

S. N. C. B.

N. M. B. S.



Livret HLT  
Boekje

Fascicule 12- Traction électrique  
Deel 12- Elektrische tractie

XIII

Automotrices types 1954, 1955 et 1956  
Motorrijtuigen types 1954, 1955 en 1956

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Figures  
Figuren

Direction M.A.  
Directie  
Bureau 24-23  
Section  
Sectie 8

Automotrices types 1954 - 1955 et 1956  
Motorrijtuigen types 1954 - 1955 en 1956

Liste des figures.

Lijst der figuren.

Fig. 1 à 40  
" 1 tot 40.

Planches J-001-1 à J-001-8  
Schema's " tot "

Courbes caractéristiques: J-54-0 - 427  
Kenmerkende curven: J-56-0

J-54-0 - 431  
J-56-0

J-55-R - 426  
J-55-R - 428

Schémas: J-54-0  
Schema's: J-55-R - 001  
J-56-0

J-54-0  
J-55-R - 251  
J-56-0

J-54-0  
J-55-R - 252  
J-56-0

J-54-0  
J-55-R - 253  
J-56-0

J-54-0  
J-55-R - 469  
J-56-0



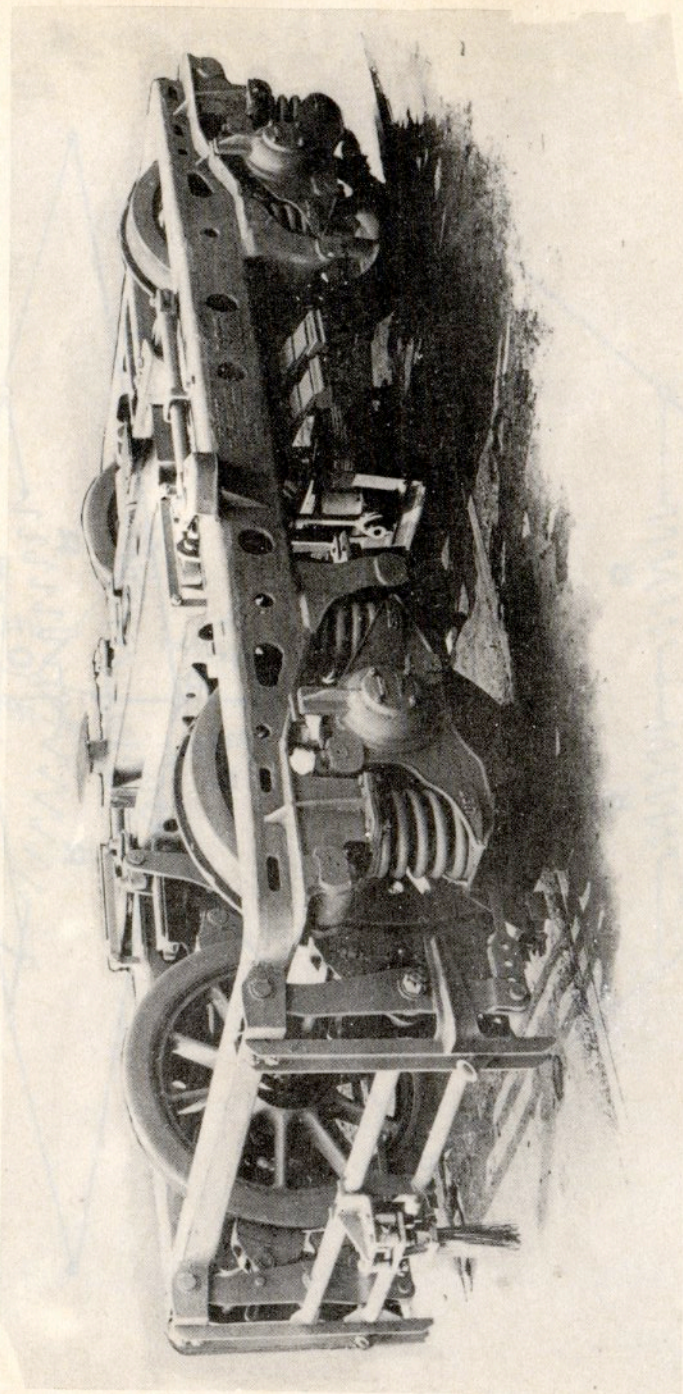


Fig.1

fil de contact  
contactdraad

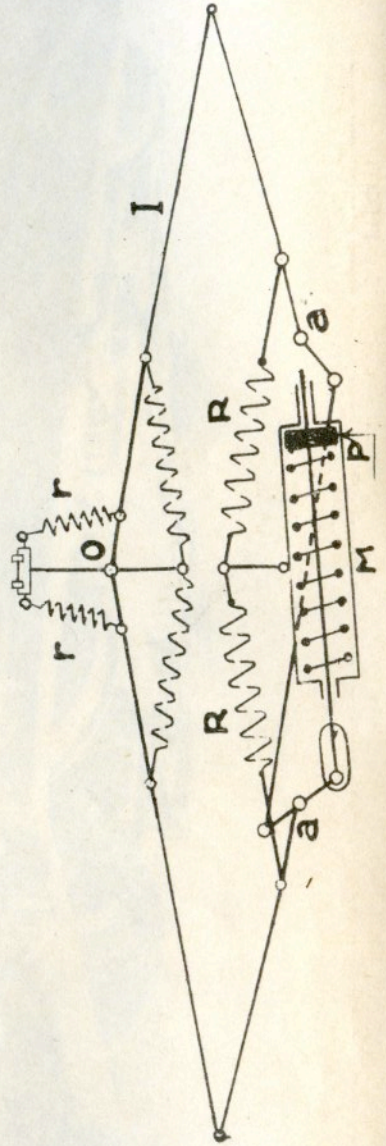


Fig.2

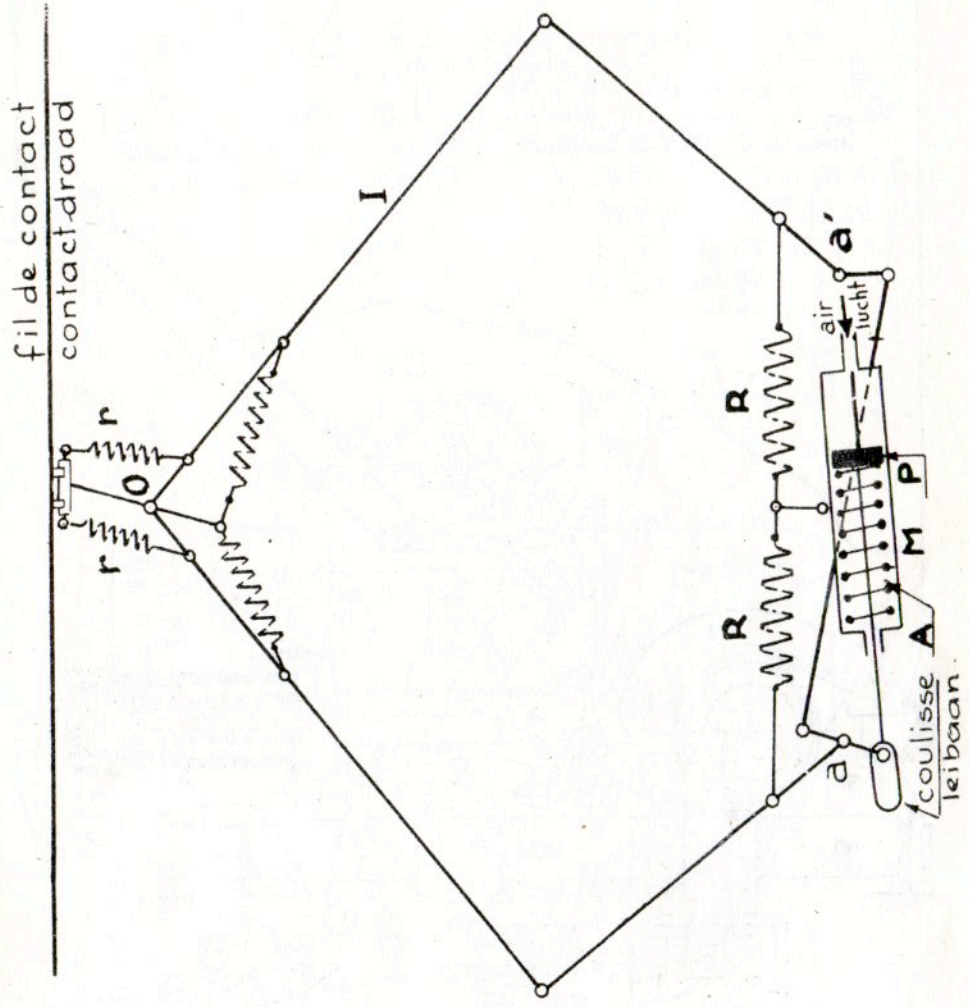


Fig. 3

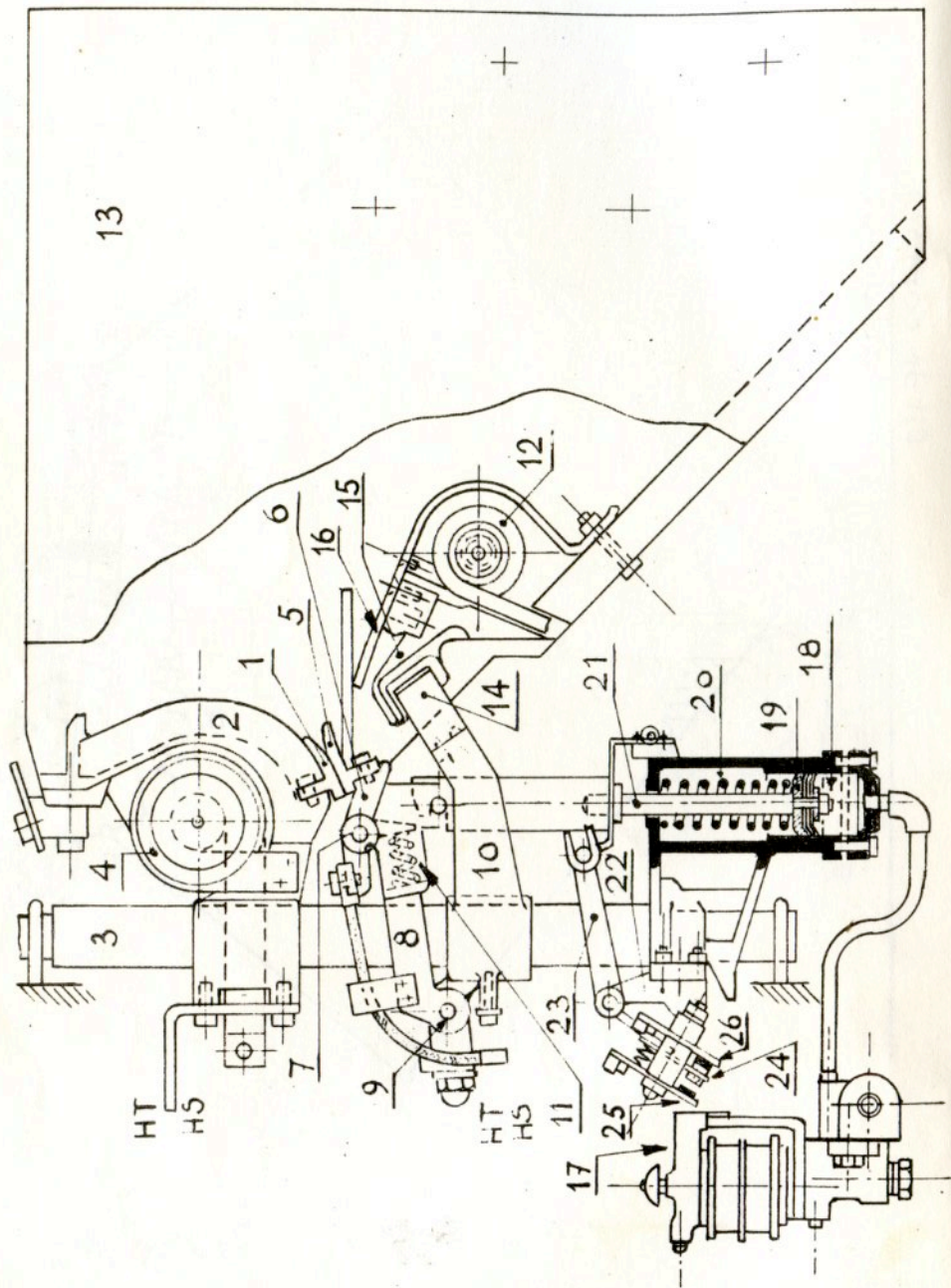


Fig. 4

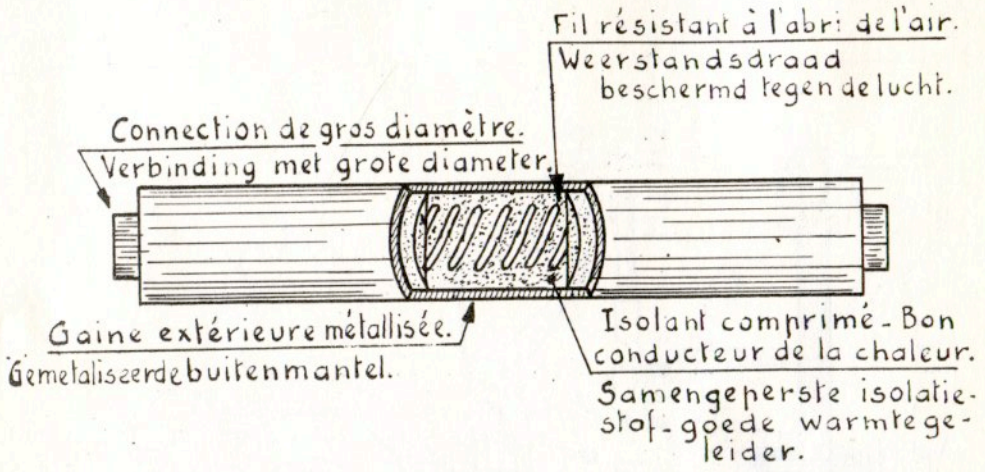


Fig. 5

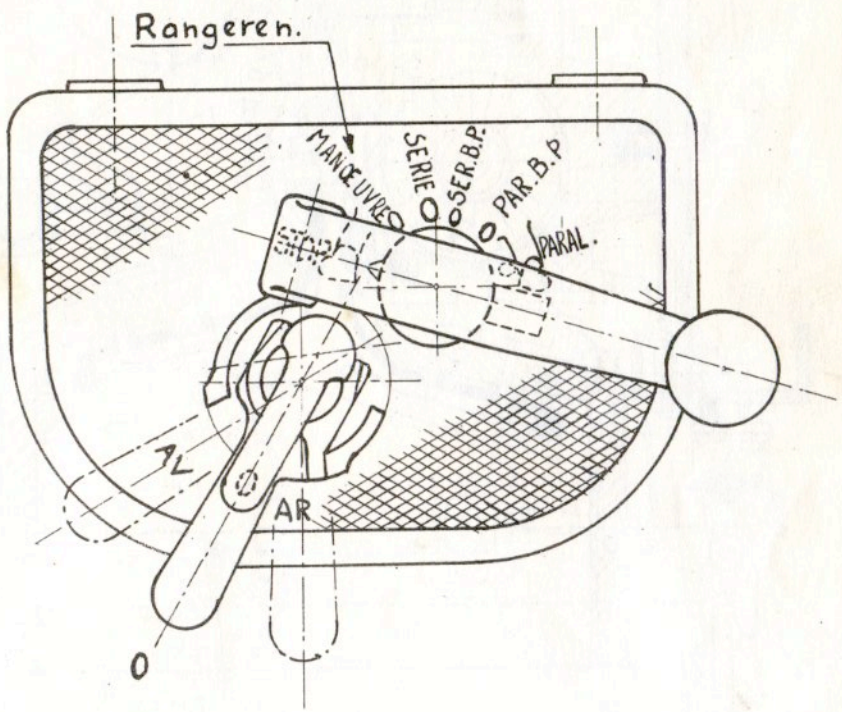
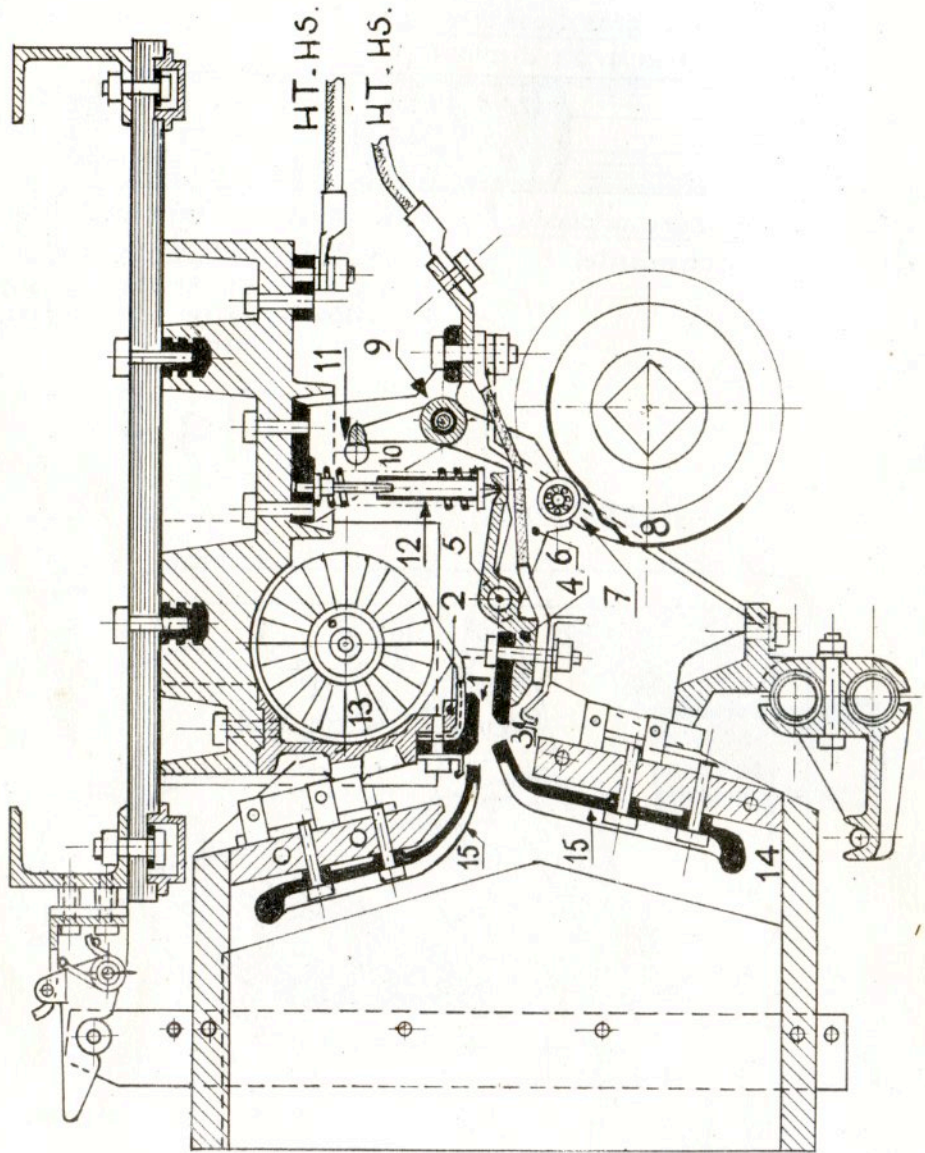


Fig. 6





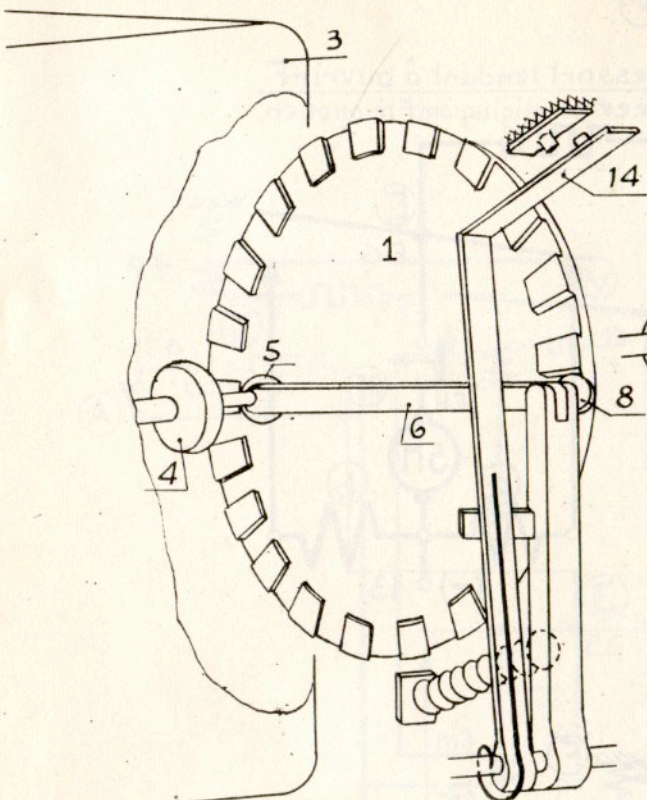


Fig. 8

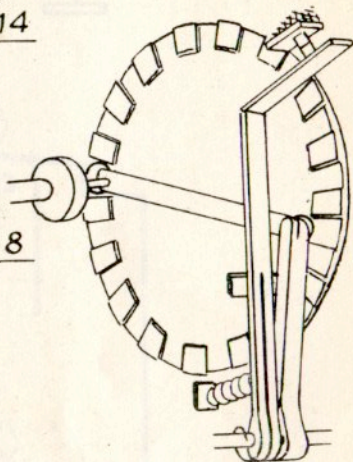


Fig. 9

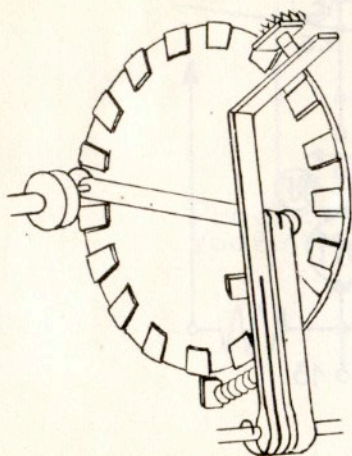


Fig. 10

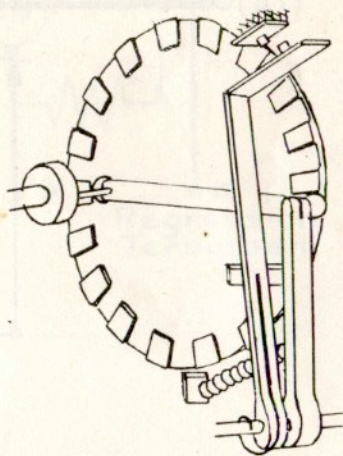


Fig. 11

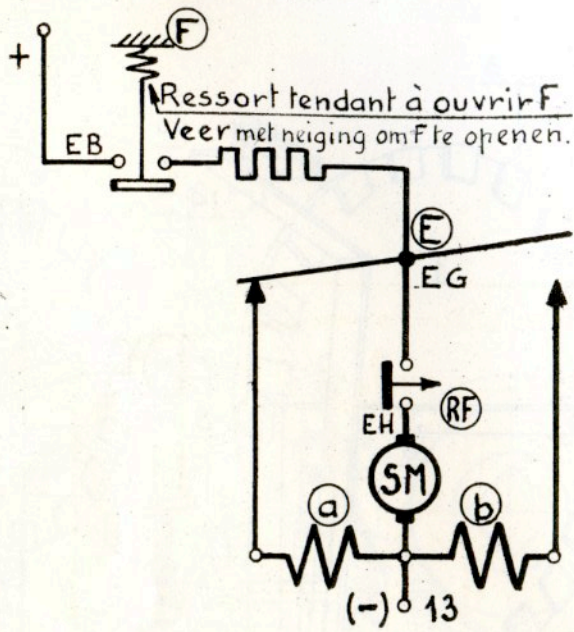


Fig. 12

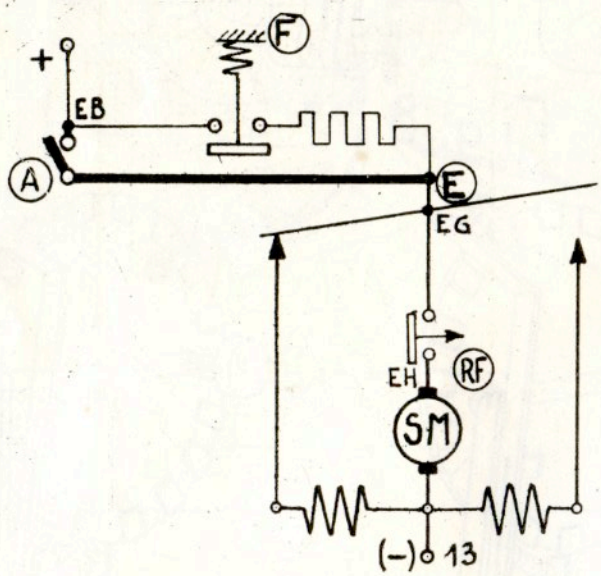


Fig. 13

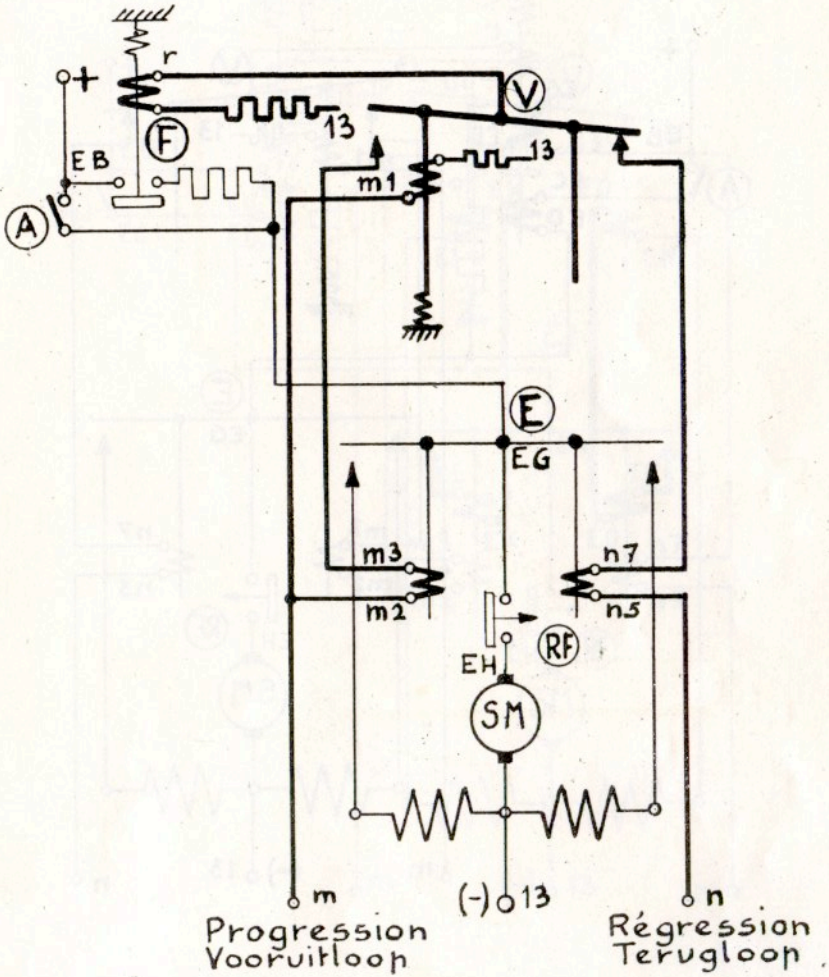


Fig.14

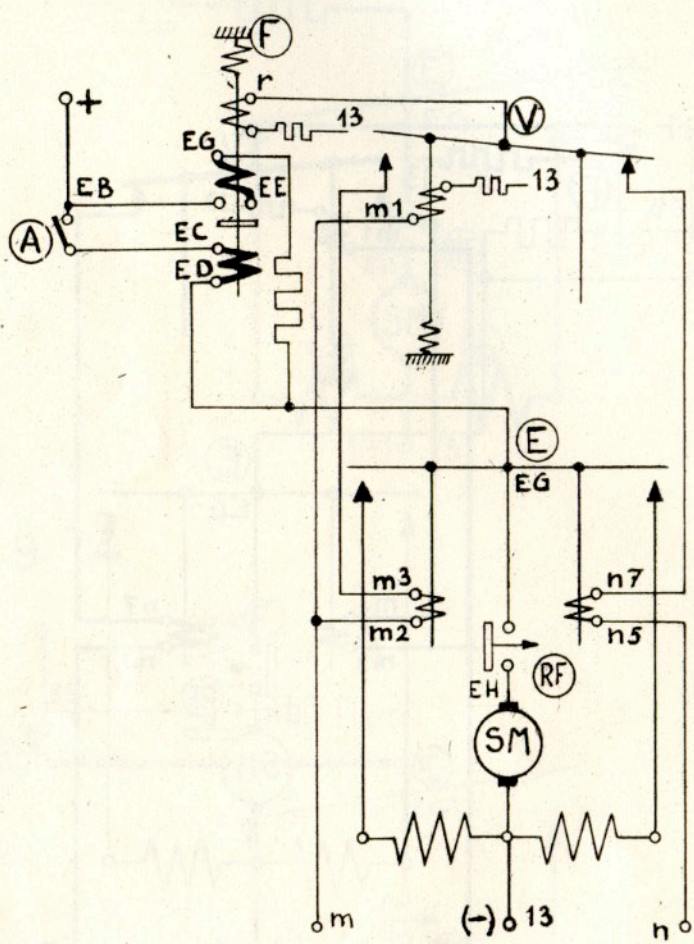


Fig.15

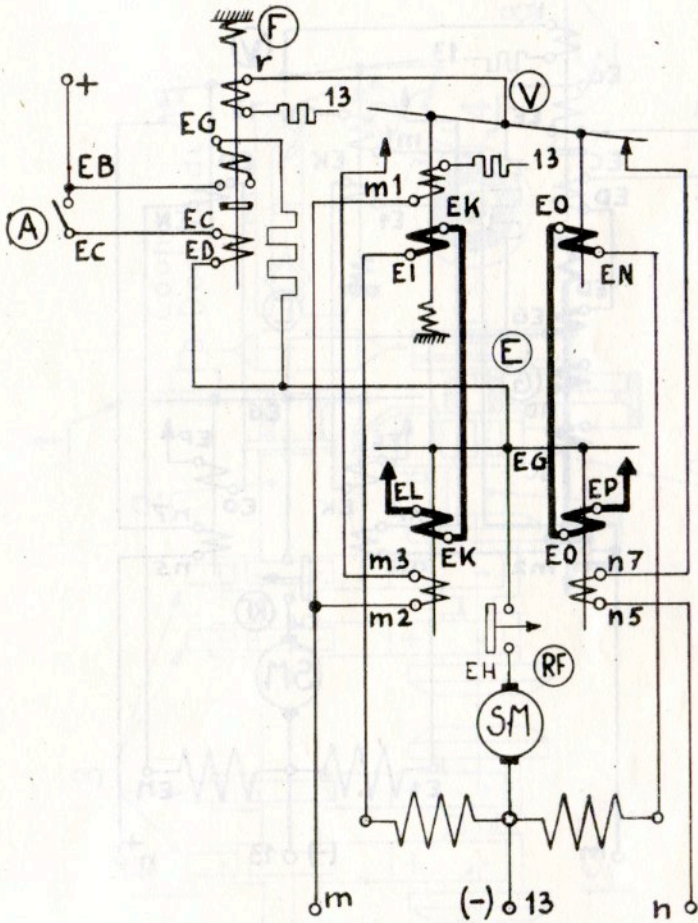


Fig.16

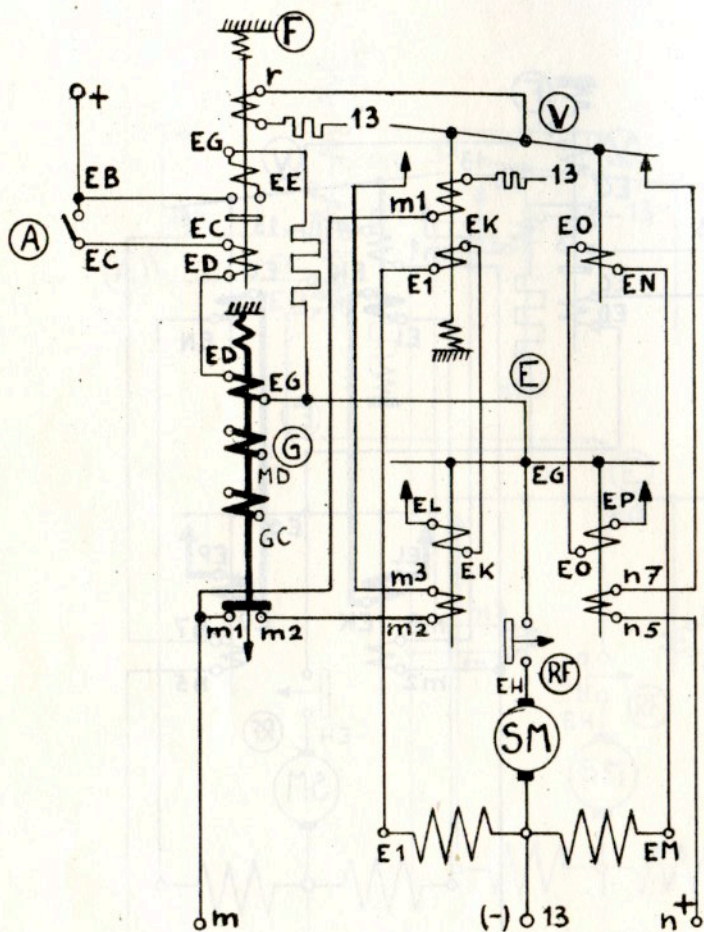


Fig. 17

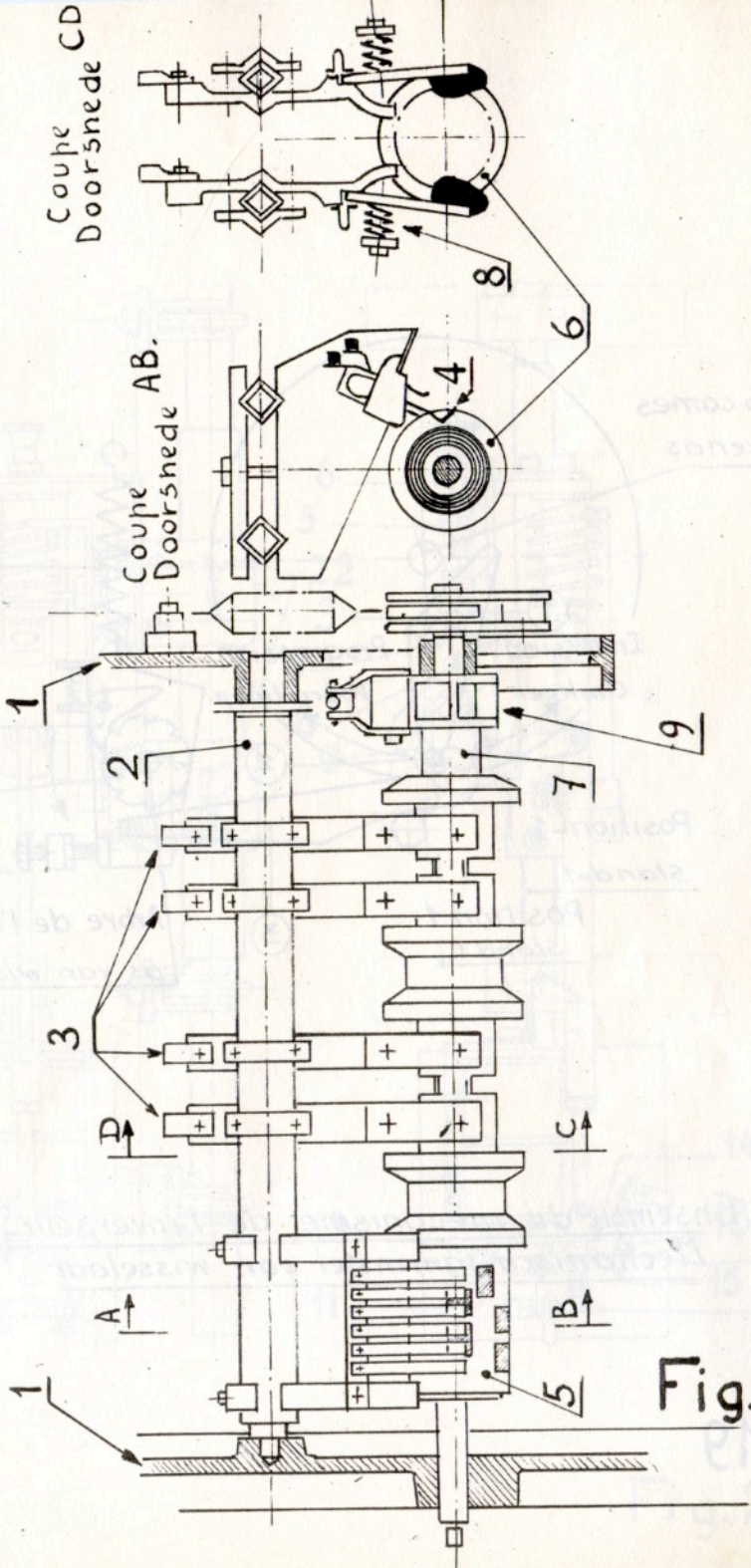
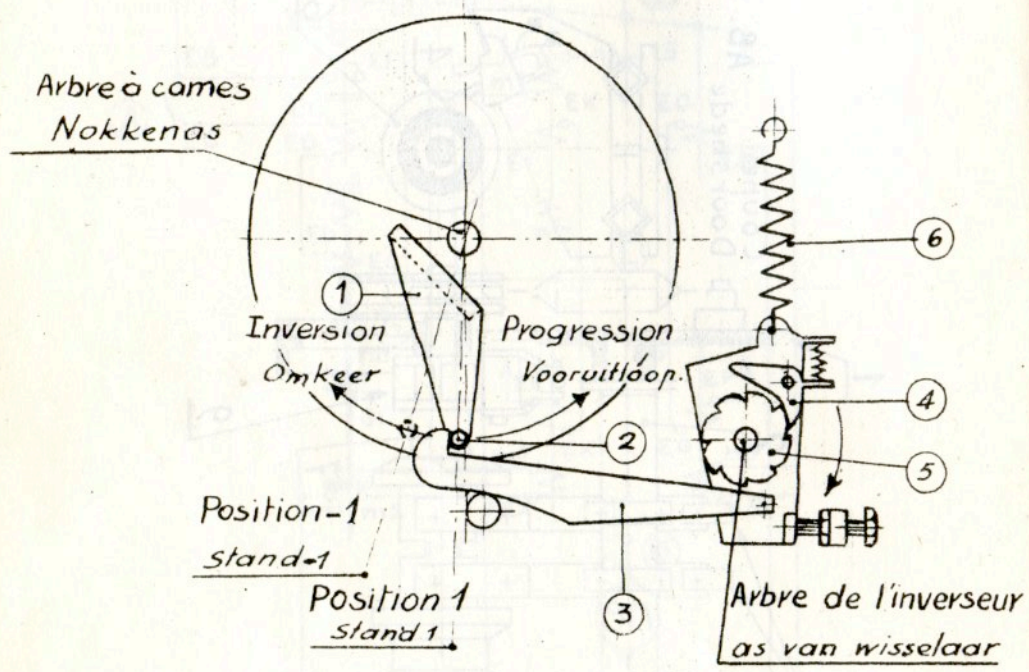


Fig.18





Ensemble du mécanisme de l'inverseur.  
Mechanisch samenstel van wisselaar

Fig.19

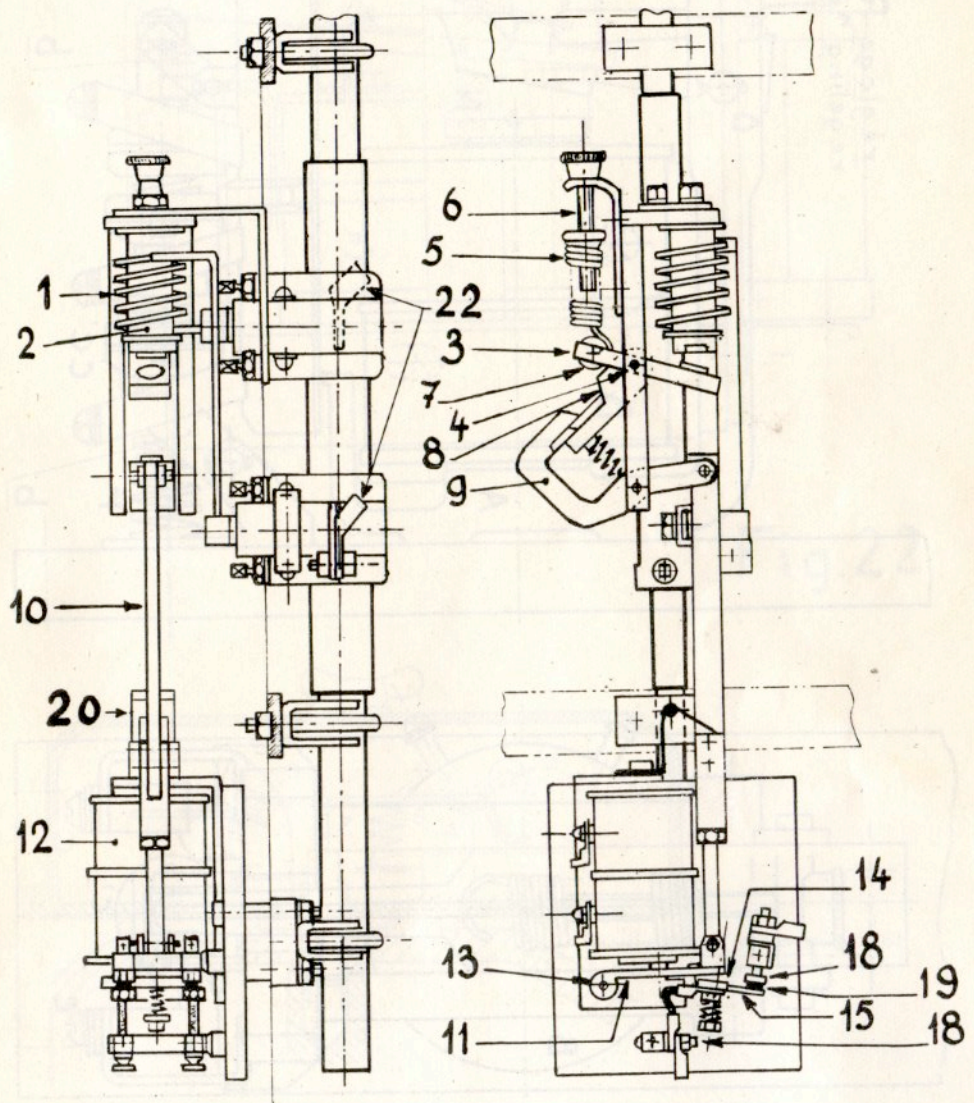


Fig.20

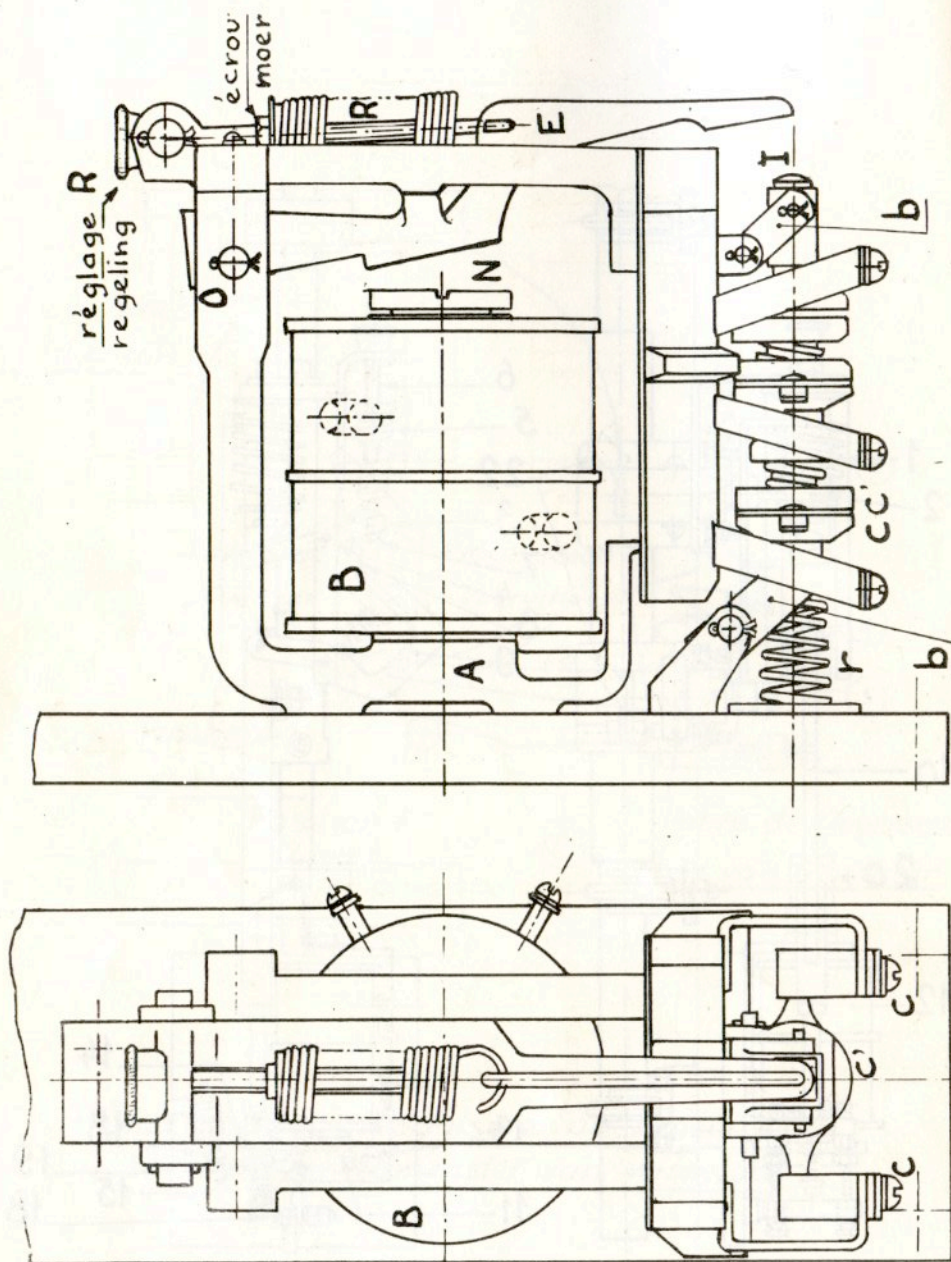


Fig.21

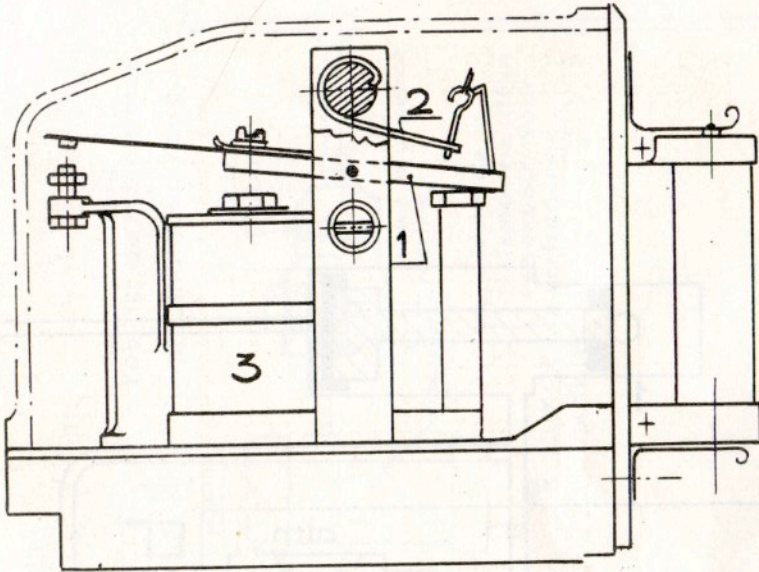


Fig.22

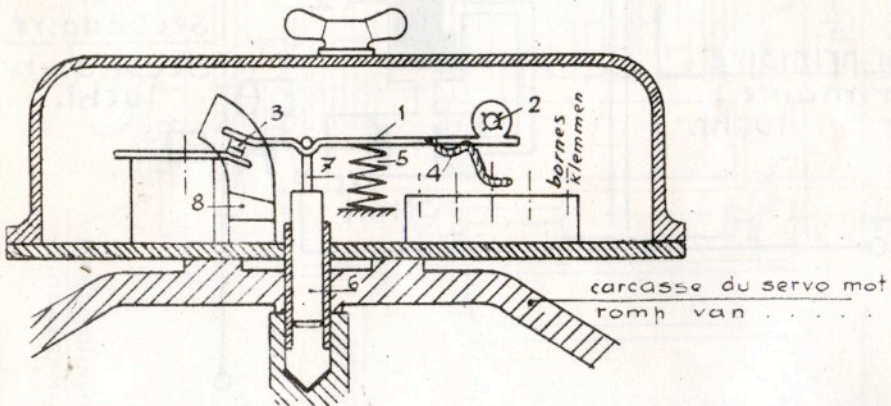


Fig.23.

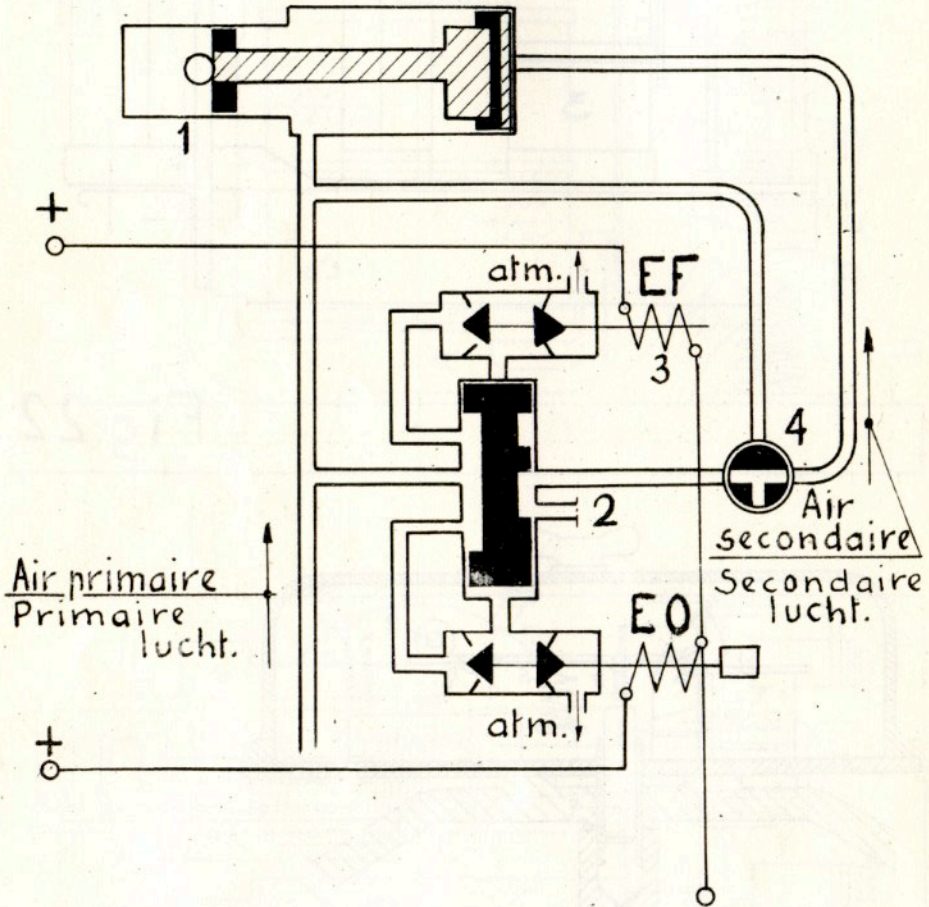
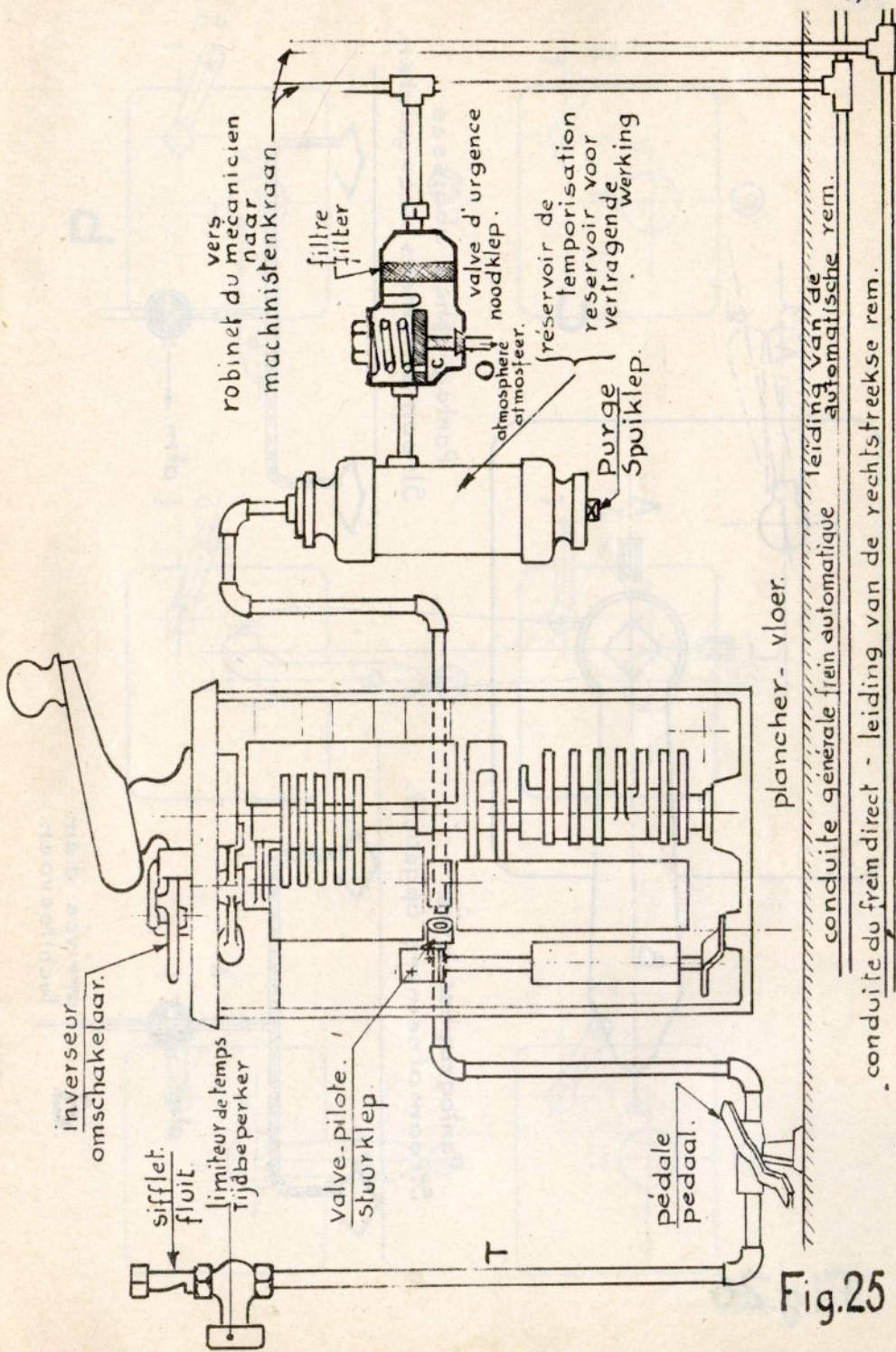


Fig. 24



robinet du mécanicien  
machinistenkraan

filtre  
filter

valve d'urgence  
noodklep

reservoir de  
temporisation  
reservoir voor  
vertragingde  
werking

atmosphère  
atmosfeer

Purge  
Spuiklep

inverseur  
omschakelaar

sifflet  
fluit

limiteur de temps  
Tijdbeperker

valve-pilote  
stuurklep

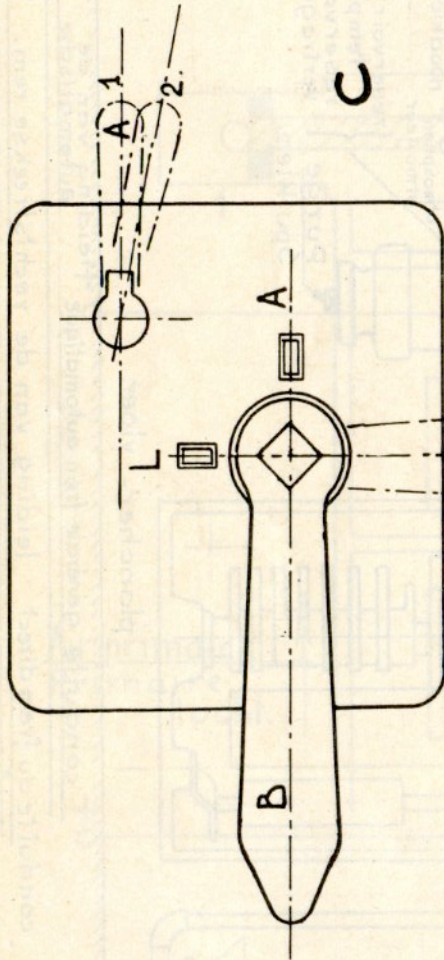
pedale  
pedaal

plancher-floer

conduite générale frein automatique  
leiding van de  
automatische rem.

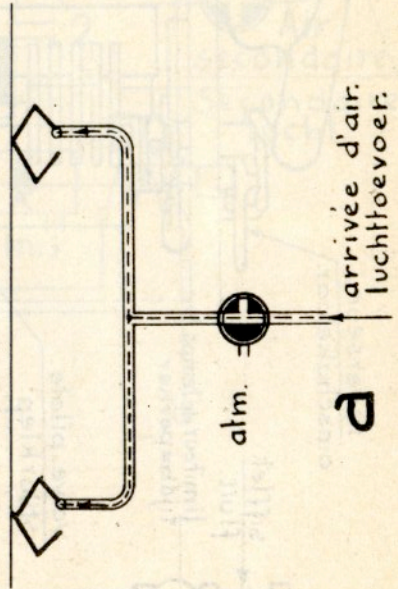
conduite du frein direct - leiding van de rechtstreekse rem.

Fig.25



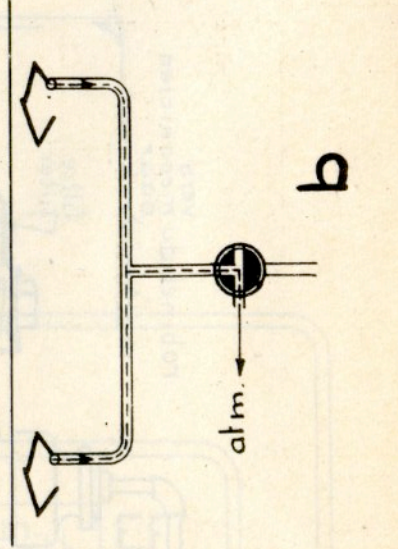
C

Pantographes levés  
Stroomafnemers opgelicht.



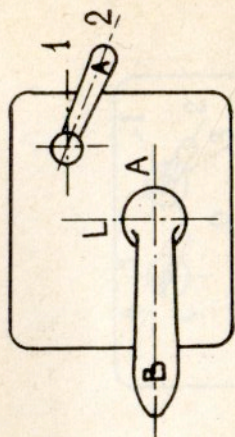
d

Pantographes abaissés  
Stroomafnemers neergelaten.



b

Fig.26



③

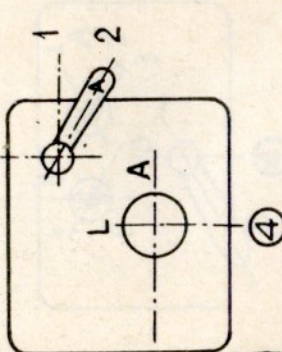
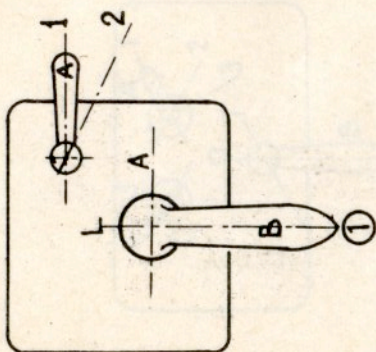
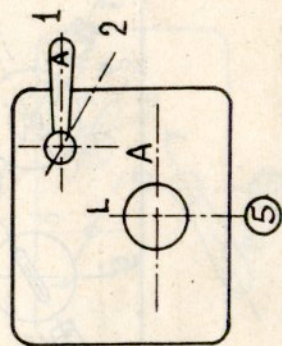
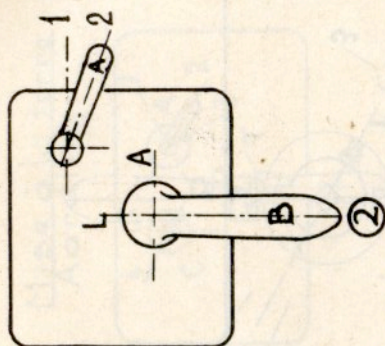
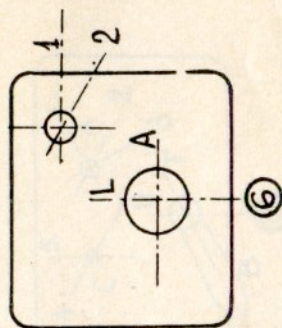


Fig.27



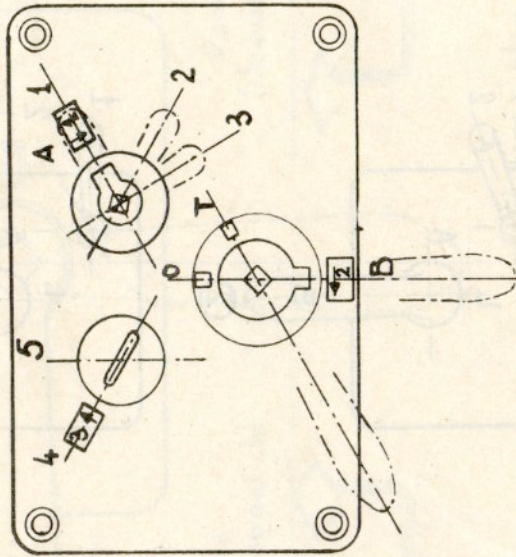


Fig.28

Mise à la terre  
Aarding.

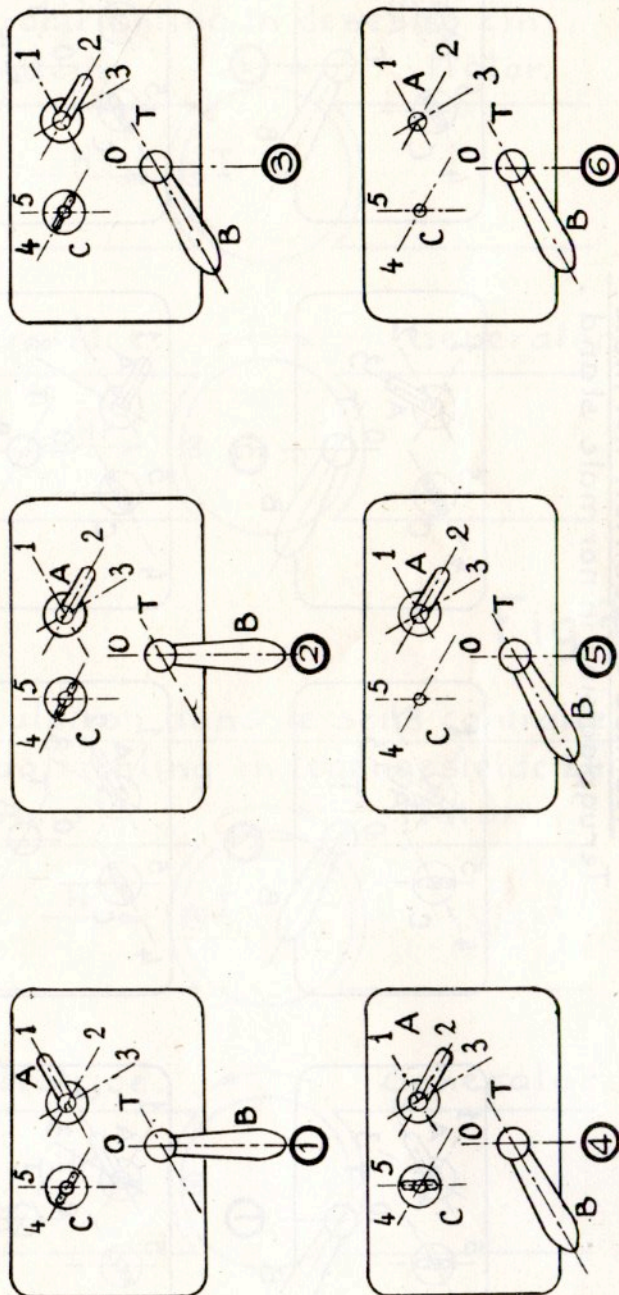
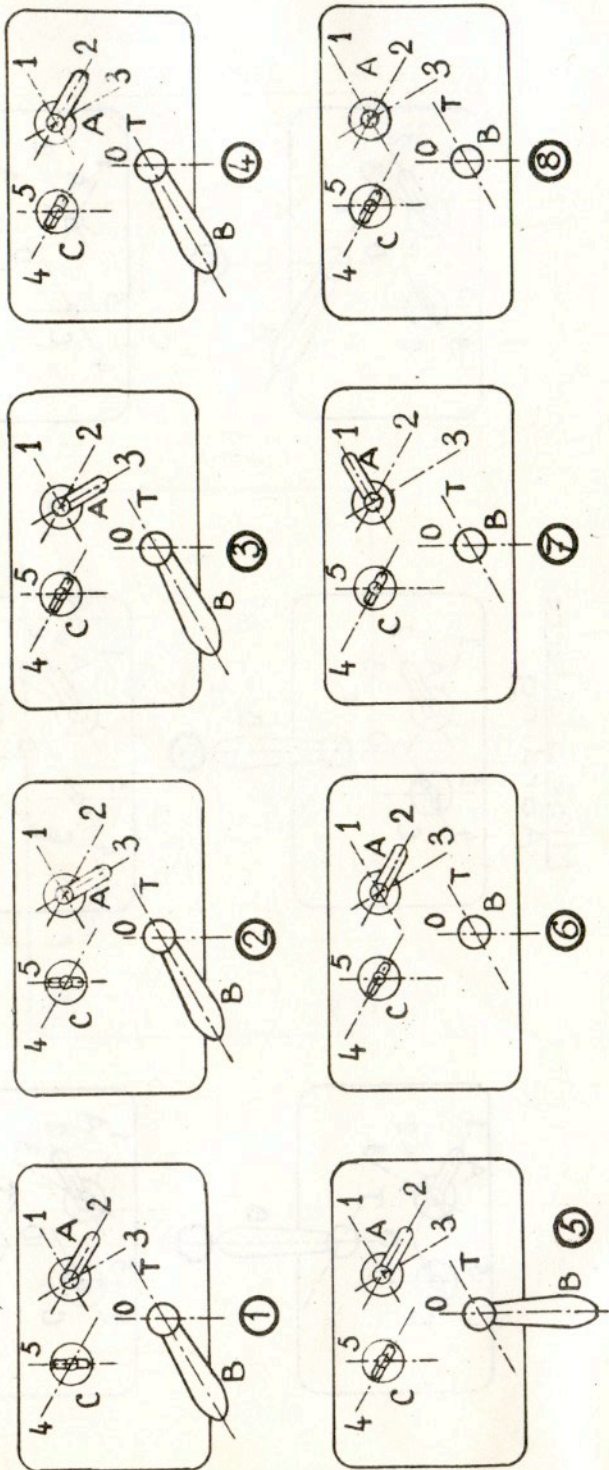


Fig. 29

Remise en position normale.  
Terugplaatsing in normale stand.

Fig. 30



Circulation dans le même sens.

Draairichting in dezelfde zin.

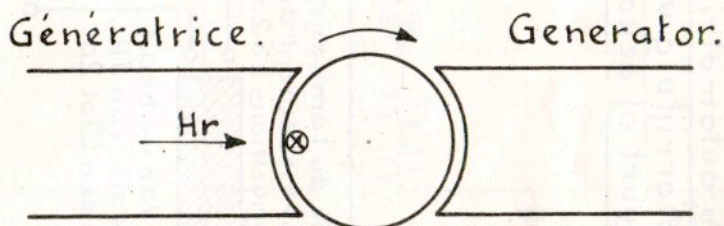
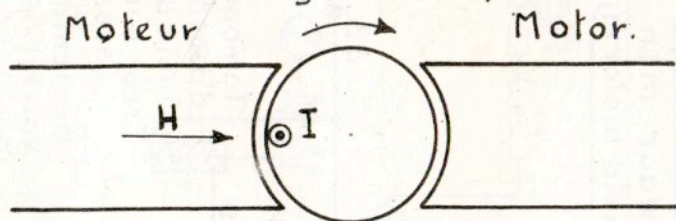


Fig.31

Circulation dans le sens contraire.

Draairichting in tegengestelde zin.

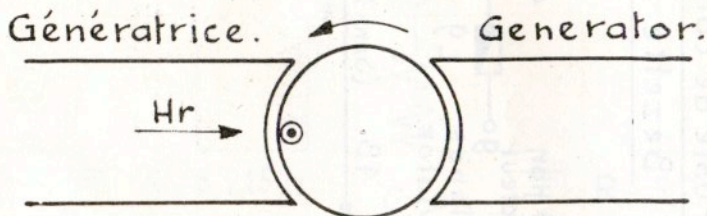
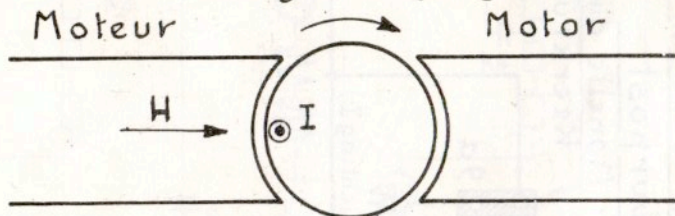


Fig.32

Fig. 33

Poste de conduite occupé.

Bezette stuurpost.

Manette d'inversion

Keerkruk.

Borne + har  
manipulateur  
90  
+ klem langs  
manipulator.

4B

9a

L9

AV

4B (Sens I - Richting I)

Automotrice d'où l'on conduit  
— ou automotrice accouplée. —

Motorrijtuig vanwaar men  
bestuurt of gekoppeld motorrijtuig.

Touche du tambour  
d'asservissement du JH  
sur les positions 2 à 20



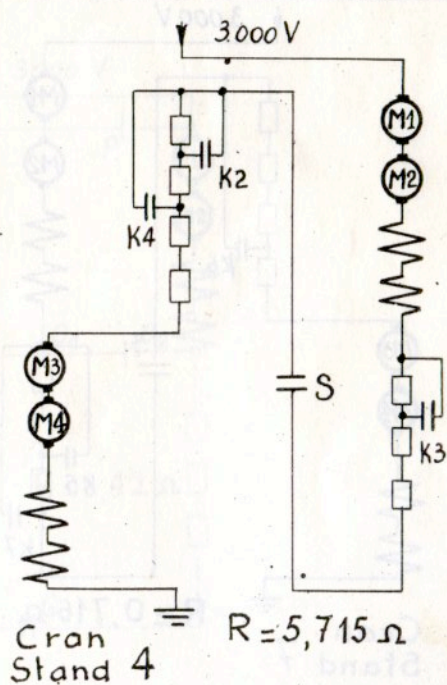
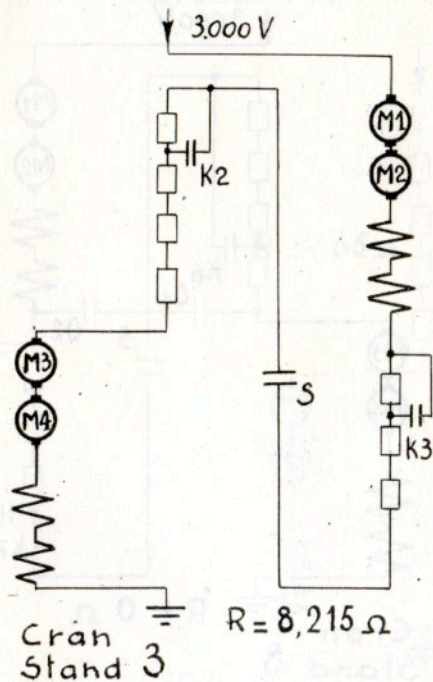
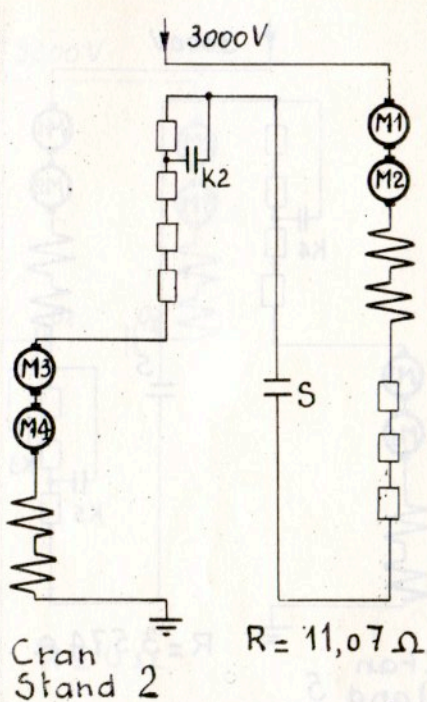
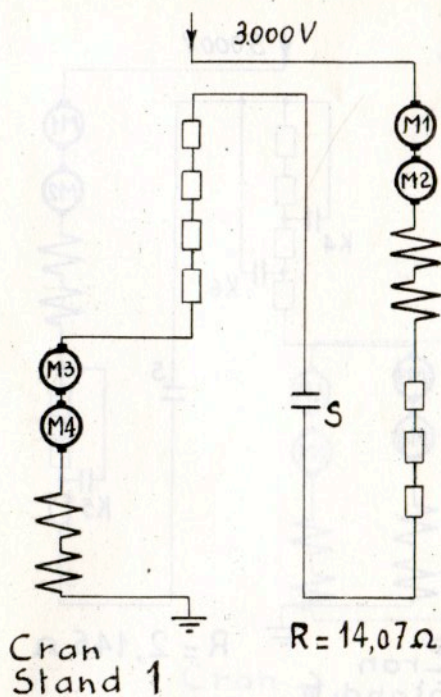
Toets van de bedie-  
ningswals van JH  
op standen 2 tot 20

13

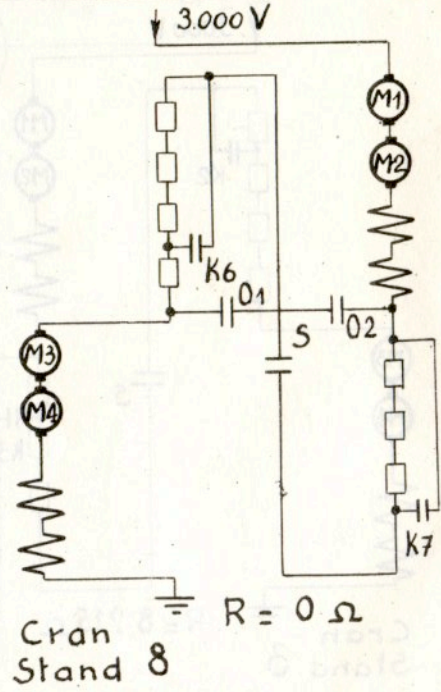
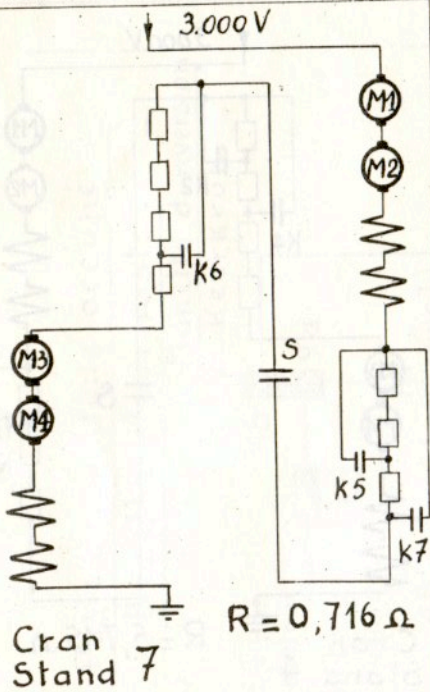
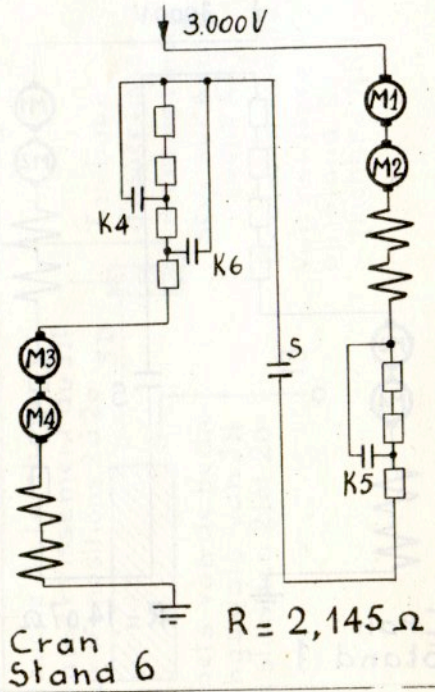
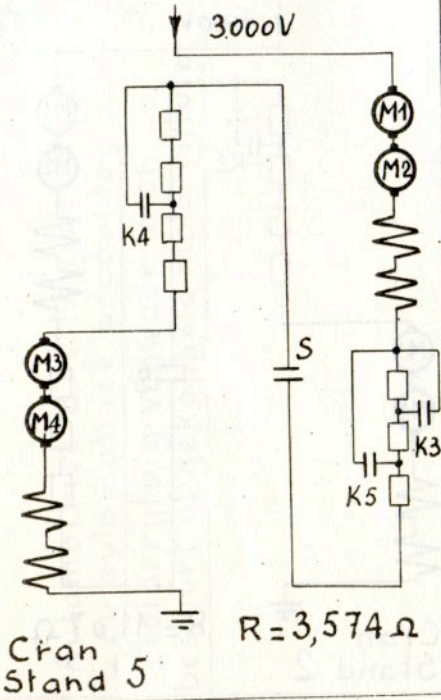
Tambour  
d'asservisse-  
ment de l'inver-  
seur sur sens II  
(sens AR)

Bedieningswals  
van ritwisselaar  
op stand II  
(richting AR)

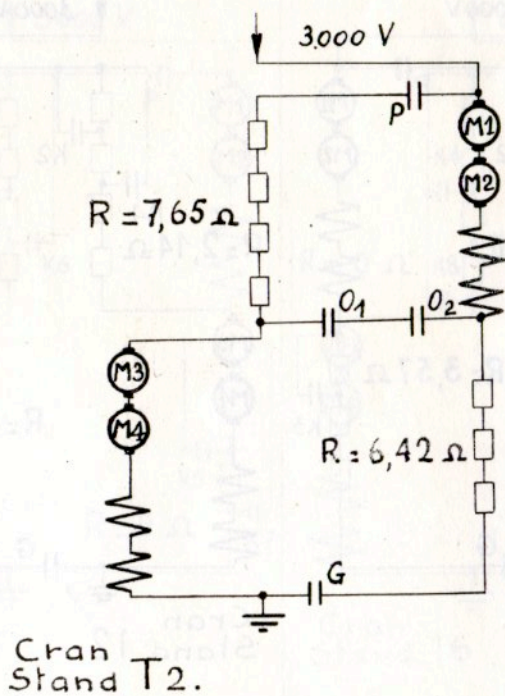
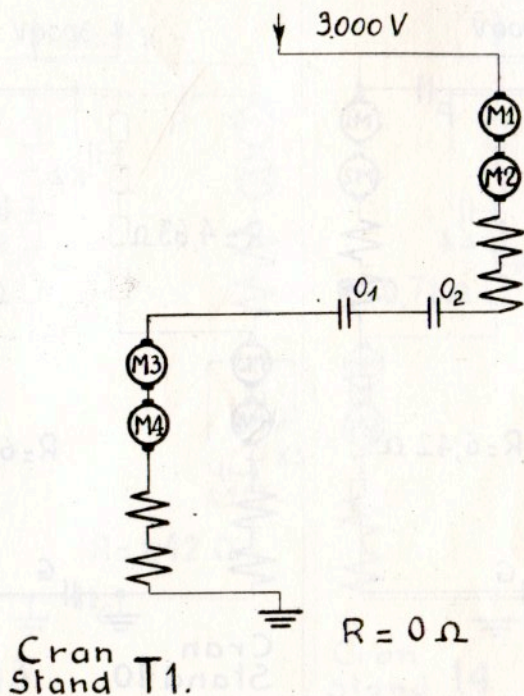
4B



J.001-1.

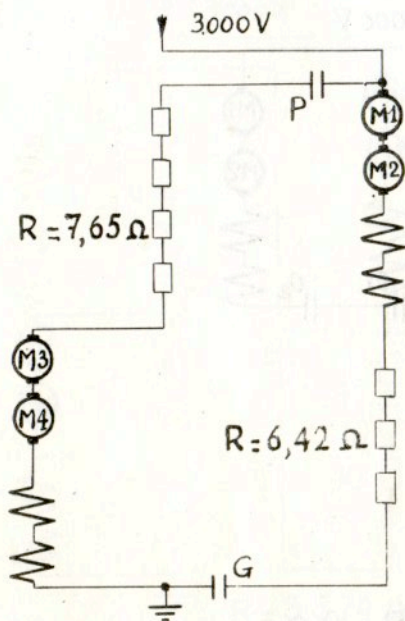


J. 001. 2.

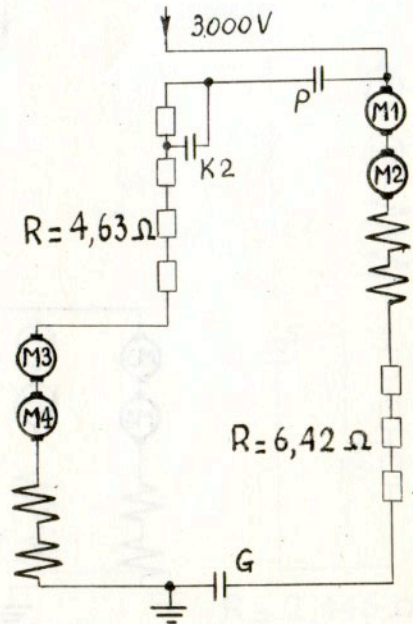


J.001.3.

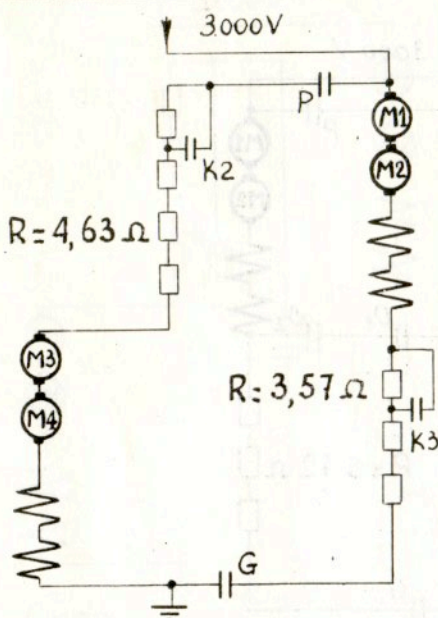




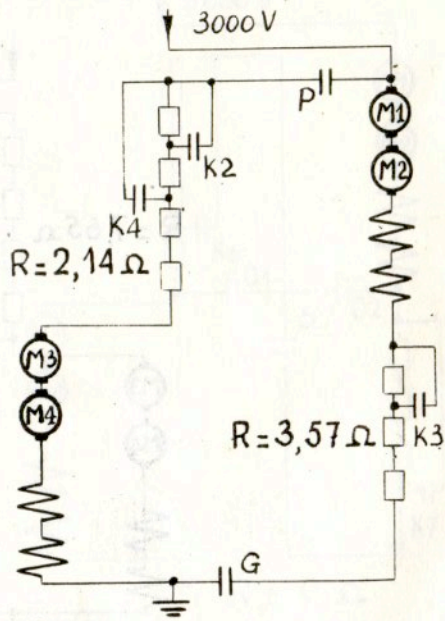
Cran Stand 9



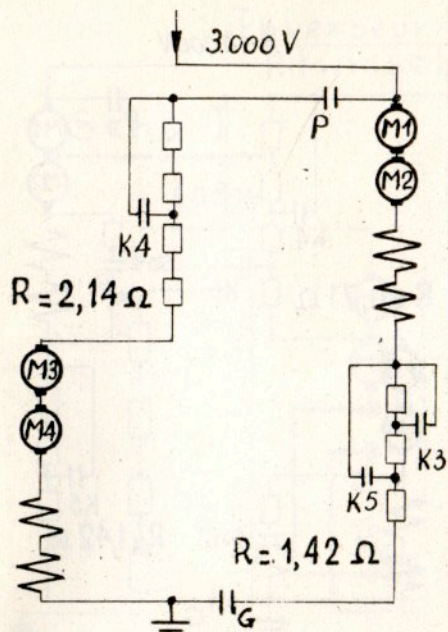
Cran Stand 10



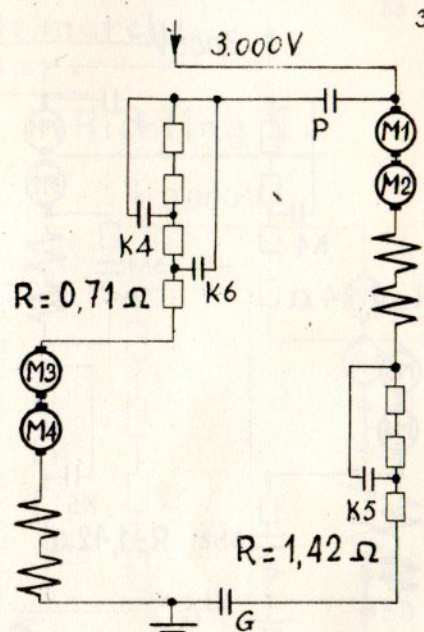
Cran Stand 11



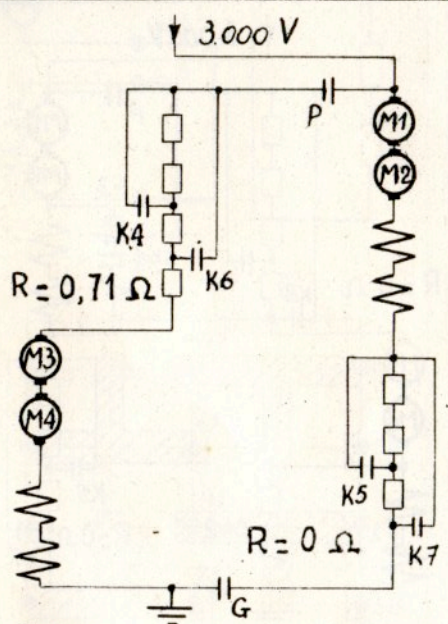
Cran Stand 12



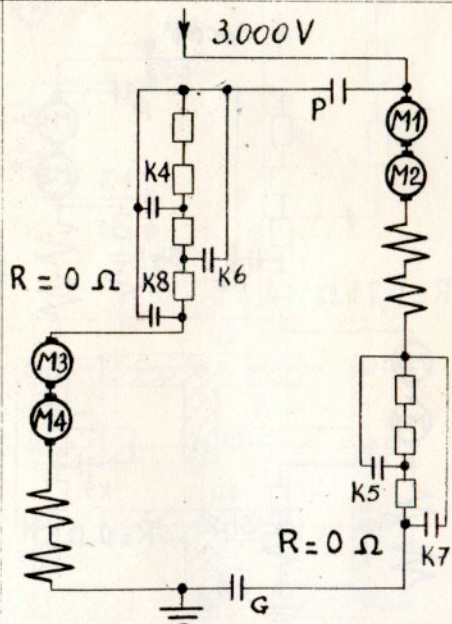
Cran Stand 13



Cran Stand 14

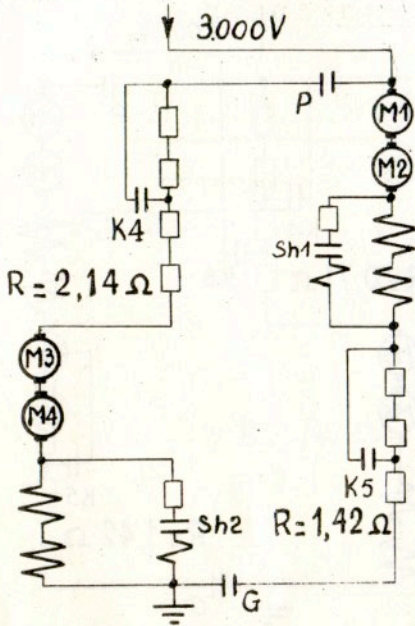


Cran Stand 15

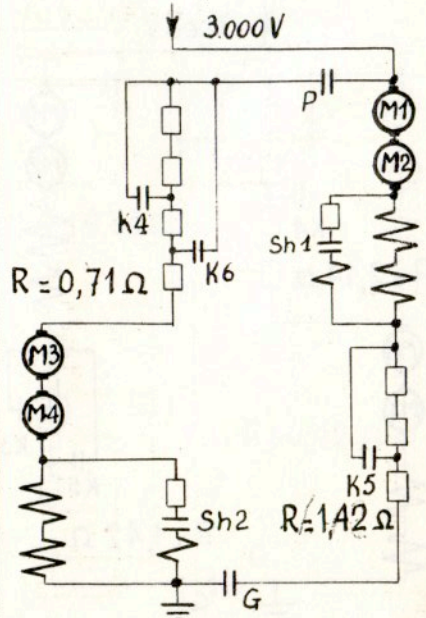


Cran Stand 16

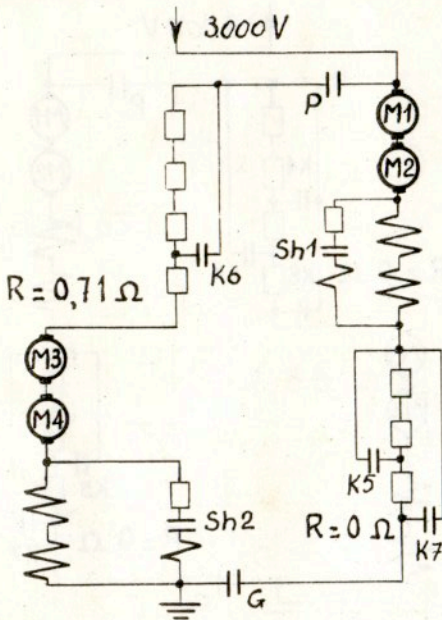
J.001.5.



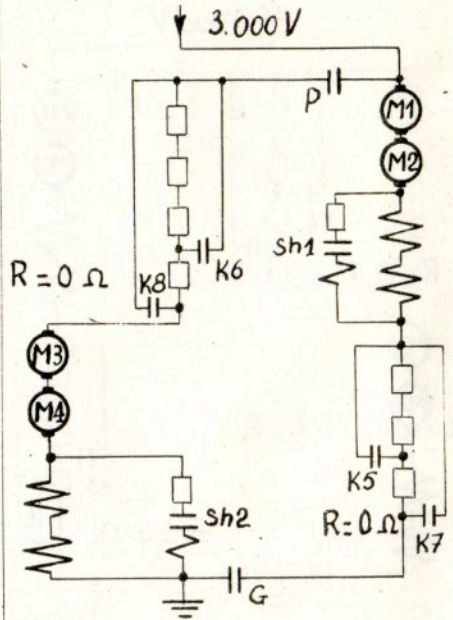
Cran Stand 17



Cran Stand 18



Cran Stand 19



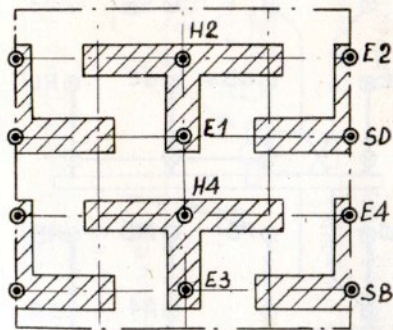
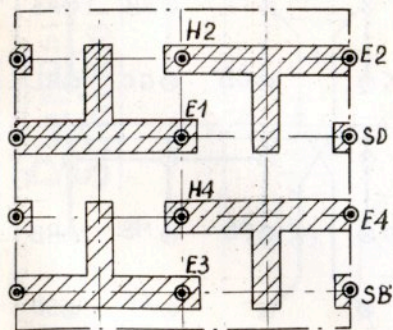
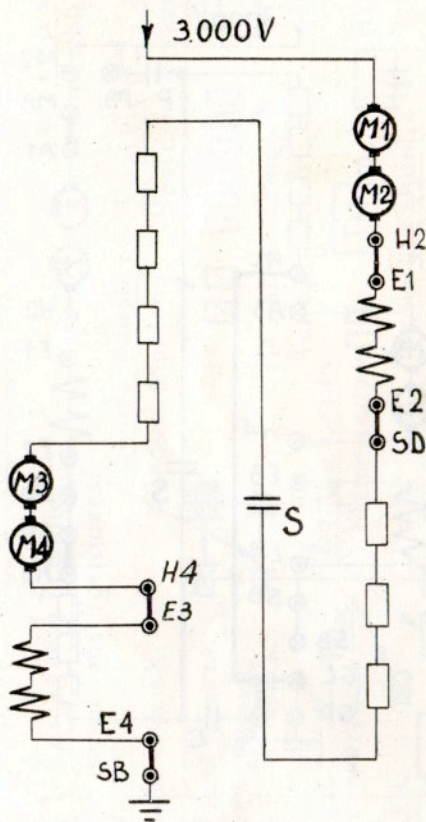
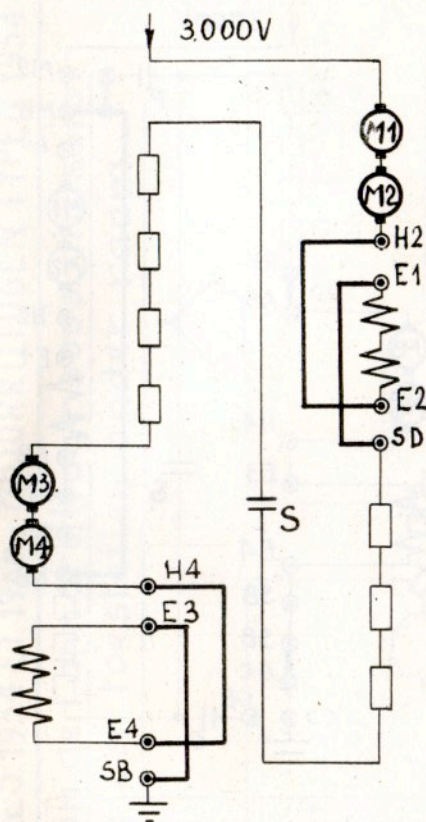
Cran Stand 20

J.001.6.

Inverseur de marche.  
Ritwisselaar.

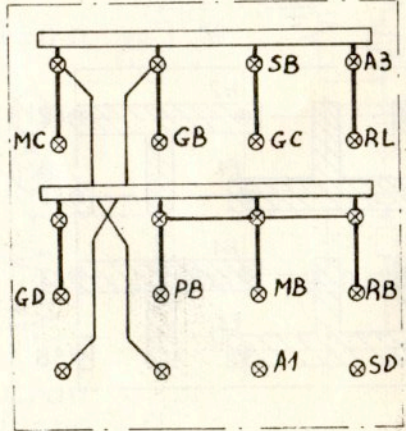
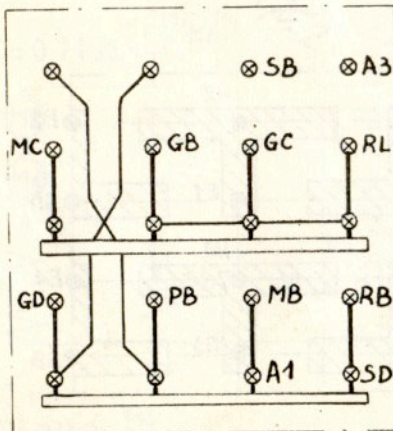
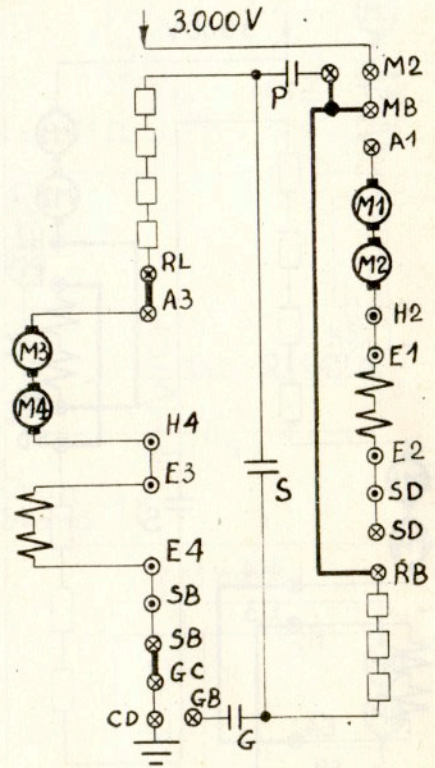
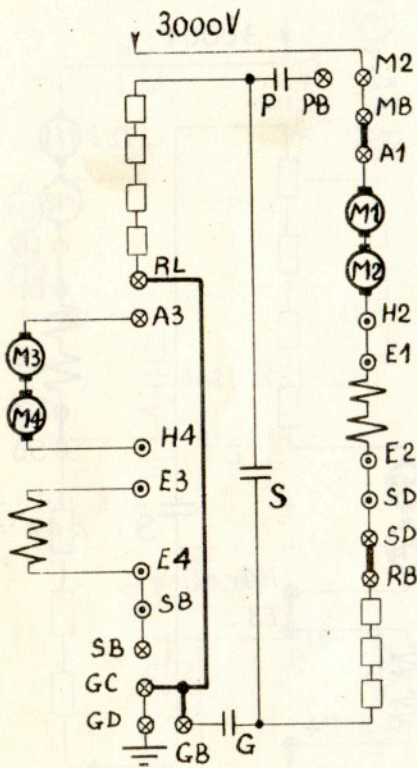
Sens I.

Richting II.



Moteur 1et2 en service.

Motor 3en4 in dienst.



J.001.8.

# AUTOMOTRICES TYPES 1954 ET 1956 - MOTORRIJTUGEN TYPEN 1954 EN 1956.

Disposition de l'appareillage sous chassis.

Schikking der toestellen onder raam.

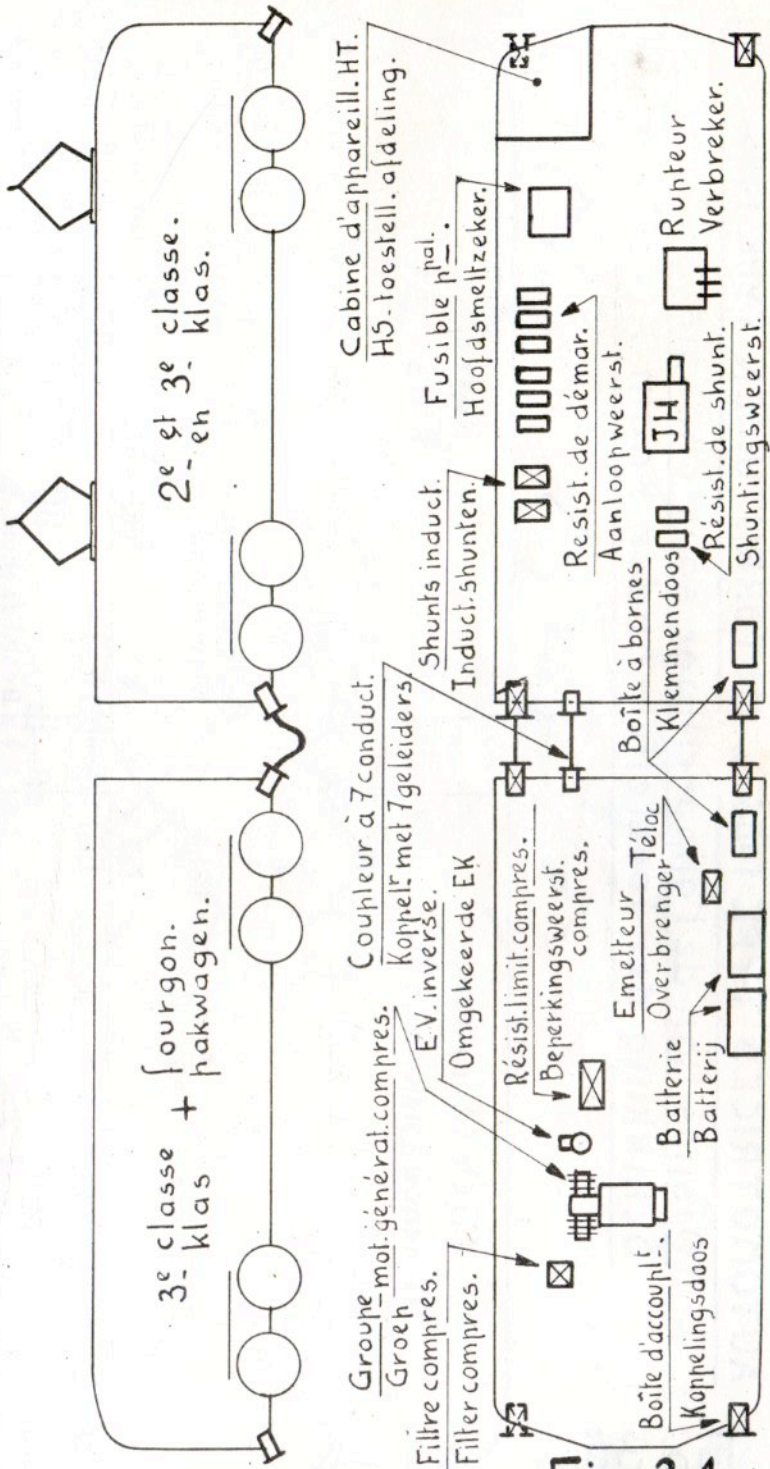
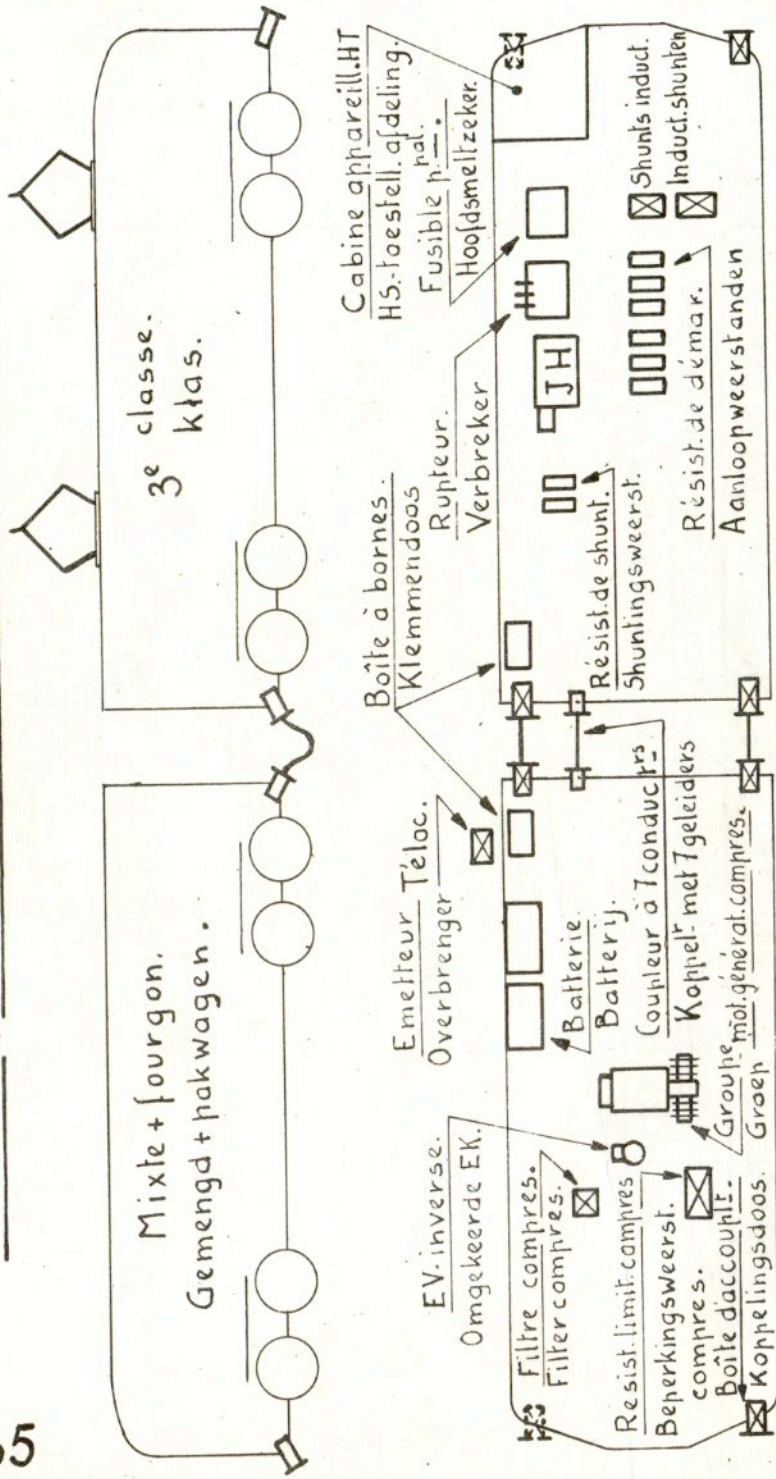


Fig. 34

AUTOMOTRICES TYPE 1955 - MOTORRIJTUIGEN TYPE 1955.  
Disposition de l'appareillage sous chassis.  
Schikking der toestellen onder raam.

Fig. 35



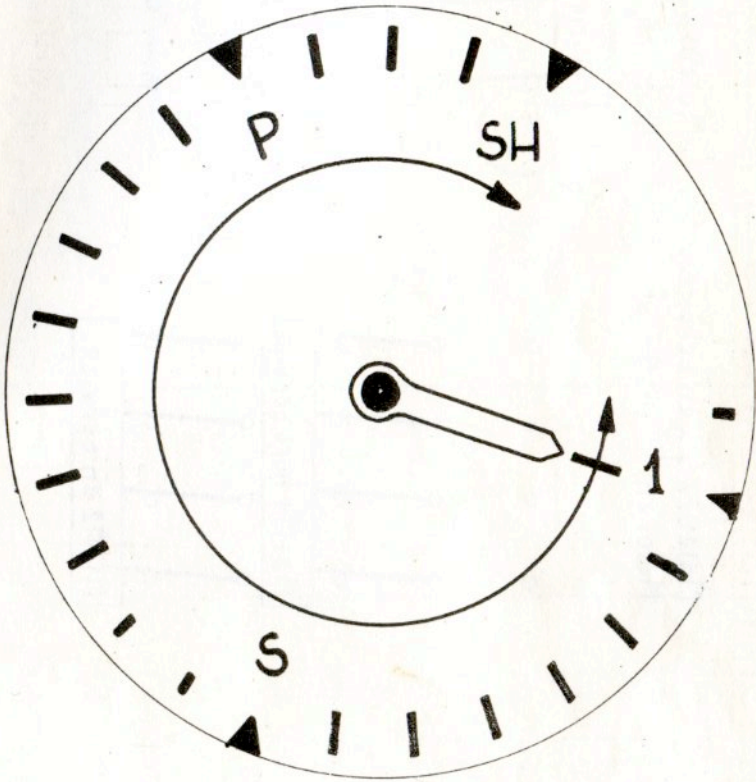
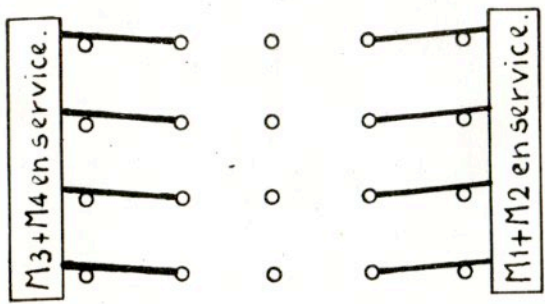


Fig.36

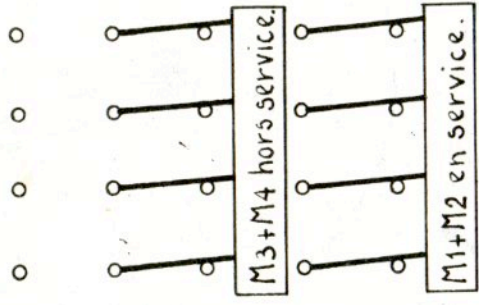


Fig. 37

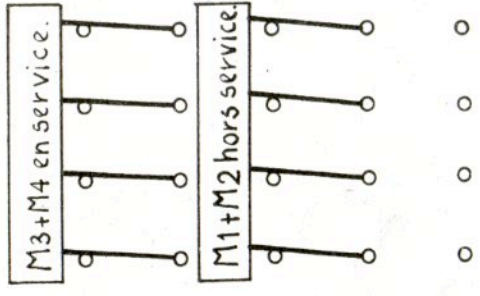
Moteurs 1,2,3-4 en service.  
Motoren 1,2,3-4 in dienst.



Moteurs 1-2 en service.  
Motoren 1-2 in dienst.



Moteurs 3-4 en service.  
Motoren 3-4 in dienst.





VOITURE SANS PANTOGRAPHES - RUTUIG ZONDER STROOMAFNEMERS.

Tableau des fusibles.  
Bord der smeltzekeringen.

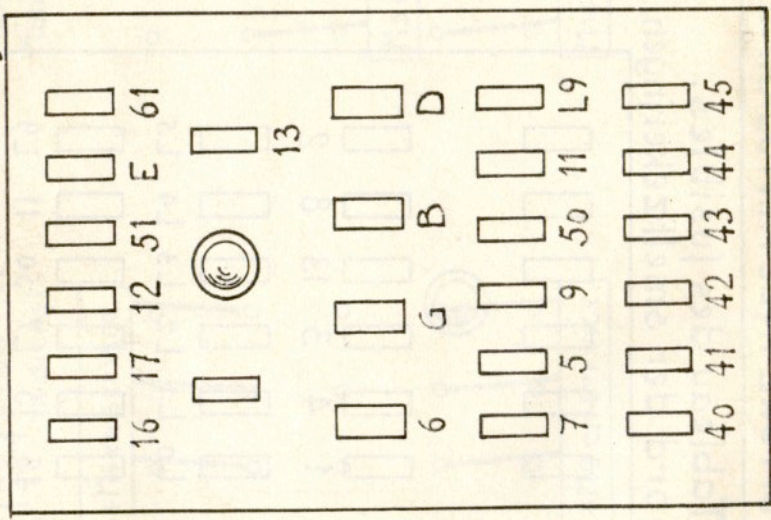


Tableau des interrupteurs.  
Schakelbord.

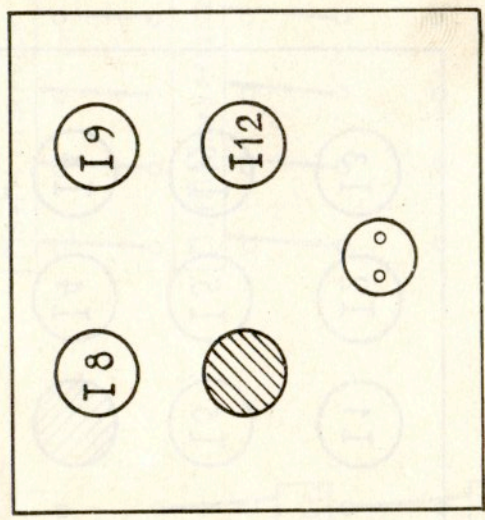


Fig. 39

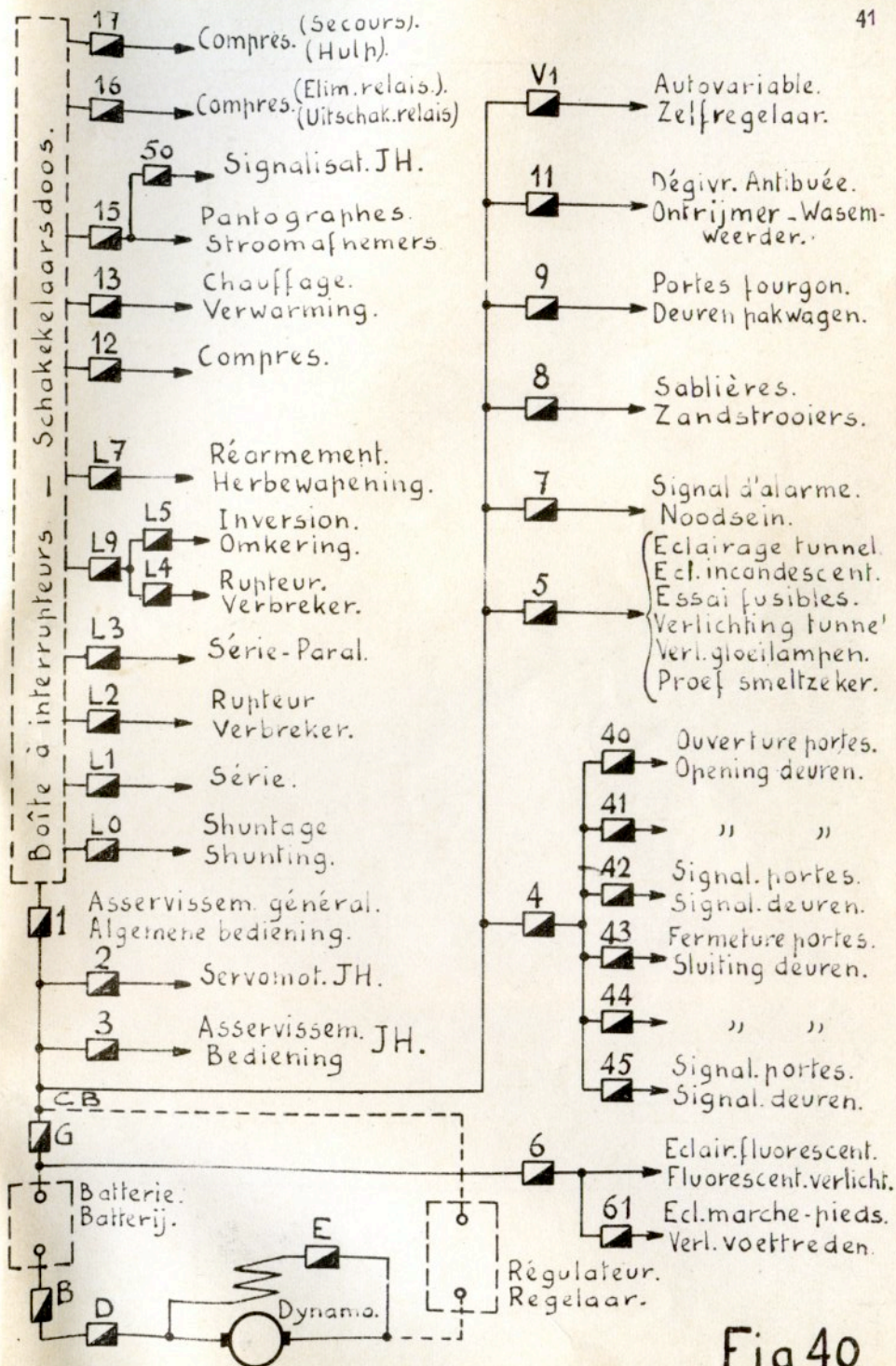
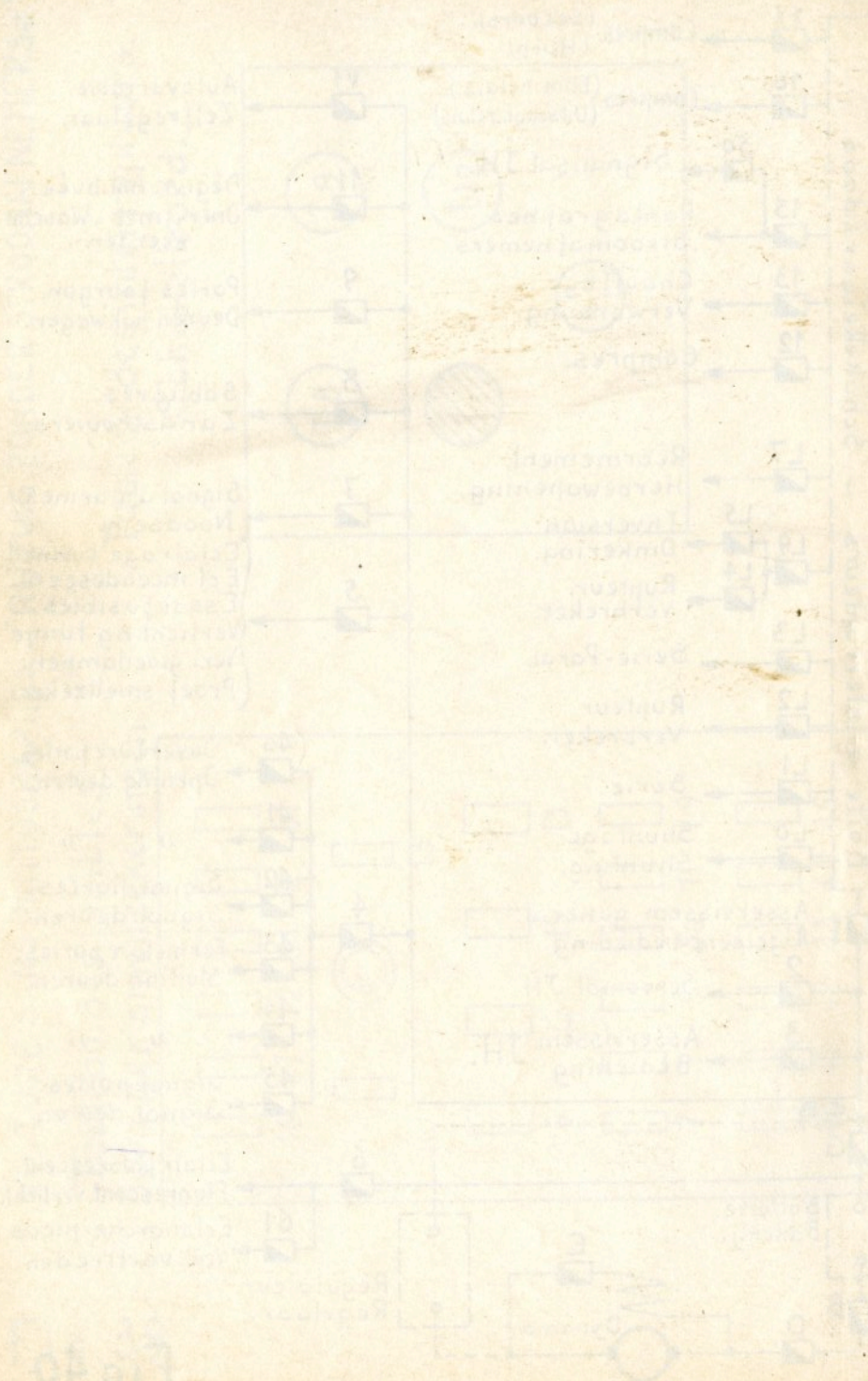


Fig. 40



# AUTOMOTRICES TYPES 1954 et 1956: MOTORRIJTUIGEN TYPEN 1954 en 1956.

J54-0-427

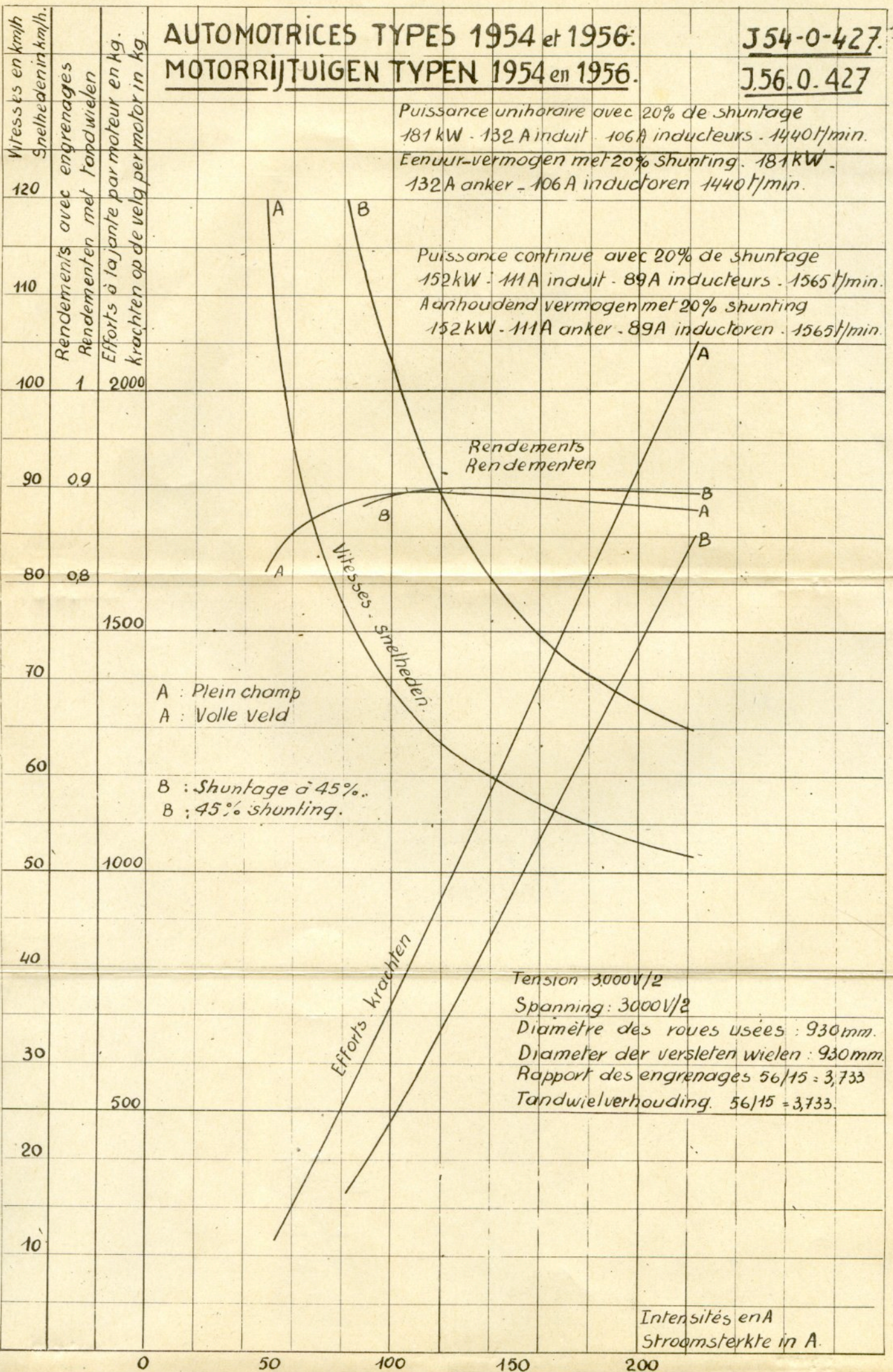
J56.0.427

Puissance unihoraire avec 20% de shuntage  
181 kW - 132 A induit - 106 A inducteurs - 1440 t/min.

Eenuur-vermogen met 20% shunting - 181 kW -  
132 A anker - 106 A inductoren - 1440 t/min.

Puissance continue avec 20% de shuntage  
152 kW - 111 A induit - 89 A inducteurs - 1565 t/min.

Aanhoudend vermogen met 20% shunting  
152 kW - 111 A anker - 89 A inductoren - 1565 t/min.



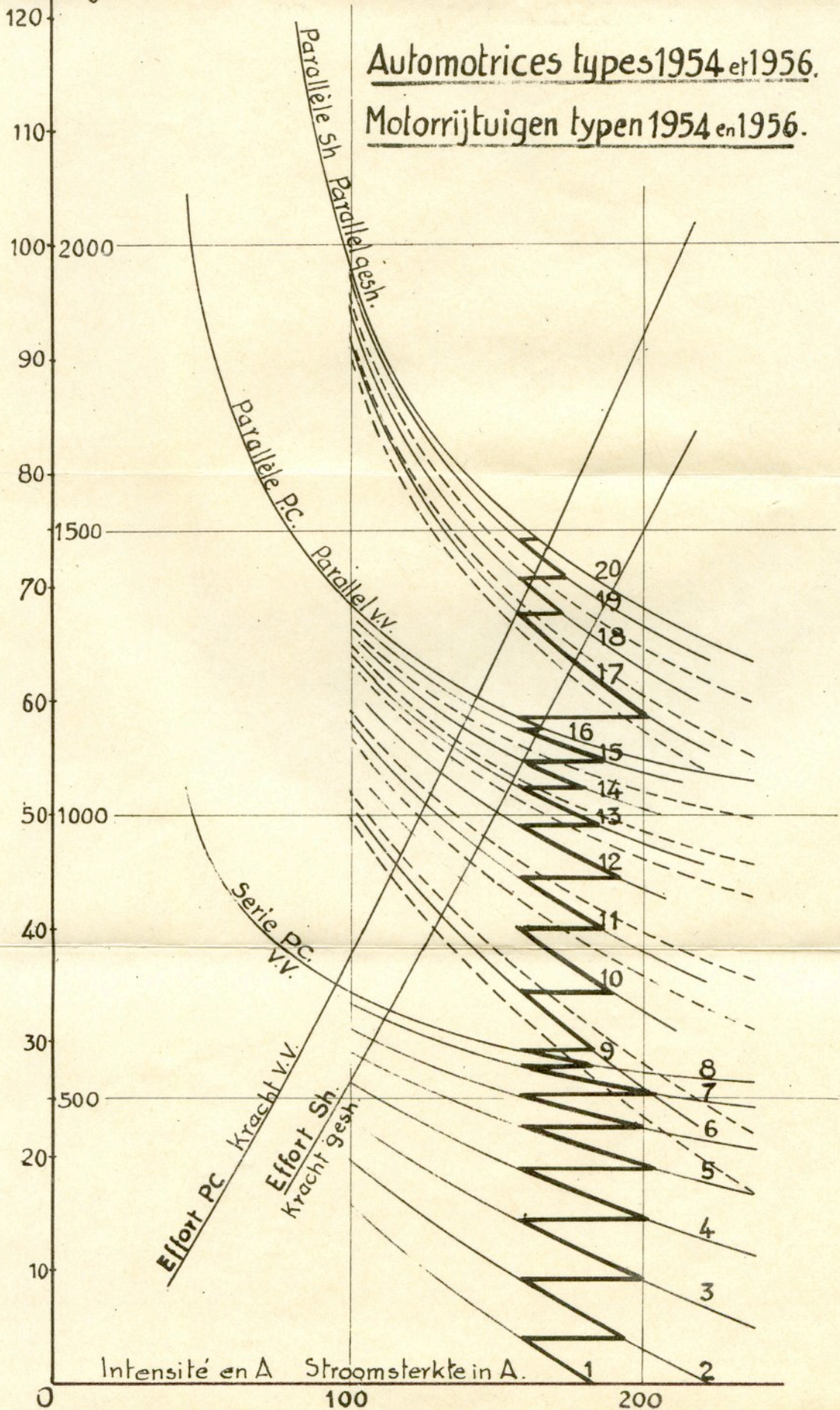
J. 54.0.431 - J. 56.0.431.

Vitesse en Km/h.  
Snelheid in Km/h  
Effort à la jante.  
en Kg par moteur.  
Kracht op de velg  
in kg per motor.

Tension à la ligne : 3.000V.  
Diam. des roues usées : 930 mm.  
Rapport des engrenages : 56/15 = 3,733.  
Spanning op de lijn : 3000 V  
Diam. van versleten wielen : 930 mm.  
Tandwiel verhouding. : 56/15. = 3.733.

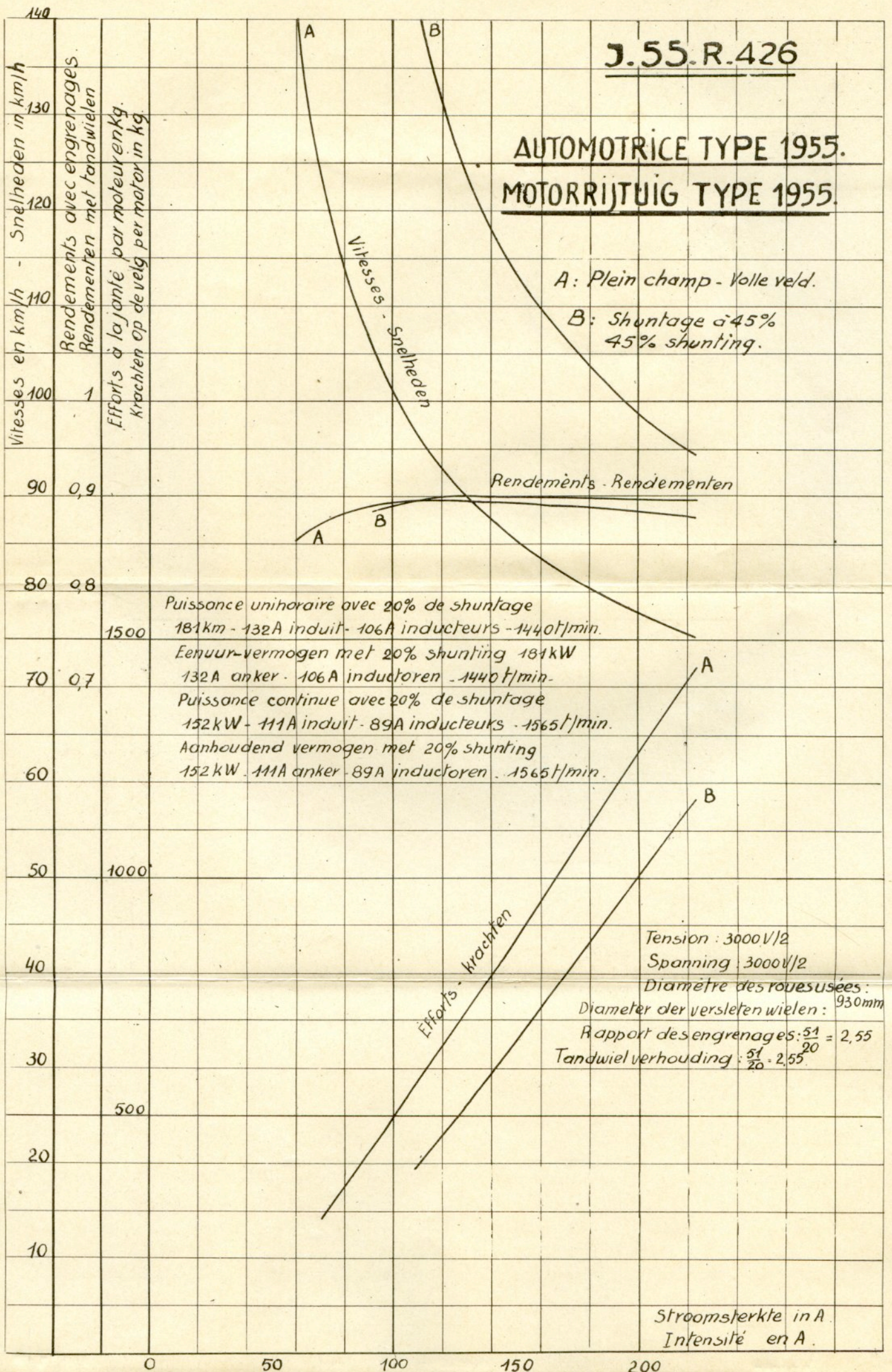
Automotrices types 1954 et 1956.

Motorrijtuigen typen 1954 en 1956.



# J.55.R.426

## AUTOMOTRICE TYPE 1955. MOTORRIJTUIG TYPE 1955.

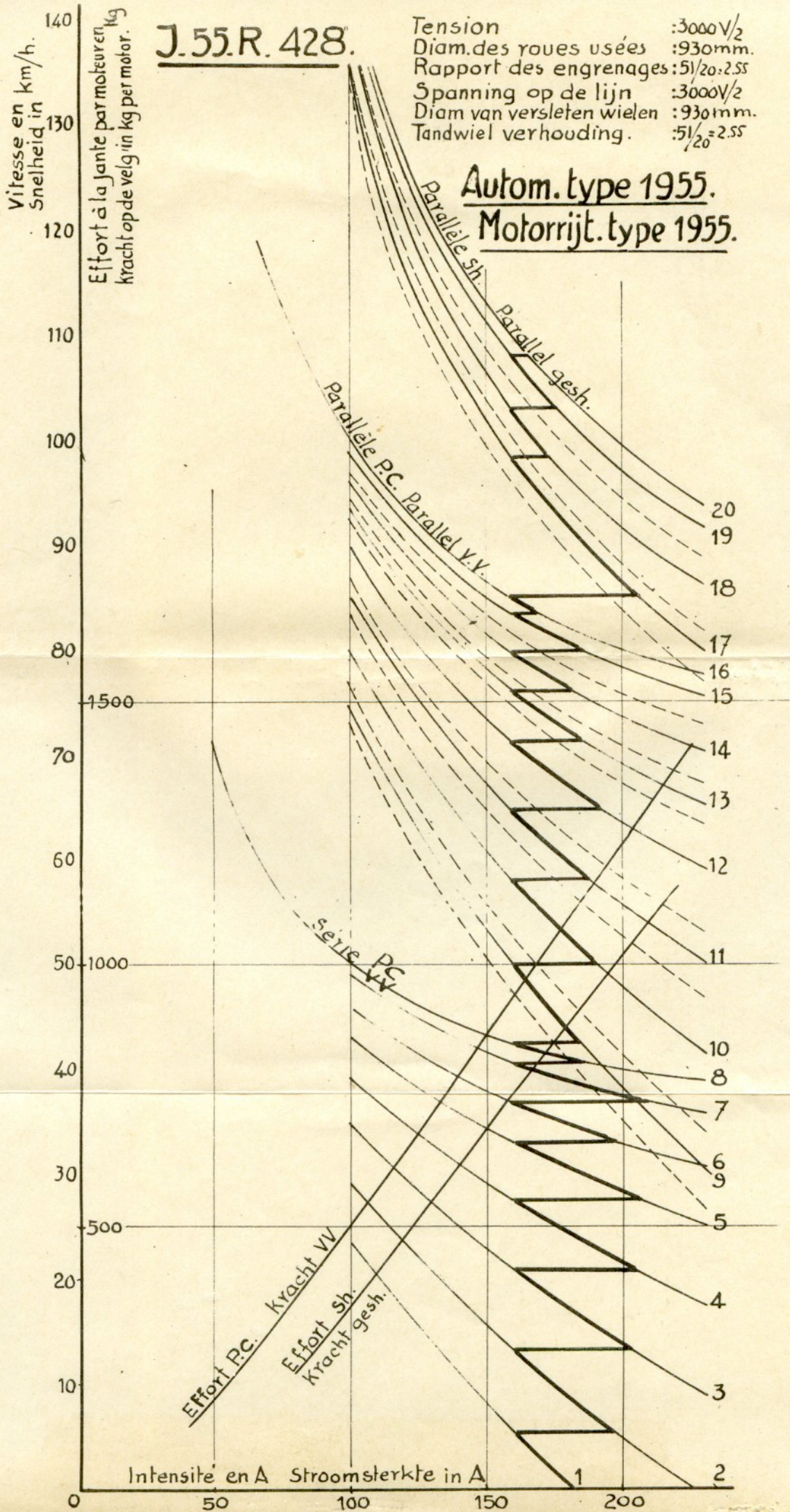




# J.55.R. 428.

Tension : 3000V/2  
 Diam. des roues usées : 930mm.  
 Rapport des engrenages : 51/20 = 2.55  
 Spanning op de lijn : 3000V/2  
 Diam van versleten wielen : 930mm.  
 Tandwiel verhouding : 51/20 = 2.55

**Autom. type 1955.**  
**Motorrijt. type 1955.**



Vitesse en km/h.  
 Snelheid in km/h.  
 Effort à la jante par moteur en kg  
 Kracht op de velg in kg per motor.

Intensité en A Stroomsterkte in A