| | | | | |
|---|---|---|---|---|
| B<br>E.S.<br>NAMUR | DESSINE | CALQUE | VERIFIE | SURFACE<br>1,50m² |
| | DRESSE, L'INSP. I.L.<br>13.9.81. | | | |
| INSTRUCTIONS LOCALES<br>111 _ 162 _ 73 | | APPROUVE, L'IPES.<br>13.9.81. | | |

LIGNE 162

# ARLON

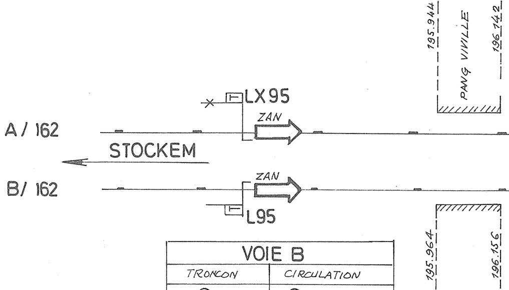
BLOCK 96

## SCHEMA ANNEXE A L'INSTRUCTION LOCALE

| DATES | MODIFICATIONS | SIGNATURES |
|---|---|---|
| | | |

---

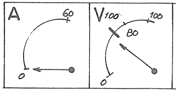
| VOIE A | |
|---|---|
| TRONCON | CIRCULATION |
| ⦶ | ⦶ VNS |
| ○ | ⦶ CVT |

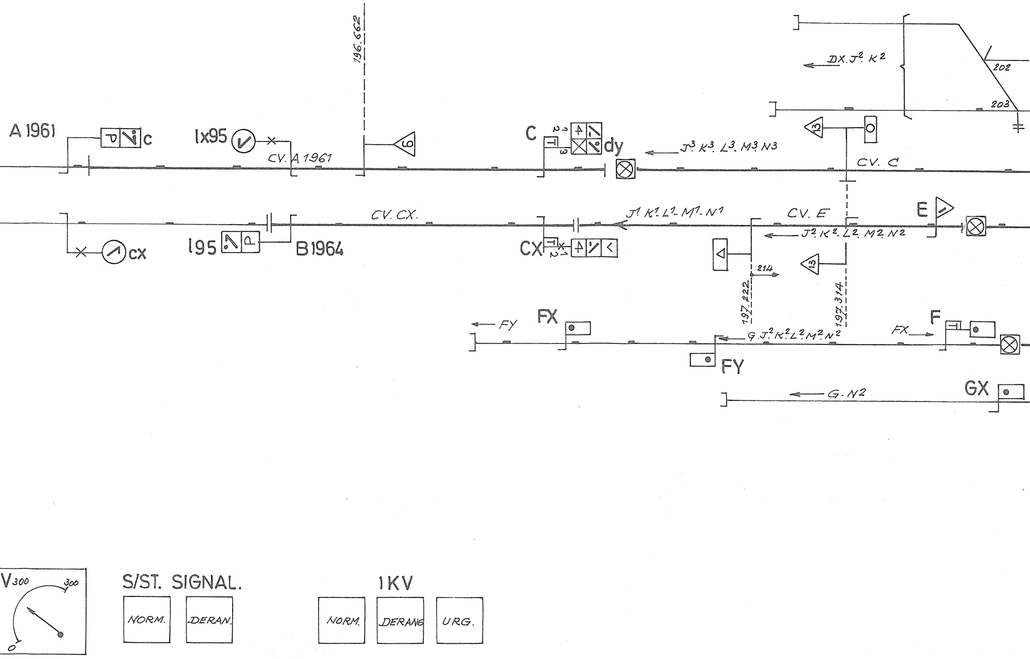

195.944
PANG VIVILLE
196.142
LX95
ZAN
A / 162
STOCKEM
B/ 162
ZAN
L95
195.964
196.156

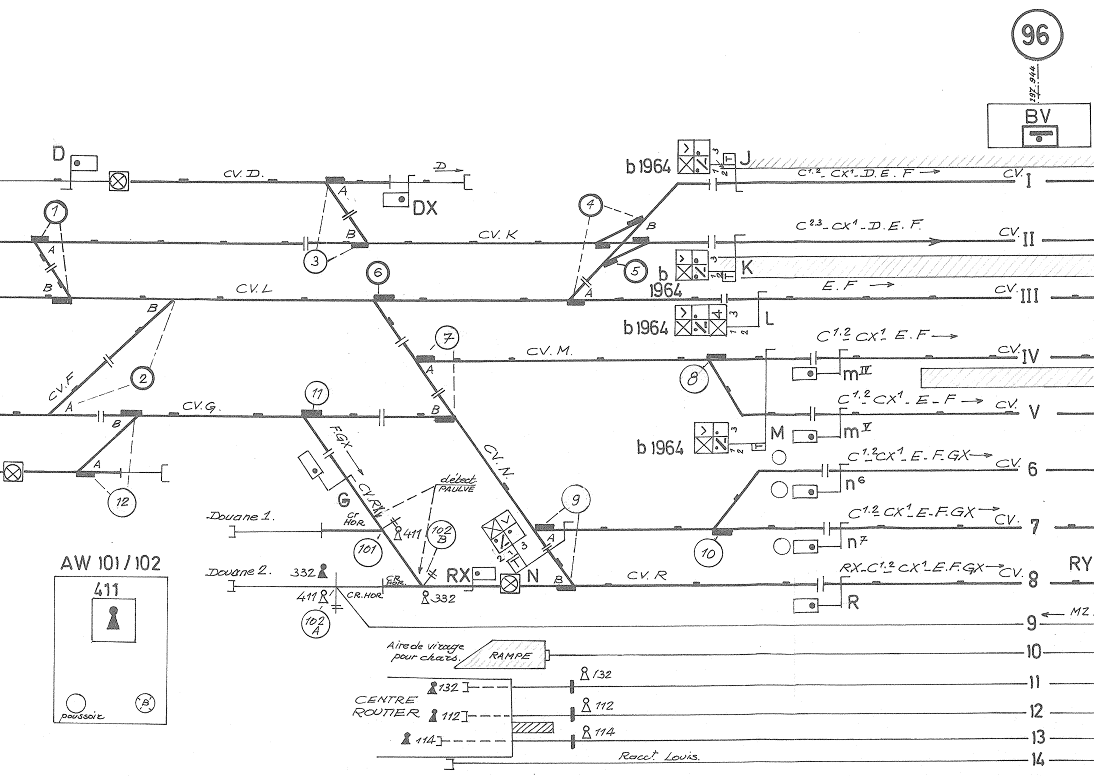
| VOIE B | |
|---|---|
| TRONCON | CIRCULATION |
| ⦶ | ⦶ VNS |
| ○ | ⦶ CVT |

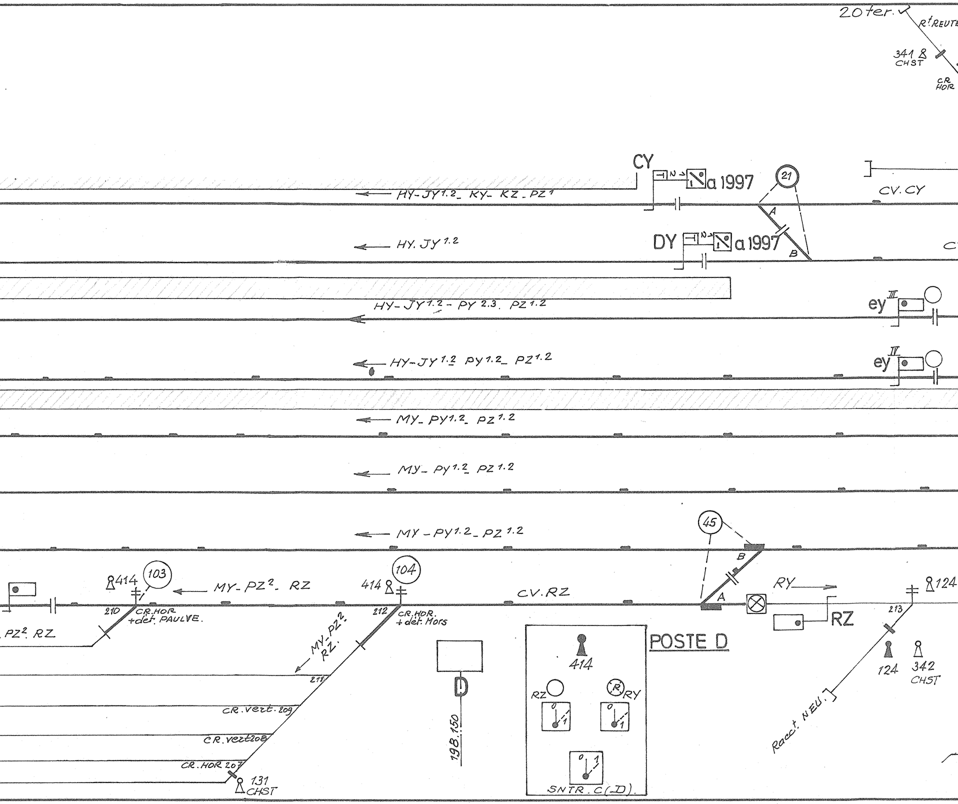
## LEGENDE

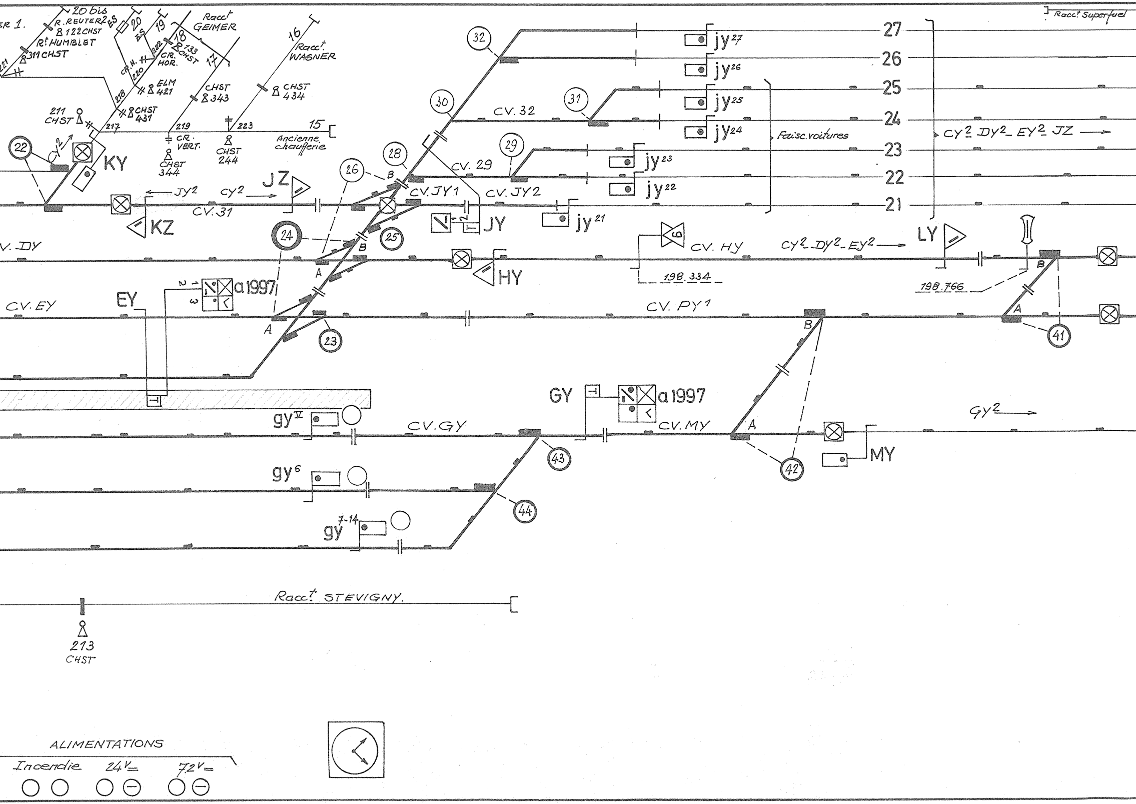
○ Voyant rouge
⦶ Voyant blanc
⊖ Voyant vert
⊗ Voyant vert et blanc
⊕ Voyant rouge et blanc
Trait lum. éteint blanc ou rouge.
◯ Aiguillage chauffé électriquement.

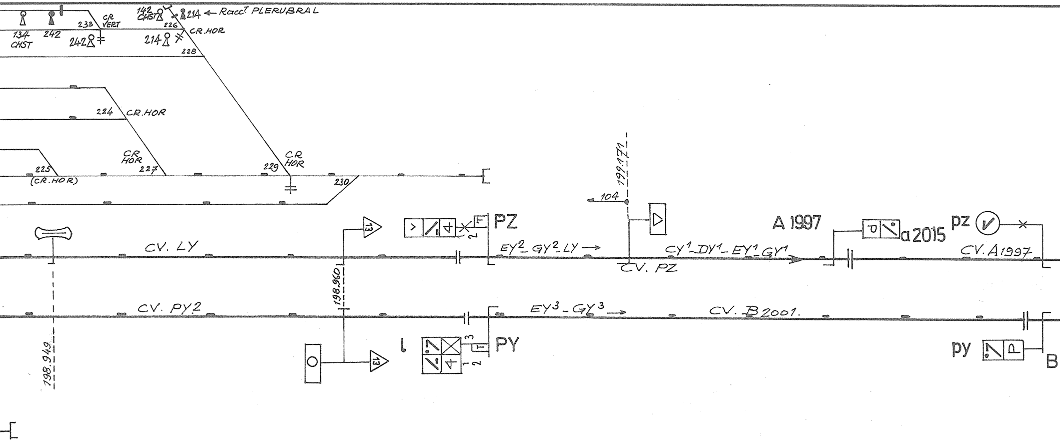

A
60
0
V100
100
80
0


A 1961
c
1x95
CV. A 1961
196.662
6
C
1
2
3
dy
J3. K3. L3. M3 N3
CV. C
13
DX. J2. K2
202
203
CV. CX.
J1. K1. L1. M1. N1
CV. E
E
J2. K2. L2. M2. N2
195
B1964
cx
CX
1
2
214
197.222
197.314
13
FY
FX
FX
F
G. J2. K2. L2. M2. N2
FY
GX
G. N2
V300
300
0
S/ST. SIGNAL.
NORM.
DERAN.
1KV
NORM.
DERANG
URG.


96
197.944
BV
D
CV. D.
D →
DX
b 1964
J
C1.2 - CX1 - D. E. F →
CV. I
1
CV. K
C2.3 - CX1 - D. E. F.
CV. II
3
4
5
b
1964
K
E. F →
CV. III
6
CV. L
b 1964
L
7
CV. M.
C1.2 CX1 E. F →
CV. IV
mIV
8
2
CV. F
CV. G.
11
C1.2 CX1 - E - F →
CV. V
mV
b 1964
M
CV. N.
F.GX
CV. RX
G
12
C1.2 CX1 - E. F. GX →
CV. 6
n6
débect. PAULVE
9
C1.2 CX1 E. F. GX →
CV. 7
n7
10
Douane 1.
Cr HOR
411
101
102 B
Douane 2.
332
411
102 A
CR. HOR
CR. HOR
RX
332
N
CV. R
RX - C1.2 CX1 - E. F. GX →
CV. 8
R
RY
9
MZ
AW 101/102
411
poussoir
B
Aire de virage pour chars.
RAMPE
10
132
132
11
CENTRE ROUTIER
112
112
12
114
114
13
Racct Louis.
14
A
B


20ter.
Rt REUTE
341 CHST
CR HOR
CY
N
a 1997
21
CV.CY
HY-JY1.2_ KY- KZ_PZ1
A
B
DY
N
a 1997
HY. JY1.2
HY-JY1.2- PY2.3. PZ1.2
eyIII
HY-JY1.2 PY1.2_ PZ1.2
eyIV
MY_ PY1.2_ PZ1.2
MY_ PY1.2 PZ1.2
MY - PY1.2_ PZ1.2
45
B
A
414
103
MY-PZ2_ RZ
414
104
CV.RZ
RY
124
210
CR.HOR +dét. PAULVE.
212
CR.HOR. +dét. Mors
213
PZ2. RZ
RZ
POSTE D
414
RZ
RY
0
1
0
1
0
1
SNTR. C(-D).
MY-PZ2. RZ.
211
CR.vert. 209
CR.vert 208
CR.HOR 207
131 CHST
D
198.150
124
342 CHST
Racct. NEU.


ER 1.
20 bis
R. REUTER2
ES
122 CHST
Rt HUMBLET
311 CHST
221
20
ES
19
CR. H.
220
222
CR. HOR.
18
133 CHST
Racct GEIMER
17
16
Racct. WAGNER
218
ELM 421
CHST 343
CHST 434
211 CHST
CHST 431
217
219
223
15
CR. VERT.
CHST 344
CHST 244
Ancienne chaufferie
Racct Superfuel
22
CY2
KY
JY2
CY2
JZ
CV. 31
KZ
26
28
B
30
32
CV. 32
31
29
CV. 29
CV. JY1
CV. JY2
JY
jy27
jy26
jy25
jy24
jy23
jy22
jy21
27
26
25
24
23
22
21
Faisc. voitures
CY2 DY2 EY2 JZ
V. DY
24
25
B
A
HY
CV. HY
198.334
CY2 DY2 EY2
LY
B
198.766
A
41
CV. EY
EY
a1997
A
23
CV. PY1
B
GY
a1997
A
42
MY
gyV
CV. GY
CV. MY
43
GY2
gy6
44
gy7-14
Racct STEVIGNY.
213 CHST
ALIMENTATIONS
Incendie
24V=
72V=


134 CHST
242
233
CR VERT
242
142 CHST
226
21A ← Racc.t PLERUBRAL
214
CR.HOR
228
224
CR.HOR
CR HOR
227
225
(CR.HOR)
229
CR HOR
230
199.171
104
13
PZ
1
2
CV. LY
EY2 GY2 LY →
CY1 DY1 EY1 GY1
CV. PZ
A 1997
a 2015
pz
CV. A1997
198.960
CV. PY2
EY3 GY3 →
CV. B2001.
13
PY
3
1
2
4
py
P
B
198.949

CH. AW

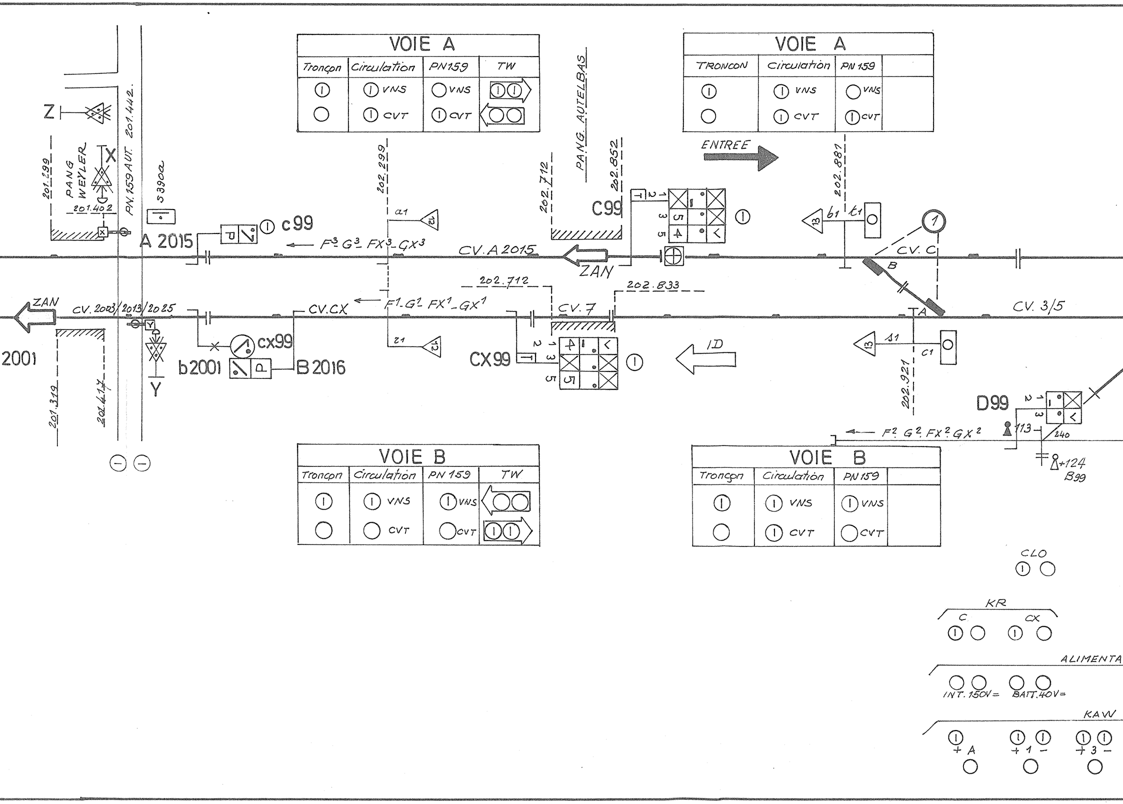
V.CAW 2

○

H

## KAW

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| + 1 - | + 2 - | + 3 - | + 4 - | + 5 - | + 6 - | + 7 - | + 8 - | + 9 - | + 10 - | + 11 - | + 12 - |
| + 21 - | + 22 - | + 23 - | + 24 - | + 25 - | + 26 - | | + 28 - | + 29 - | + 30 - | + 31 - | + 32 - |
| + 41 - | + 42 - | + 43 - | + 44 - | + 45 - | | | + 101 - | + 102 - | + 103 - | + 104 - | |


Z
X
Y
PANG WEYLER
201.299
201.402
PN.159 AUT. 201.442
S 390a
A 2015
c99
F³-G³-FX³-GX³
202.299
a1
12
CV. A 2015
ZAN
PANG. AUTELBAS
202.712
202.852
C99
ENTREE
202.881
b1
t1
13
1
CV. C
B
A
CV. 3/5
ZAN
CV. 2003/2013/2025
CV.CX
F¹-G²-FX¹-GX¹
202.712
202.833
CV. 7
cx99
b2001
B 2016
2001
z1
CX99
ID
s1
c1
202.921
D99
113
240
+124
B99
F²-G²-FX²-GX²
201.319
201.417
CLO
KR
C
CX
ALIMENTA
INT. 150V=
BATT. 40V=
KAW
+ A
+ 1 −
+ 3 −

## VOIE A

| Tronçon | Circulation | PN159 | TW |
|---|---|---|---|
| ① | ① VNS | ○ VNS | ①① ⇨ |
| ○ | ① CVT | ① CVT | ⇦ ○○ |

## VOIE A

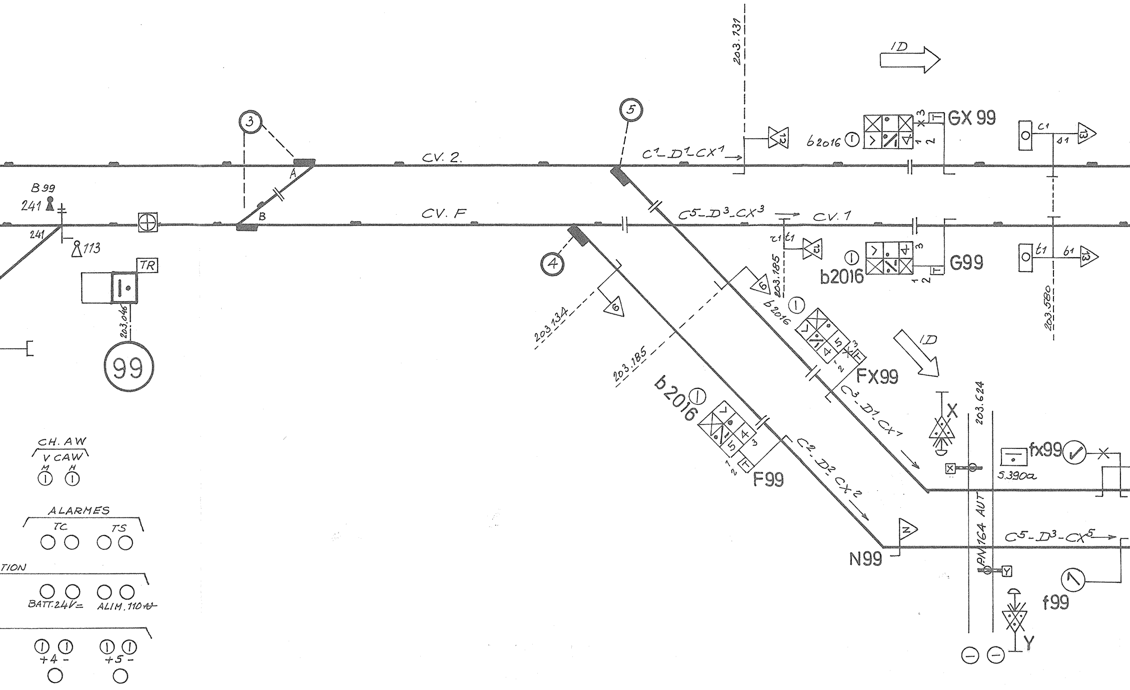
| TRONCON | Circulation | PN 159 | |
|---|---|---|---|
| ① | ① VNS | ○ VNS | |
| ○ | ① CVT | ① CVT | |

## VOIE B

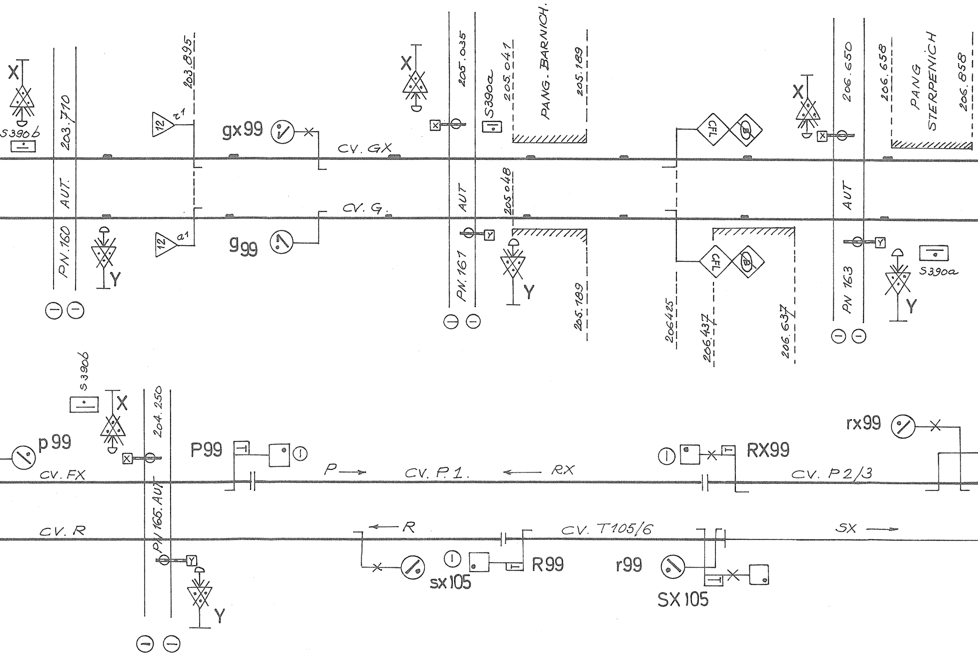
| Tronçon | Circulation | PN 159 | TW |
|---|---|---|---|
| ① | ① VNS | ① VNS | ⇦ ○○ |
| ○ | ○ CVT | ○ CVT | ①① ⇨ |

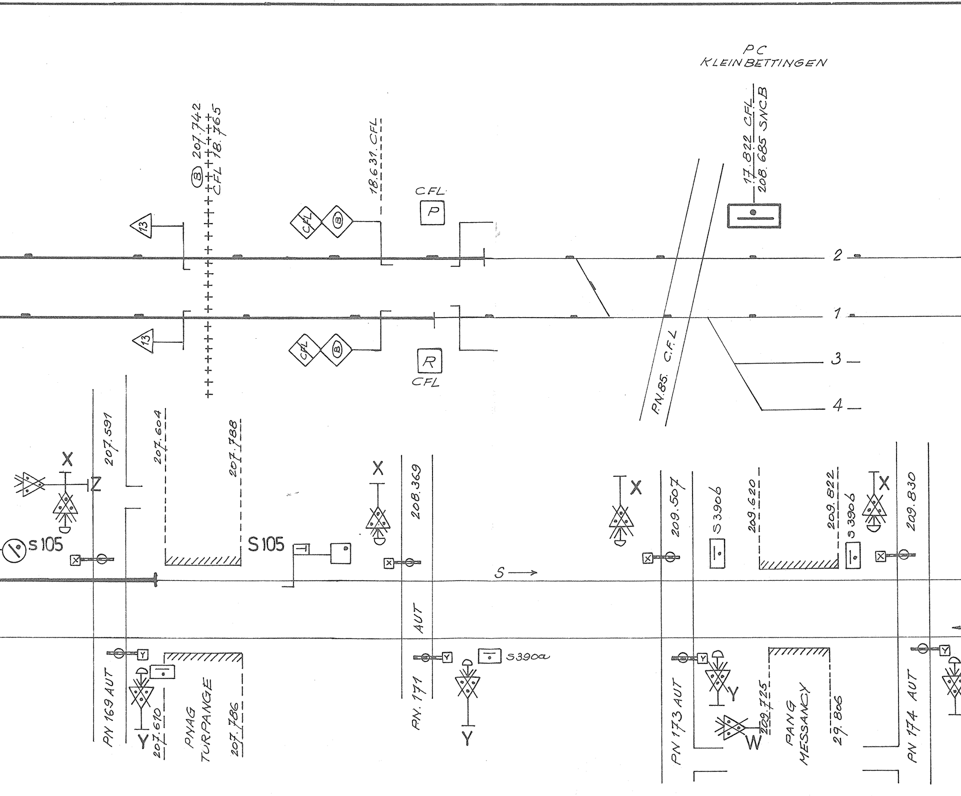
## VOIE B

| Tronçon | Circulation | PN 159 | |
|---|---|---|---|
| ① | ① VNS | ① VNS | |
| ○ | ① CVT | ○ CVT | |



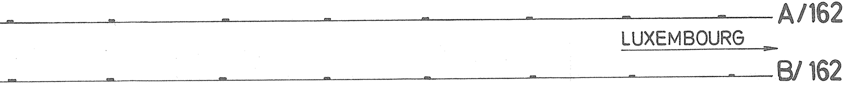
ID
203.131
3
5
4
CV. 2.
CV. F
CV. 1
A
B
B 99
241
241
113
TR
203.046
99
$C^2-D^2-CX^1$
$C^5-D^3-CX^3$
$C^3-D^1-CX^1$
$C^2-D^2-CX^2$
$C^5-D^3-CX^5$
b2016
GX 99
G99
FX99
F99
N99
fx99
f99
5.390a
203.185
203.185
203.134
203.580
203.624
P.N. 164 AUT
t1
c1
61
13
12
6
X
Y
CH. AW
V CAW
M
H
ALARMES
TC
TS
TION
BATT. 24V=
ALIM. 110V~
+4 -
+5 -


X
S390b
203.710
AUT.
PN.160
Y
12 z1
12 a1
203.895
gx99
g99
CV. GX
CV. G.
X
205.035
S390a
205.041
PANG. BARNICH.
205.189
AUT
PN.167
205.048
Y
205.189
CFL
B
CFL
B
206425
206.437
206.637
X
206.650
206.658
PANG STERPENICH
206.858
AUT
PN 163
S390a
Y
S390b
X
204.250
PN 165.AUT
Y
p99
CV. FX
P99
P →
CV. P.1.
← RX
RX99
CV. P2/3
rx99
CV. R
← R
CV. T105/6
SX →
sx105
R99
r99
SX105


PC
KLEINBETTINGEN
17.822 CFL
208.685 SNCB
Ⓑ 207.742
CFL 18.765
18.631. CFL
CFL
P
R
CFL
13
13
CFL
Ⓑ
CFL
Ⓑ
2
1
3
4
P.N.85 C.F.L
207.591
207.604
207.788
X
Z
s 105
S 105
X
208.369
AUT
P.N. 171
S390a
Y
PN 169 AUT
Y
207.610
PNAG
TURPANGE
207.786
S ⟶
X
209.507
S3906
209.620
209.822
s 3906
X
209.830
PN 173 AUT
Y
W
209.725
PANG
MESSANCY
29.806
PN 174 AUT

**VOIE A**

| Troncon | Circulation | PN160 - 161 - 163 | |
|---|---|---|---|
| ⦶ | ⦶ VNS | ⦶ VNS | |
| ○ | ⦶ CVT | ○ CVT | |

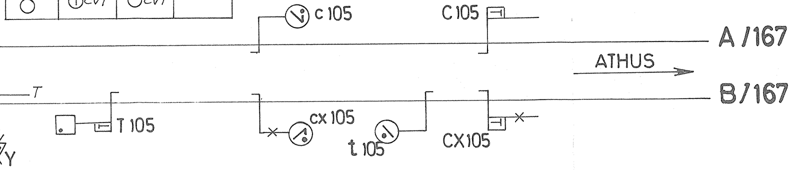

A/162
LUXEMBOURG
B/ 162

**VOIE B**

| Tronçon | Circulation | PN 160 - 161 - 163 | |
|---|---|---|---|
| ⦶ | ⦶ VNS | ○ VNS | |
| ○ | ⦶ CVT | ⦶ CVT | |

**VOIE A**

| Tronçon | Circulation | PN 164·165 | |
|---|---|---|---|
| ⦶ | ⦶ VNS | ⦶ VNS | |
| ○ | ⦶ CVT | ○ CVT | |


c 105
C 105
A /167
ATHUS
B /167
T
T 105
cx 105
t 105
CX105
Y

**VOIE B**

| Tronçon | Circulation | PN 164·165 | |
|---|---|---|---|
| ⦶ | ⦶ VNS | ○ VNS | |
| ○ | ⦶ CVT | ⦶ CVT | |