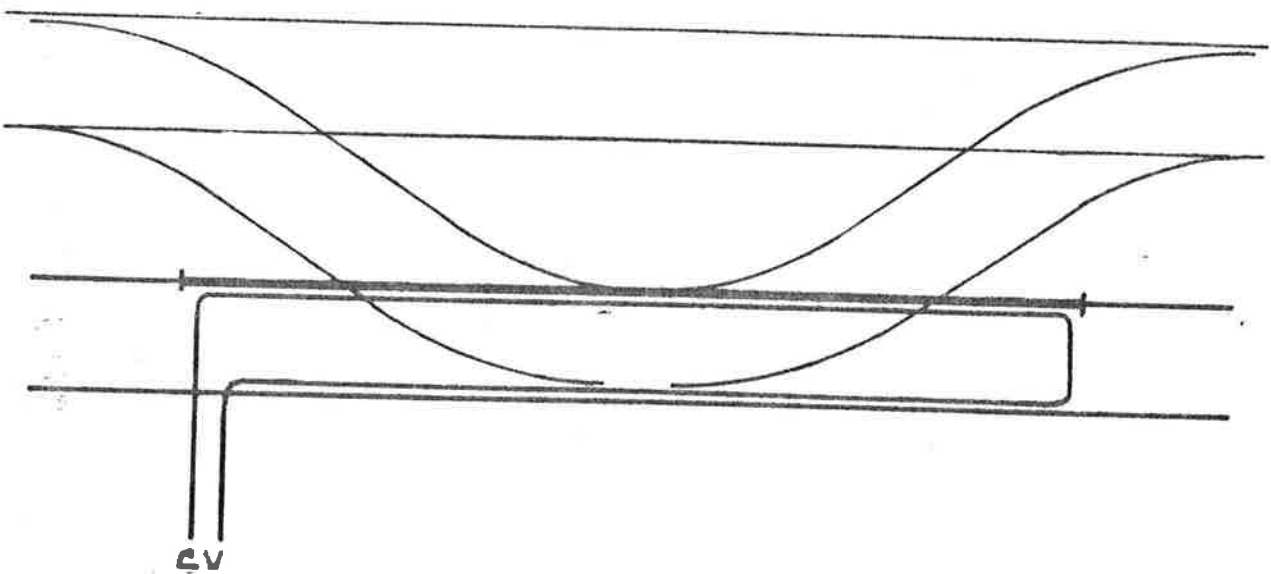
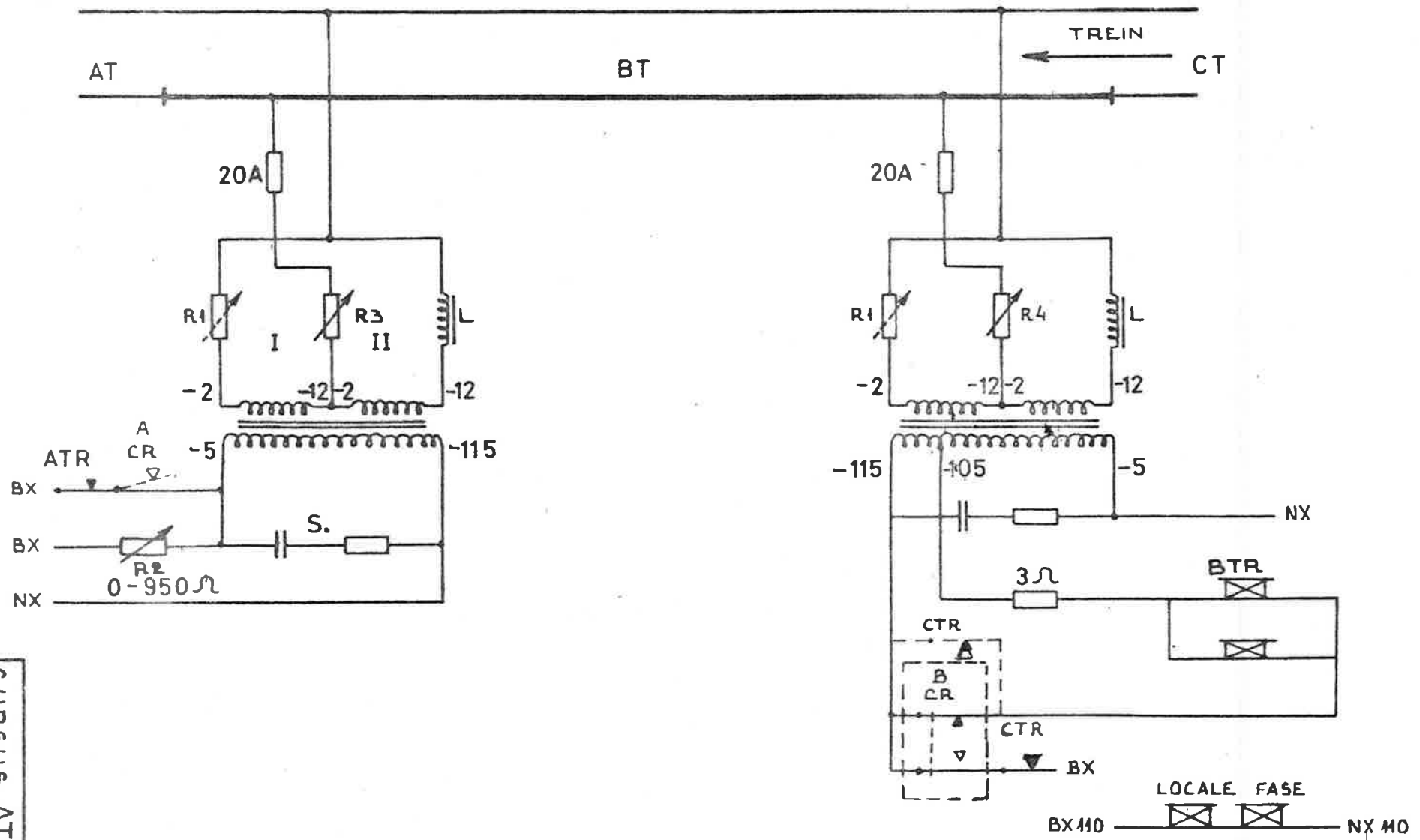


FIG. 6



CV = CODE VOEDING

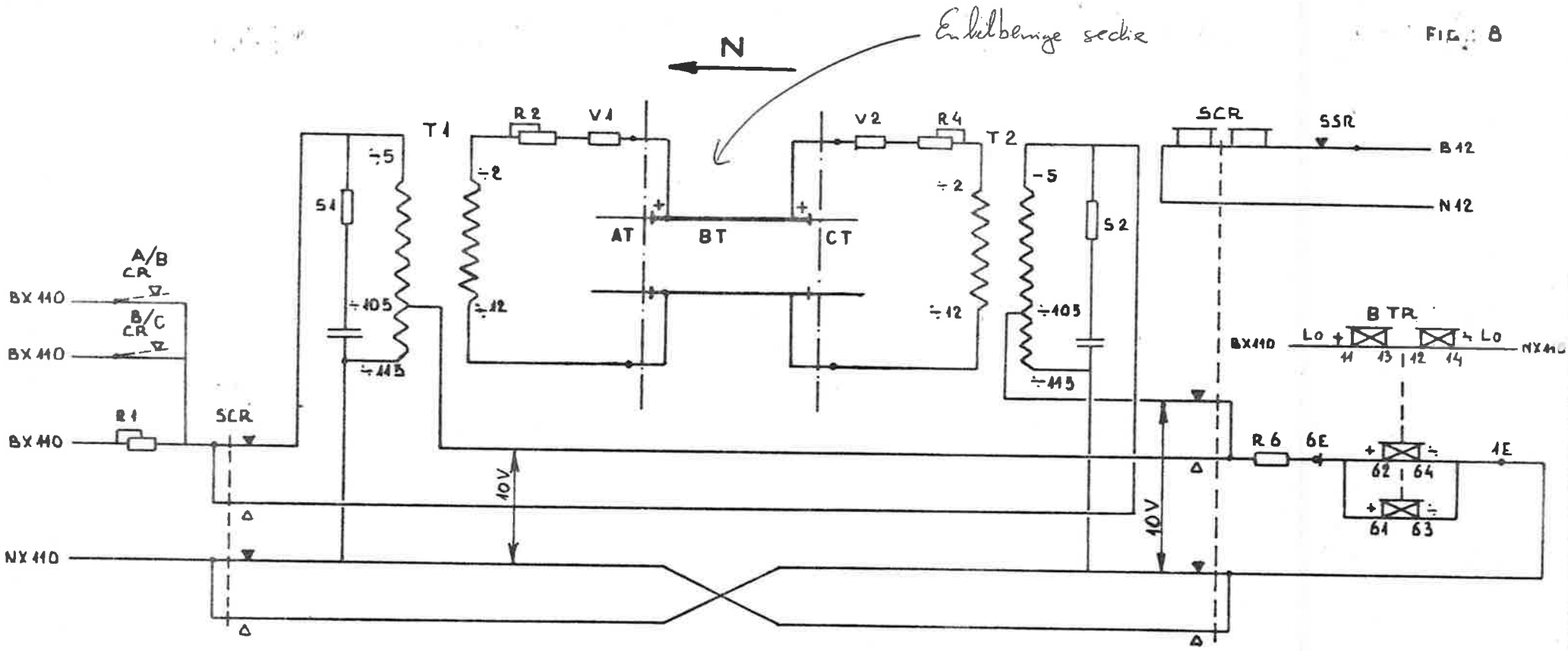
FIG. 7



CURSUS ATB

FIG 7

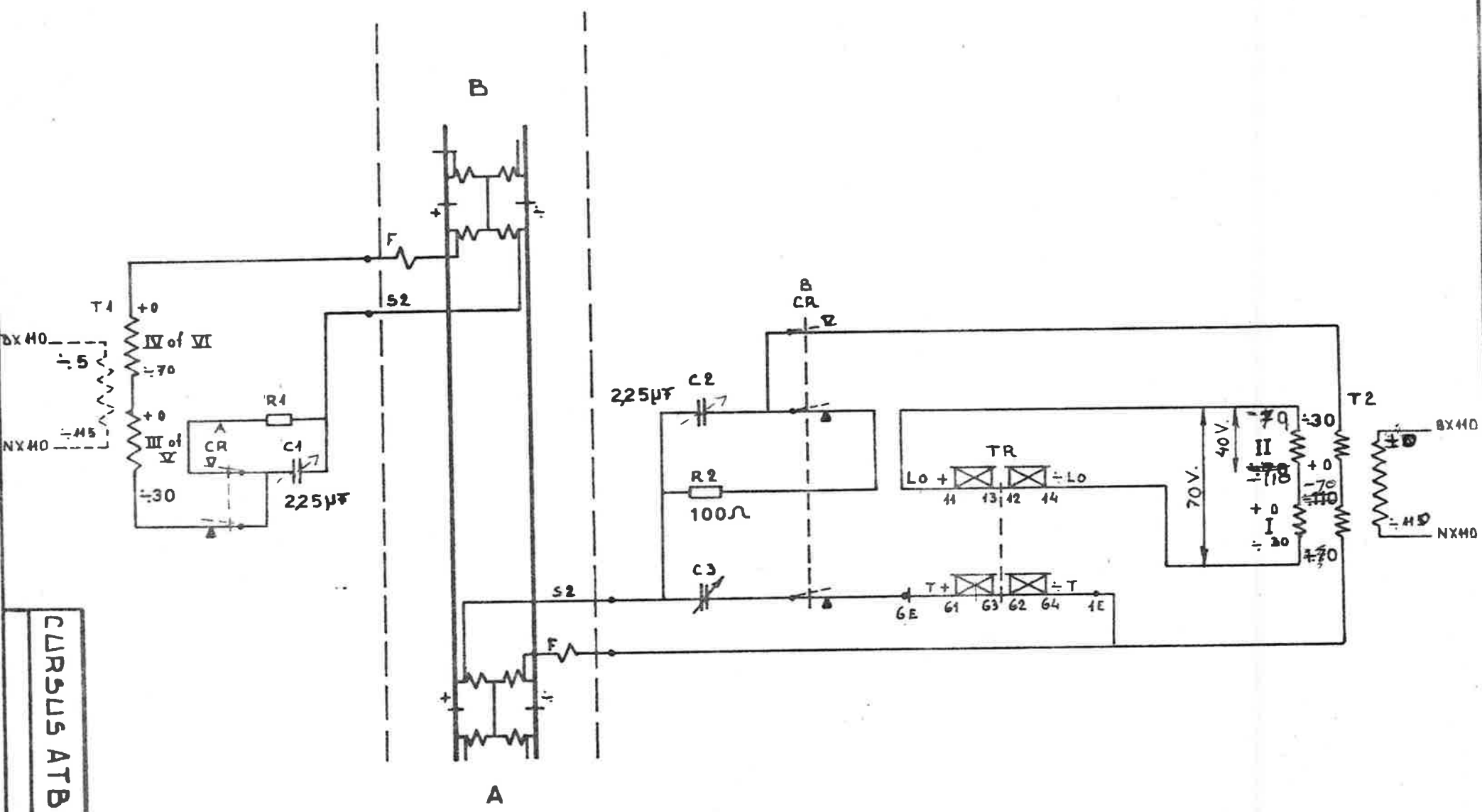
FIG. 8



CURSUS ATB

FIG. 8

FIG. 9

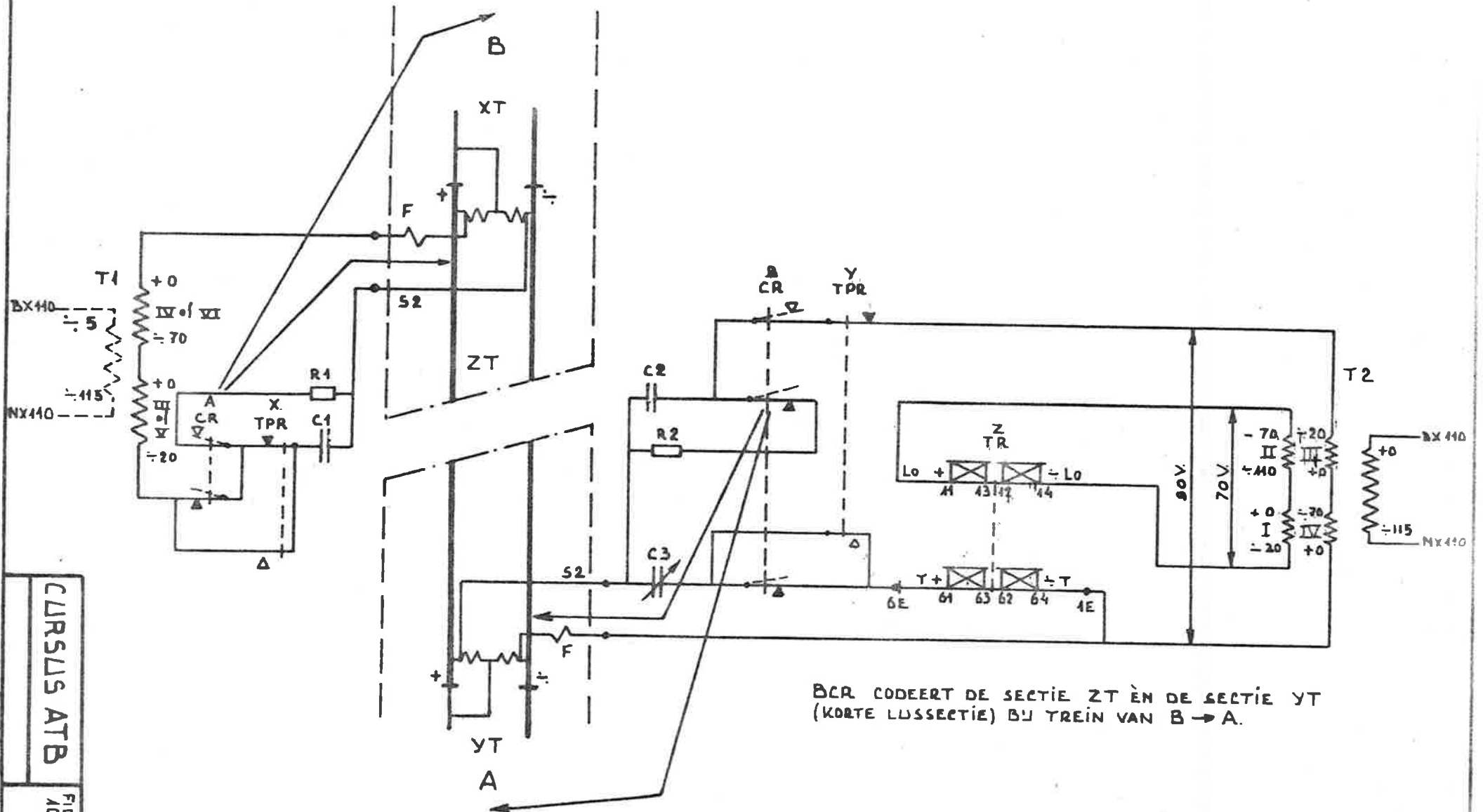


CURR5U5 ATB

FIG. 9

ACR CODEERT DE SECTIE ZT
 EN DE SECTIE XT (KORTE LUSSECTIE)
 BIJ TREIN VAN A → B

FIG. 10

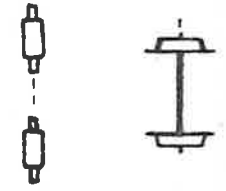
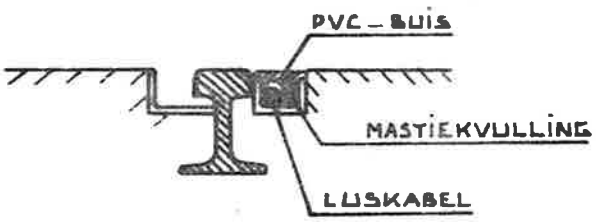
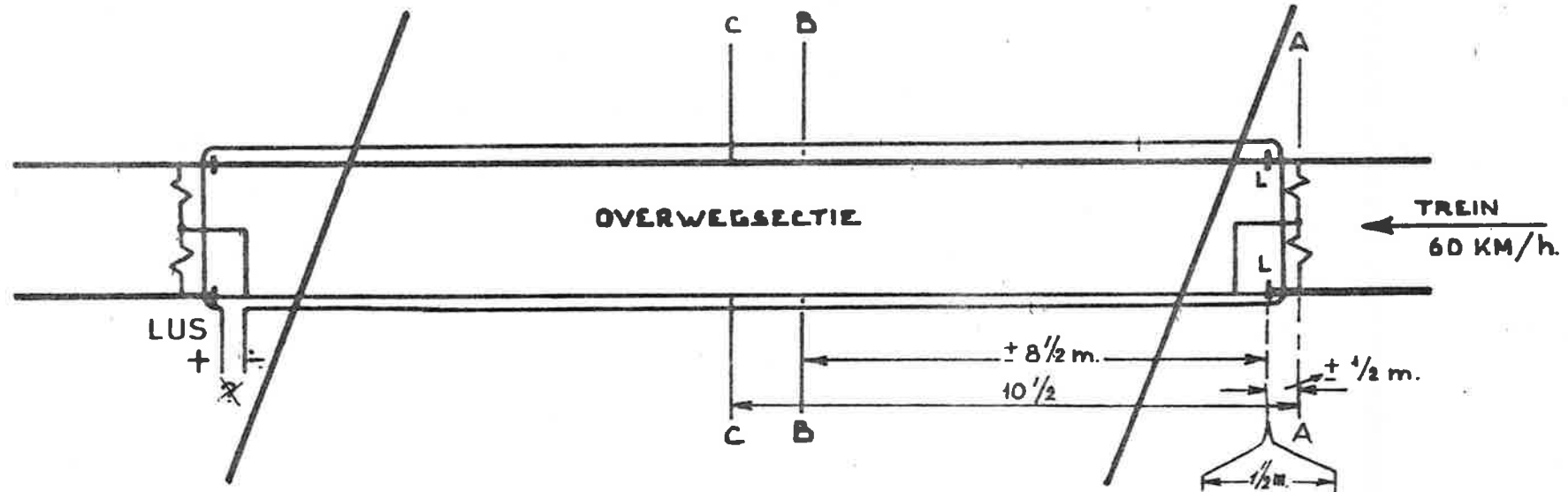


BCR CODEERT DE SECTIE ZT EN DE SECTIE YT
 (KORTE LUSSECTIE) BIJ TREIN VAN B → A.

CURSUS ATB

FIG. 10

FIG.: 44

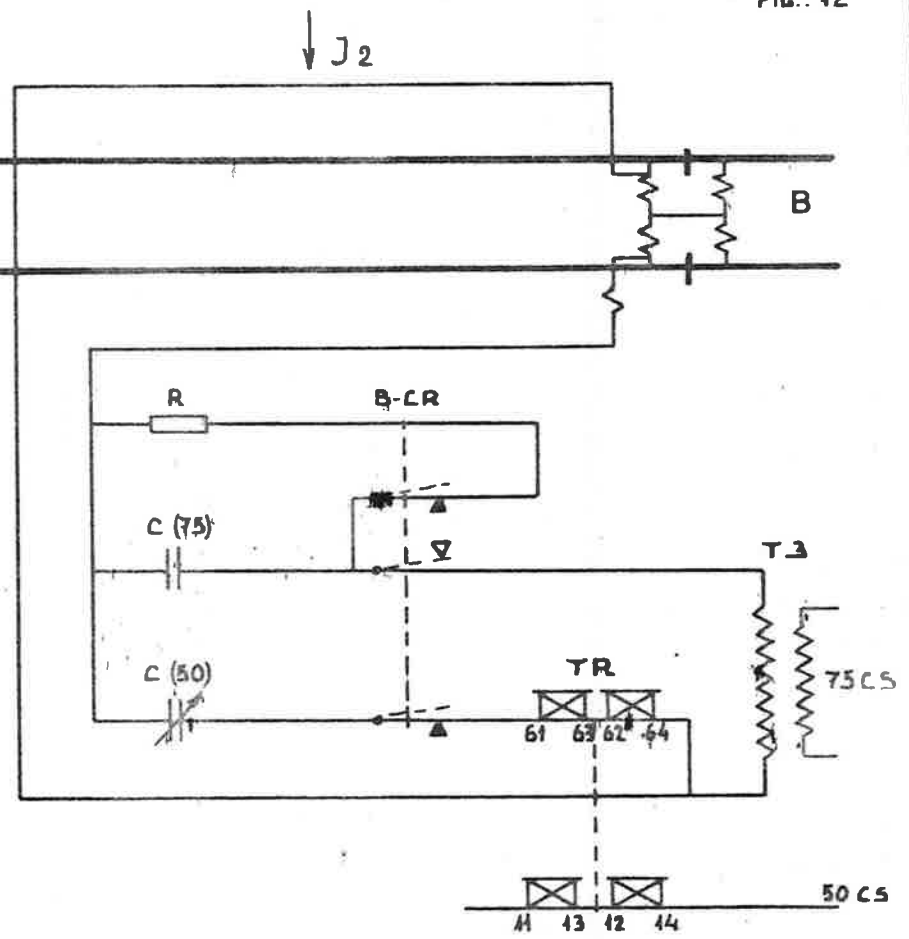
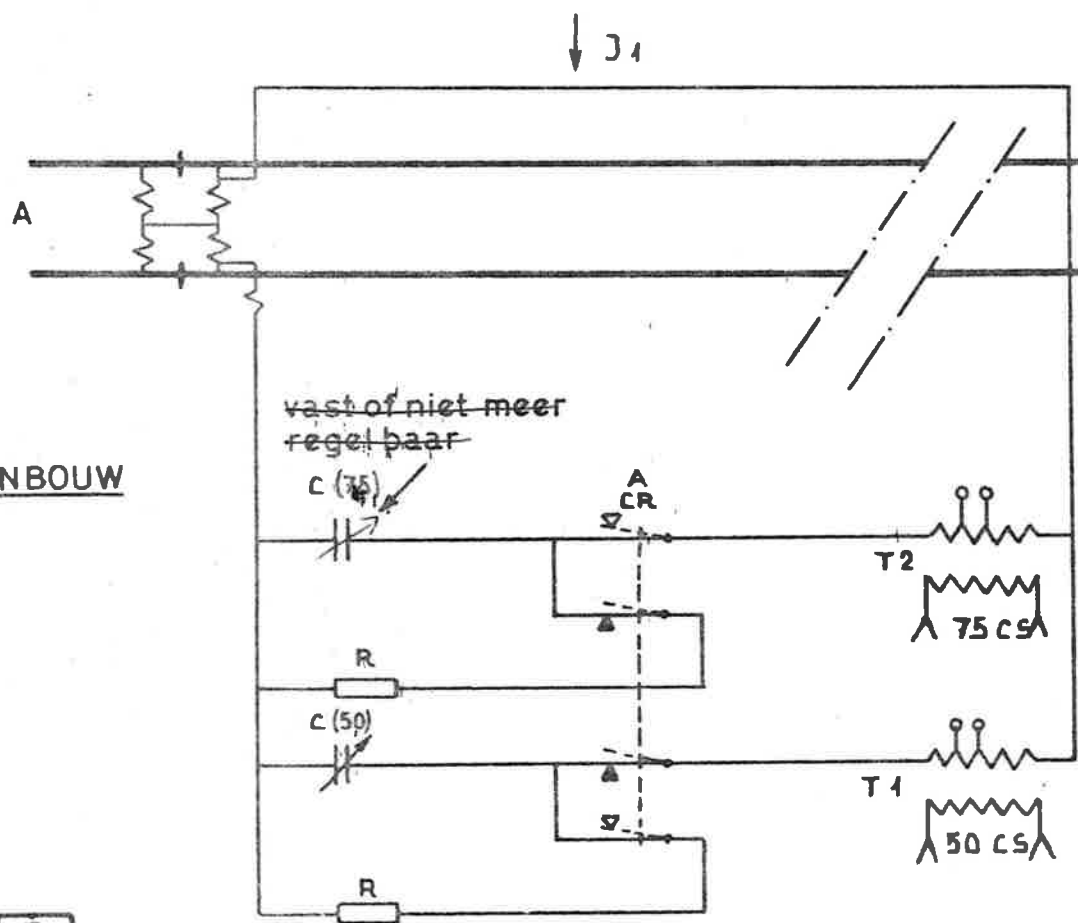


CURSUS ATB

FIG. 44

FIG.: 12

INBOUW



CURSUS ATB
FIL. 12

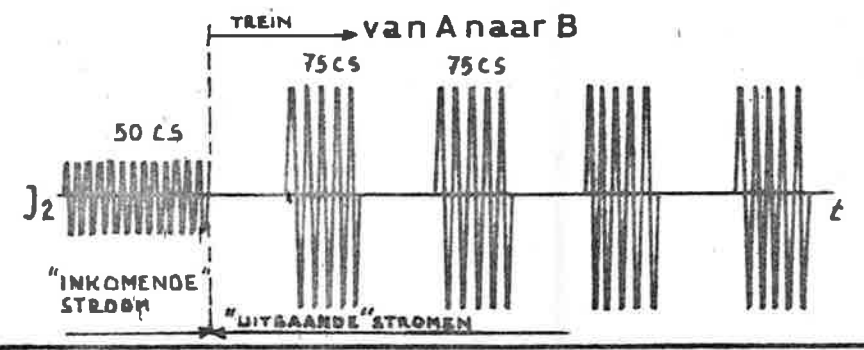
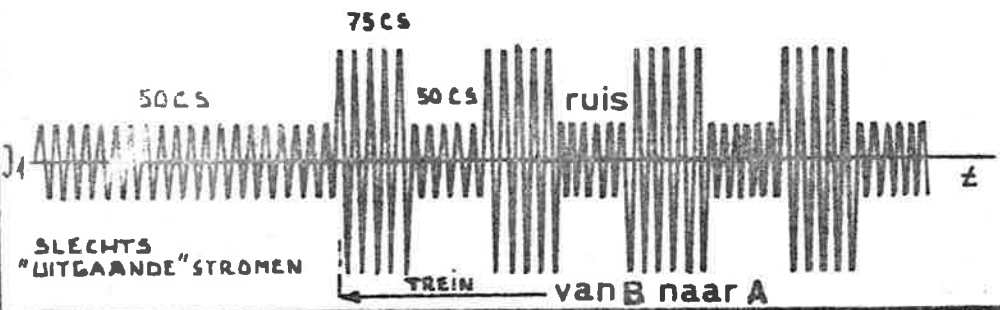
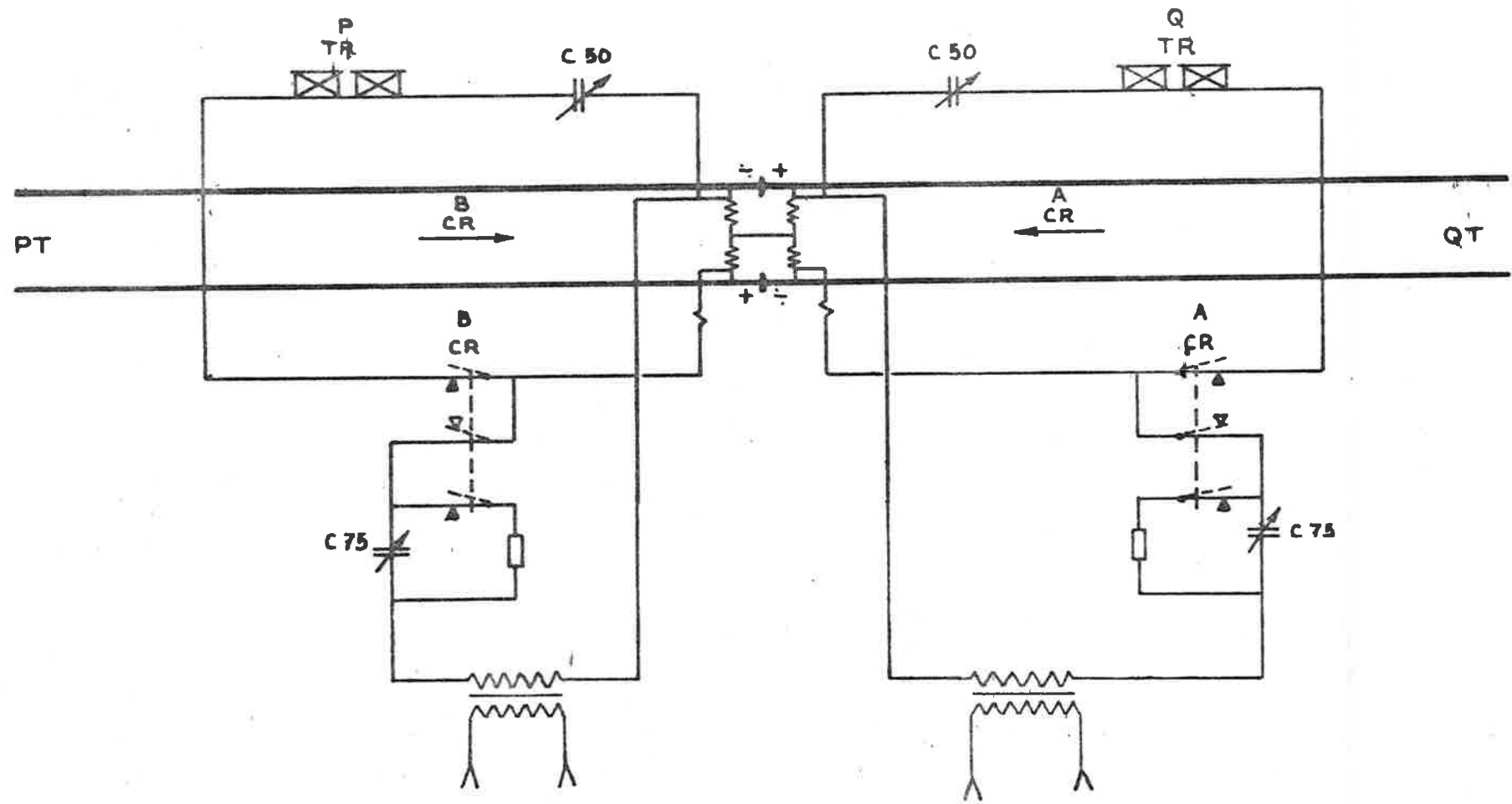


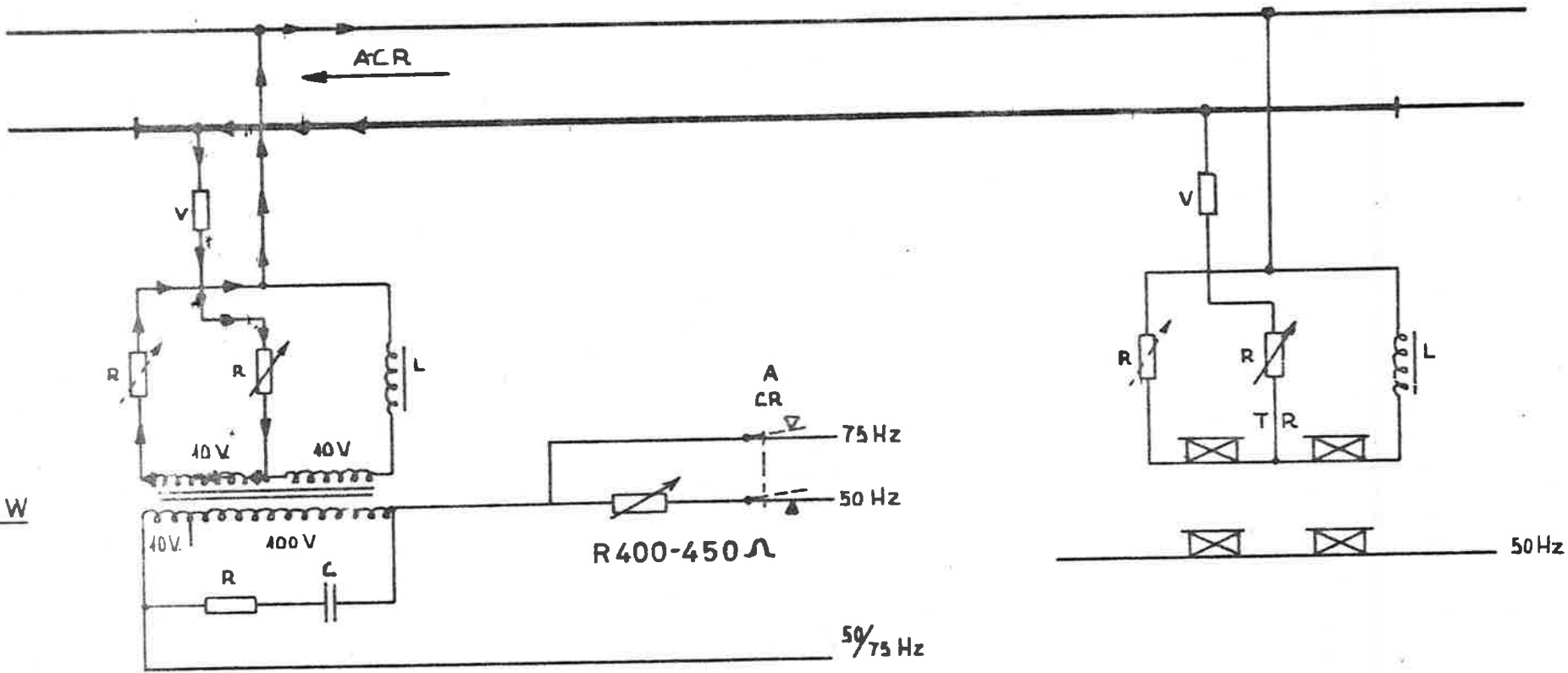
FIG. 43



CURSLUS ATB

FIG. 43

FIG. 14



INBOUW

CURSUS ATB

FIG. 14

R 400-450 Ω

50/75 Hz

50 Hz

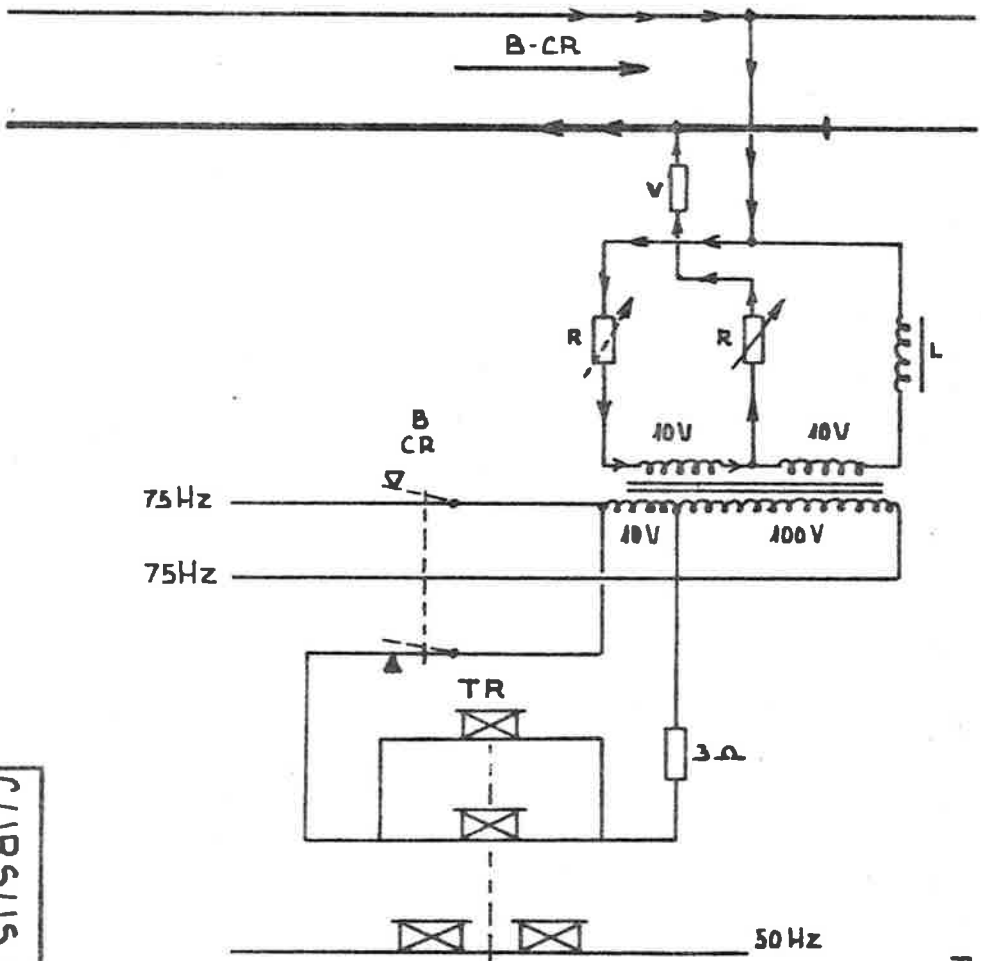


FIG. 15

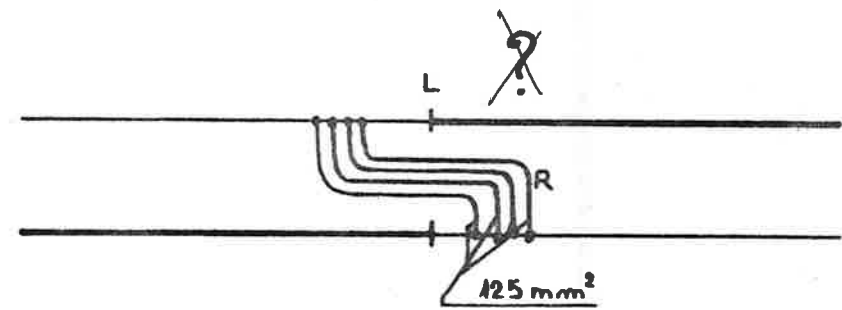


FIG. 16

CURSUS ATB

FIG. 15 en 16

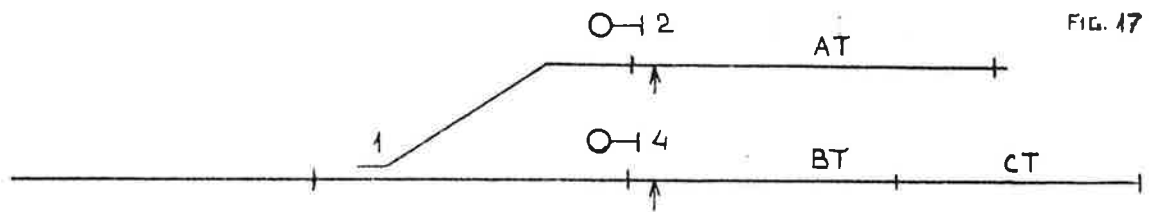


FIG. 17

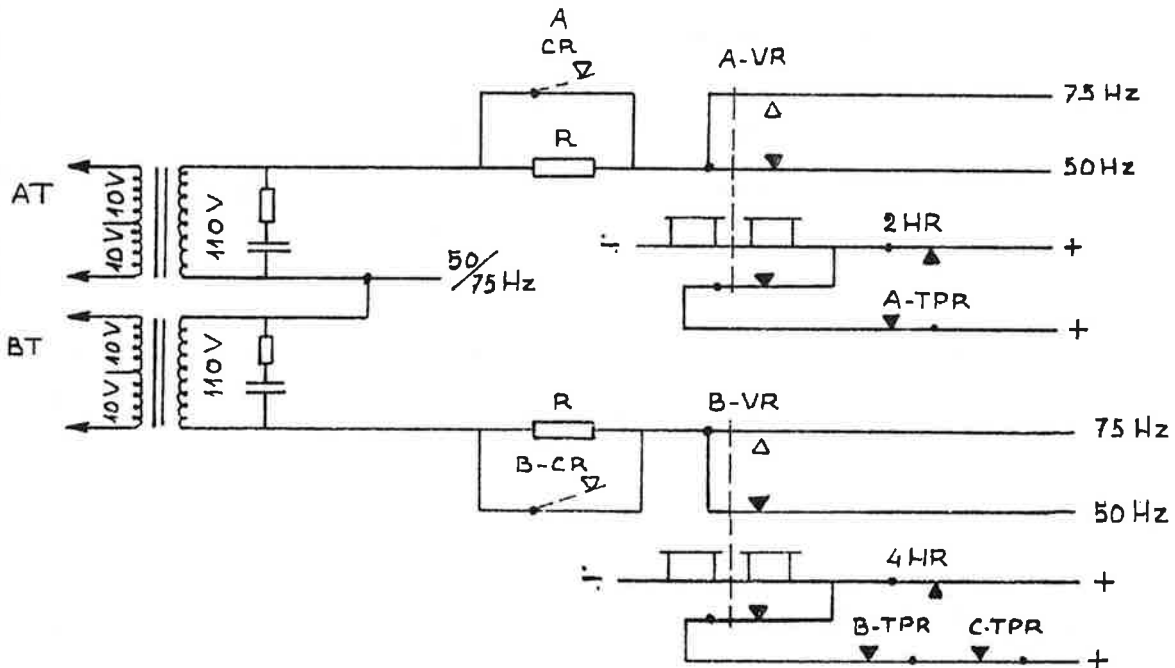
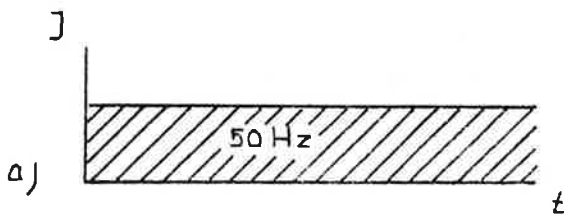
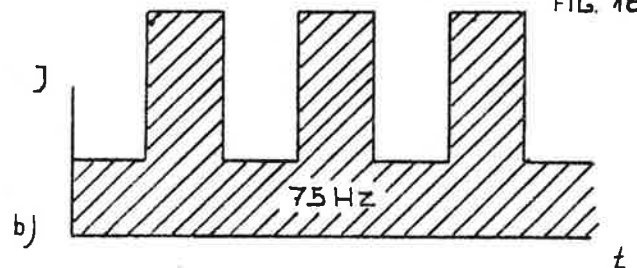


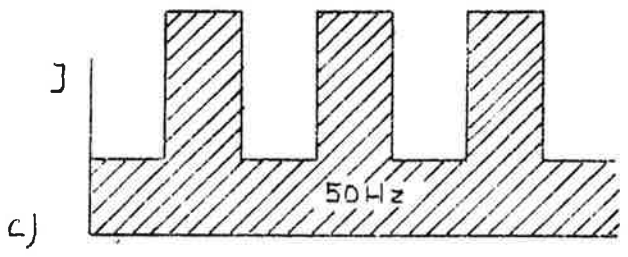
FIG. 18



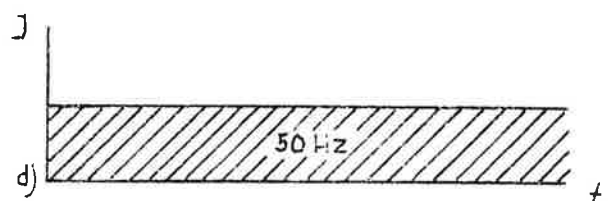
NORMAAL (VR ↑)
VRIJ SPOOR



SEIN "VEILIG" GESTELD (VR ↓)
BEZET SPOOR



NORMAAL (VR ↑)
BEZET SPOOR



SEIN VEILIG GESTELD (VR ↓)
VRIJ SPOOR

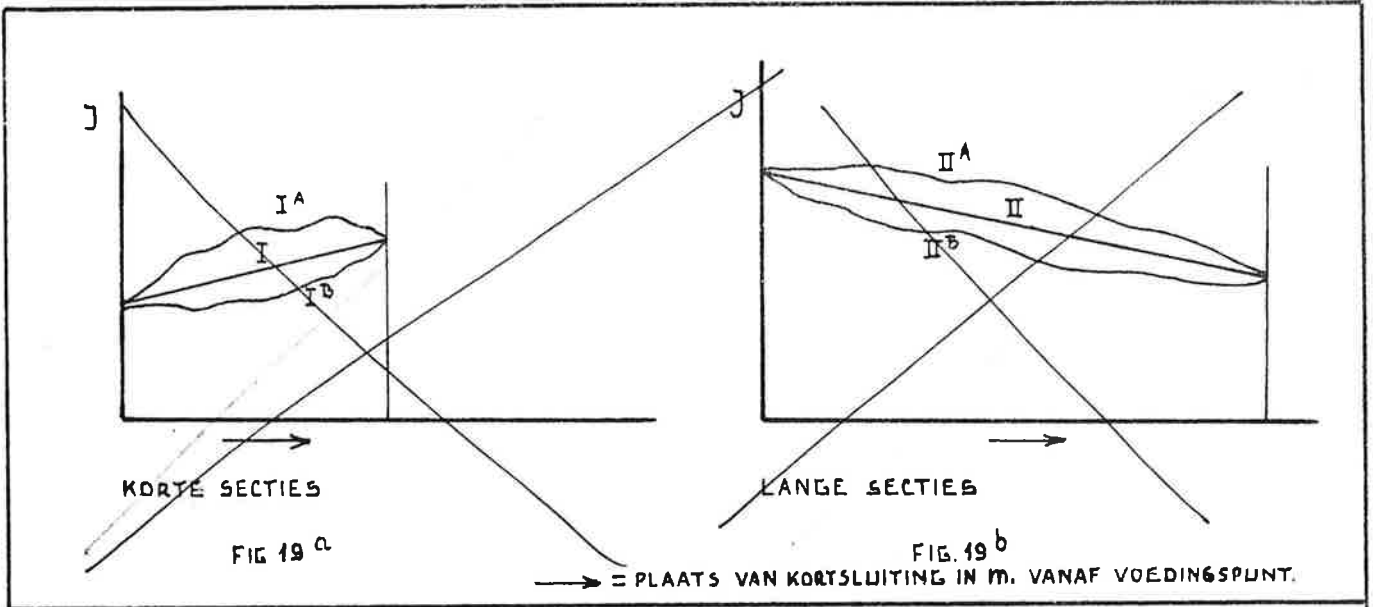


FIG. 20

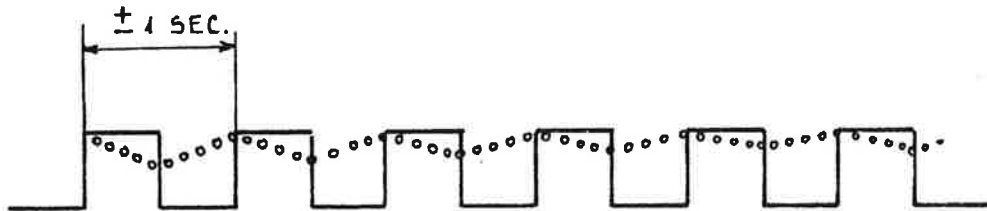


FIG. 21

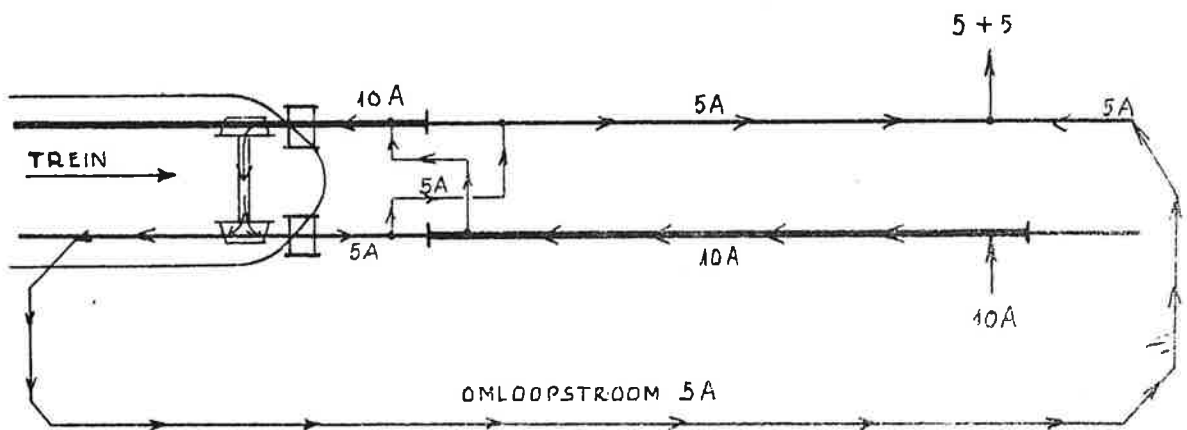


FIG 22^A

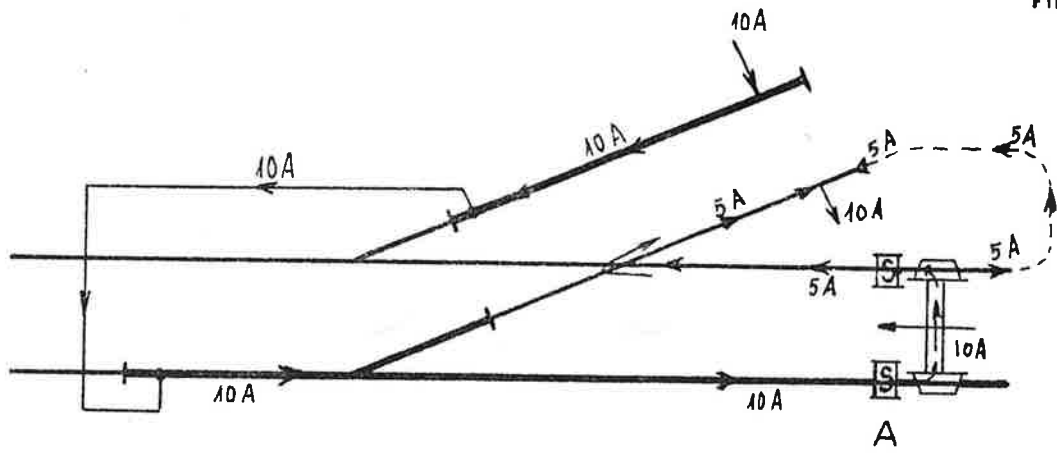


FIG. 22^b

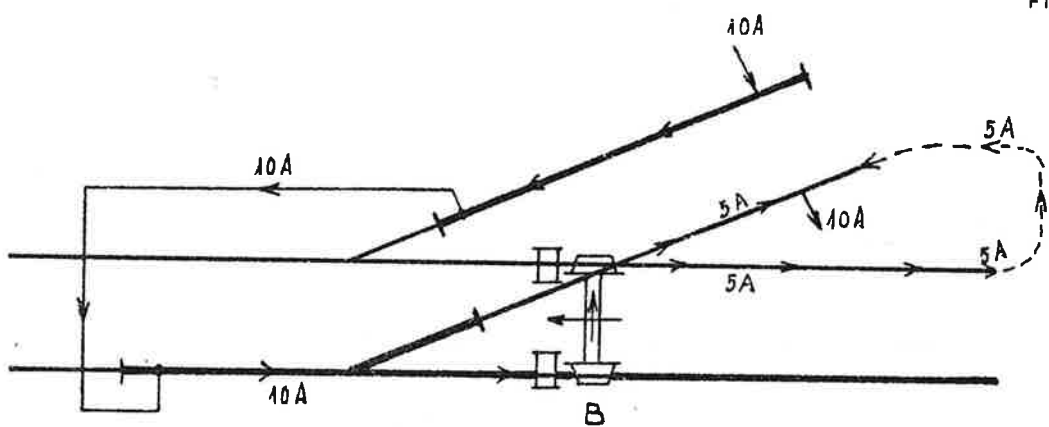
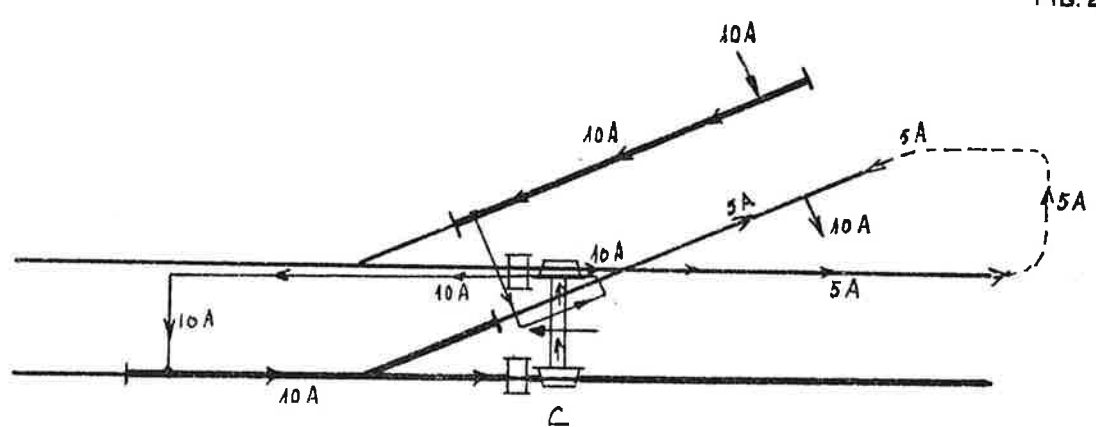


FIG. 22^C



CURSUS ATB	FIG. 22 a, b, c
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FIG 22^d

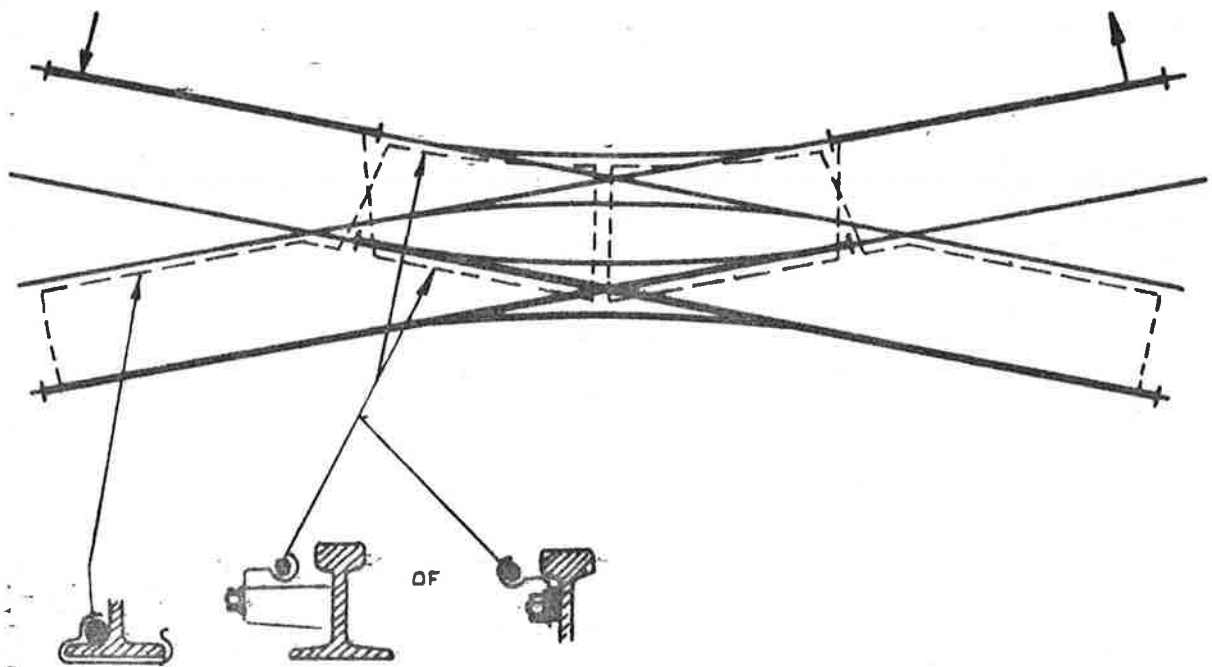


FIG 23^a

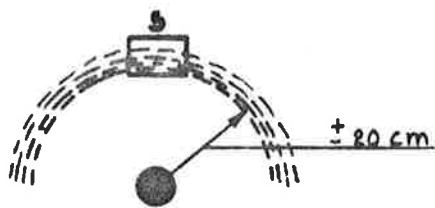


FIG. 23^b

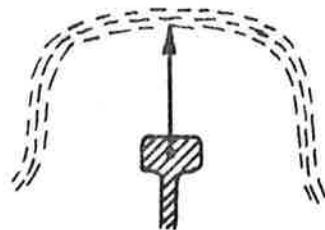


FIG. 24

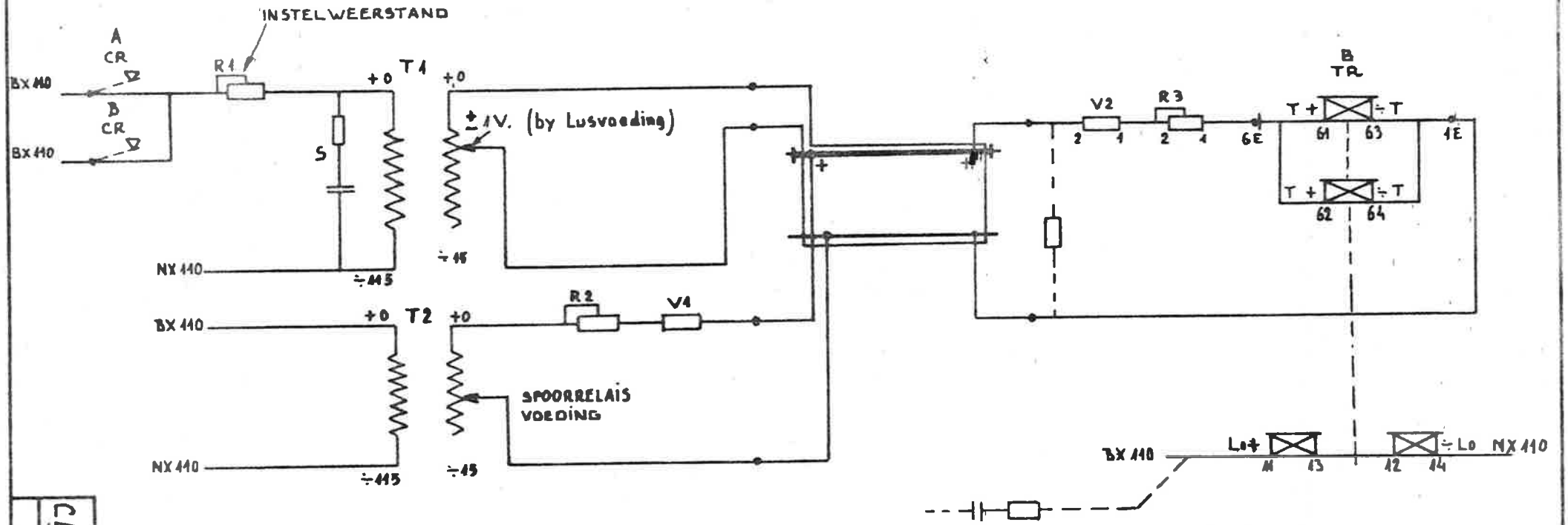
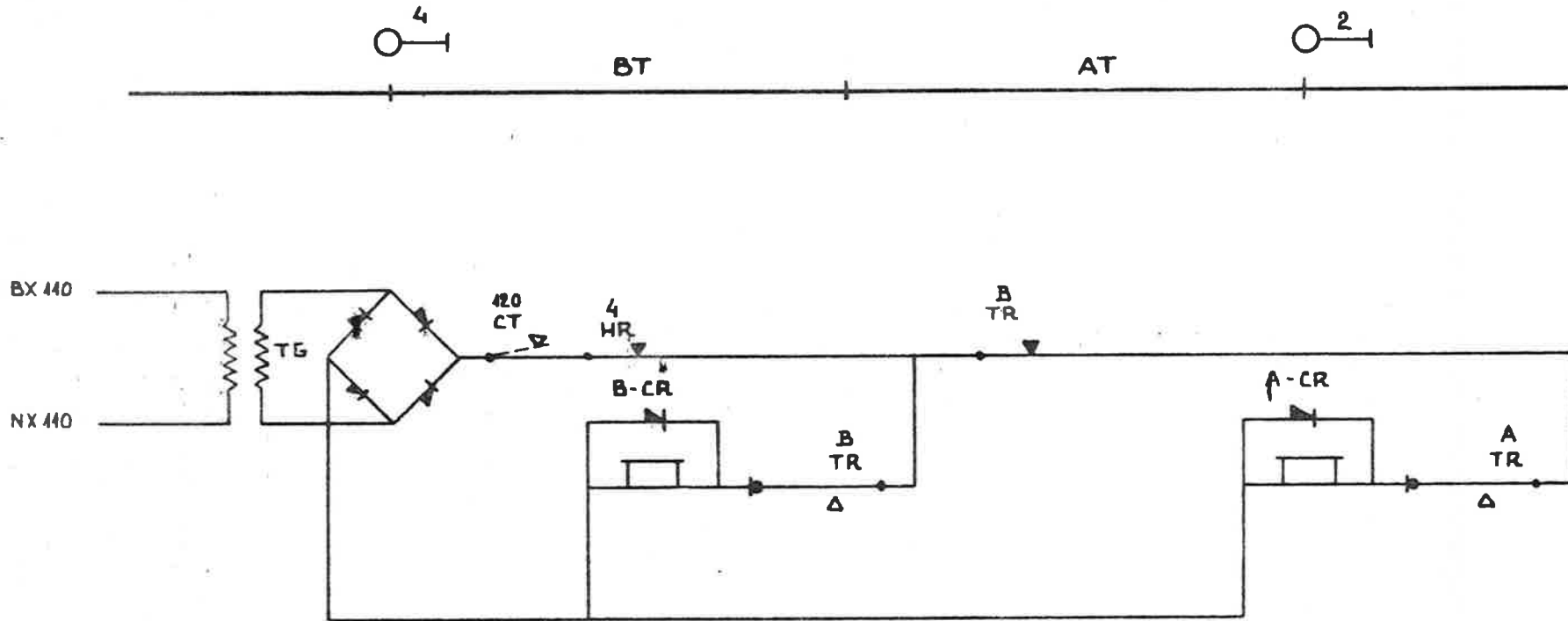


FIG. 25



CURRENTS AT B

FIG. 25

FIG. 26

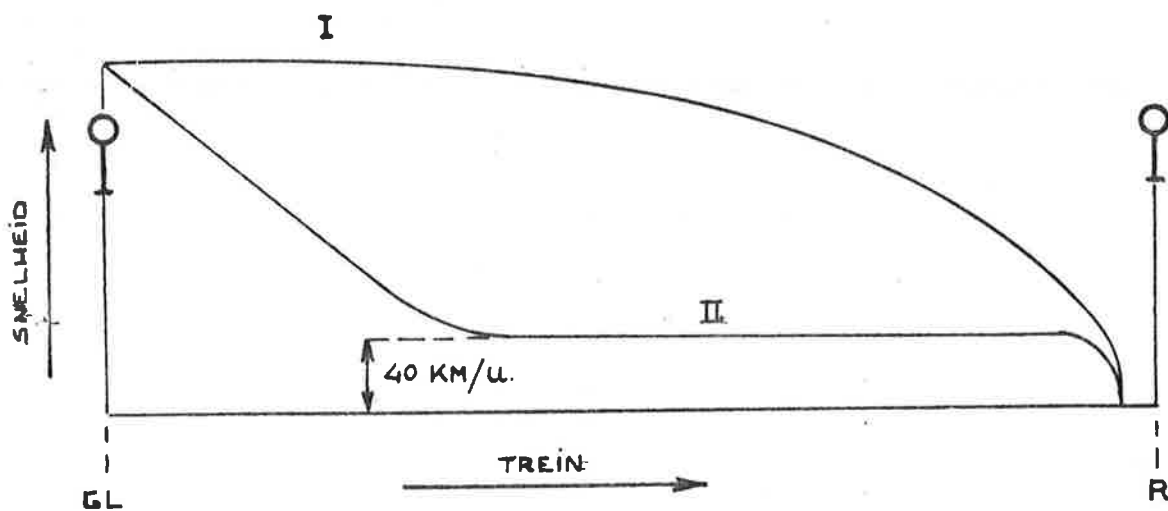


FIG. 27

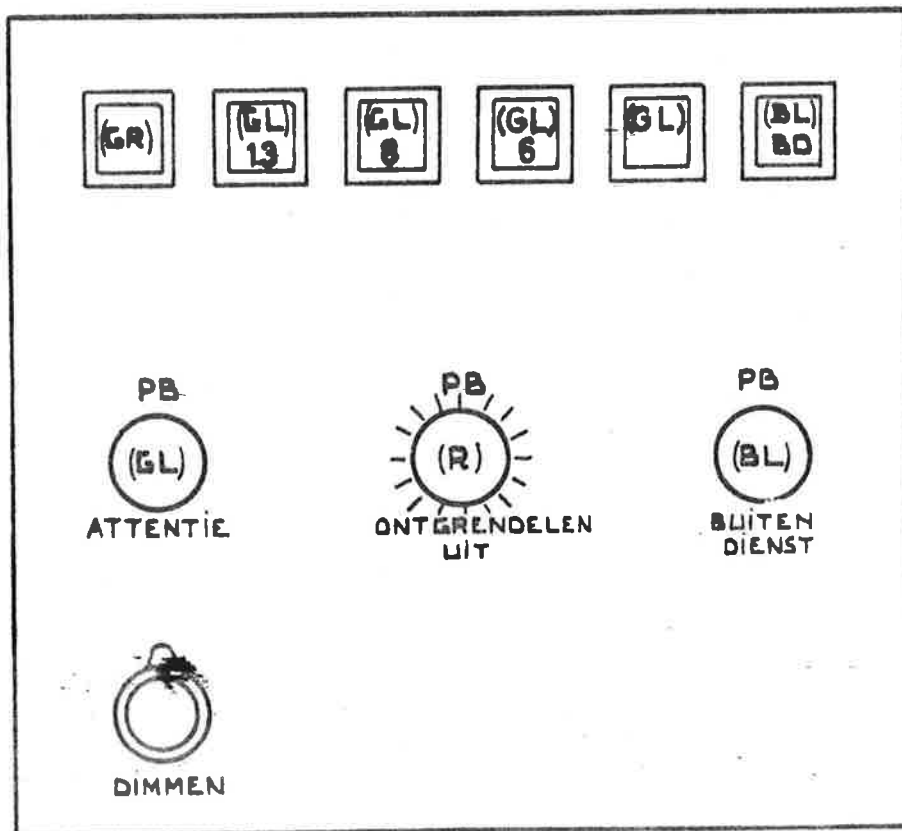
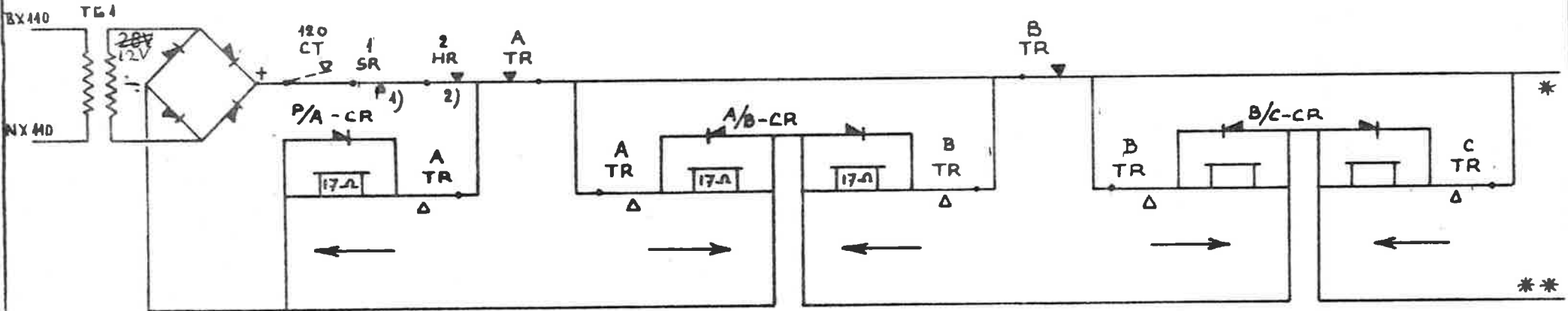
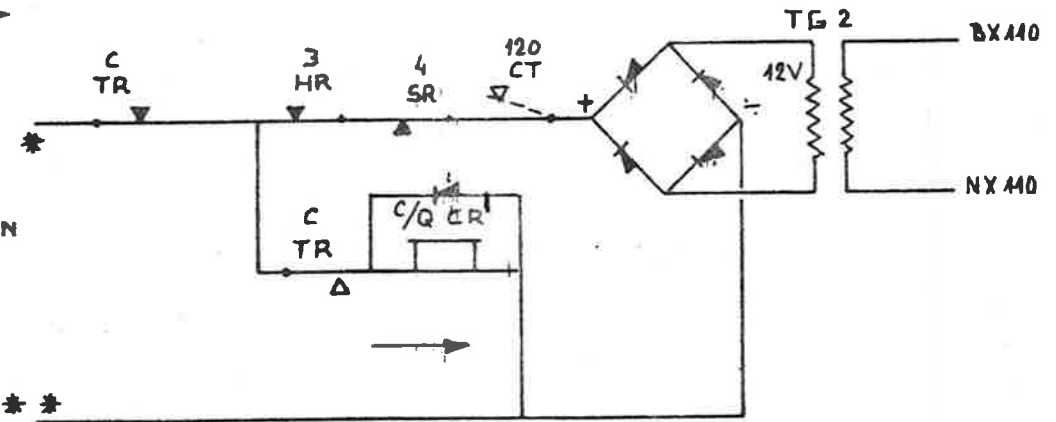


FIG. 28



- 1) OM ACHTERNA VOEDING TE VOORKOMEN BIJ TREIN NAAR →
- 2) OM VOEDING VOOR EEN VOLGENDE TREIN TE VOORKOMEN (SEIN 2 = 0000)



N.B. DE PŪLEN ONDER DE RELAISSPOELEN GEVEN DE TREINRICHTING AAN WAARBIJ ZE DE CODERING VERZORGEN
 TG1 VERZORGT DE CR-VOEDING BIJ TREINEN VAN 4 NAAR 2 EN TG2 BIJ TREINEN VAN 1 NAAR 3

CURSUS ATB

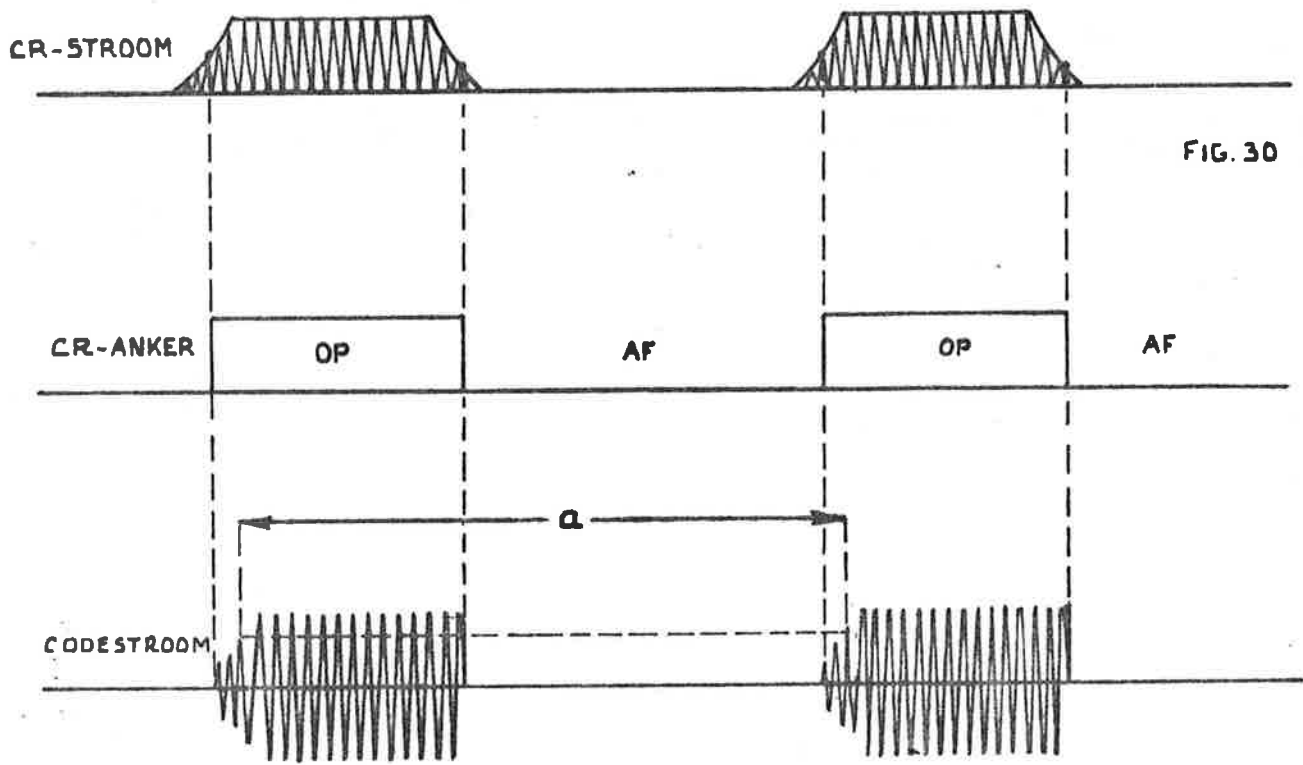
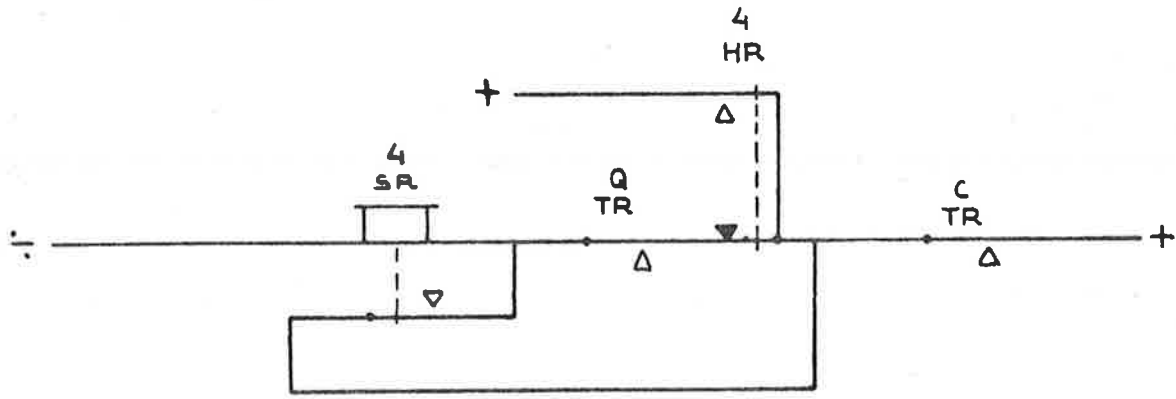


FIG. 30

FIG. 32

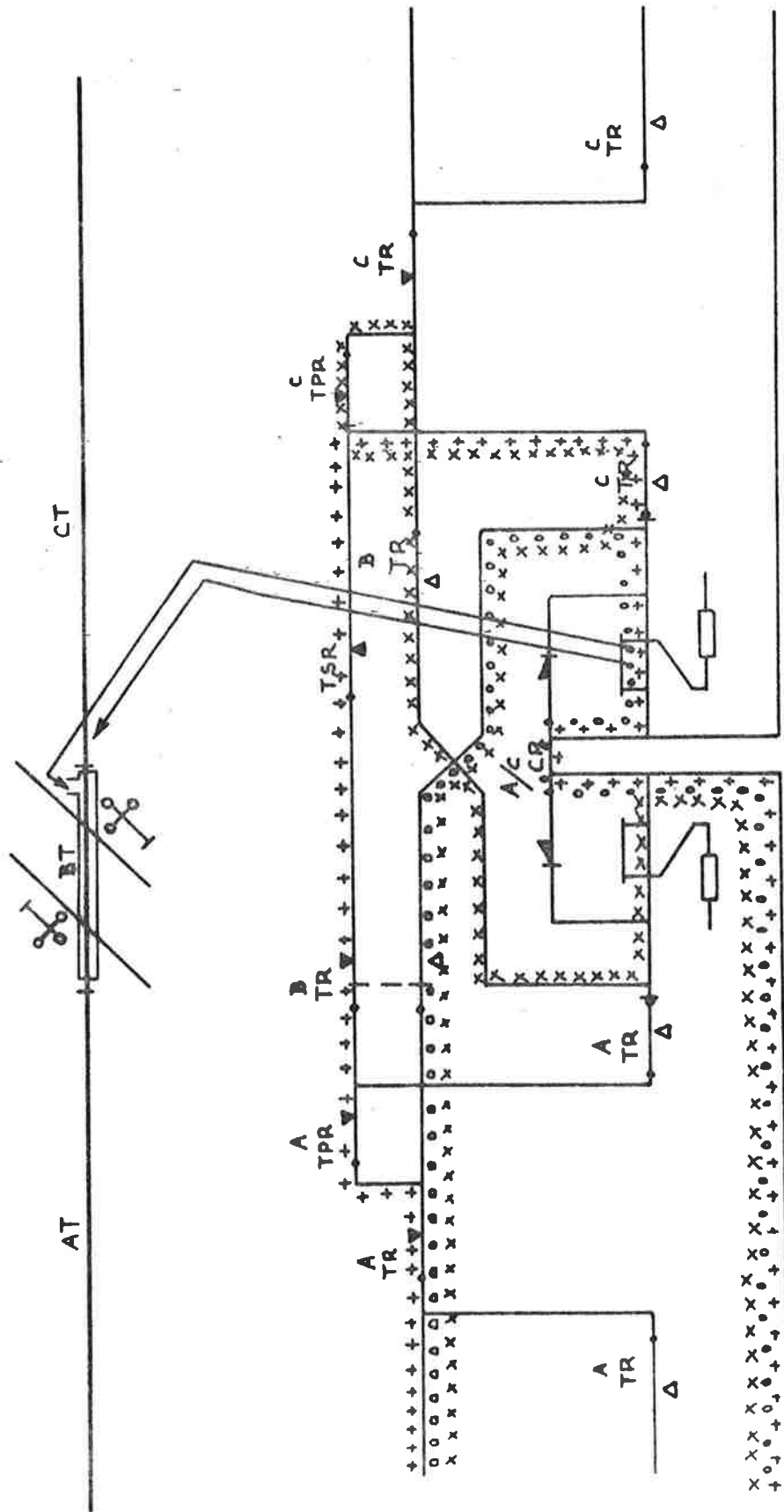


FIG. 33

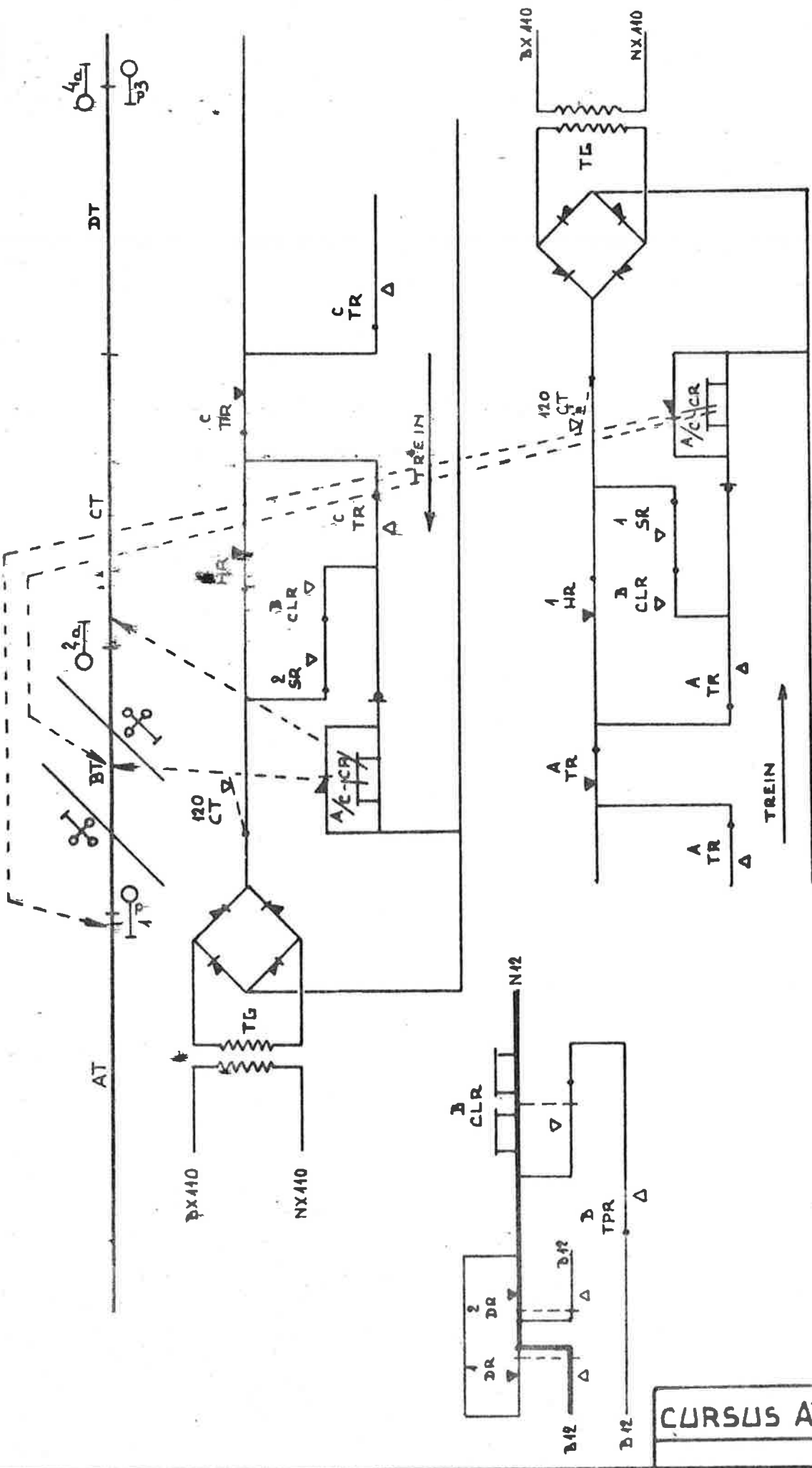
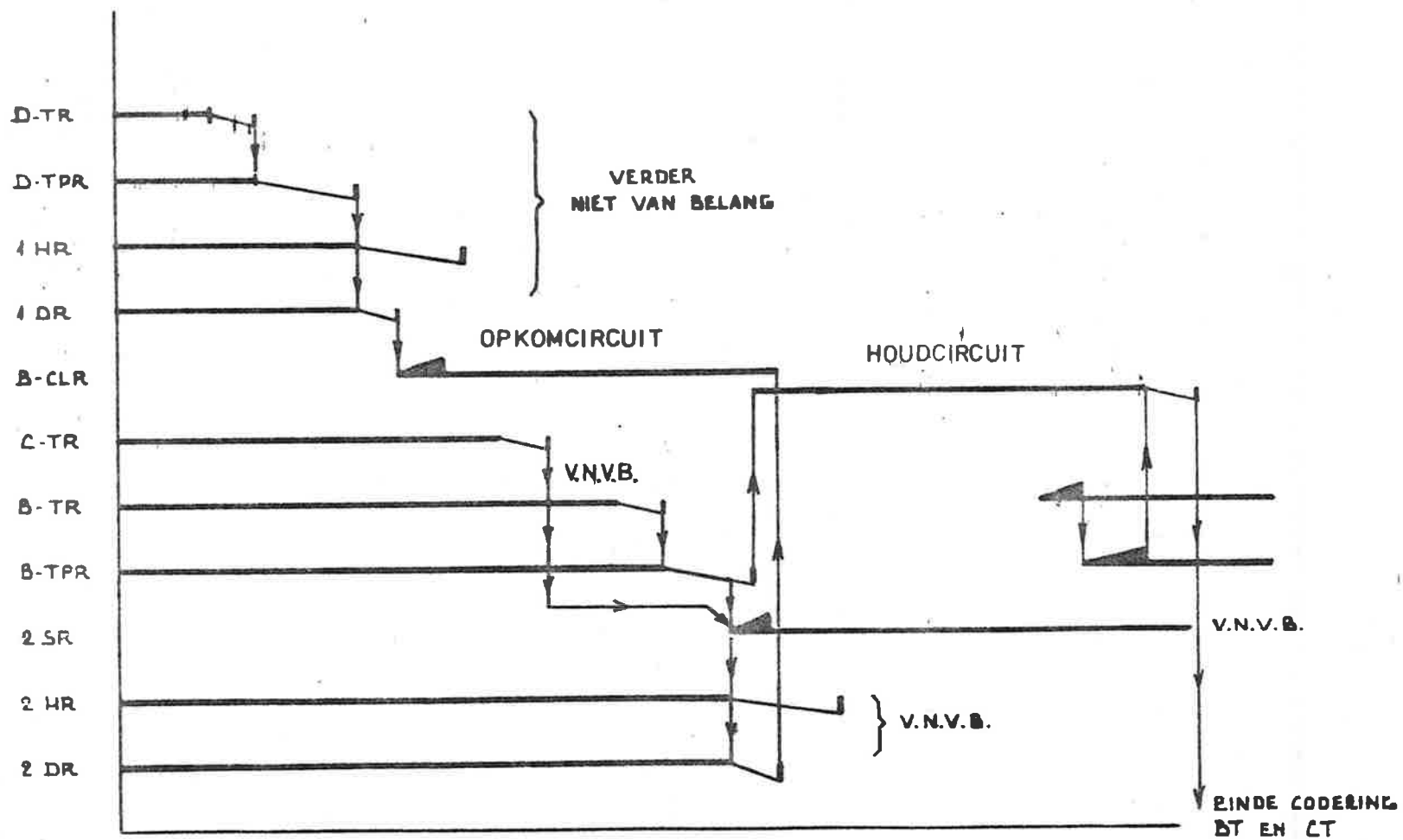


FIG. 34



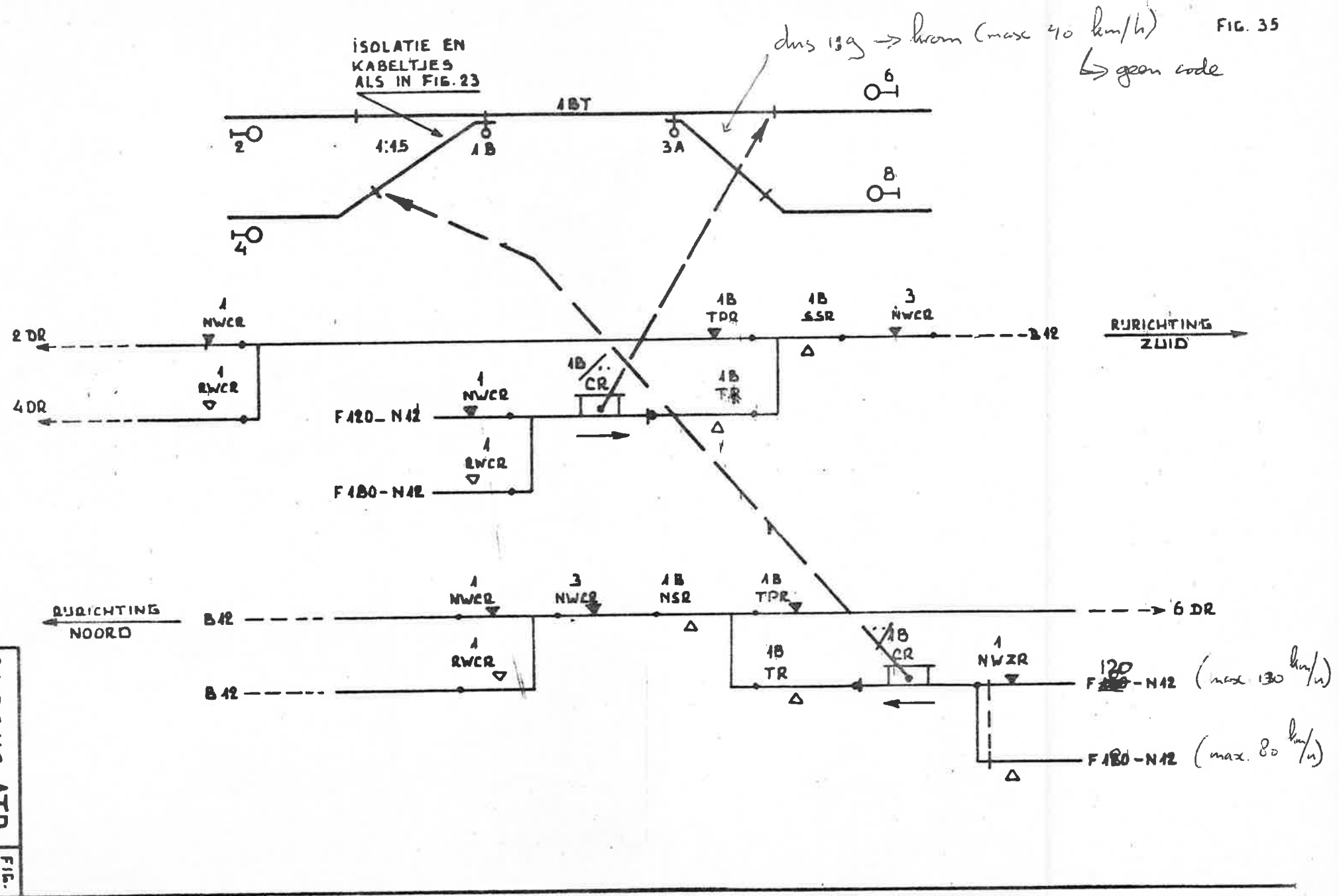
CURSUS ATB

FIG. 34

FIG. 35

*duis 13g → brom (max 40 km/h)
↳ geen code*

ISOLATIE EN
KABELTJES
ALS IN FIG. 23



CURSUS ATB

FIG. 35