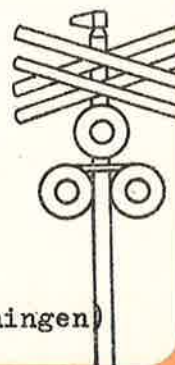


Nederlandse  
Spoorwegen



aki

AUTOMATISCHE  
KNIPPERLICHT-  
INSTALLATIE



E.s. 19 B. (tekeningen)

Dienst van Personeelzaken  
6e afdeling

**Opleiding en Vorming**

Tekeningen behorende bij de Aki beschrijving.

Fig.1

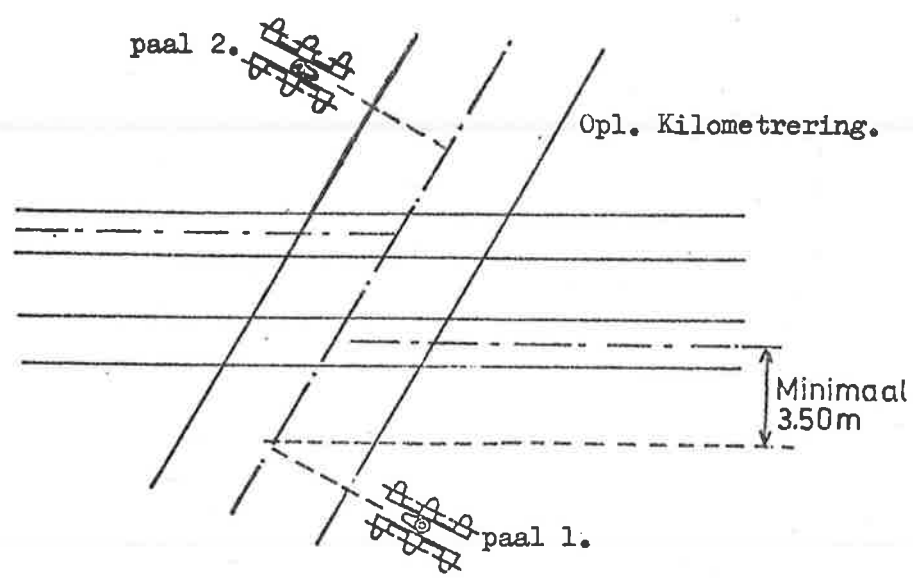


Fig.2

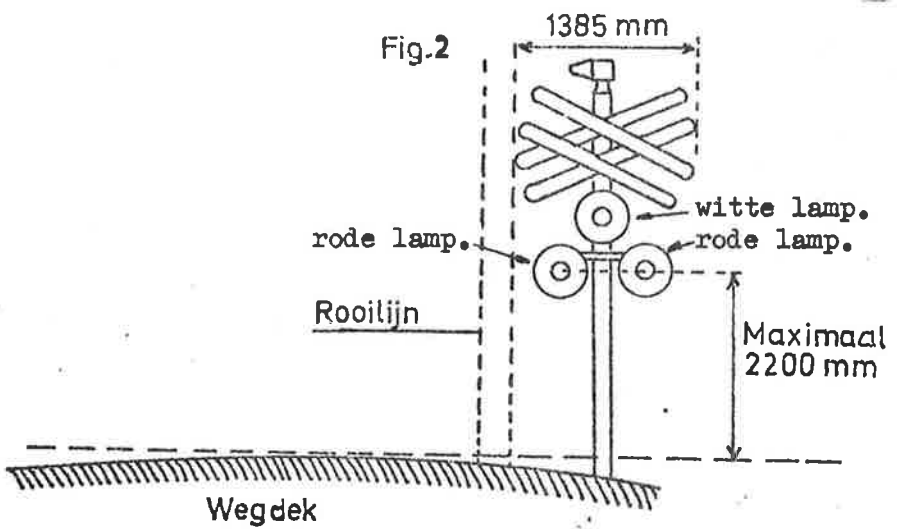


Fig.3

Trein in akd.	Geen trein in akd.
rode lampen.	witte lampen.

Rijrichting West.

Rijrichting Oost.

Fig. 4.

Dubbelspoor zonder linkerspoorbev.

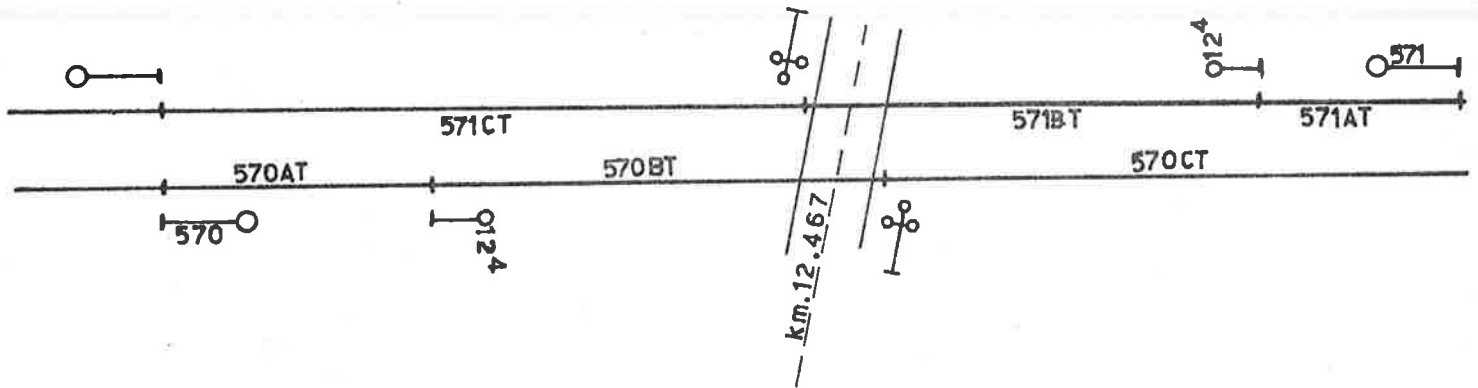


Fig. 5.

Dubbelspoor met linkerspoorbev.

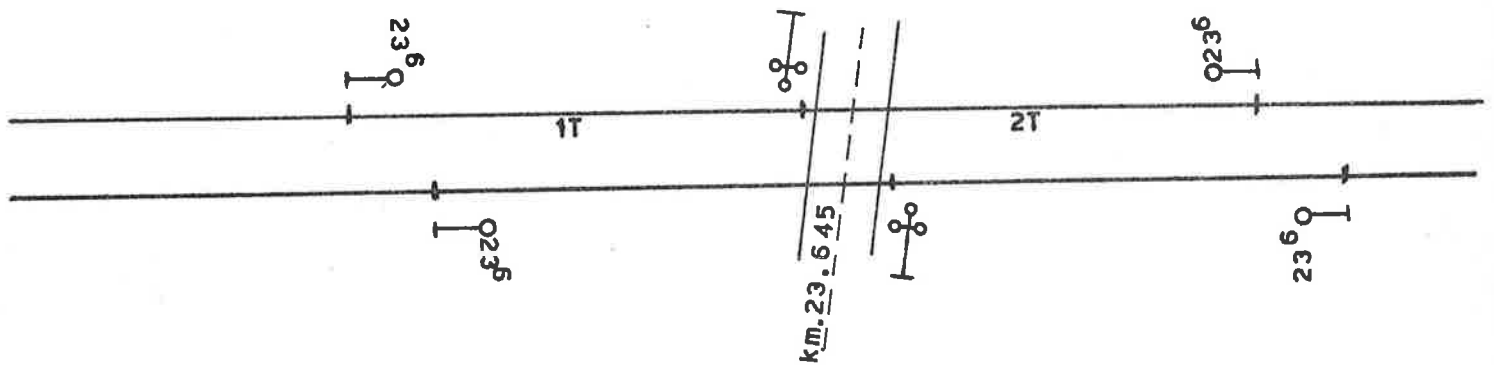


Fig. 6.

Enkelspoorbeveiliging.

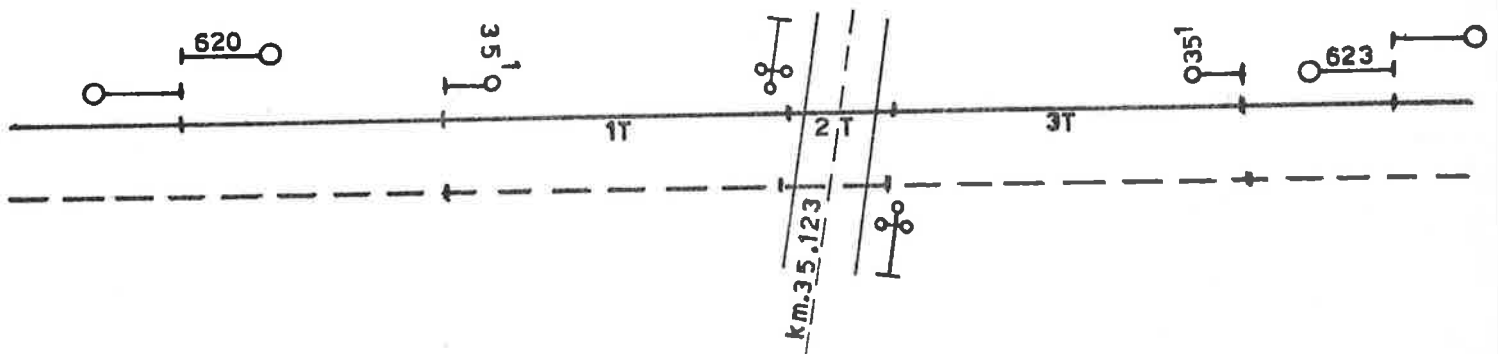


Fig. 6a.

Overlappende aankondigingen.

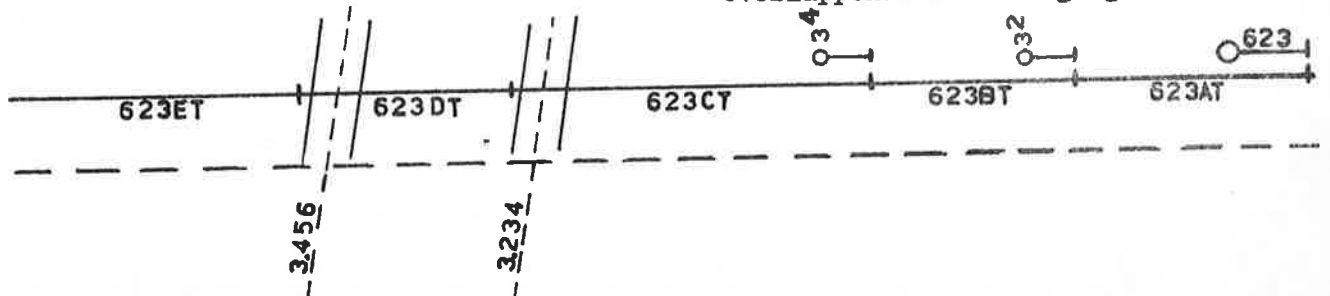


Fig. 7.

Rijrichting West.

Rijrichting Oost.

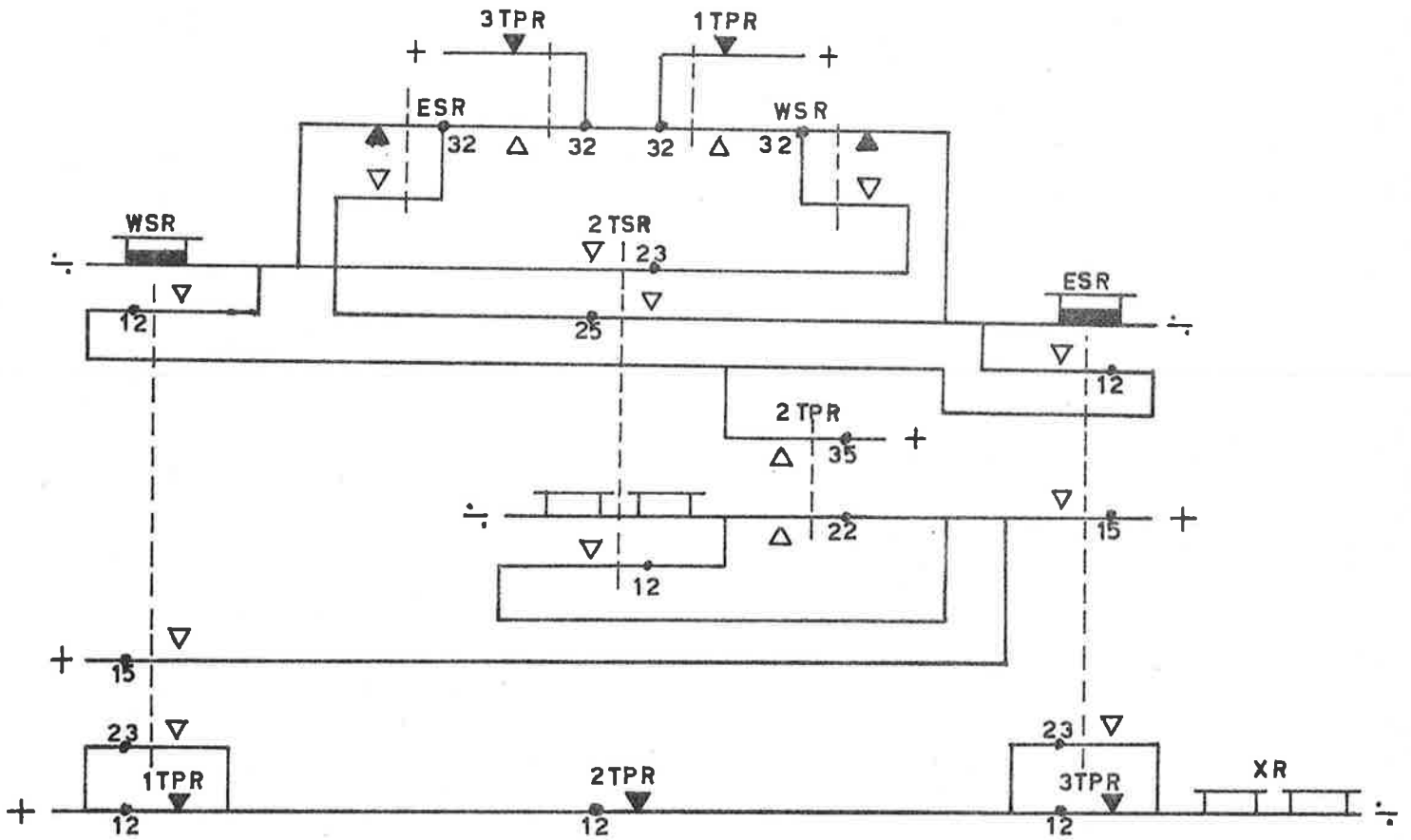
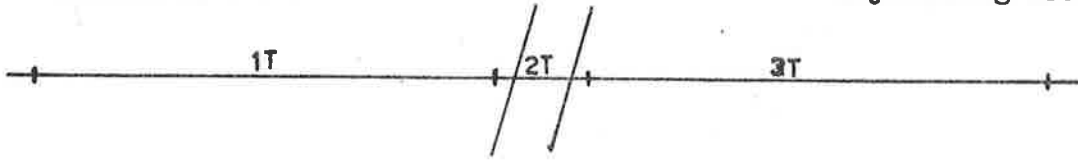


Fig. 8.

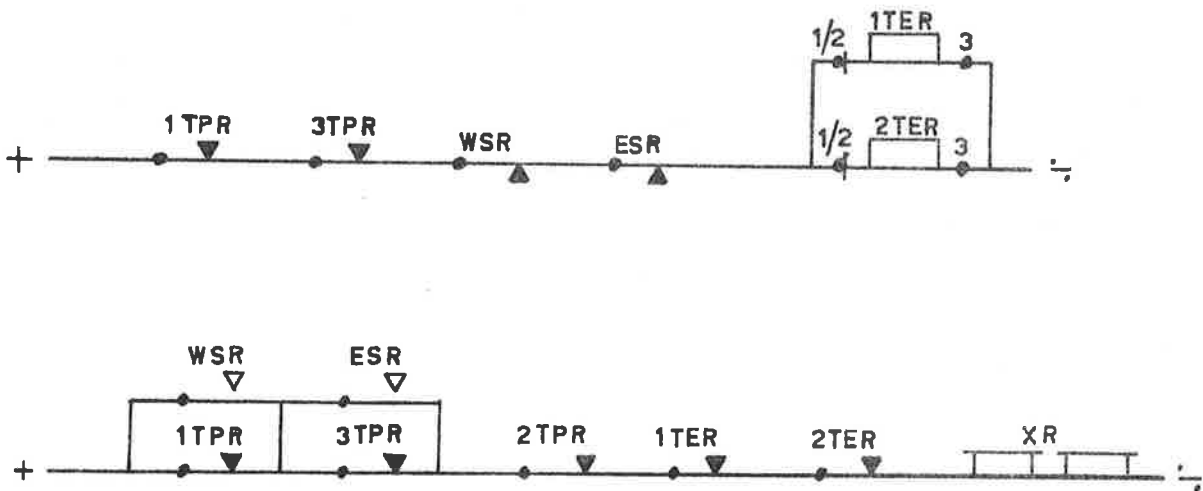


Fig. 9.

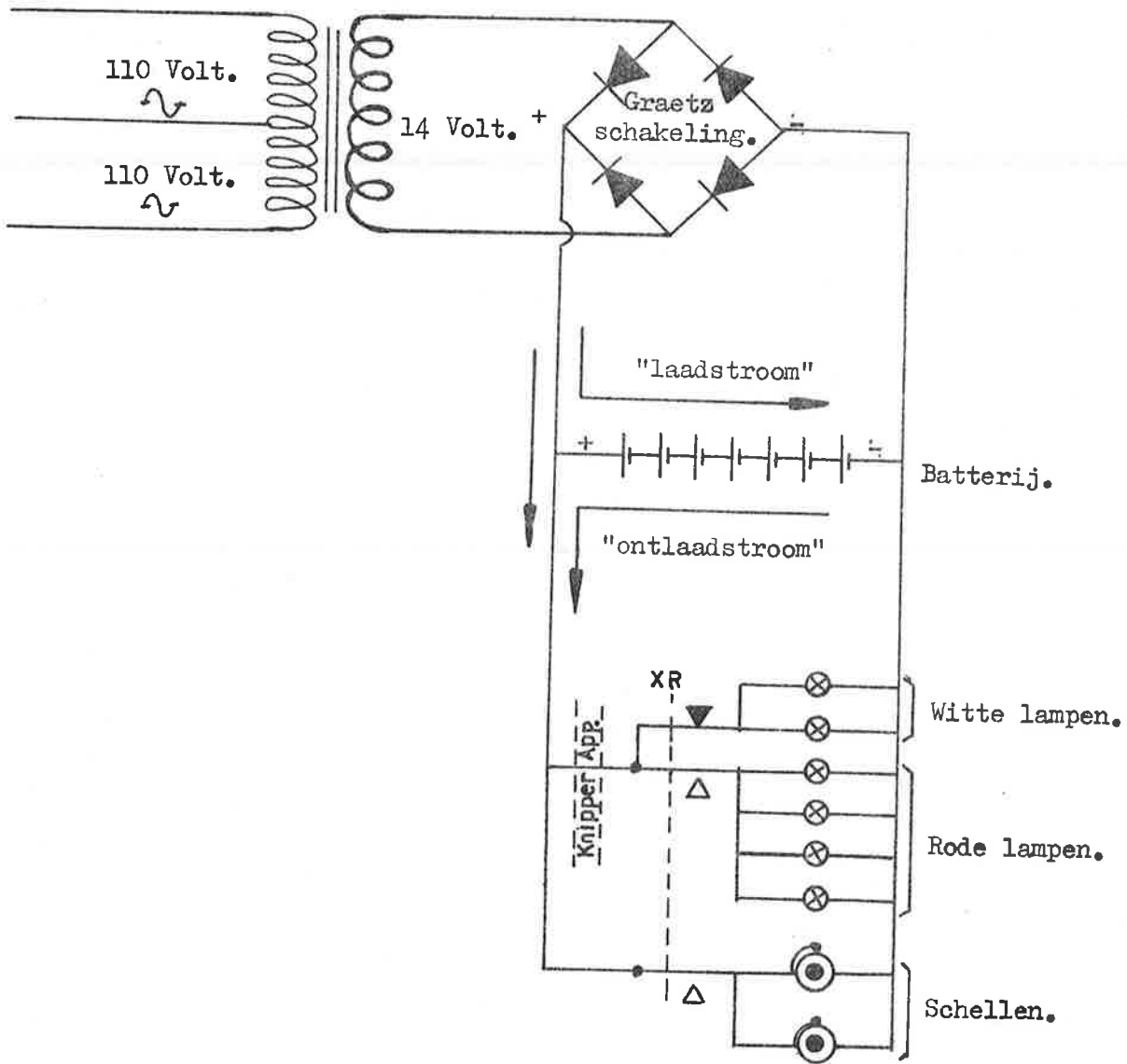


Fig.10.

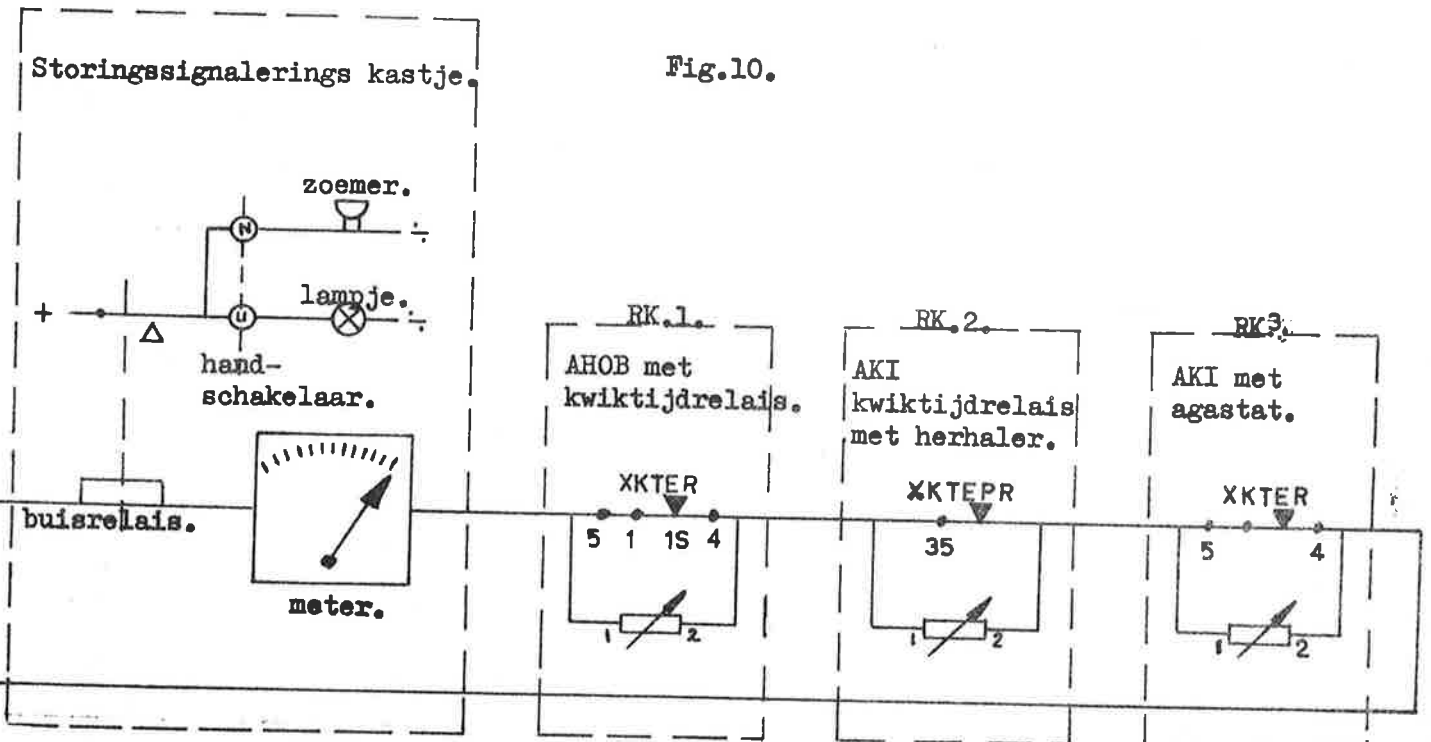


Fig.13.

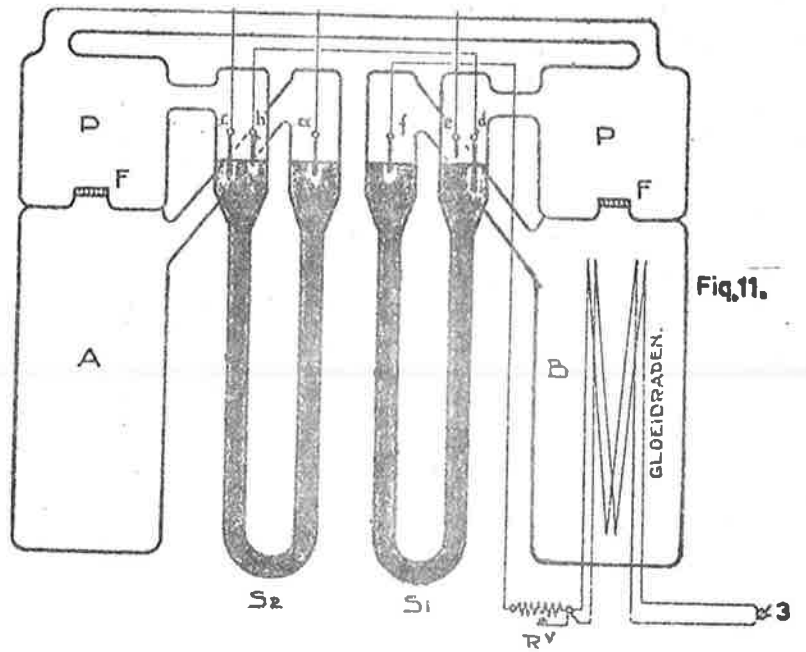
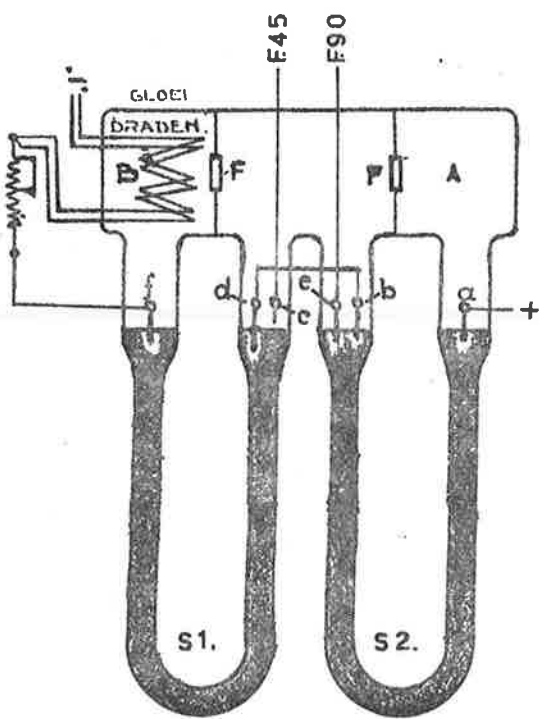


Fig.11.

Fig.14.

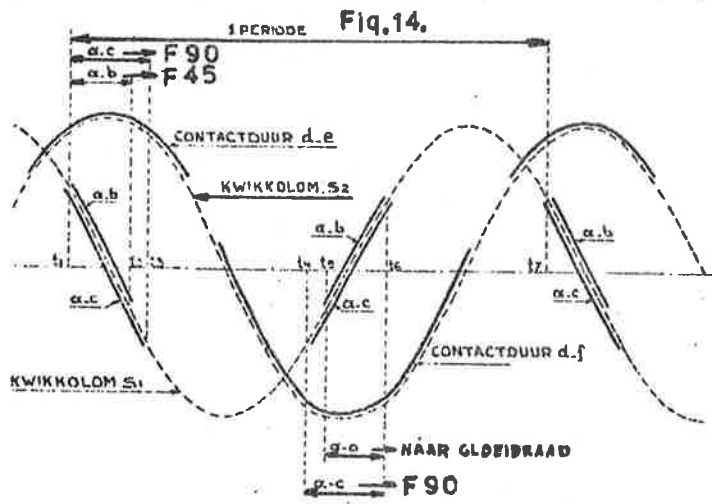


Fig.15.



Fig.12<sup>a</sup>,  
MIDDENSTAND

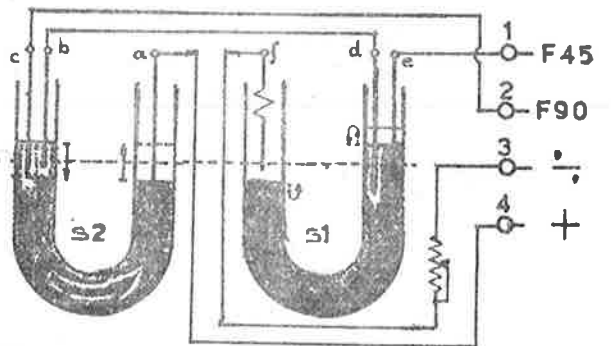


Fig.12<sup>b</sup>,  
MIDDENSTAND.

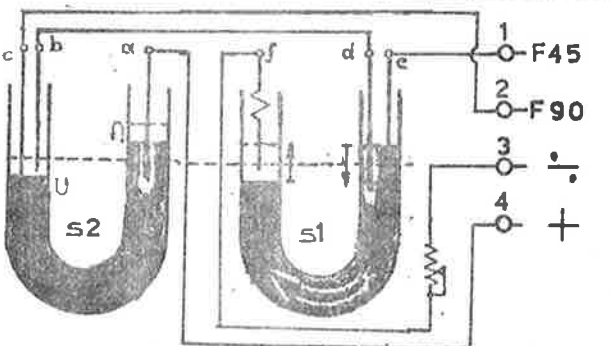


Fig.12<sup>c</sup>,  
MIDDENSTAND.

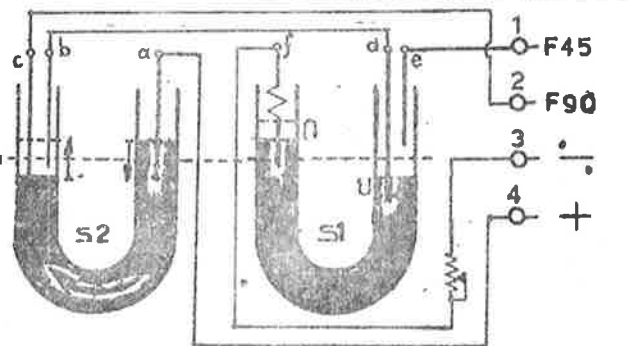


Fig.12<sup>d</sup>,  
MIDDENSTAND.

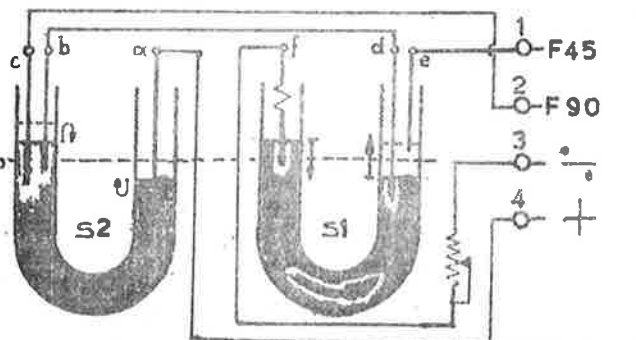


FIG.16.

VOORAANZICHT,

ZÏJAANZICHT,

ACHTERAANZICHT.  
 plastiek  
 weggenomen.

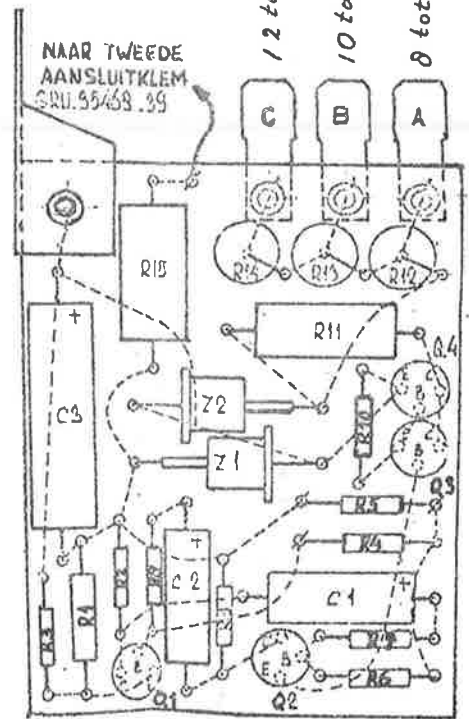
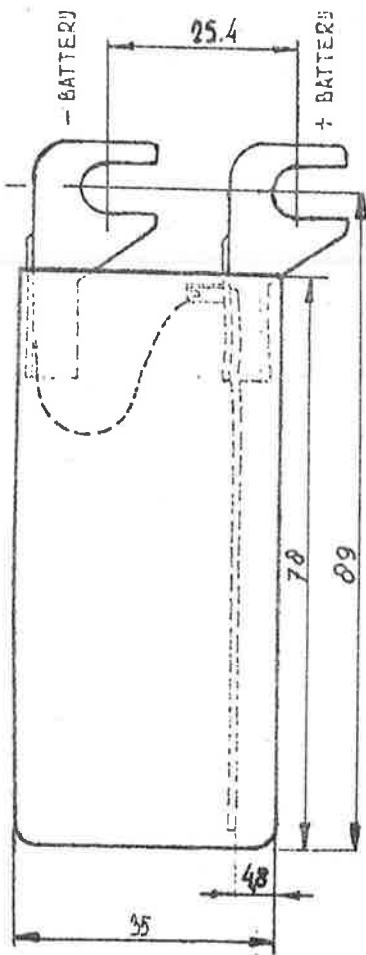
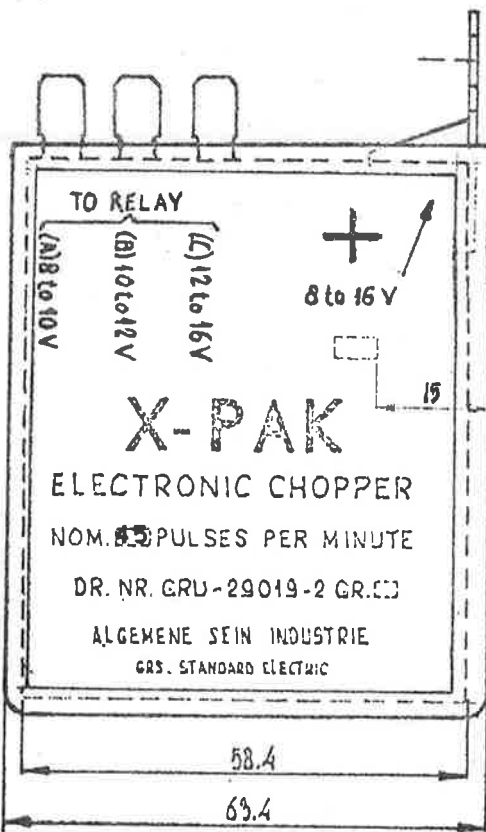
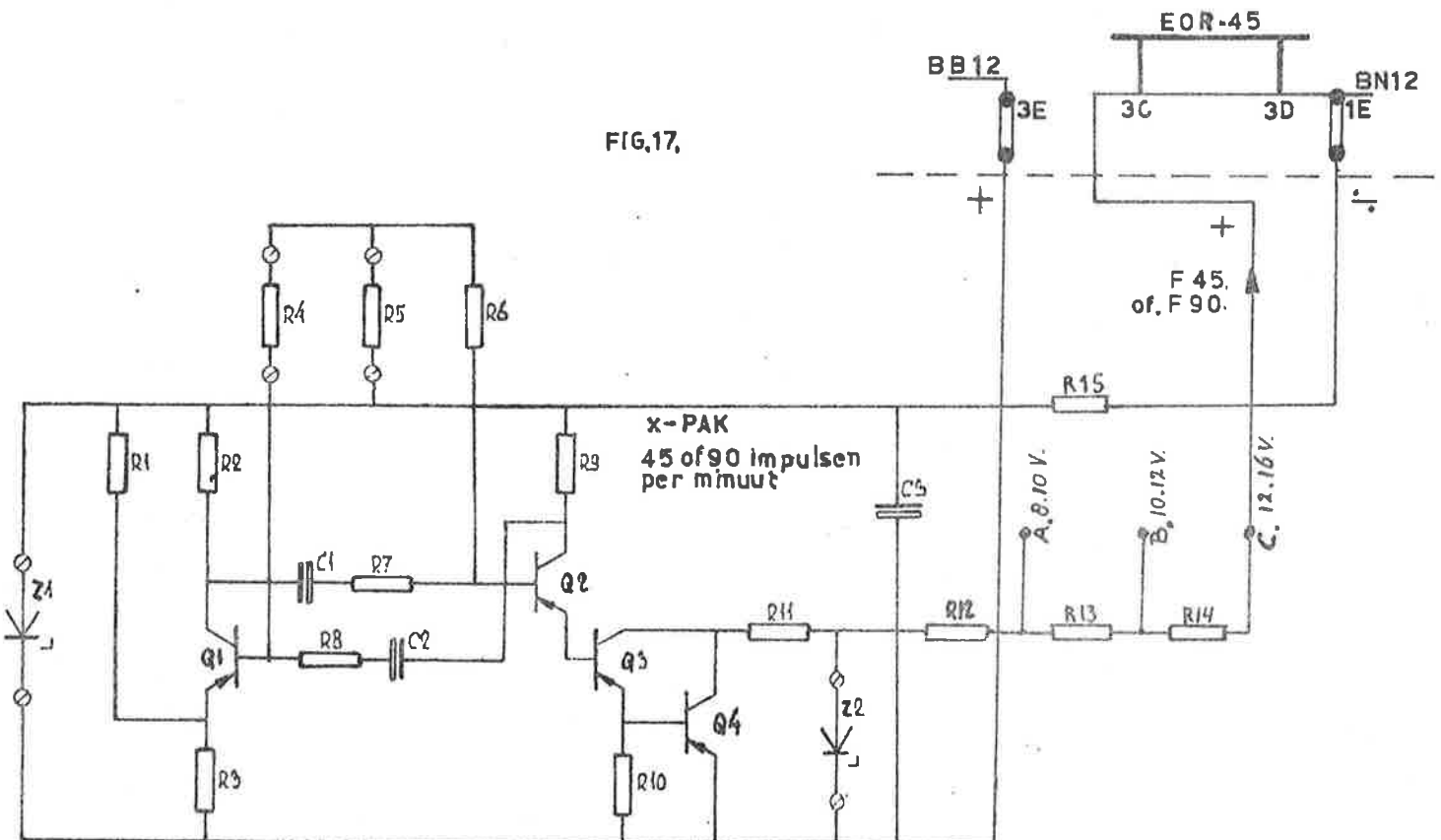


FIG.17.



Het AGASTAT tijdrelais.

Fig.18<sup>a</sup>

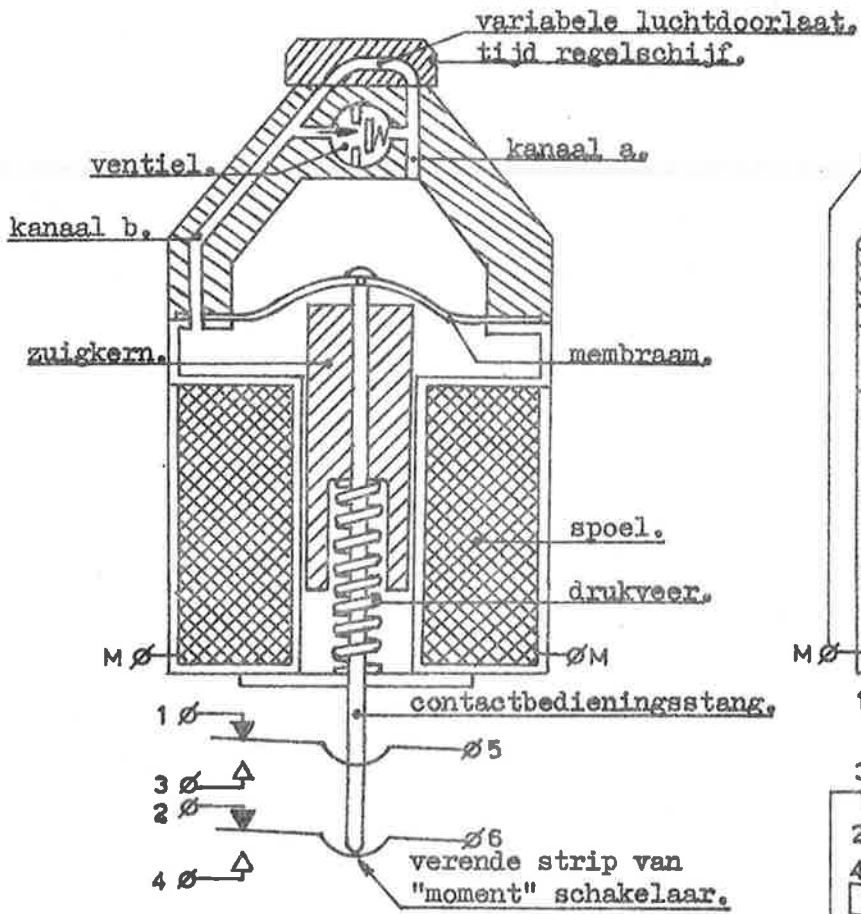
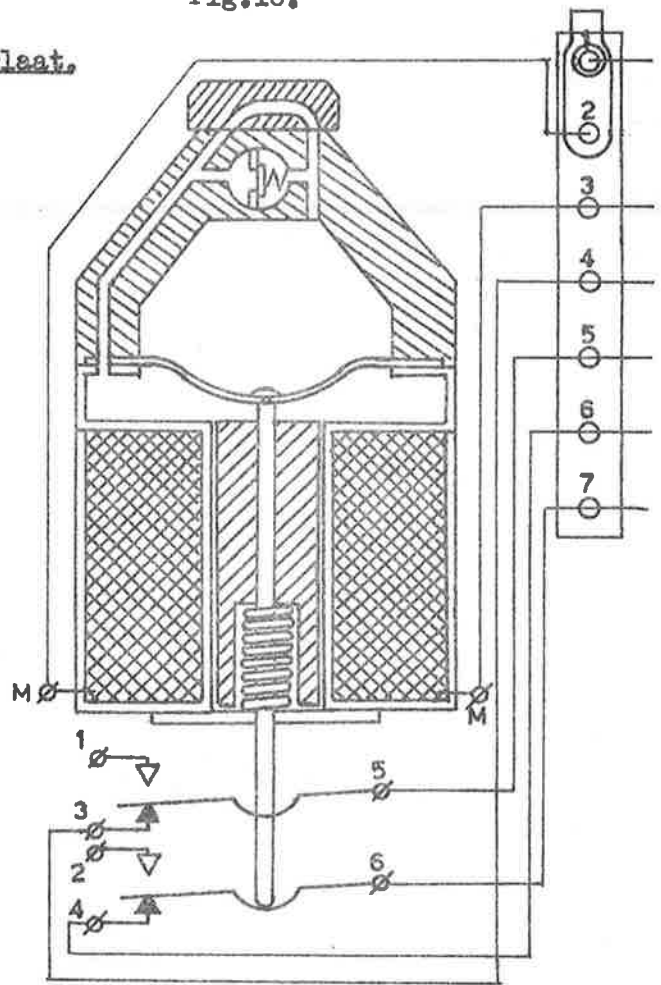


Fig.18<sup>b</sup>



Het KWIK tijdrelais.

Fig.19<sup>a</sup>

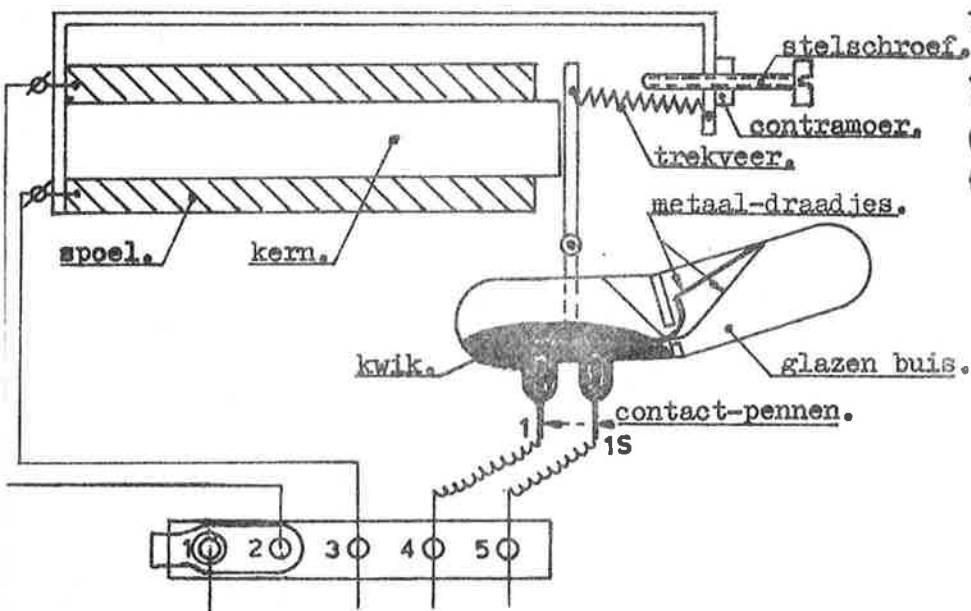
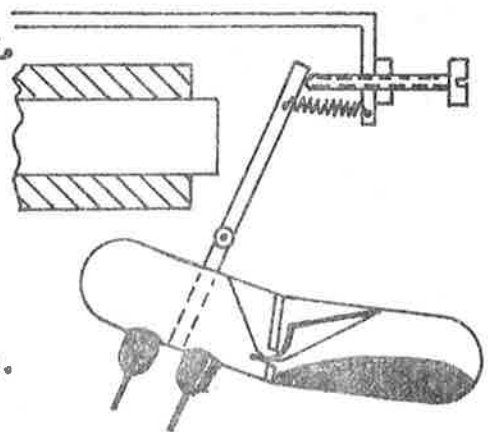
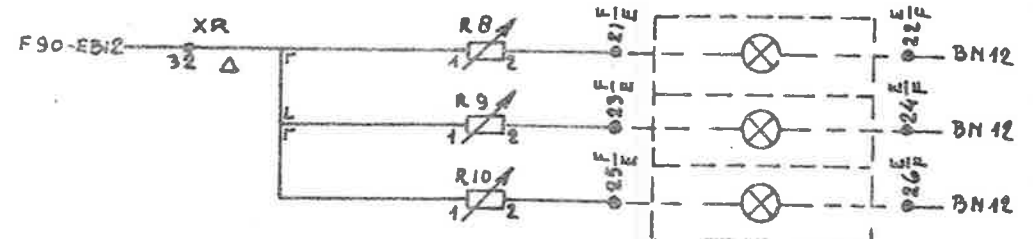
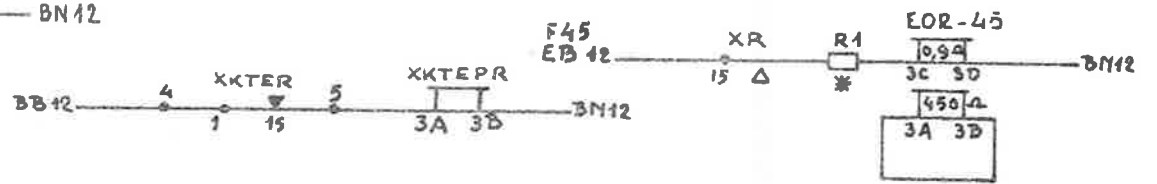
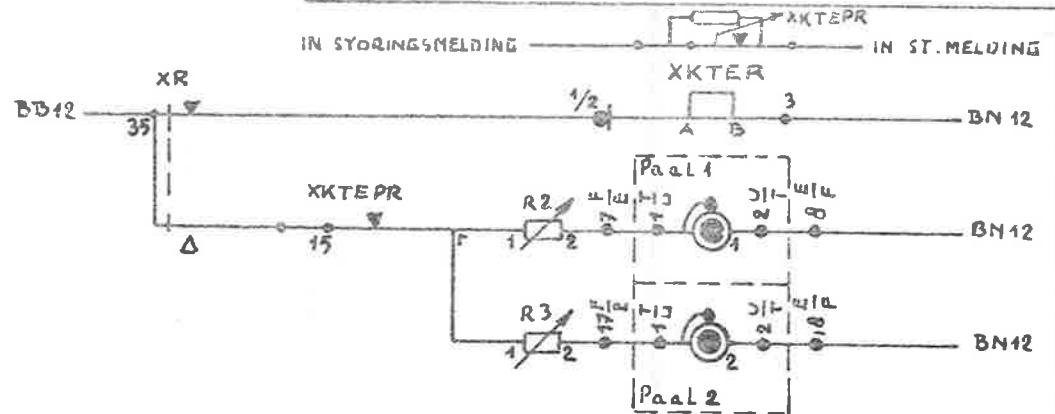
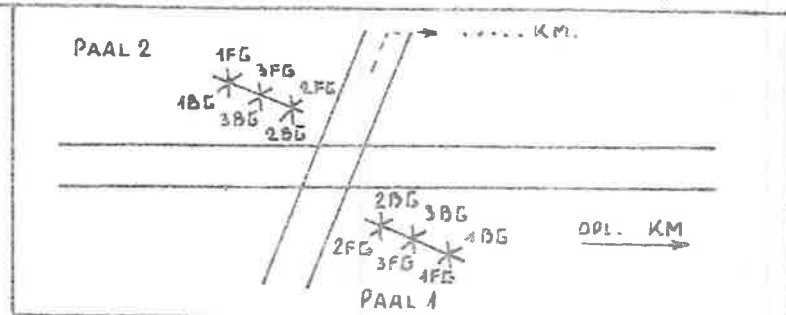
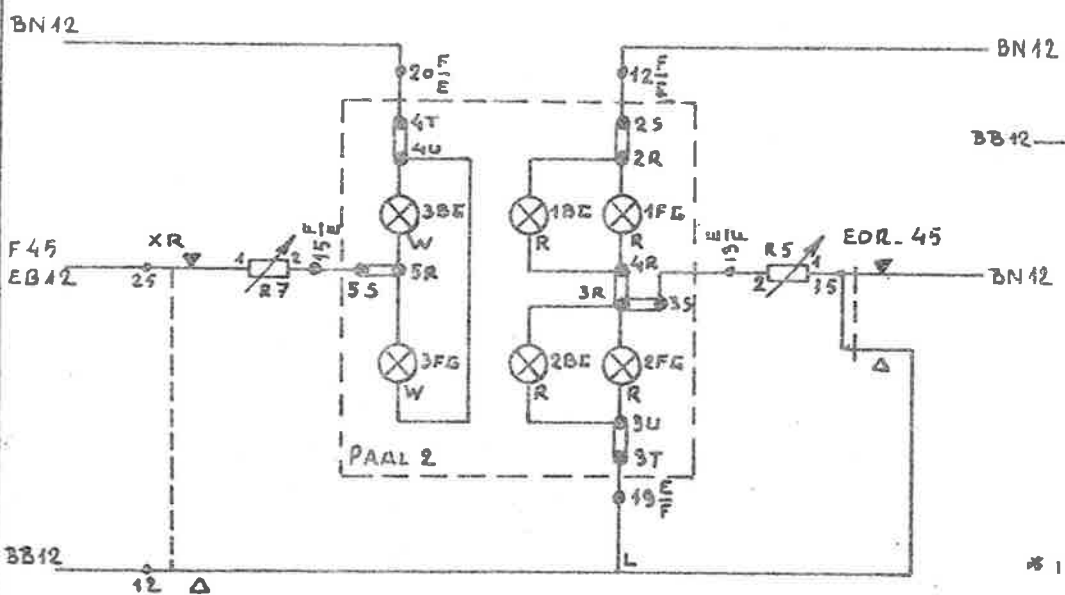
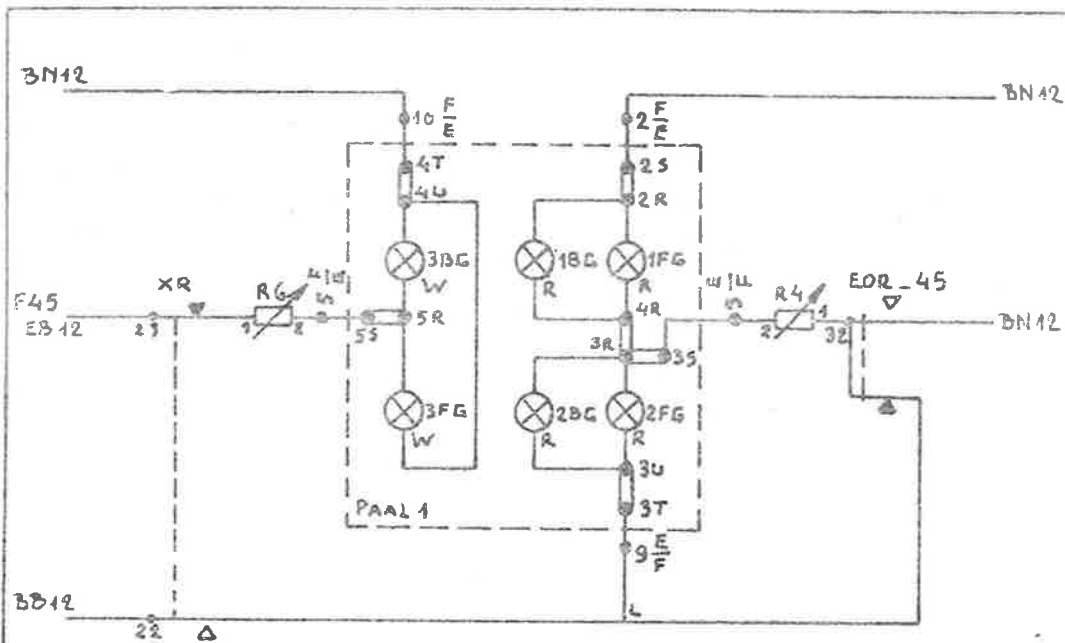


Fig.19<sup>b</sup>







\* INSTELLEN OP 12 Ω

Fig. 21.

Stroomloopschema van een z.g. geunificeerde Aki. F45 en F90 komen van het knipperapparaat. De EOR45 en XKTEPR zijn de oude LOR's.  
Lamp on relay

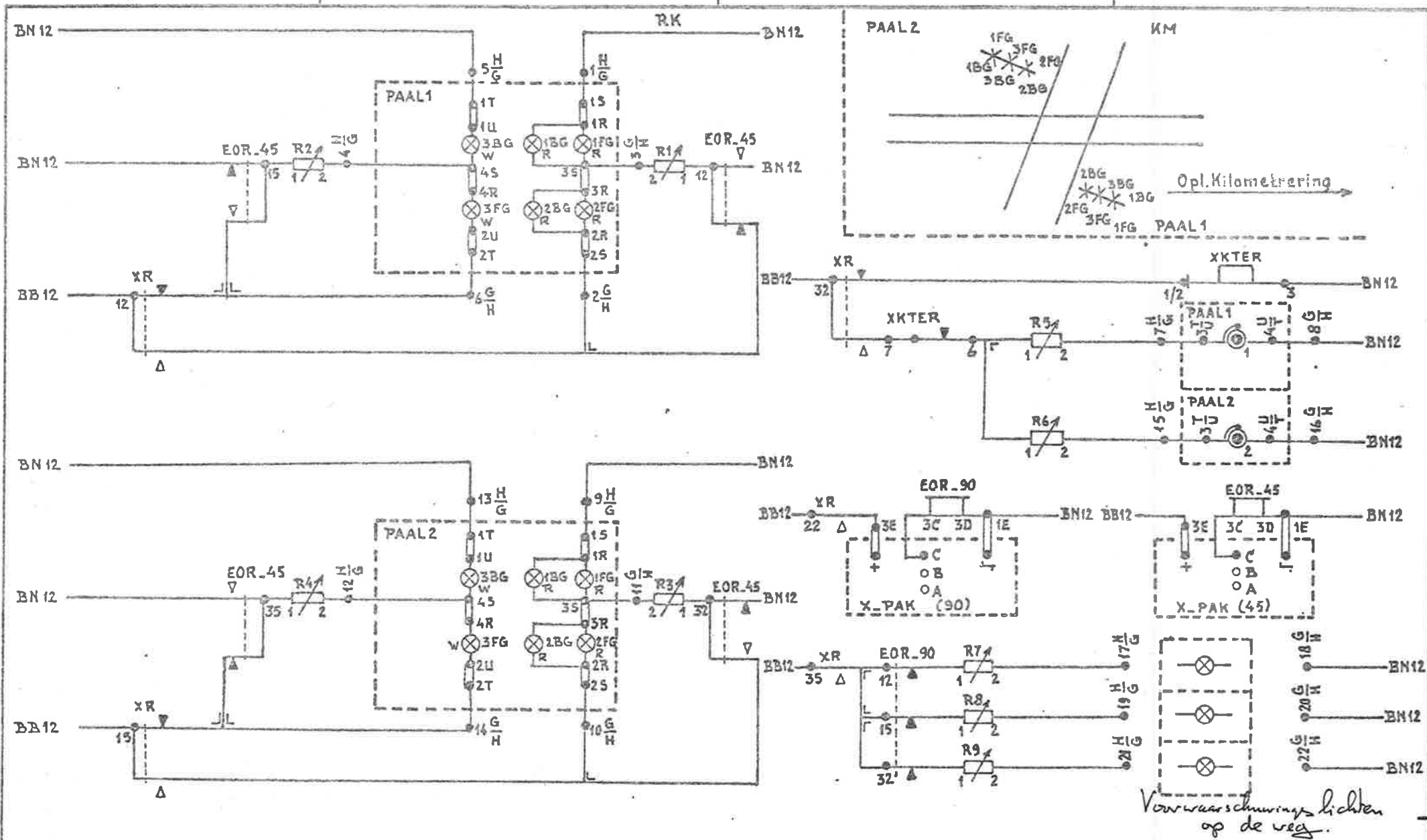
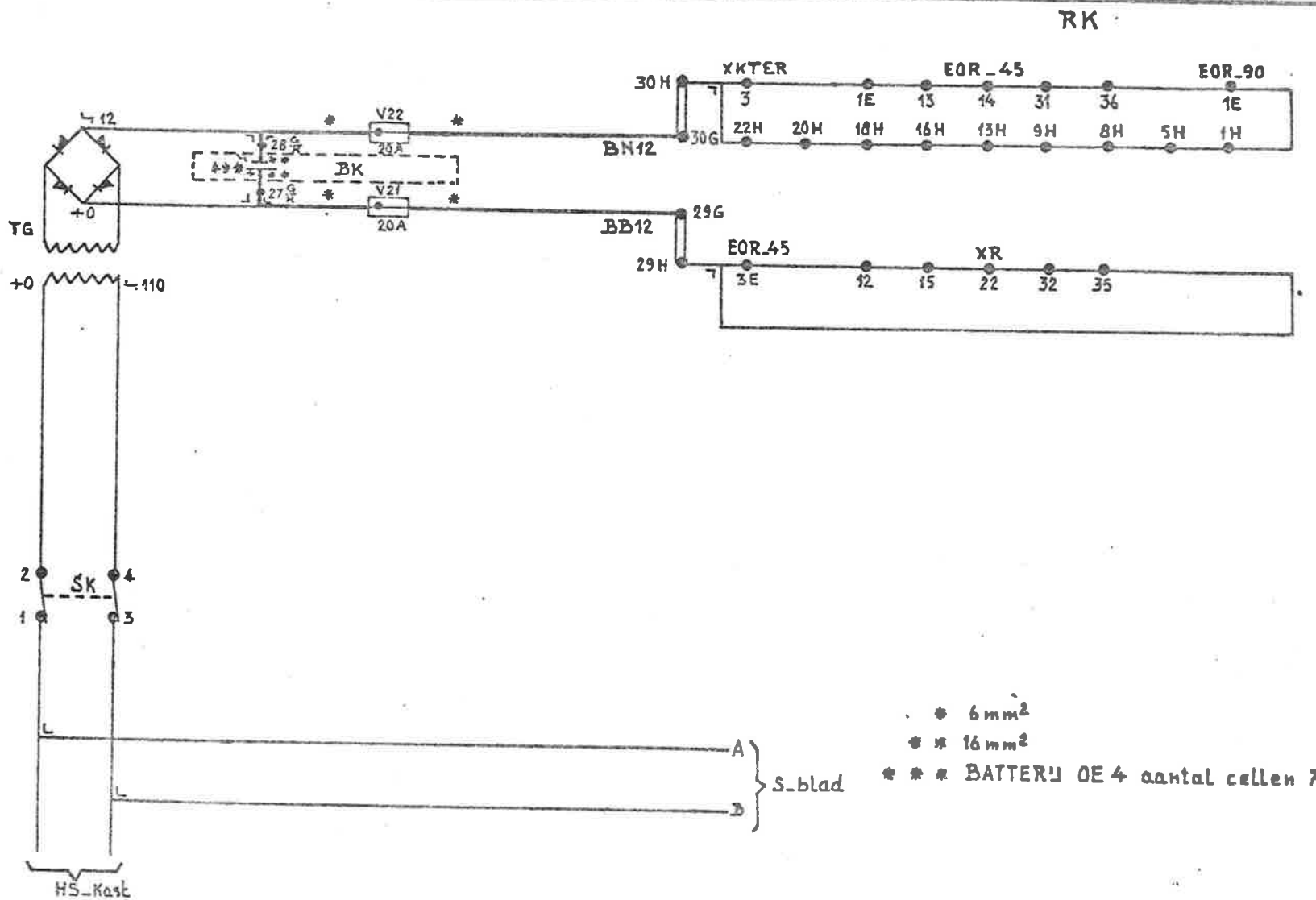


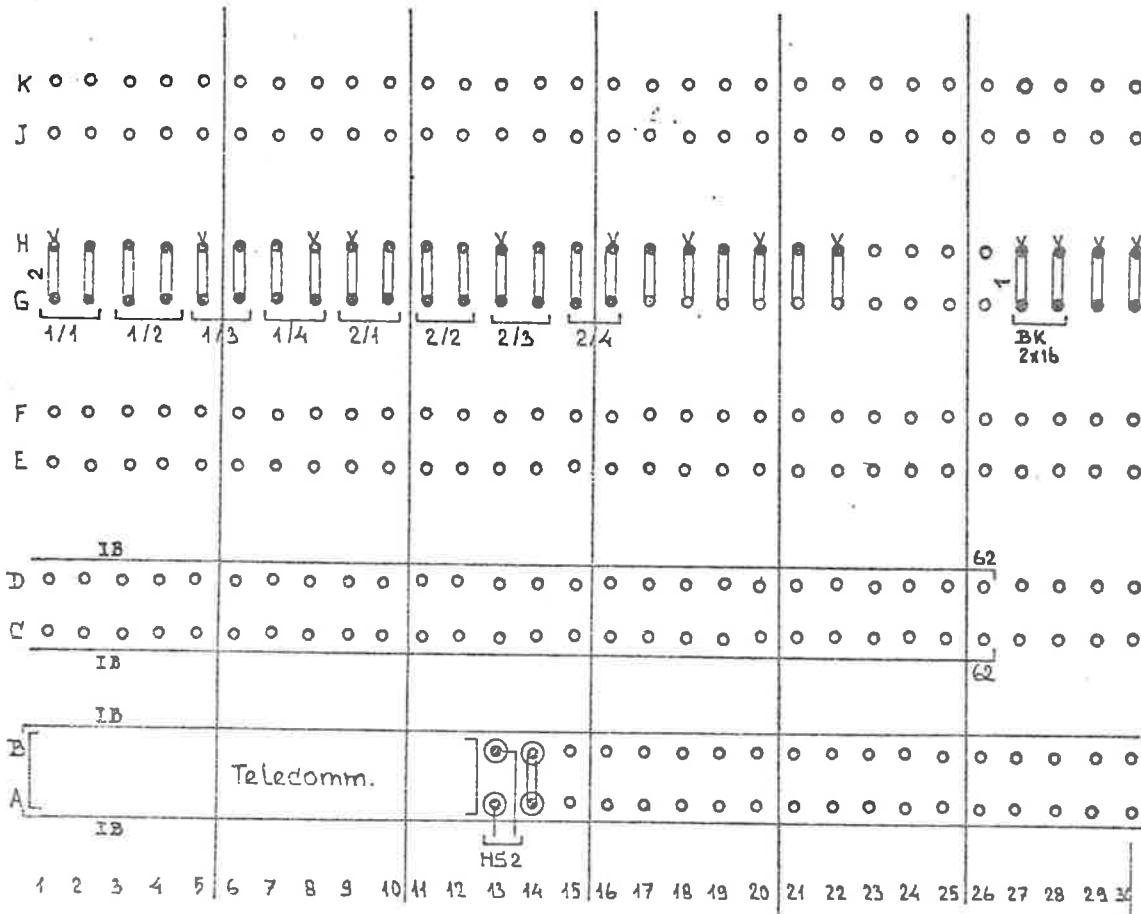
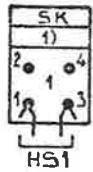
Fig.22.  
 Stroomloopschema van een Aki uitgevoerd met X-PAK.  
 Hedendaags



\* 6mm<sup>2</sup>  
 \*\* 16mm<sup>2</sup>  
 \*\*\* BATTERIJ OE 4 aantal cellen 7

Fig.23.  
 Stroomloopschema van het voedingscircuit.  
 Tevens de batterij, zekeringen en de ring-  
 leidingen van de batt-spanning.





⊙ Klem met afschermdop  
 1) 42.26.710 + PW 80.150 = GRN 428.000.001

• in gebruik

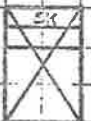
Fig.25.  
 Montage blad. Opstelling en klembezetting  
 van de kabelstroken.

RK

V:21	V:22
1)	1)
⊕1	⊕1

1	2	3	4	5	6	7	8	9	*)
1	1	1	1	1	1	1	1	1	
2	2	2	2	2	2	2	2	2	
2	2	2	2	2	2	2	2	2	

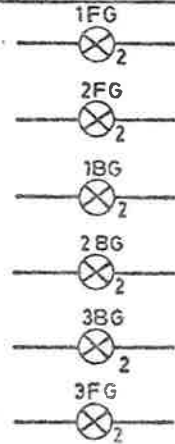
1TG
2)



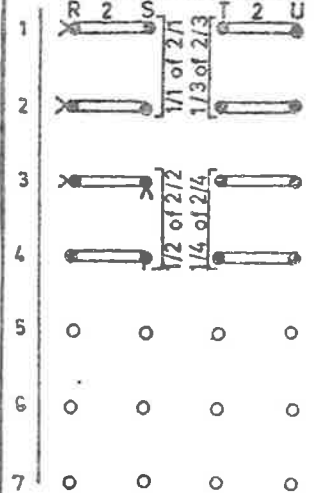
\*) Dummy (d.w.z. indien de weerstand niet nodig is wordt een tweevoudig klemmenbord geplaatst!)

- 1)  $55.919.04 + 55.907.31(20A) = GRN 149.000.0$
- 2)  $PW 45.286(50Hz) = H NA 71.6002 \text{ of } PW 45.287$
- 3)  $PW 59.010 (0.035 - 1.5 \mu) = GRS 46.450.023.001$
- 4)  $PW 59.050 (0.38 - 4 \mu) = GRS 46.450.021.001$
- 5)  $PW 59.014 (0.085 - 7 \mu) = GRS 46.450.023.003$

Aki



PAALVOET 1 EN 2

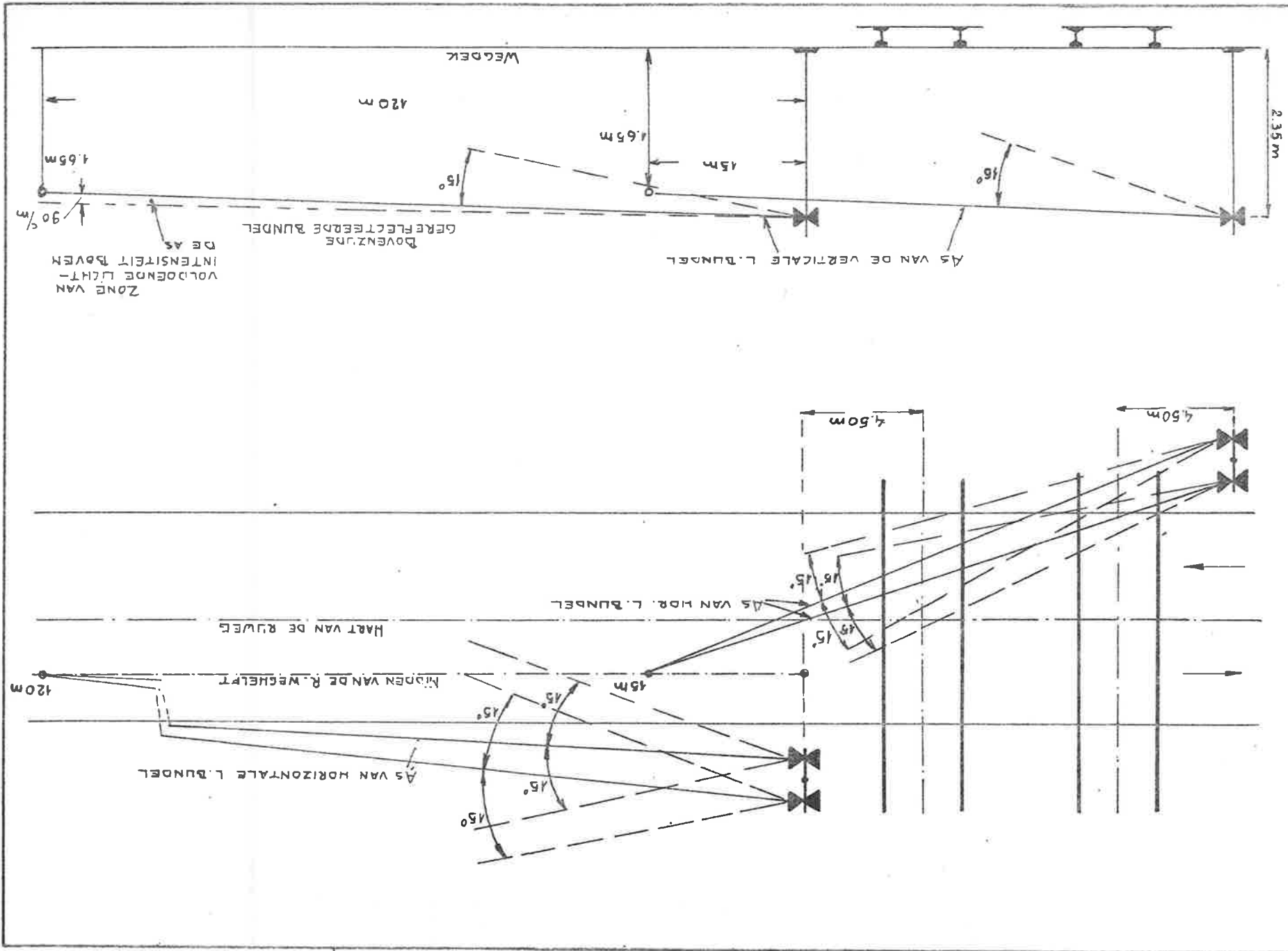


ONDERZIJDE

SCHEL+LAMPEN OP PAAL 1 EN 2

Fig.26.

Montage blad. Opstelling en klembezetting van de gelijkrichter, de weerstanden en zekeringen.  
Idem de paalvoet aansluitingen.



Instellen van de lampen bij de Aki's en Ahob's. Fig.27.

Fig.28<sup>a</sup>.

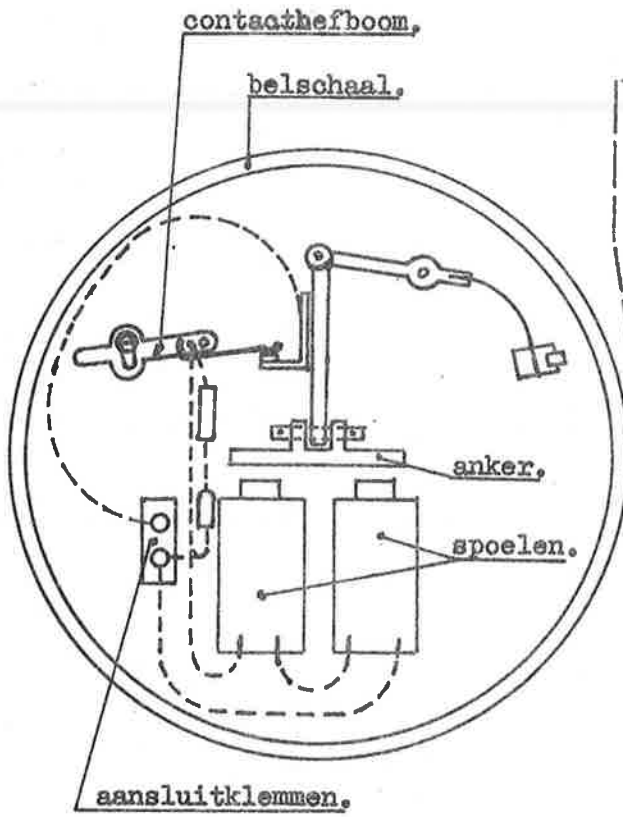


Fig.28<sup>b</sup>.

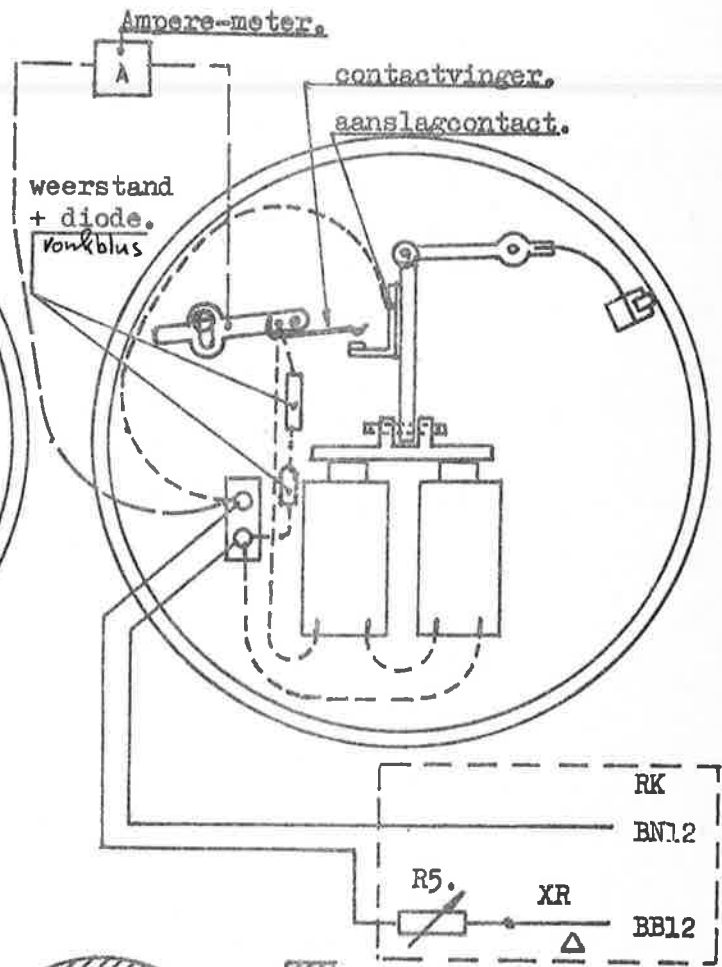


Fig.28<sup>c</sup>.

