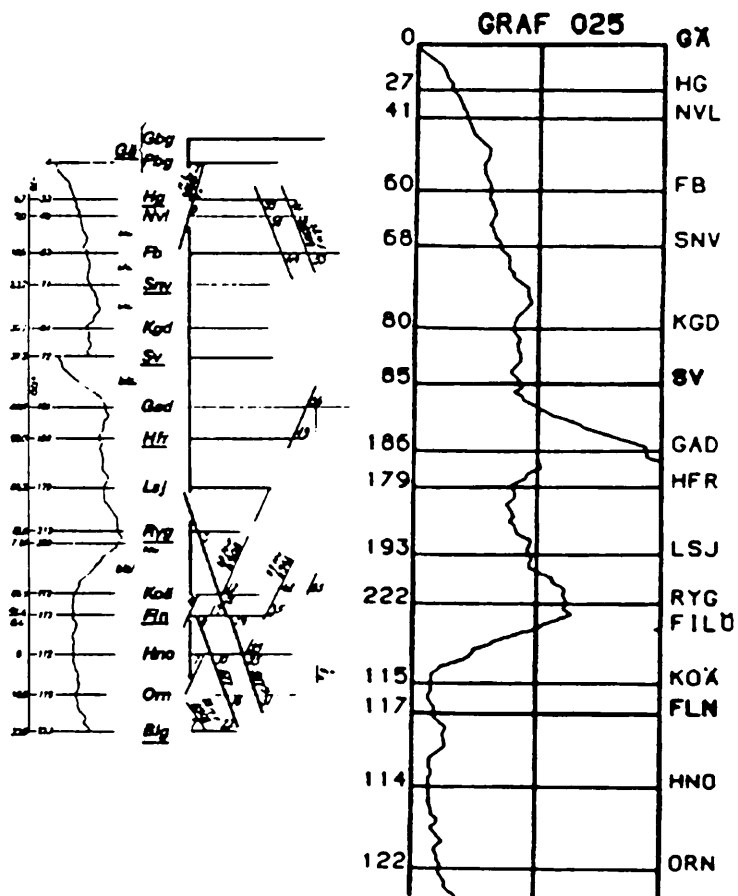




Banprofiler till grafiska tidtabellen



FÖRTECKNING ÖVER ÄNDRINGSTRYCK

Nr	Gäller fr o m	Inrättat		Nr	Gäller fr o m	Inrättat	
		datum	sign			datum	sign
1				6			
2				7			
3				8			
4				9			
5				10			

INNEHÅLLSFÖRTECKNING

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1. ALLMÄNT

Den grafiska tidtabellen (nuvarande SJF 641) producerades under många år för hand. Tågens läge med uppehåll och bevakade stationer inlagda tuschritades. Före tryckningen kompletterades bladen med vissa ramuppgifter. Bland annat trycktes längst till vänster bredvid stationssignaturen en banprofil som visade den aktuella linjens lutningar och stigningar. Där framgick även stationernas km-tal och höjd över havet.

Fr o m Tdt 179 framställs den grafiska tidtabellen - SJF 641 - via data i TIPS-systemet. Denna omställning krävde att layouten ändrades i väsentliga delar för att anpassas till dataframställningen. Banprofilen togs bort främst för att bereda större utrymme åt annan text som bedömdes vara viktigare.

Under årens lopp har detta handlande utsatts för kritik och önskemål har framförts att banprofilen åter skall framtagas och då anpassad till den moderna dataframställda grafiska tidtabellen. Banprofilen utgjorde ett stöd för tidtabellskonstruktören och tågledaren vid val av mötesplats speciellt då det ena tåget var ett tungt godståg. Även andra intressenter har anmält behov av banprofil t ex maskindivisionen vid val av provkörningssträckor.

Banprofil till de grafiska tidtabellerna har nu framtagits och presenteras separata i denna SJF. Dataprogrammet handhas av Valter Sundkvist, tfn 910 5019, som även kan lämna svar på frågor och göra ändringar om önskemål finns.

2. FÖRKLARING TILL BANPROFILERNA

Banprofilerna är i höjdlid ritade i samma skala som motsvarande grafiska tidtabell i samlingen. Det går därför att förminska dem till samma skala som grafen har.

Banprofilen presenteras i ett rutnät med en lodlinje i mitten och en på vardera sidan. Mellan vardera kanten och mittlinjen är höjdskillnaden cirka 100 meter.

Till vänster om den vänstra lodlinjen anges ett värde. Detta är ett relativt tal för varje station och anger höjdskillnaden mot den lägsta punkten på grafen. Denna punkt har fått värdet 0.

Till höger står stationssignaturen. Liksom på grafen är Ä-stationerna markerade med fetstil och bredare linjer.

Är det mycket tätt mellan stationerna på en sträcka, så utelämnas text och även stationslinje. Signaturer för håll- och lastplatser skrivs ut om det finns plats.

Programmet är så utformat att det lägger profilen inom det angivna området så att det får plats. Profilritningen består av ett stort antal punkter, som bestäms för var tionde meter och som binds sammans med raka streck. Om profilen skulle hamna utanför papperet flyttas automatiskt ändpunkten åt andra sidan så pass långt, som programmet finner det nödvändigt för att resten av profilen skall rymmas.

Vissa sträckor har otillförlitliga data och på vissa linjer saknas linjedata helt. I allt väsentligt bör de presenterade bilderna ge en bra bild av linjens utseende. Då grafens höjdskala inte är konstant, kan man uppfatta en lutning mer eller mindre brant än vad profilen visar.

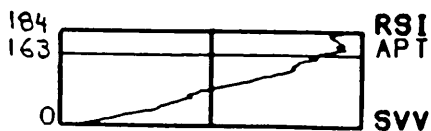
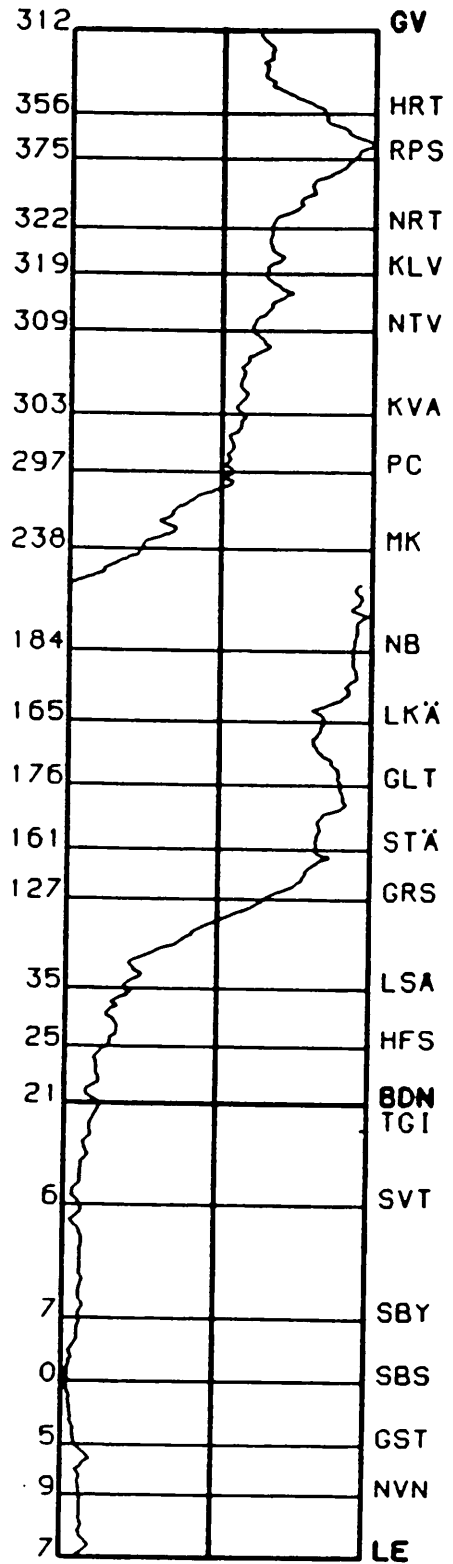
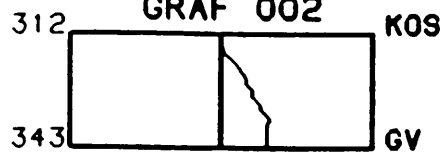
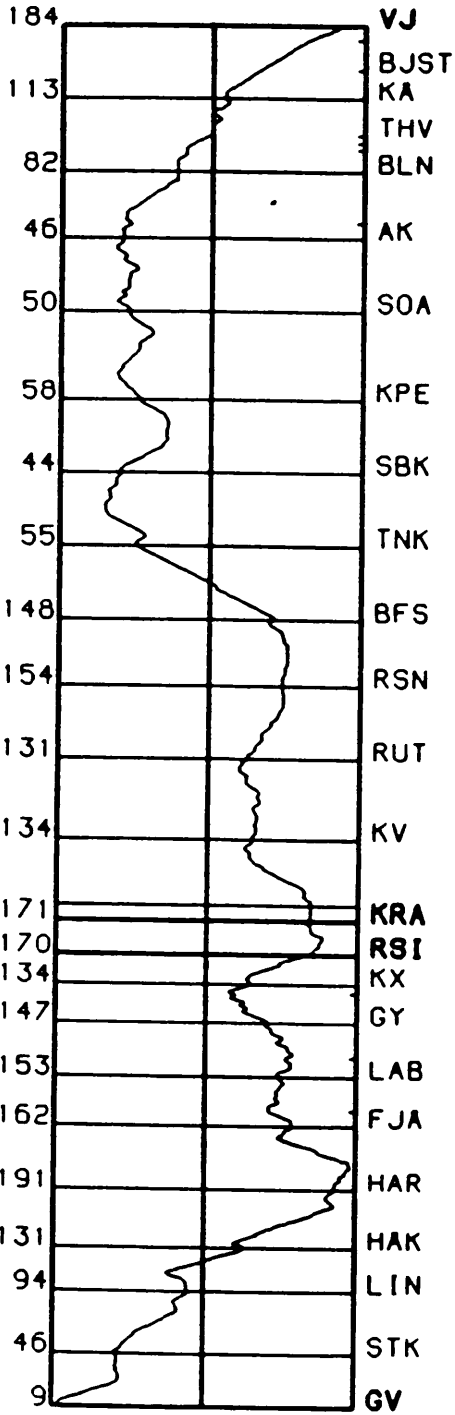
3. BANPROFILERNA

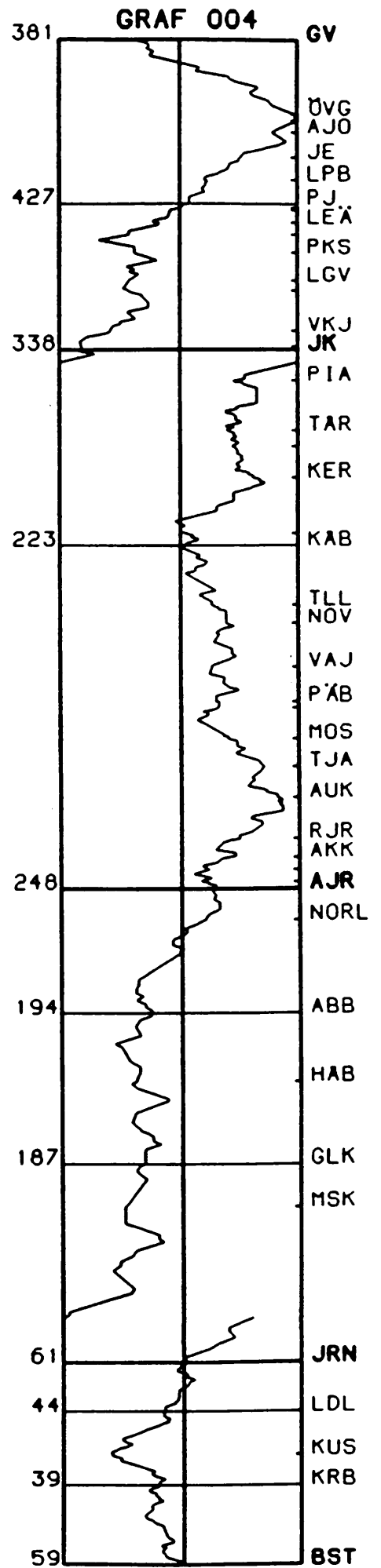
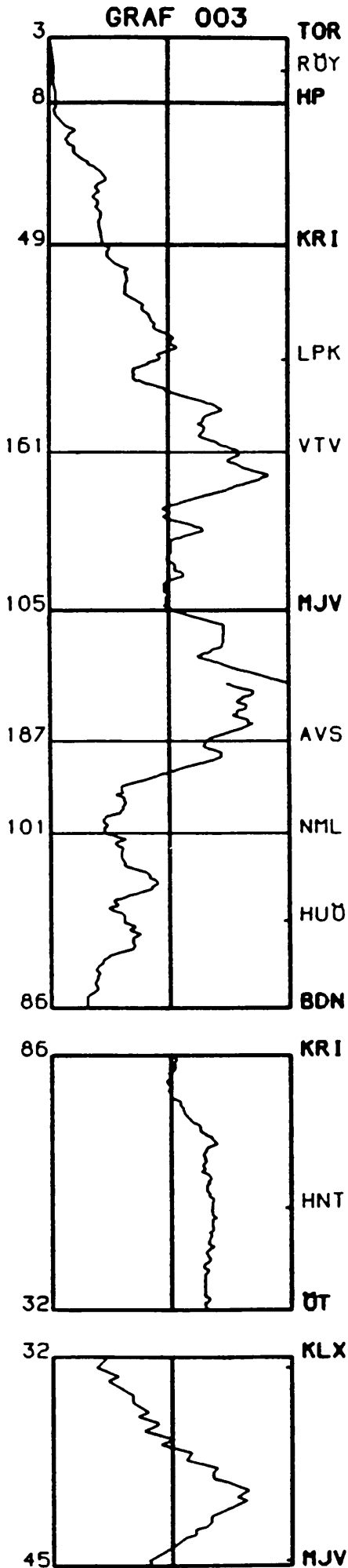
Banprofilerna är placerade två på varje sida. De presenteras i samma nummerordning och indelning som de grafiska tidtabellerna har i T90.1.

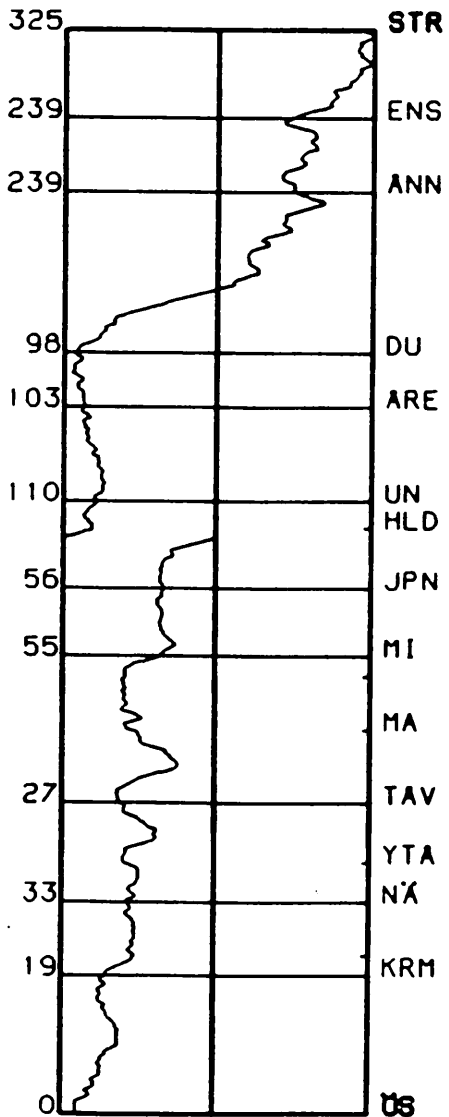
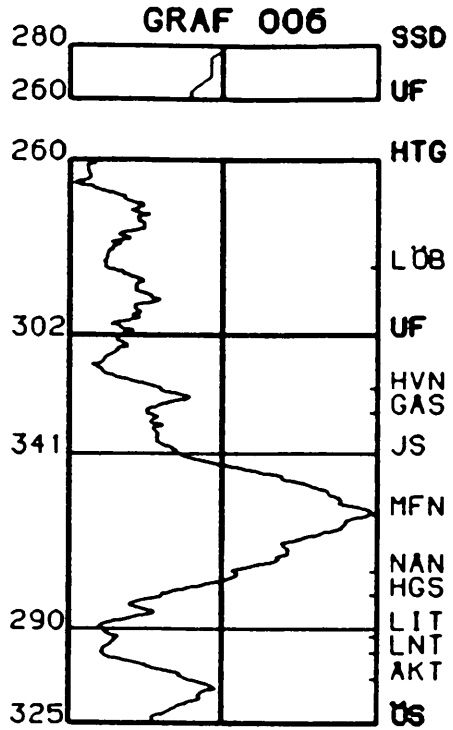
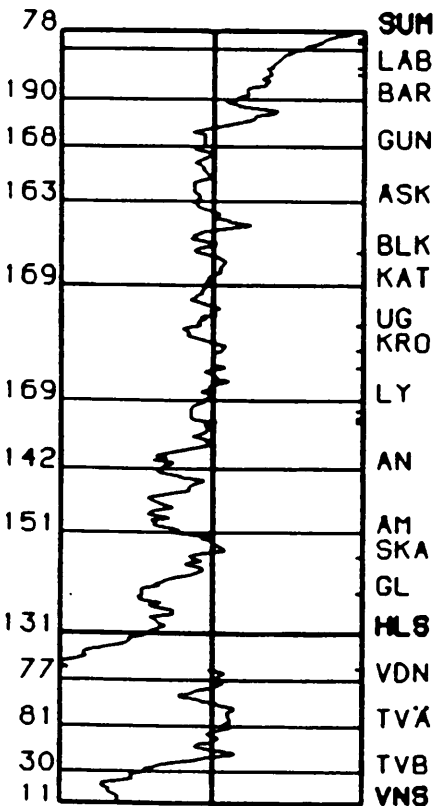
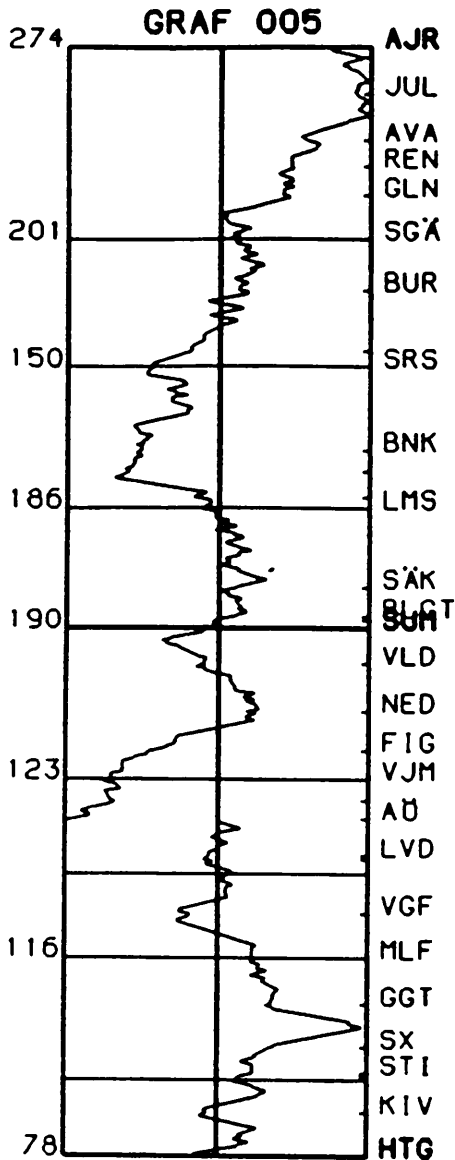
GRAF 001

GRAF 002

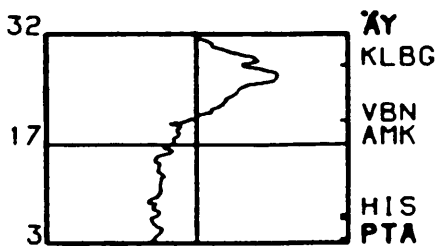
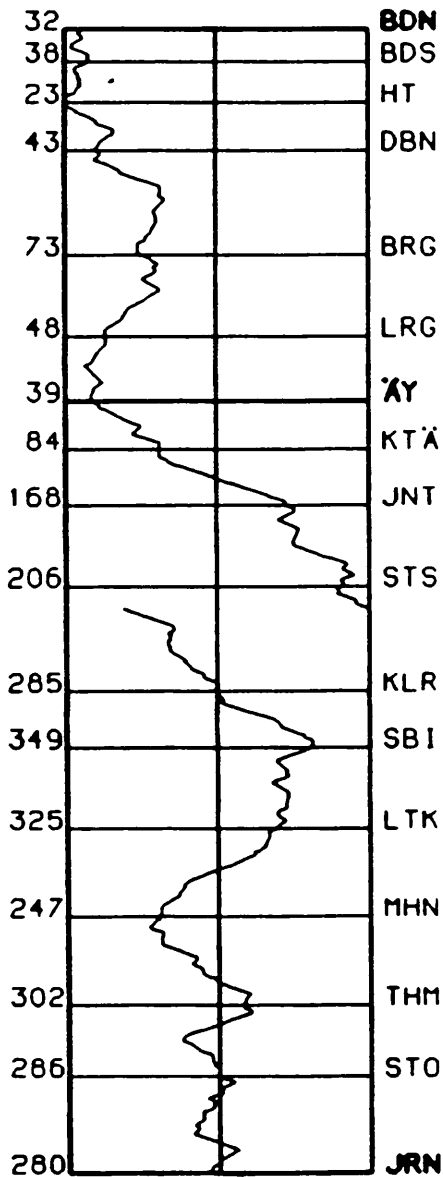
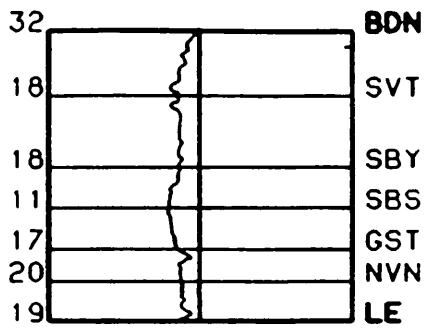
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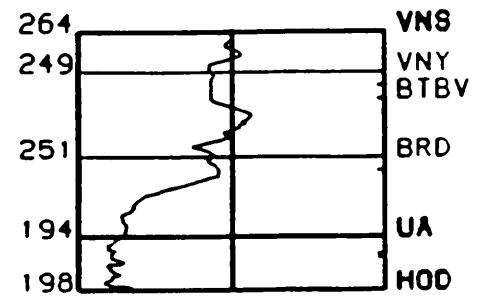
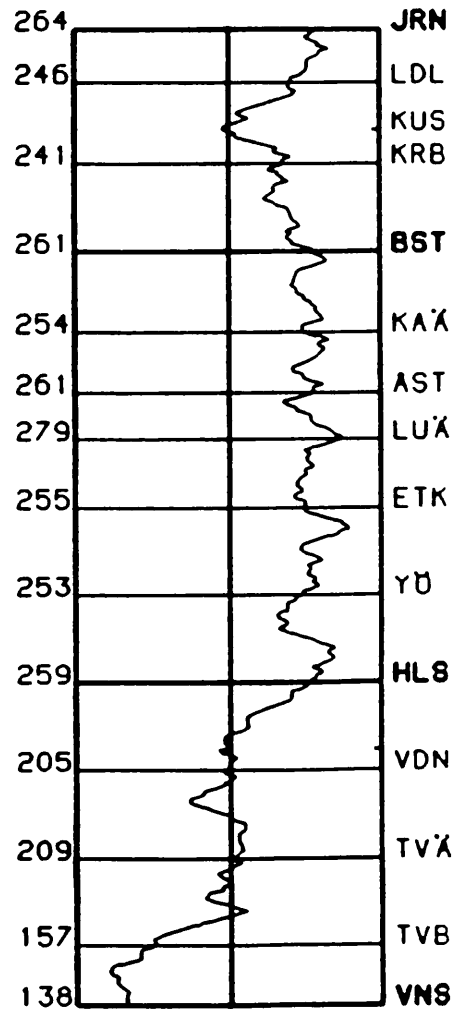
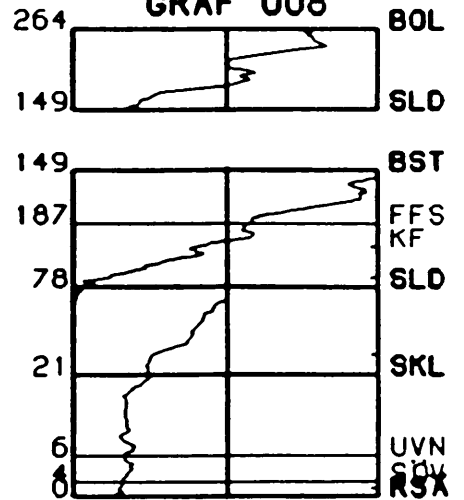




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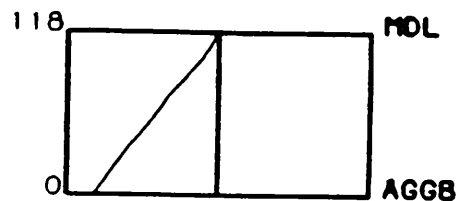
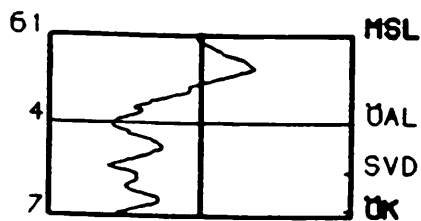
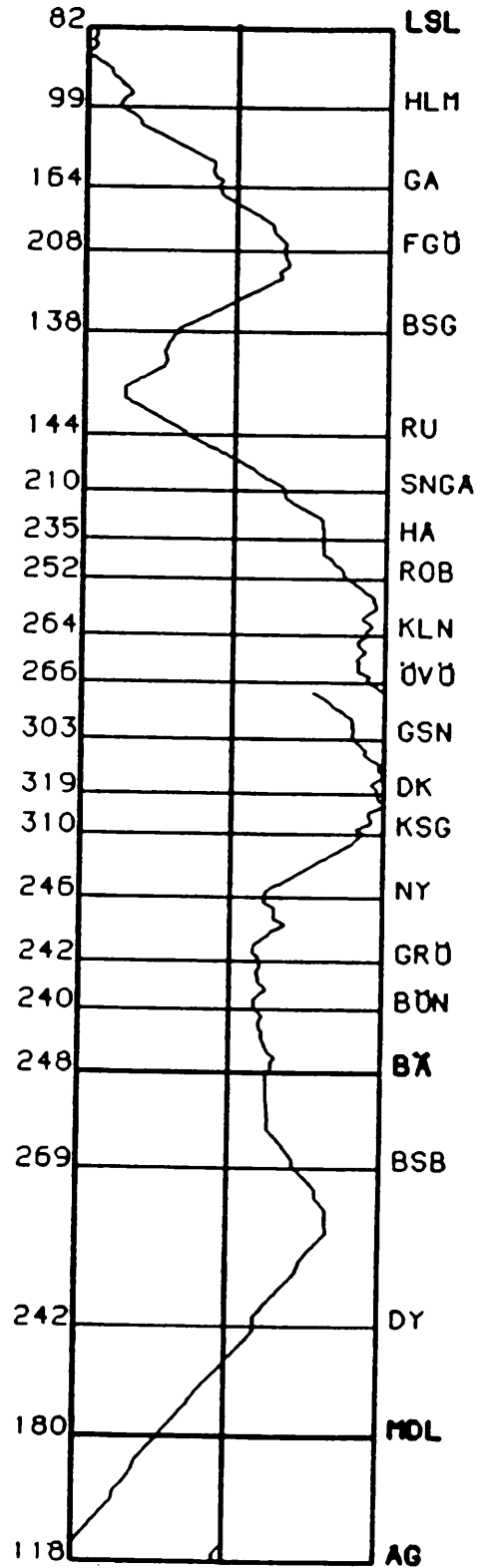
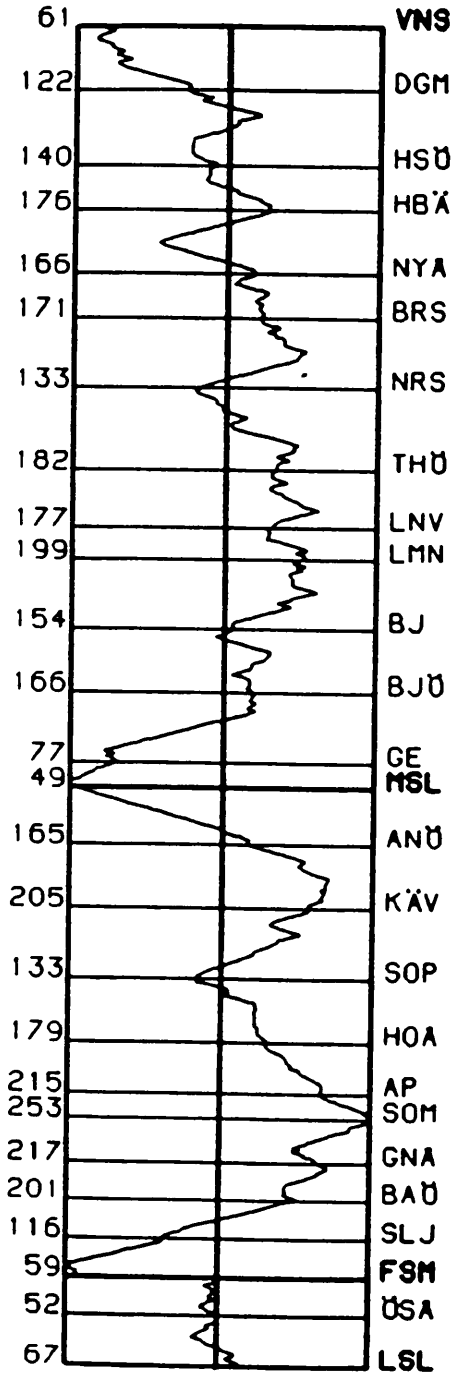


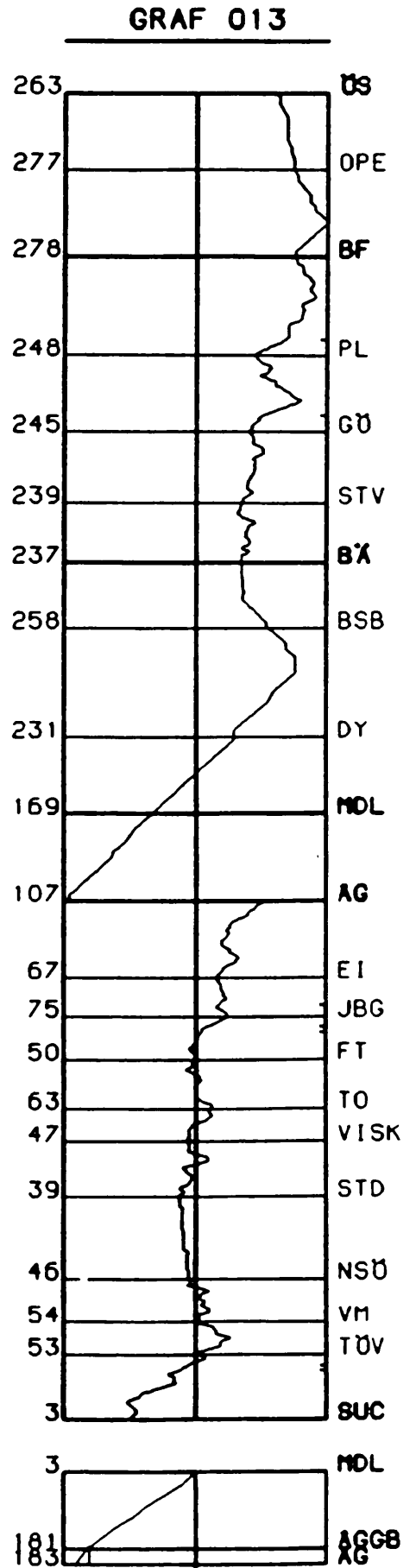
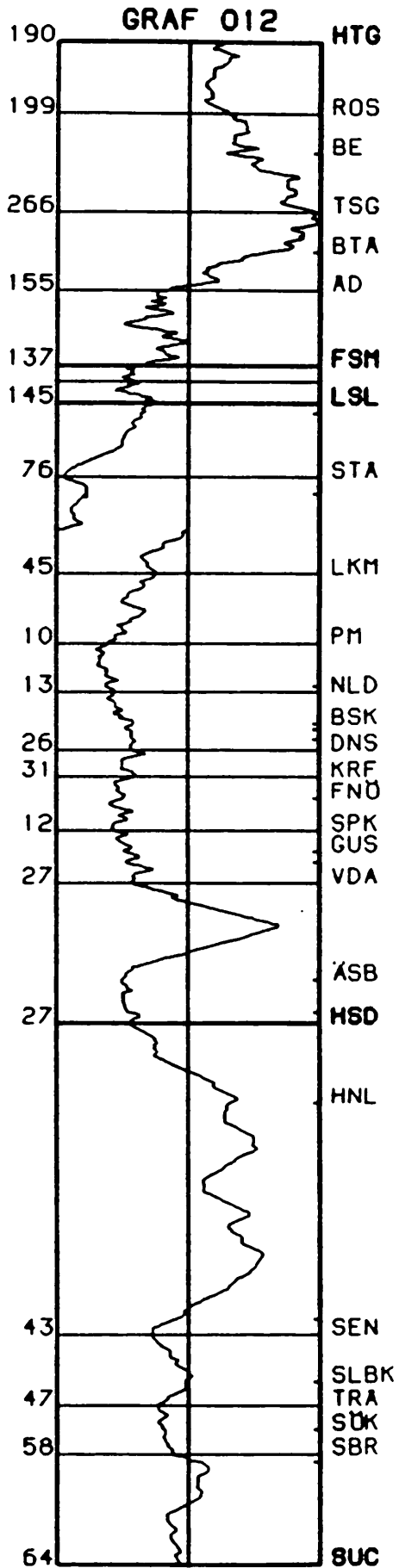
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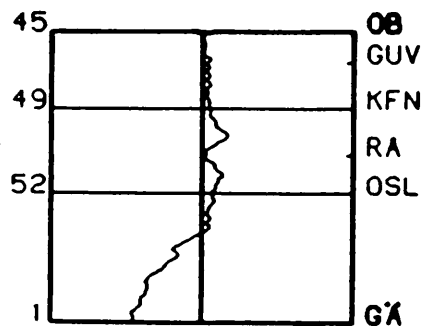
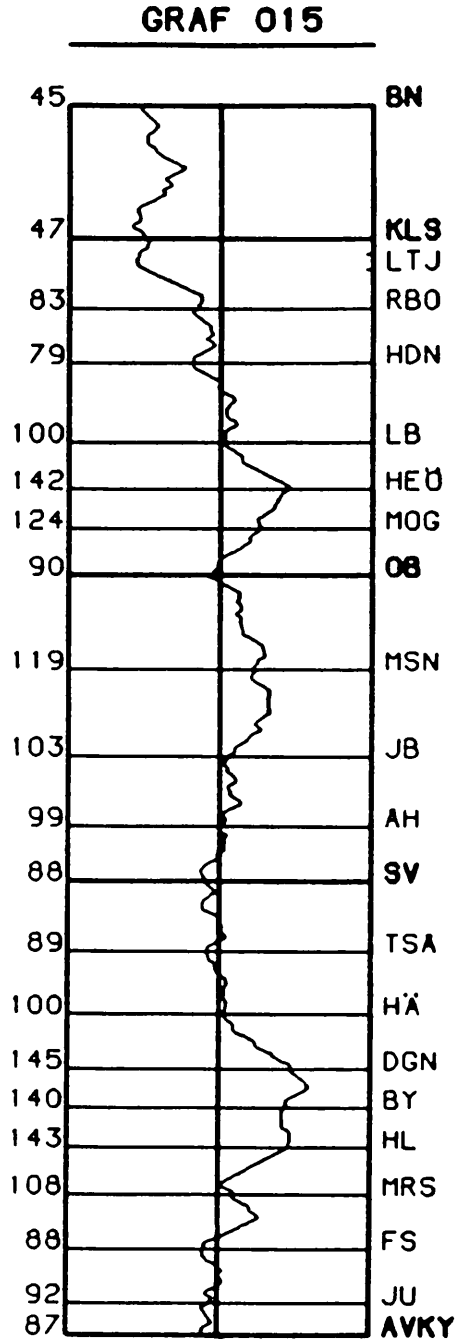
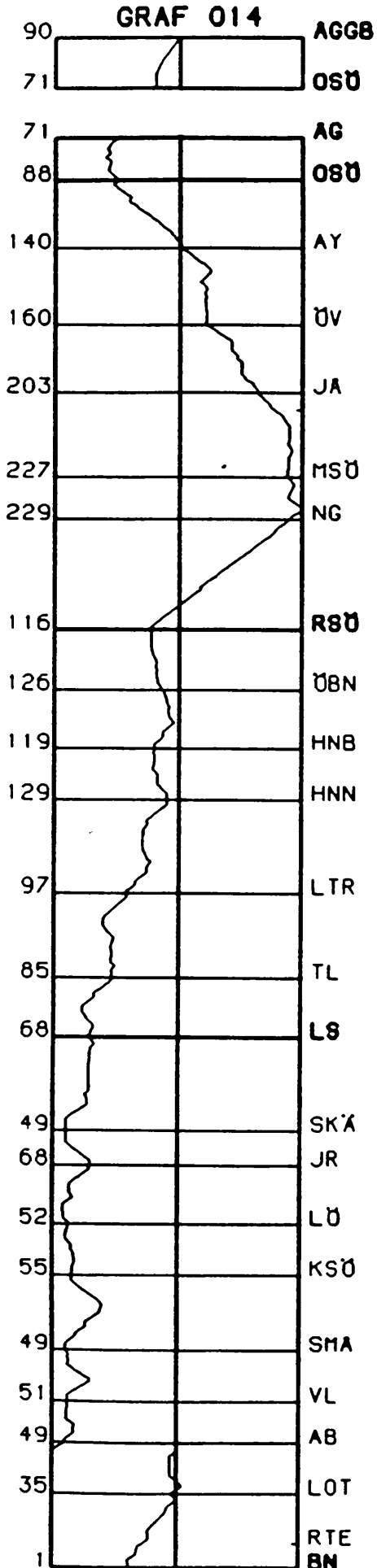


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GRAF 011

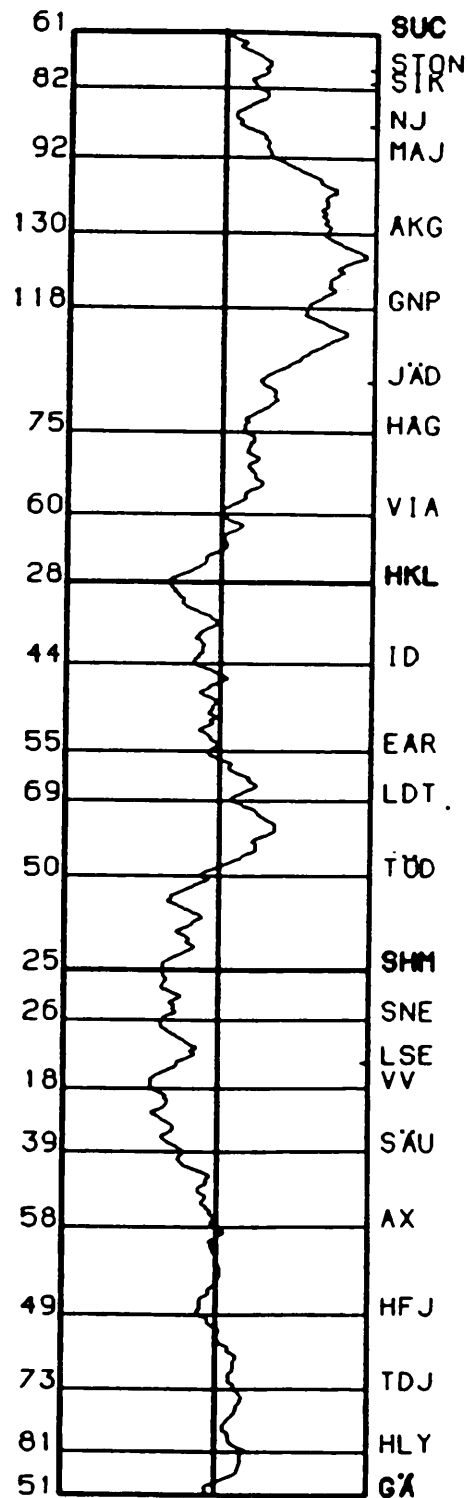
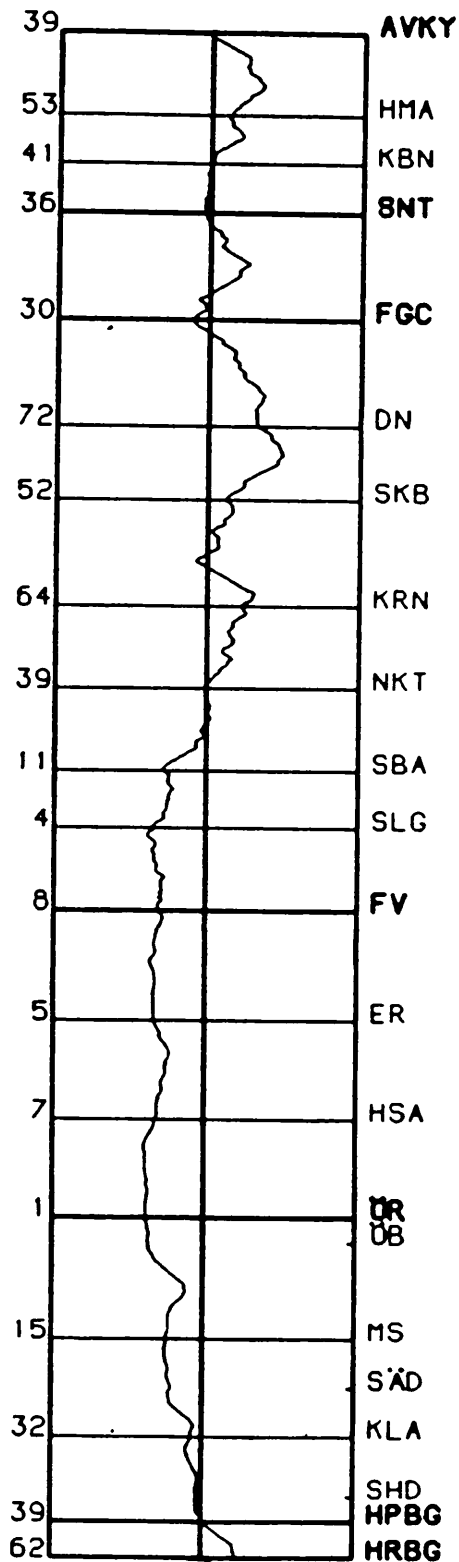




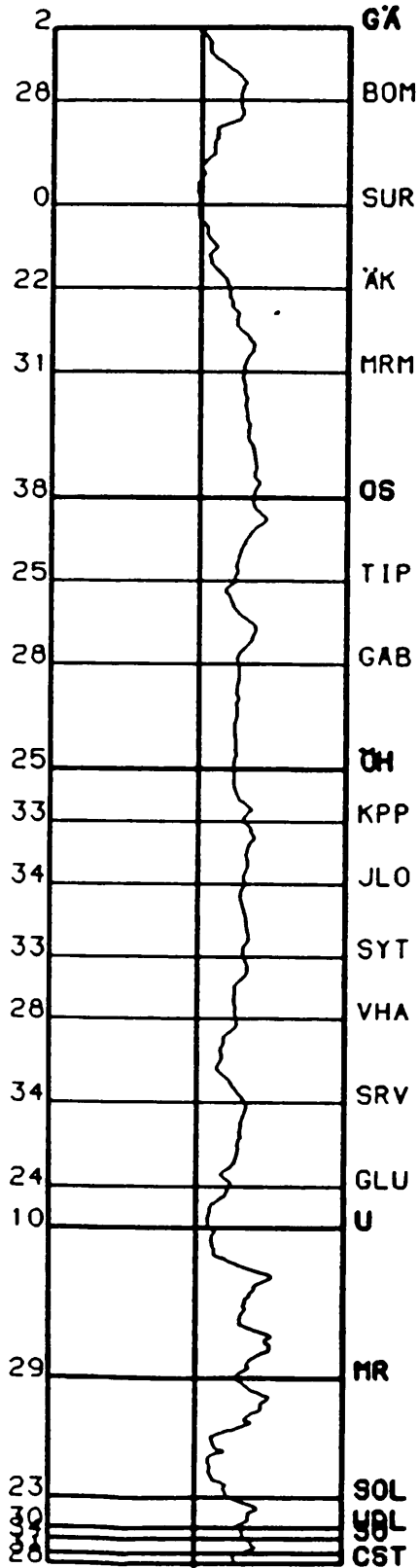


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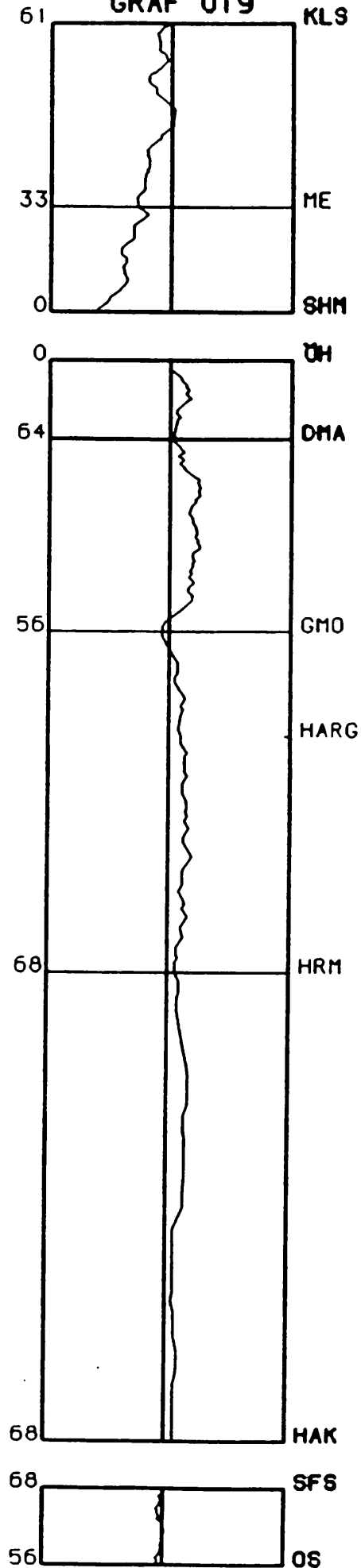
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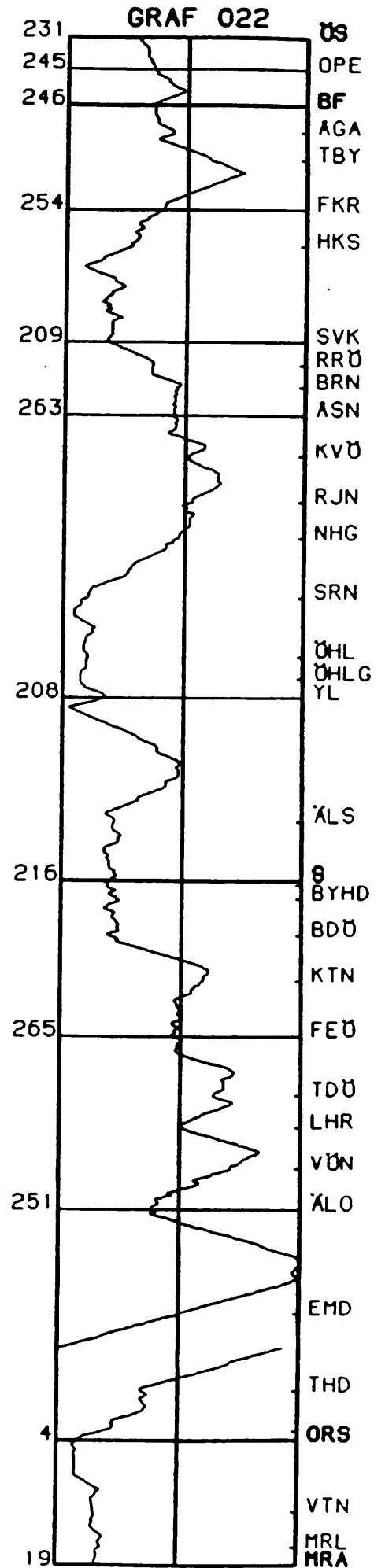
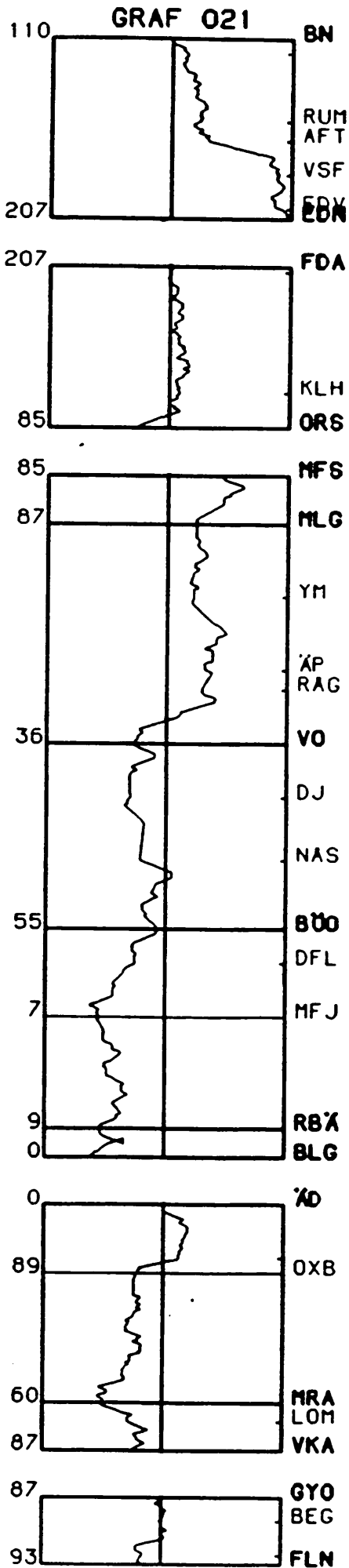
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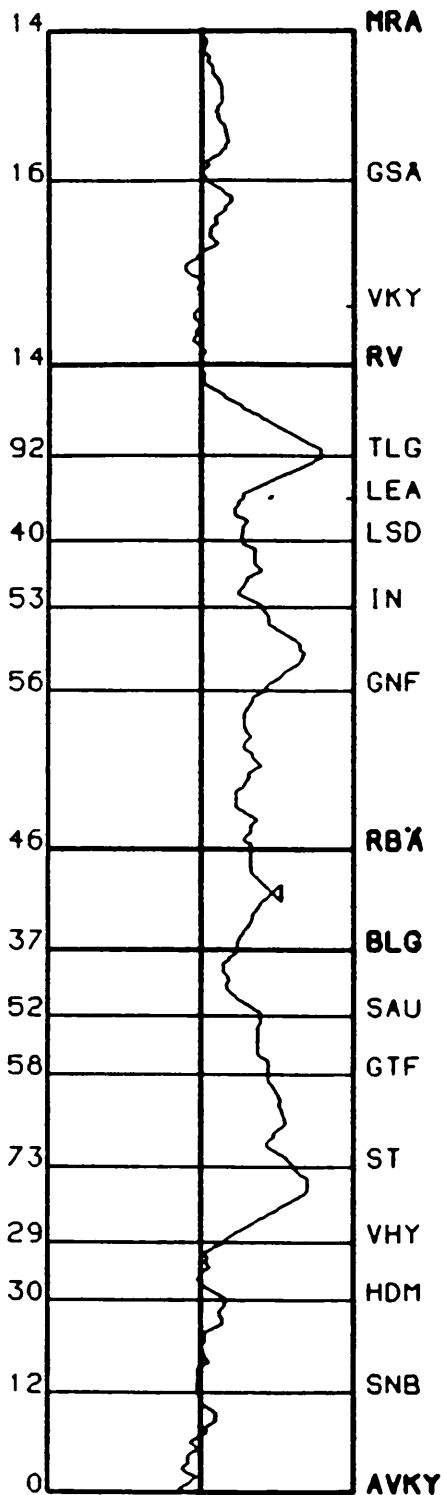
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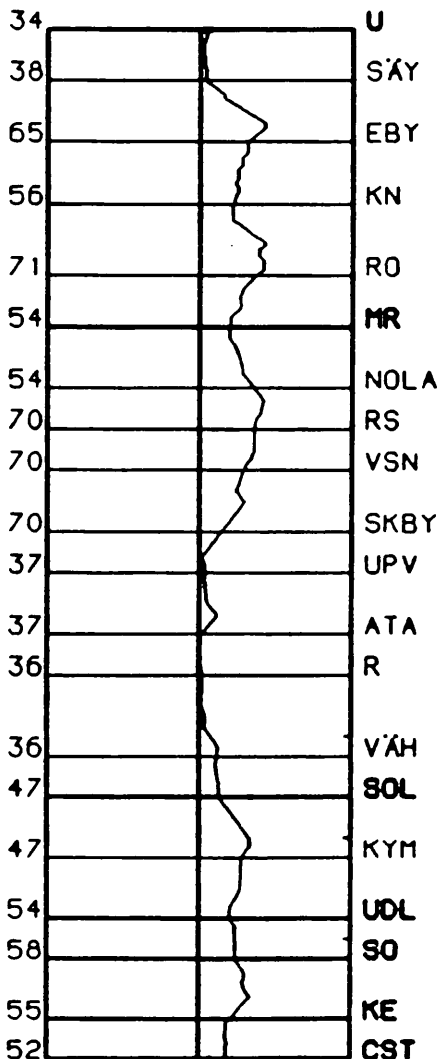
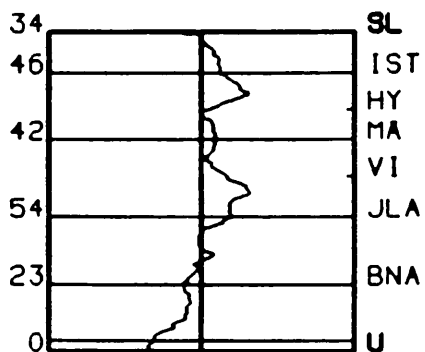
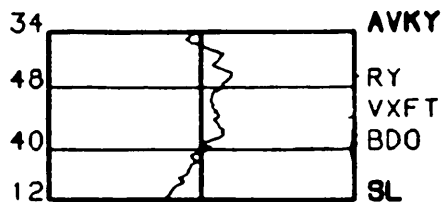
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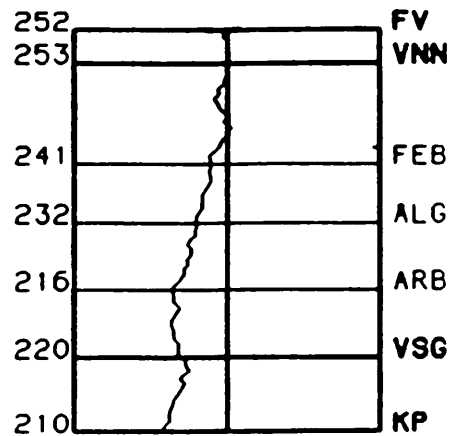
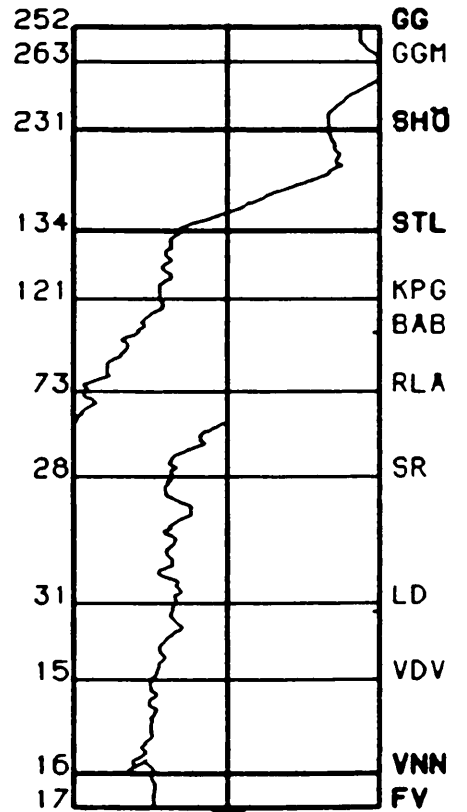
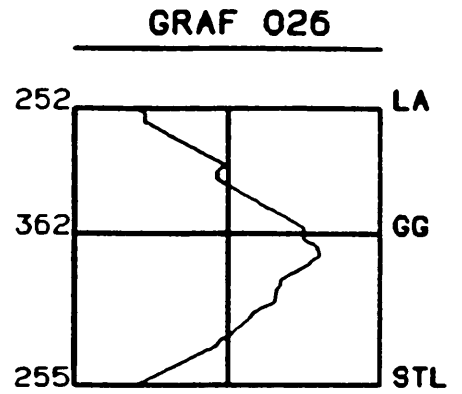
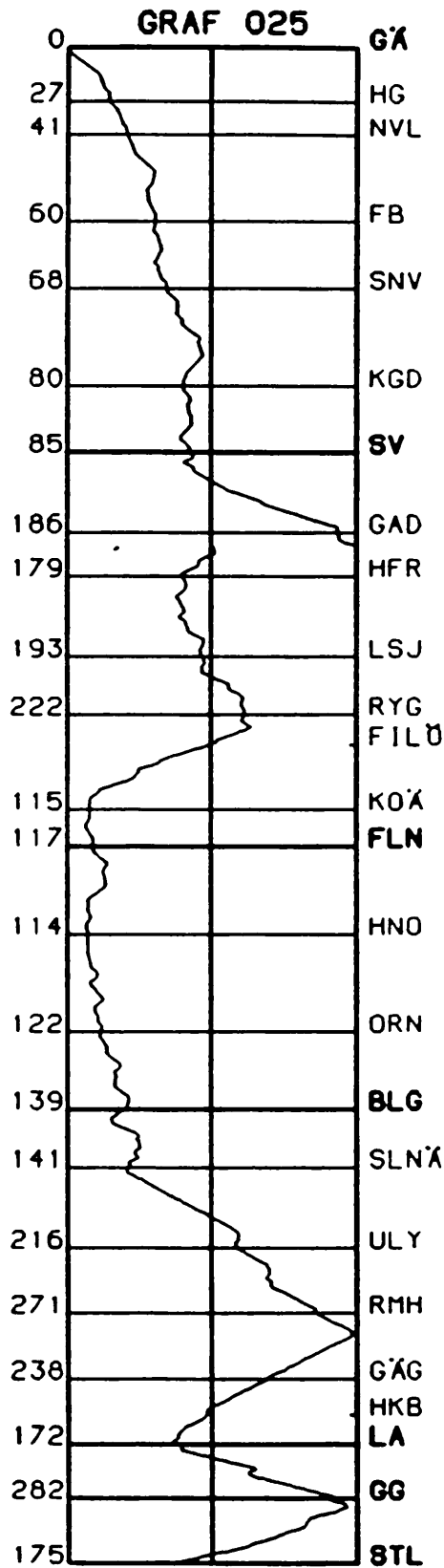


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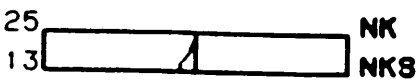
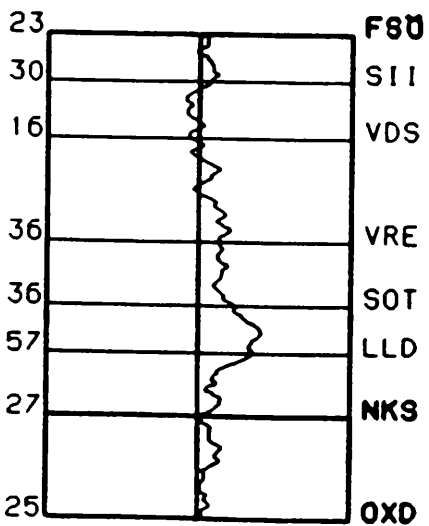
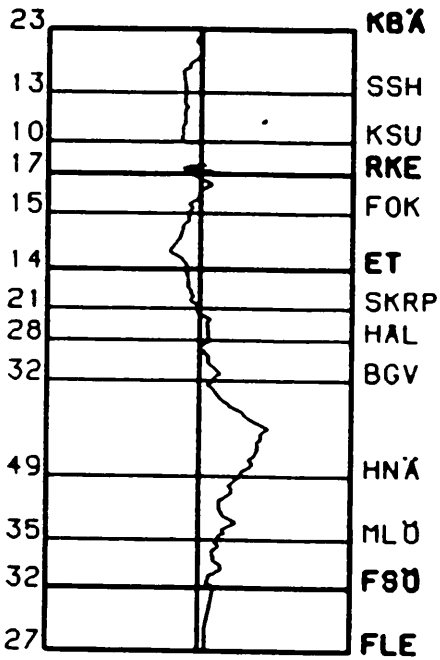
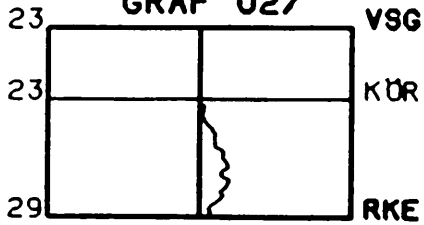


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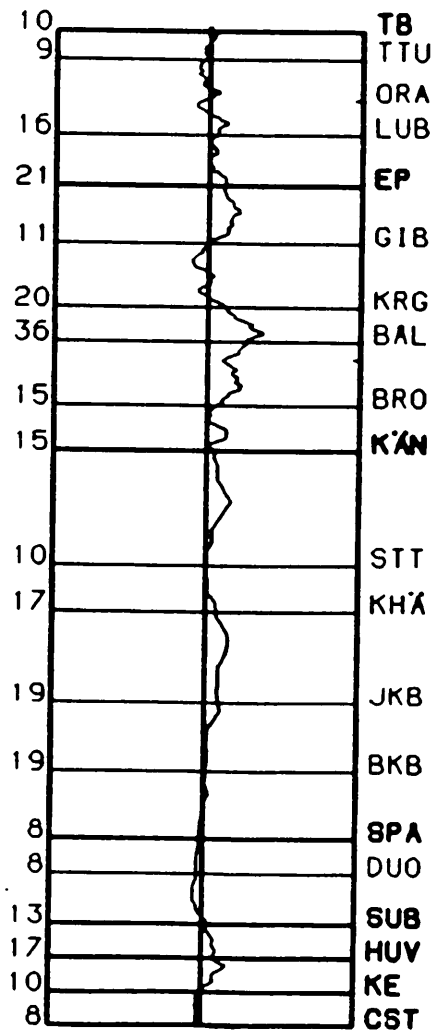
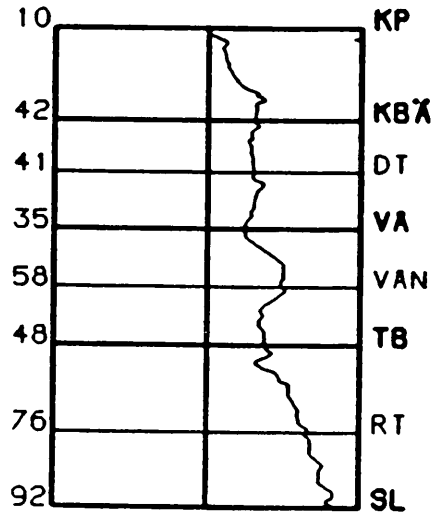




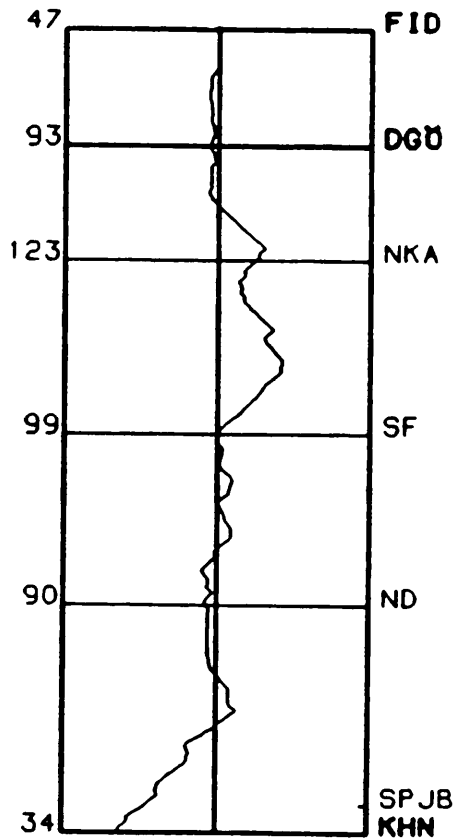
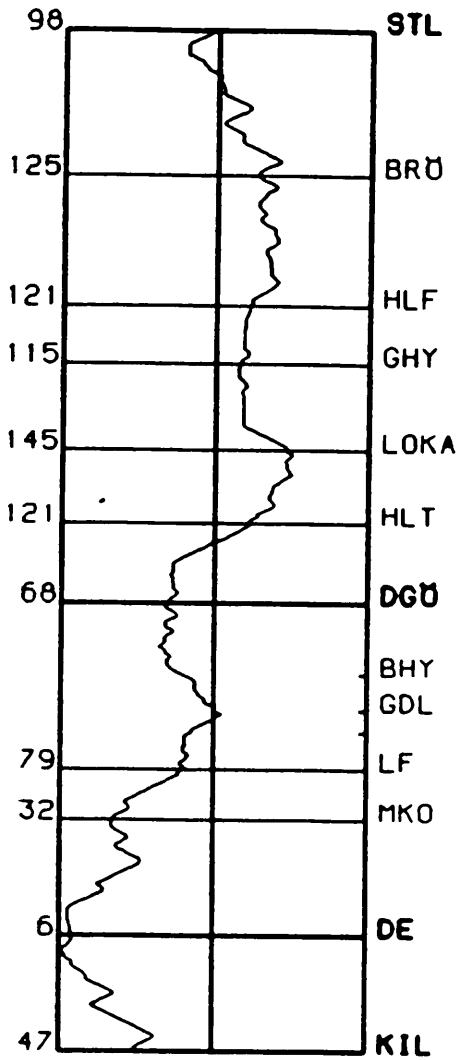
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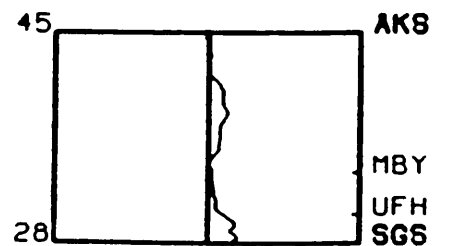
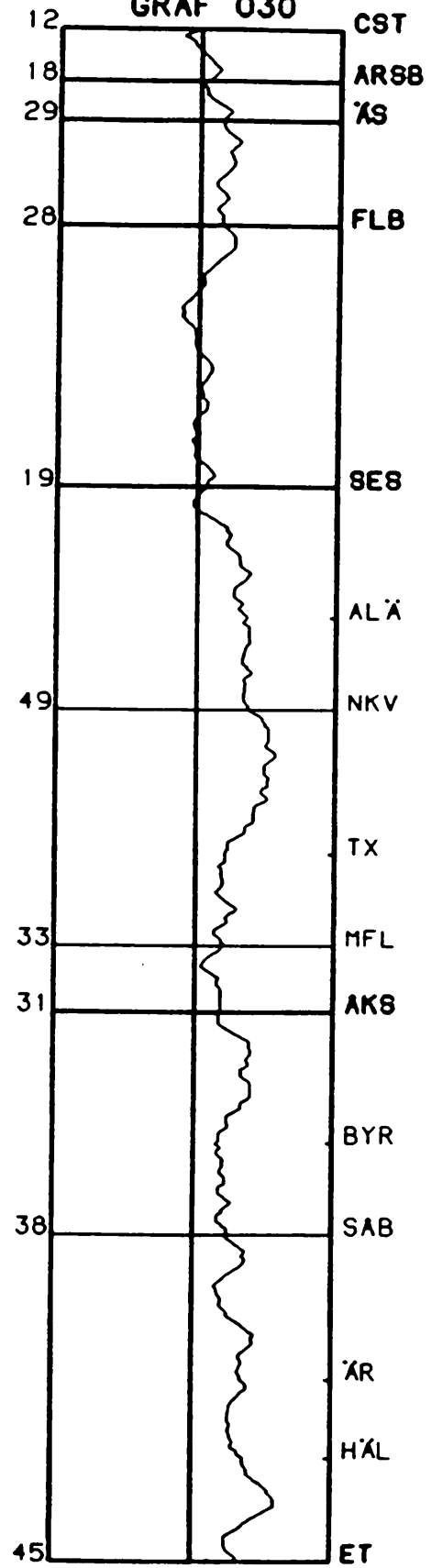
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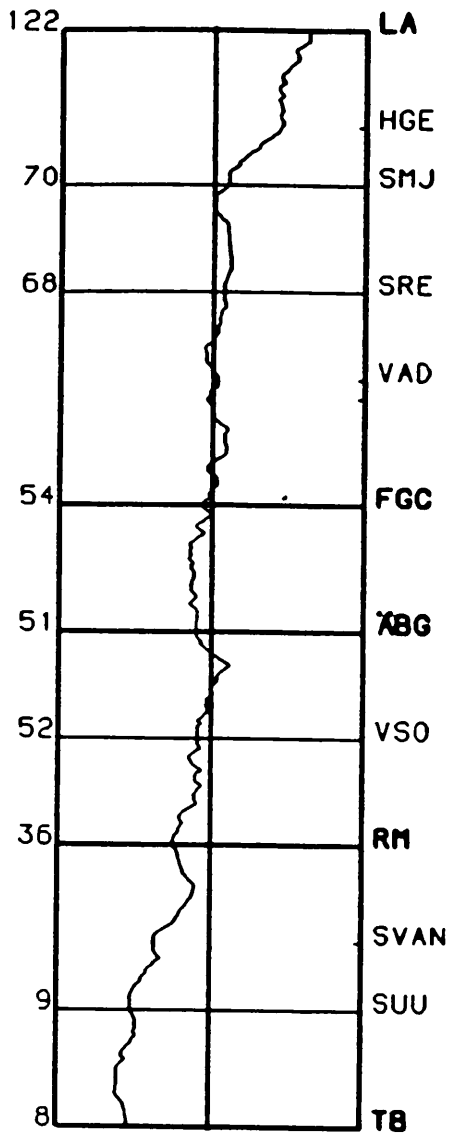
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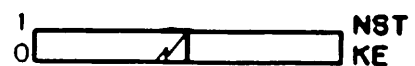
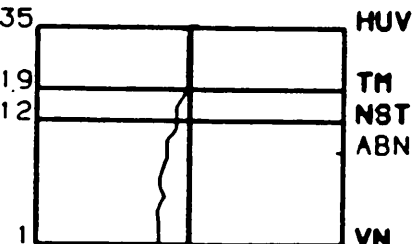
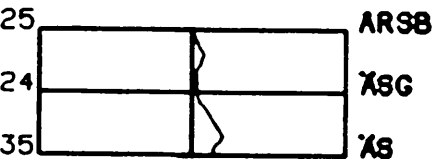
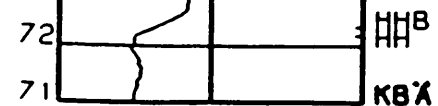
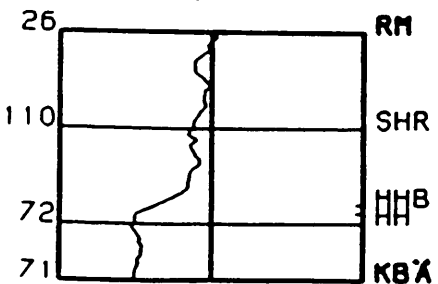
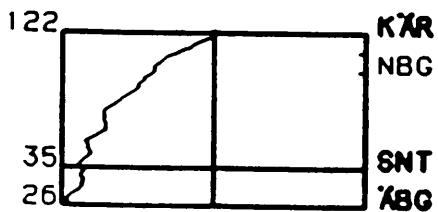
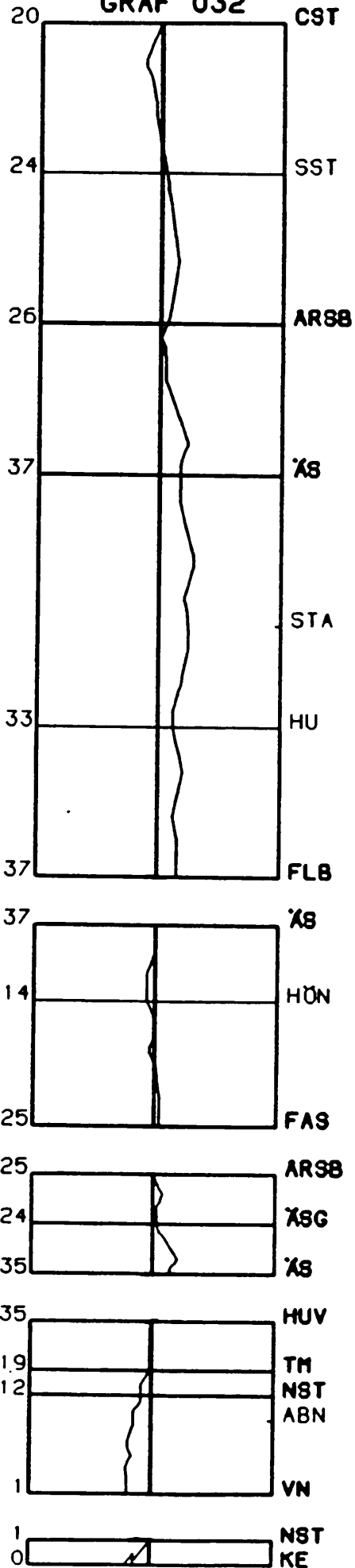
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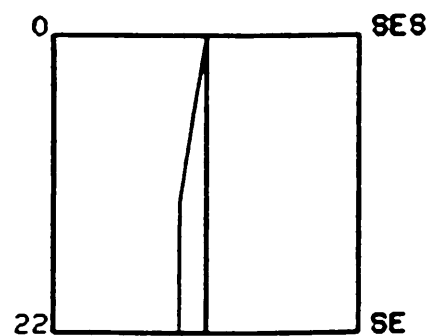
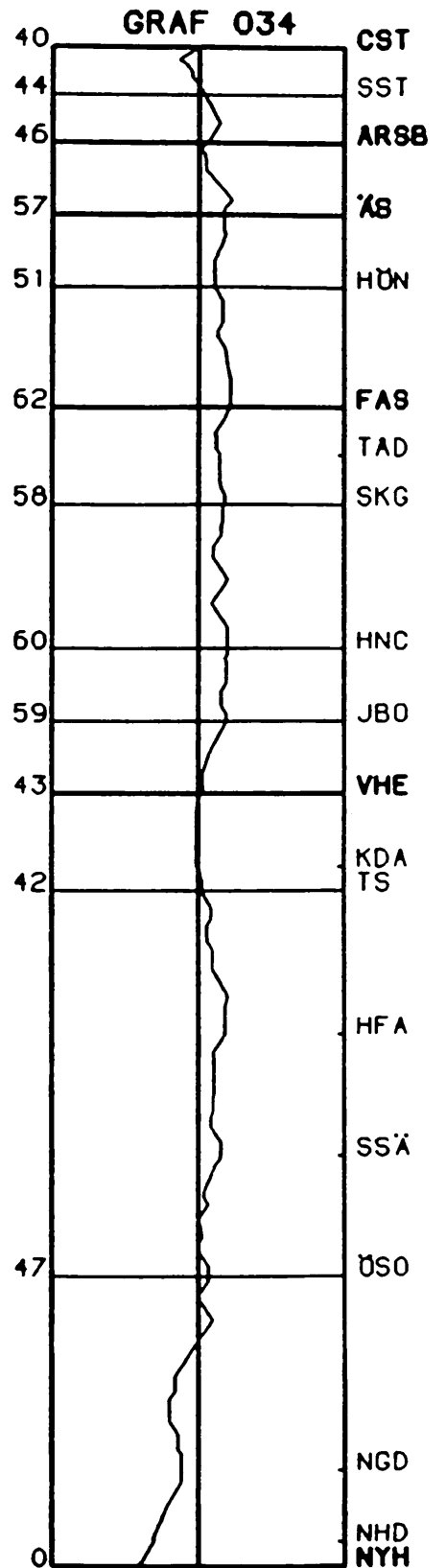
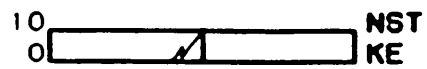
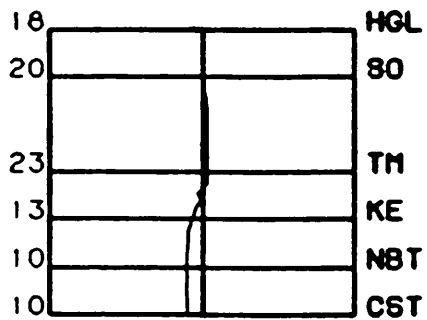
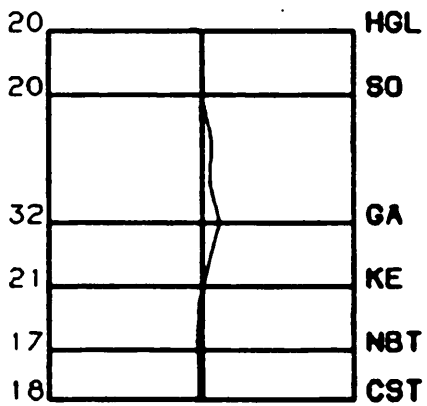
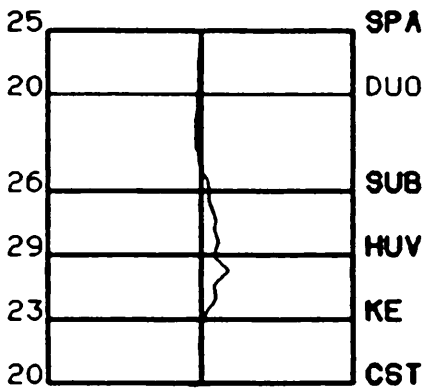
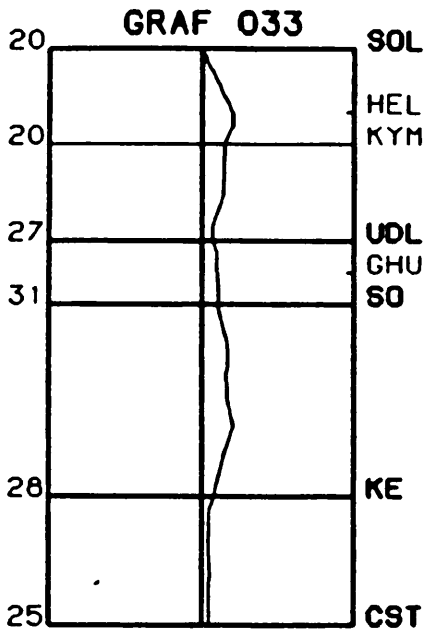


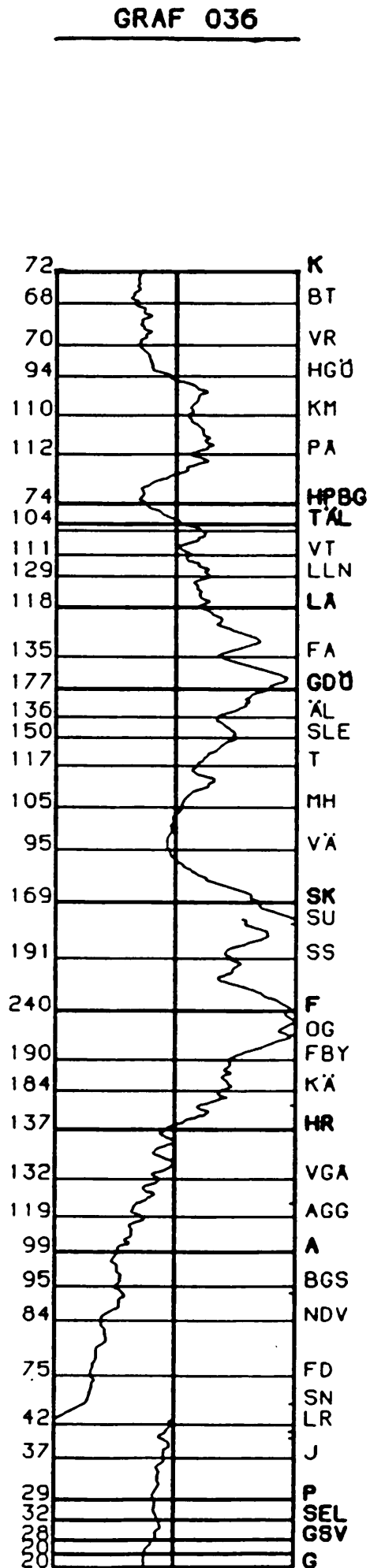
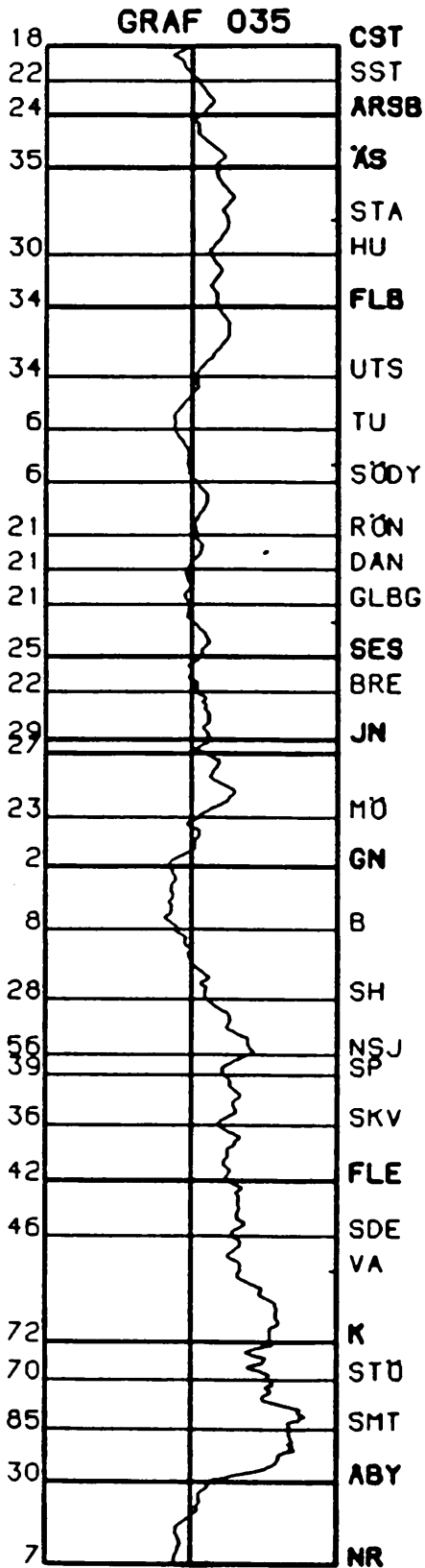
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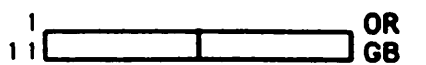
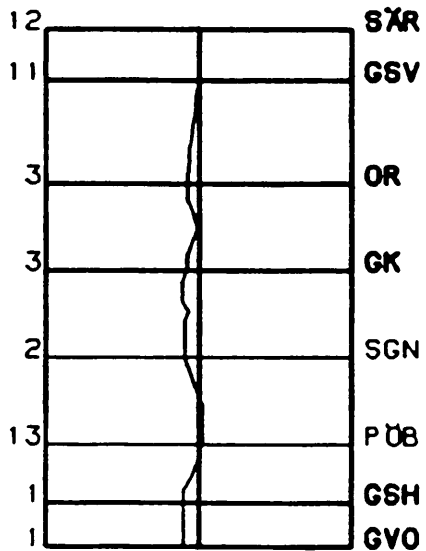
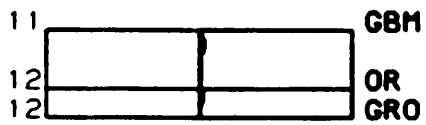
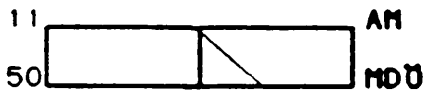
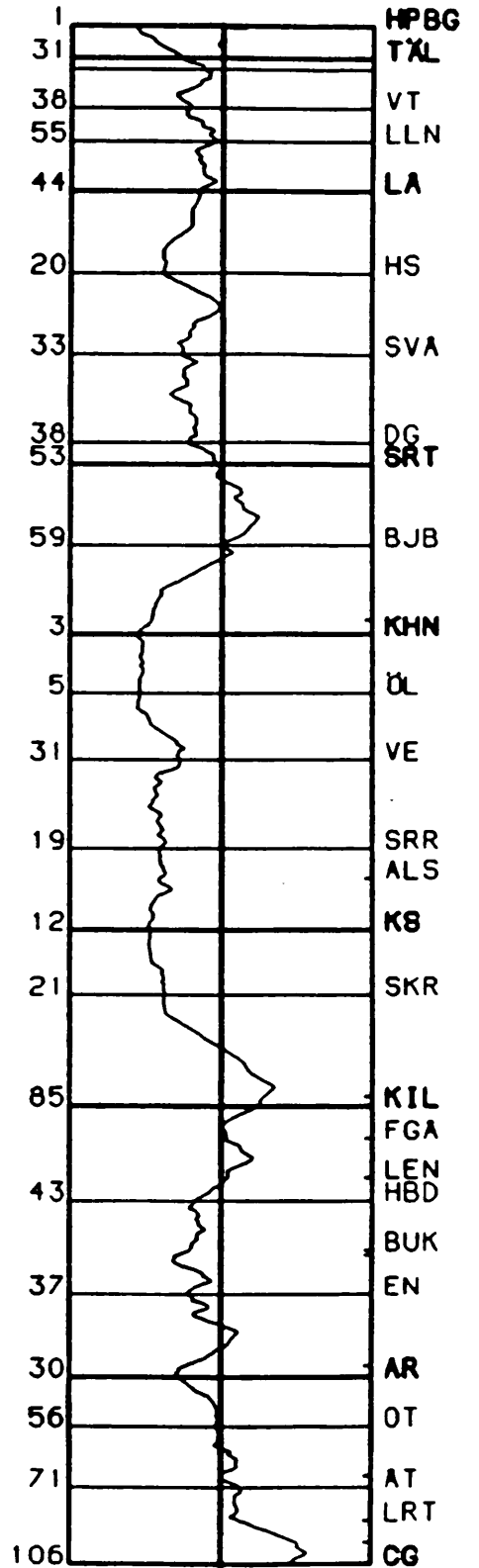
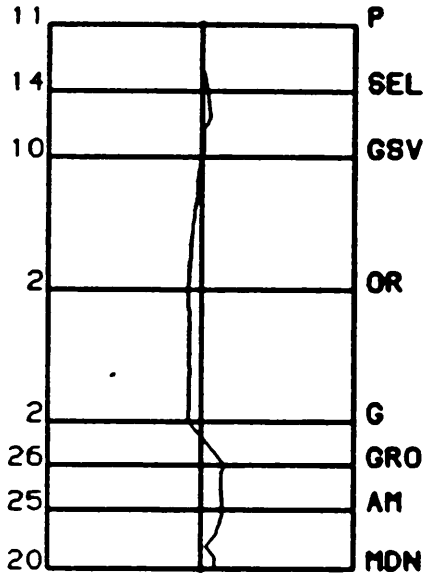
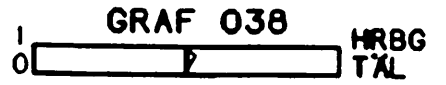
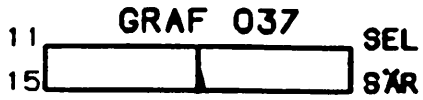


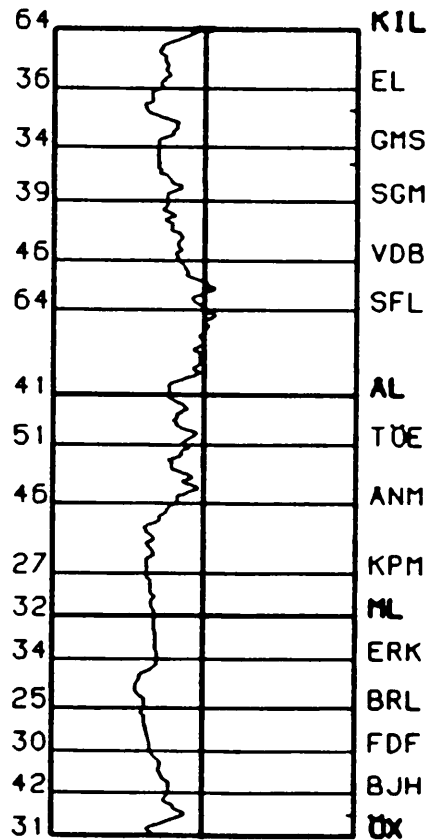
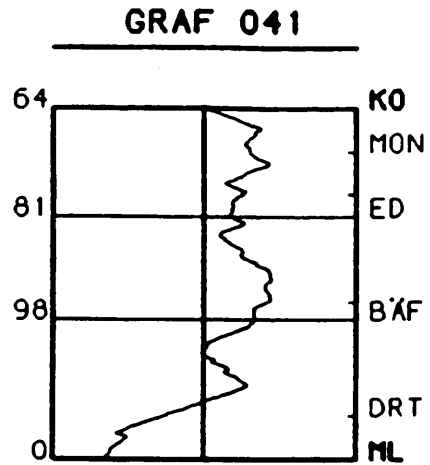
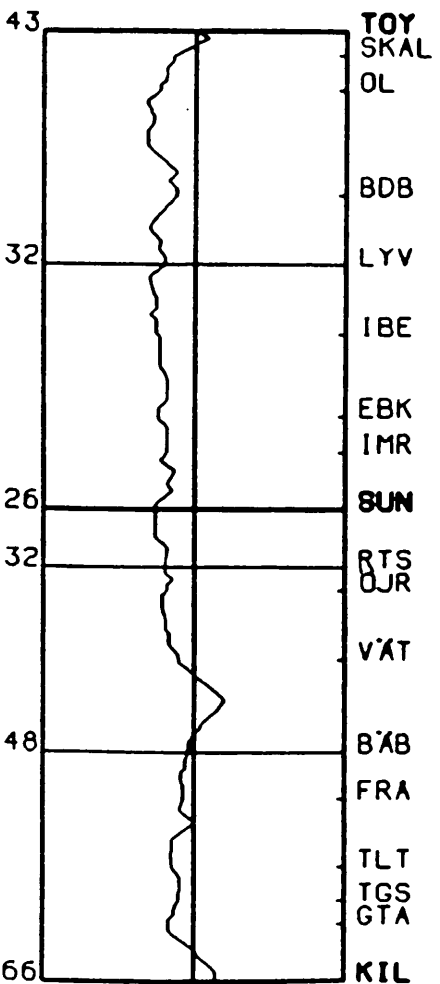
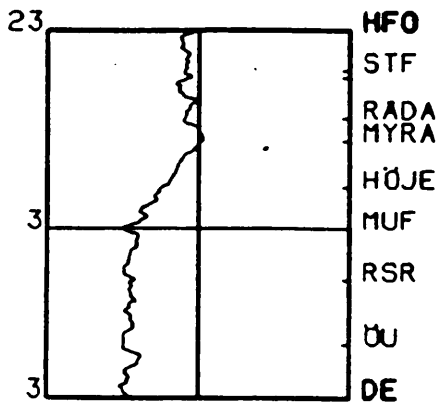
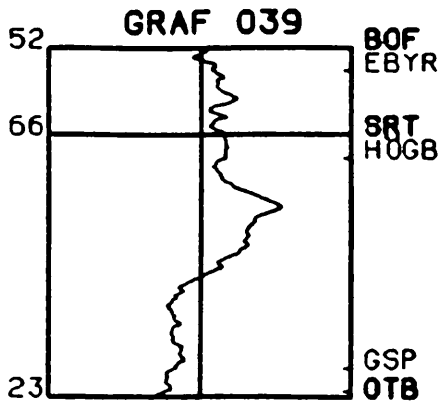
GRAF 032



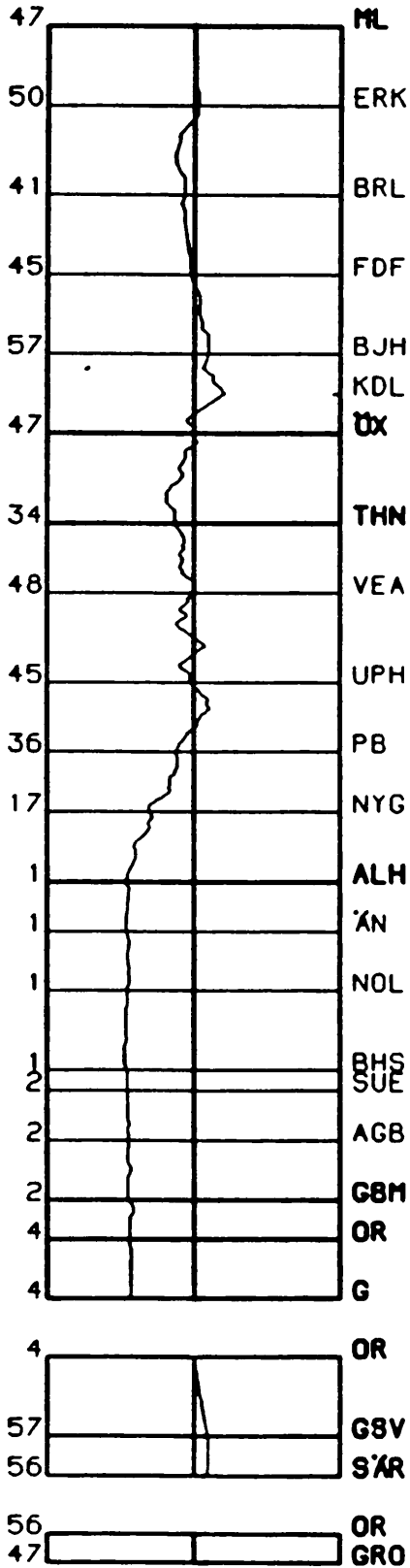




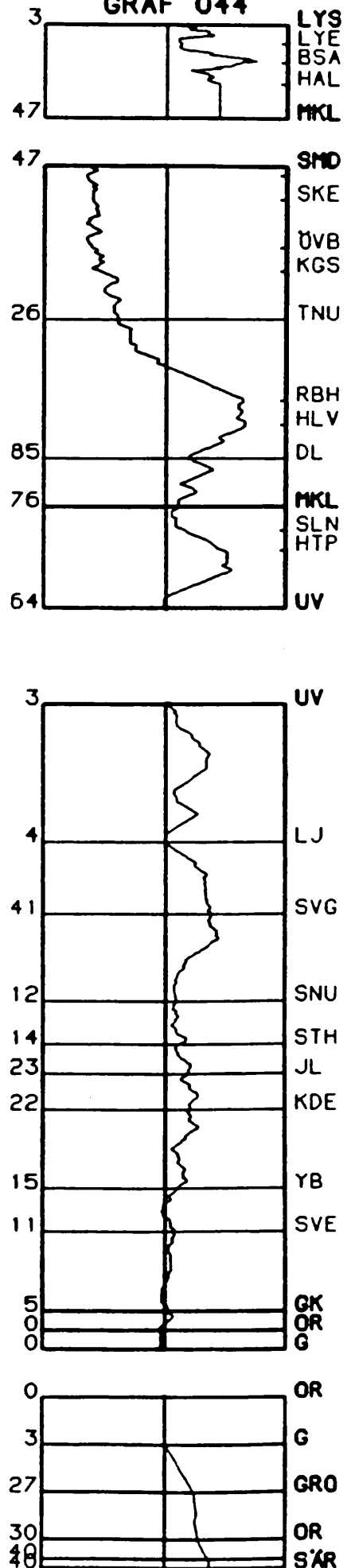


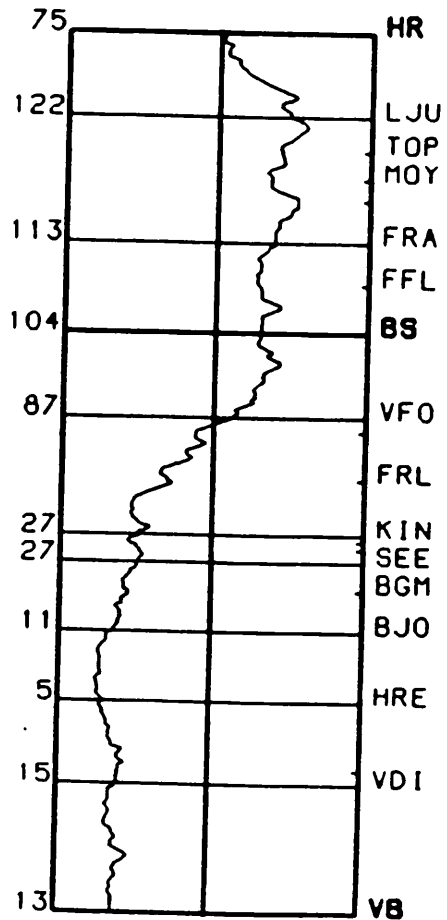
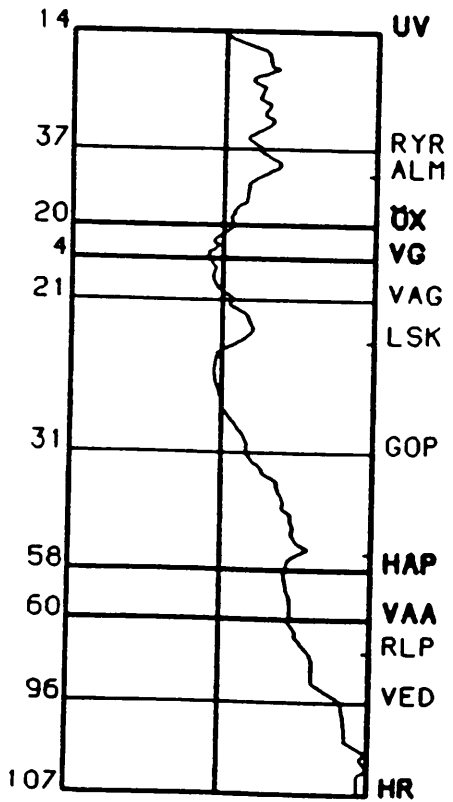
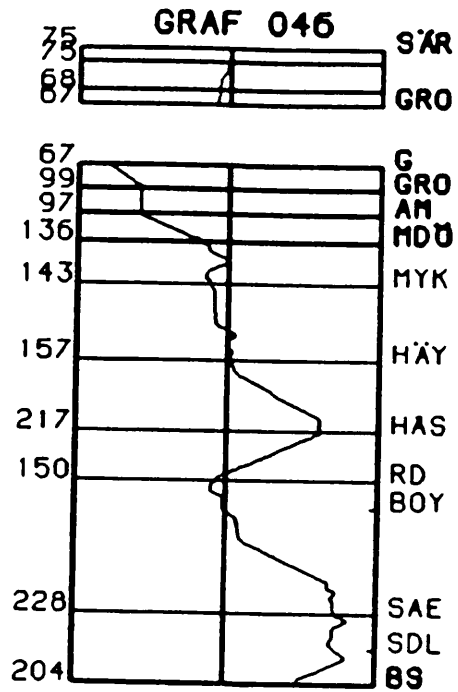
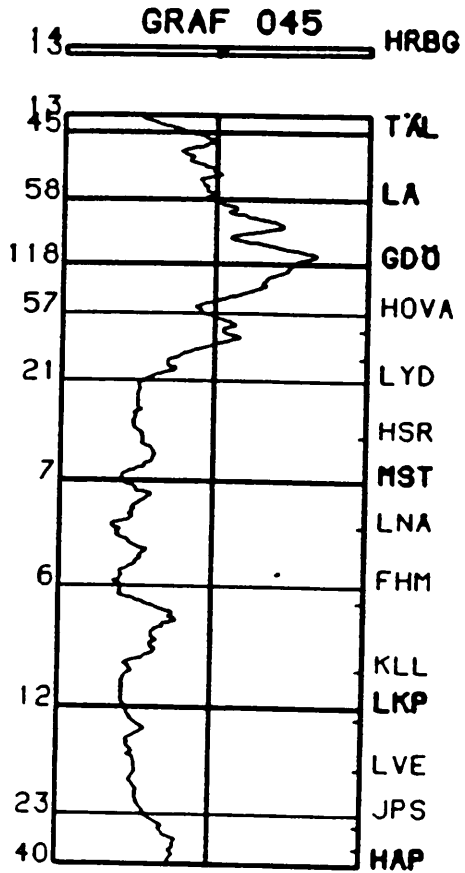


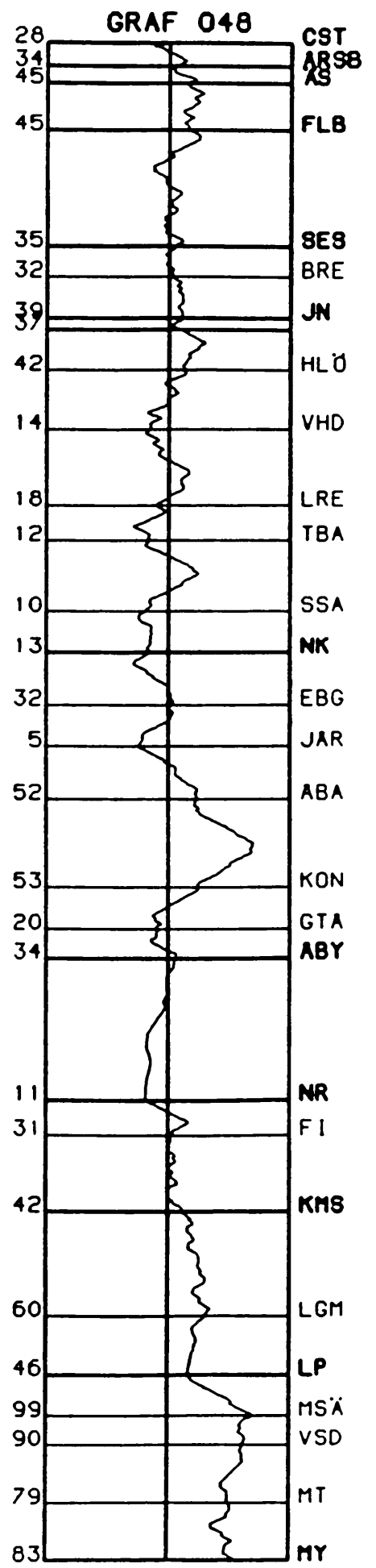
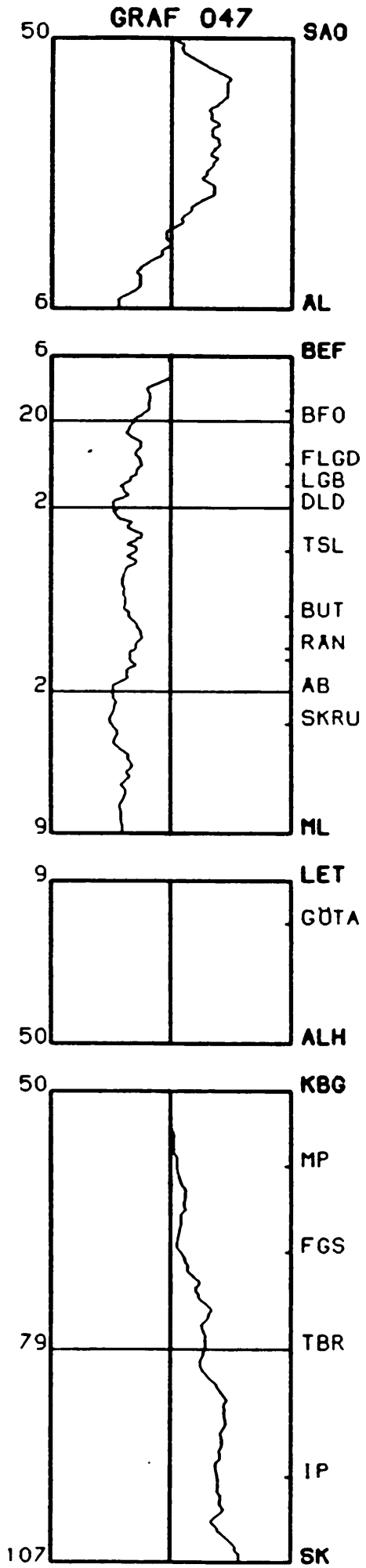
GRAF 042



GRAF 044

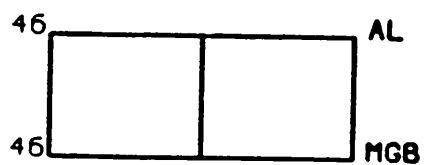
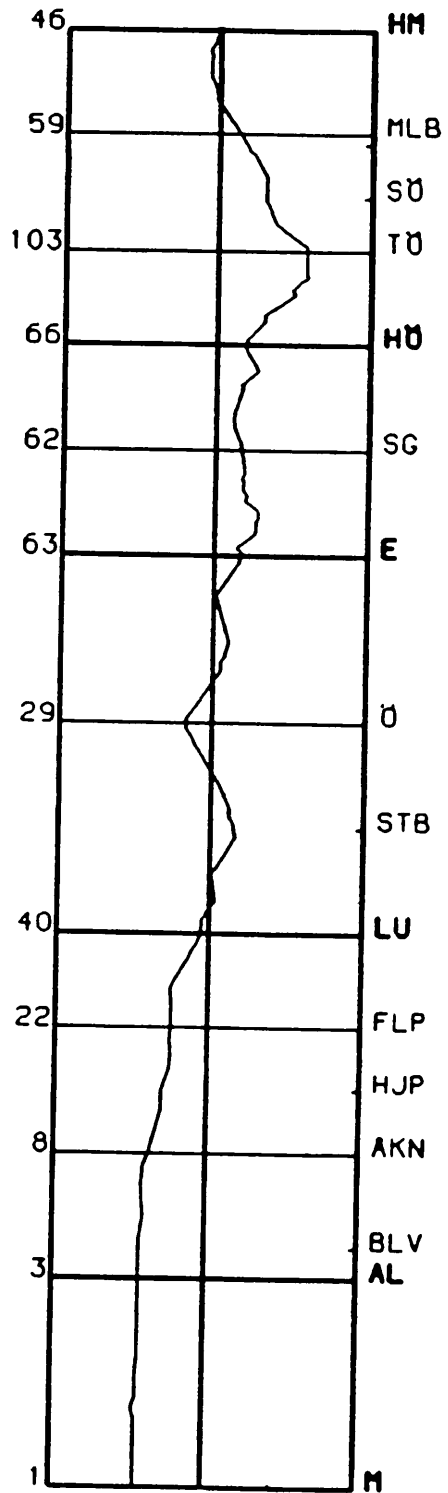
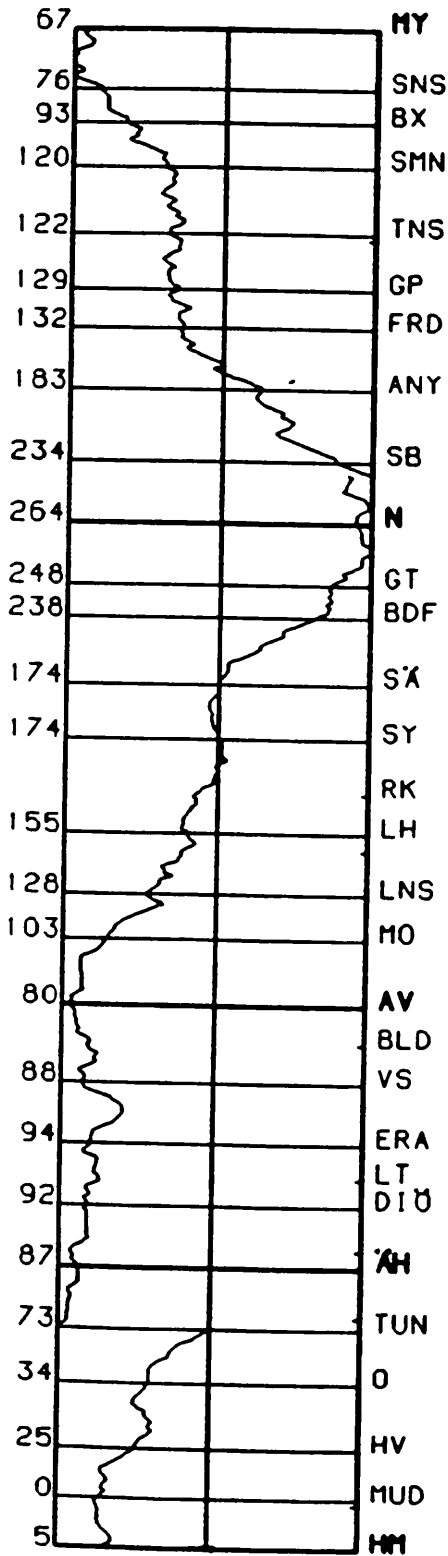




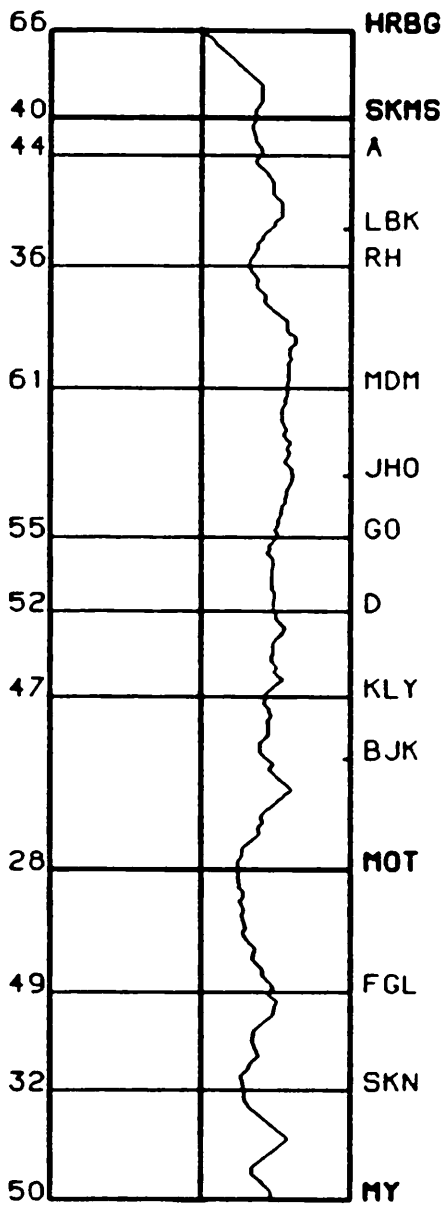
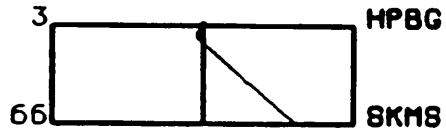
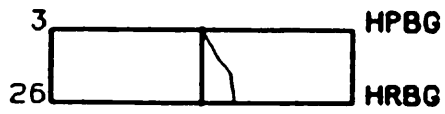


GRAF 049

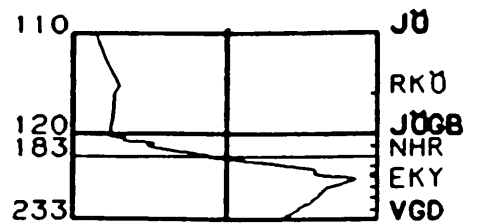
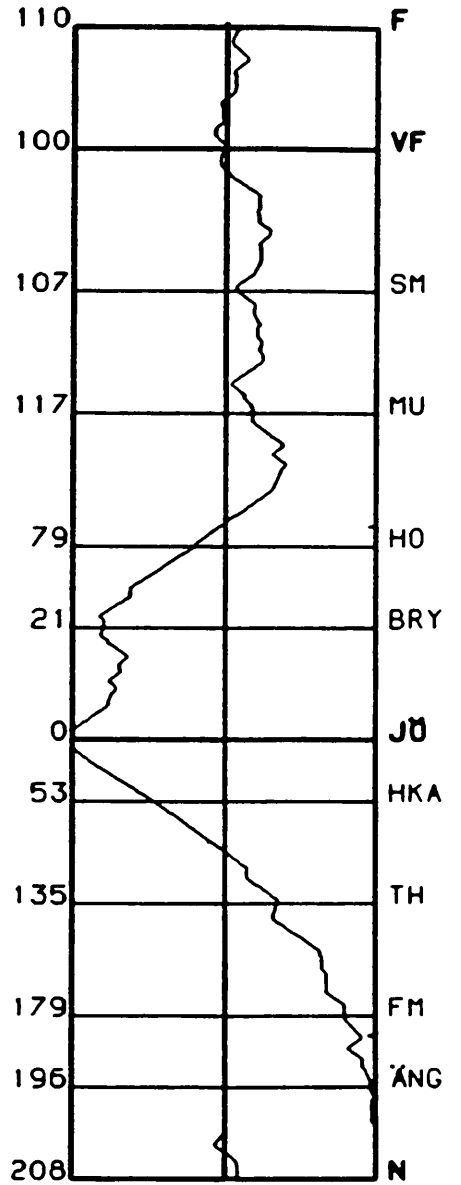
GRAF 050



GRAF 052

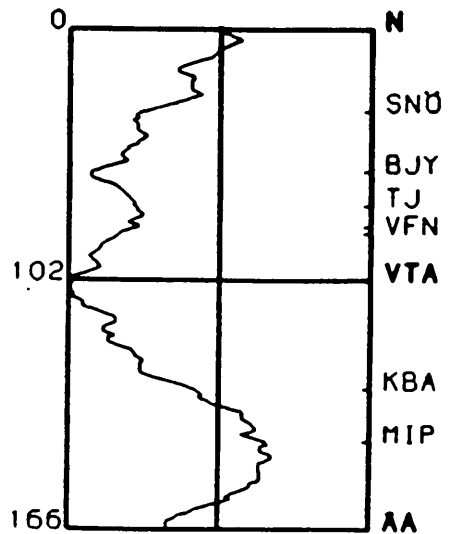
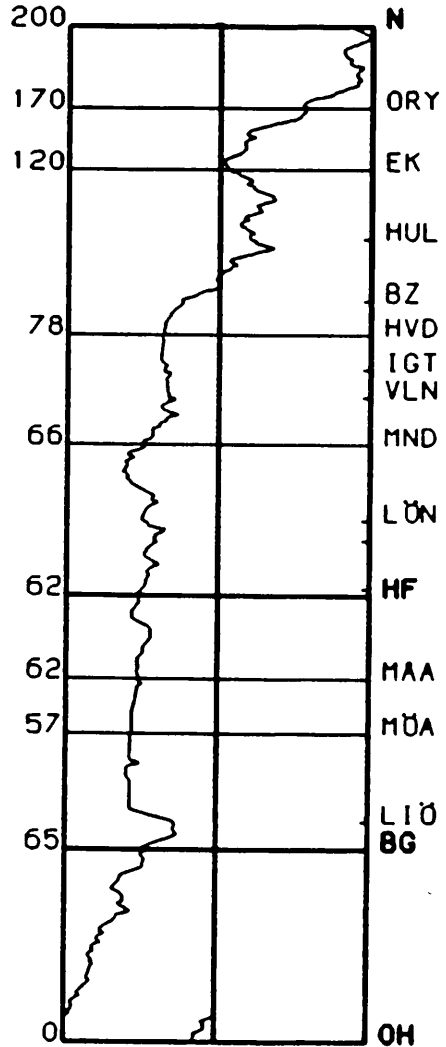
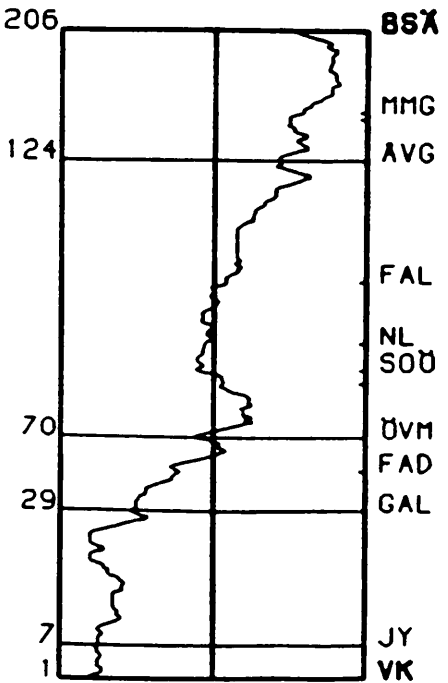
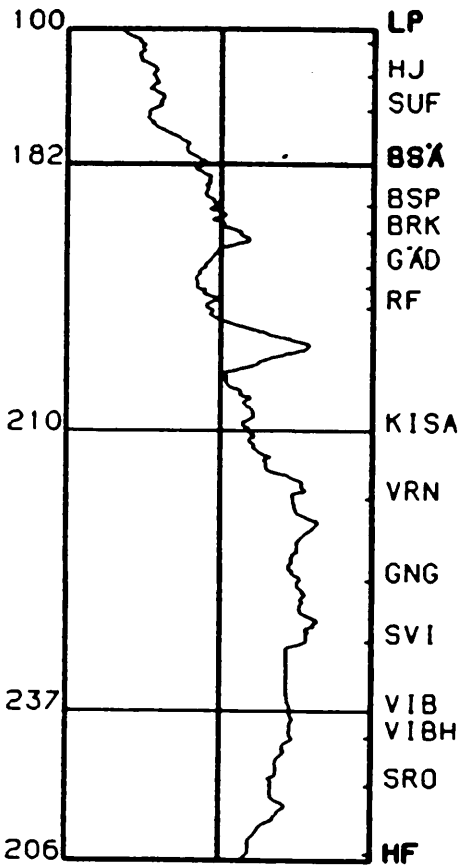
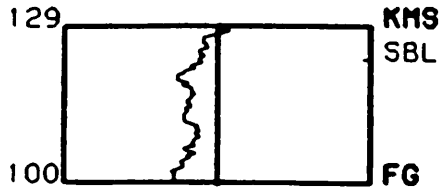


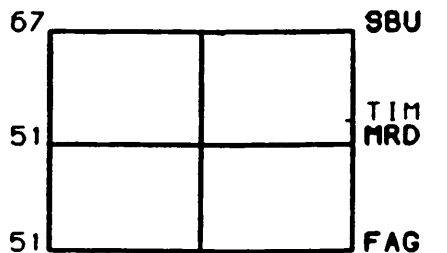
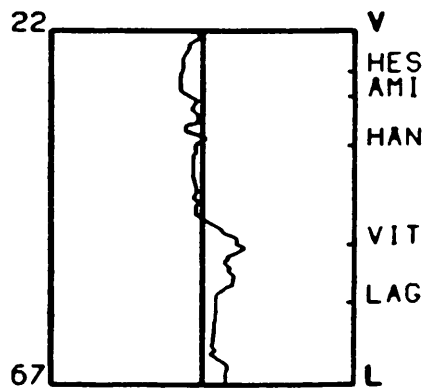
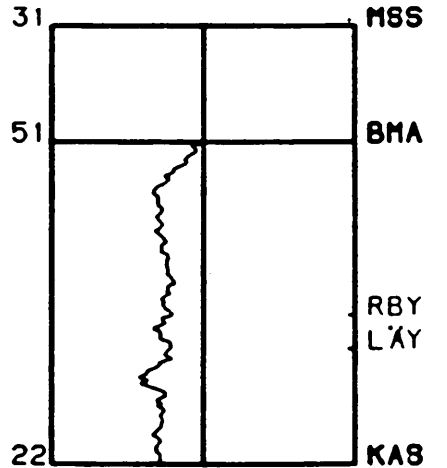
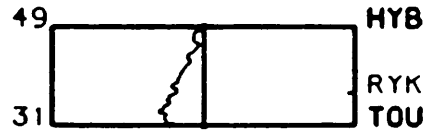
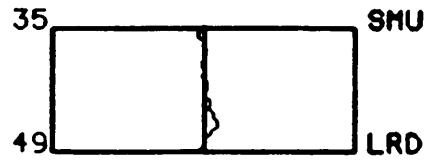
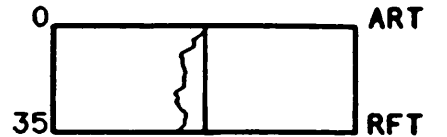
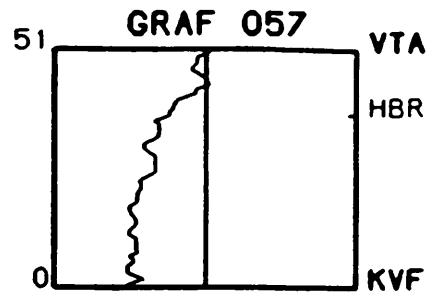
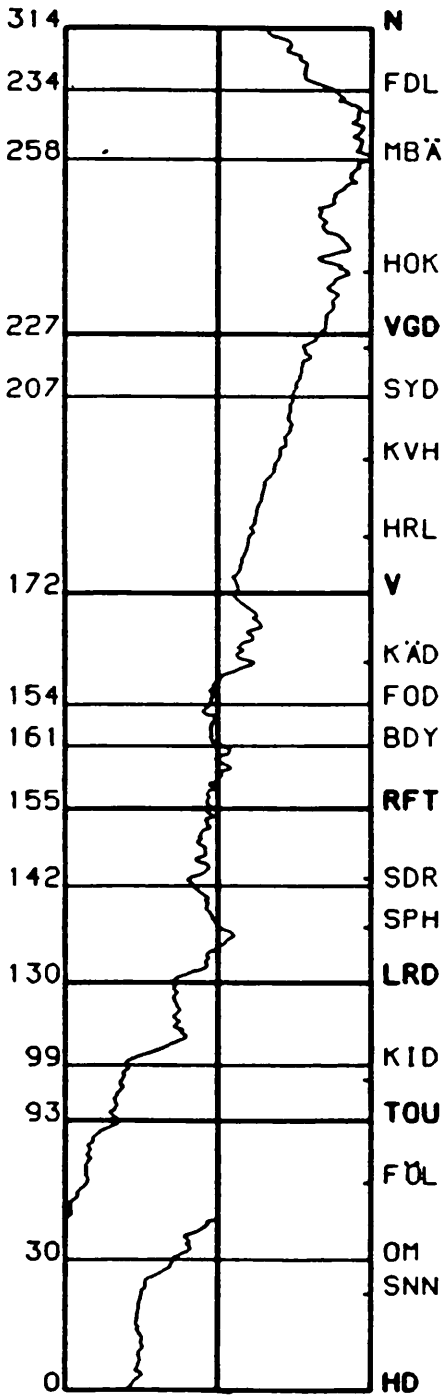
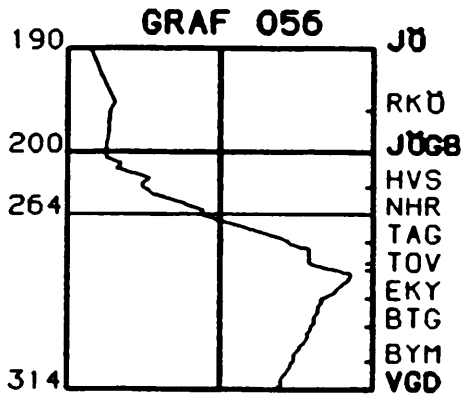
GRAF 053



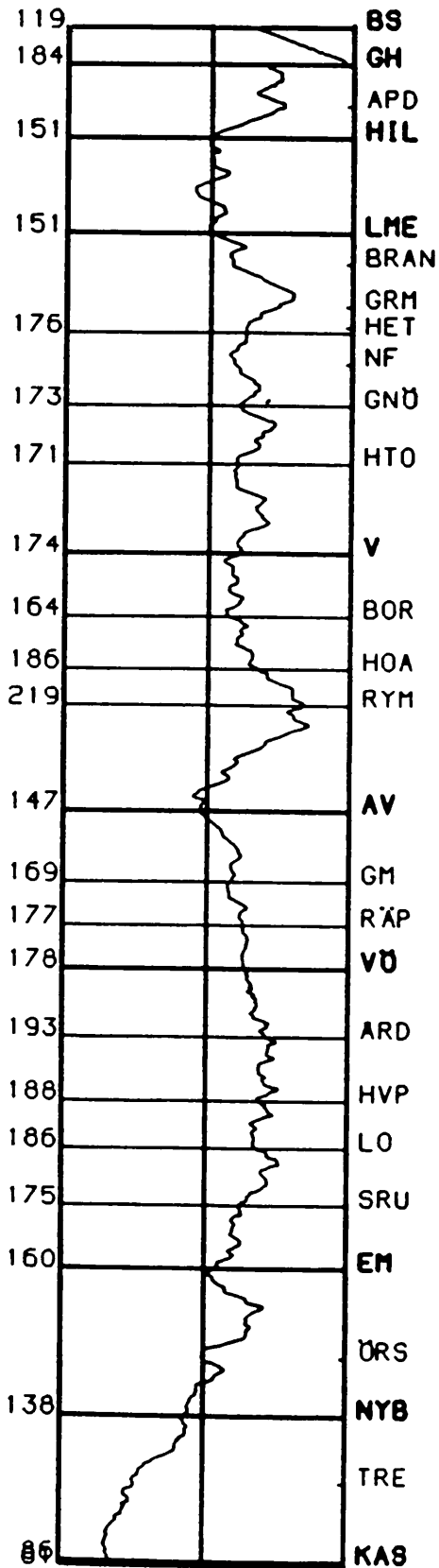
GRAF 054

GRAF 055

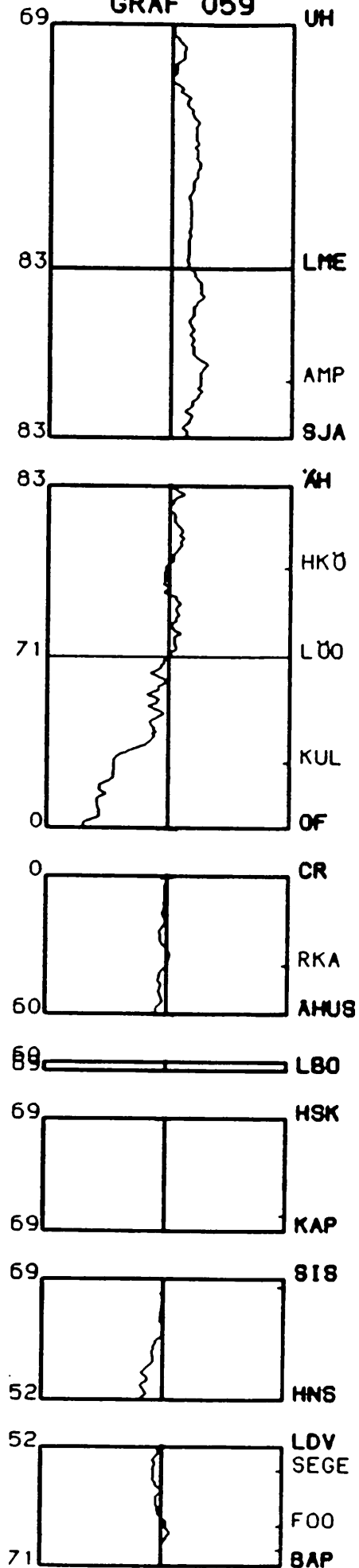




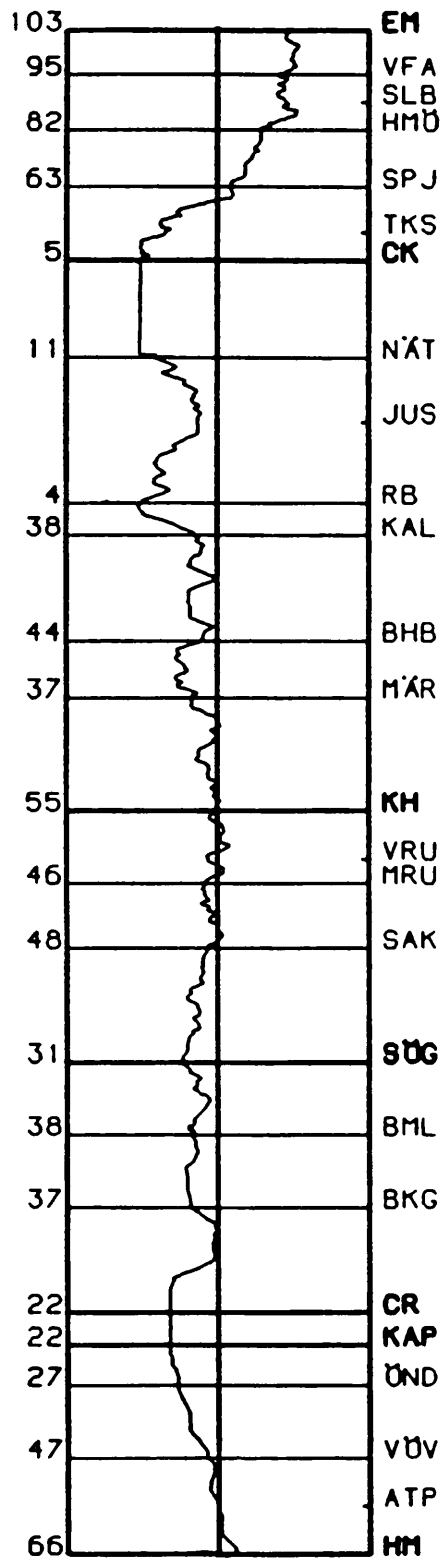
GRAF 058



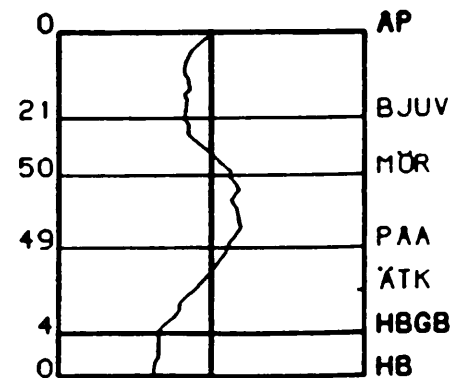
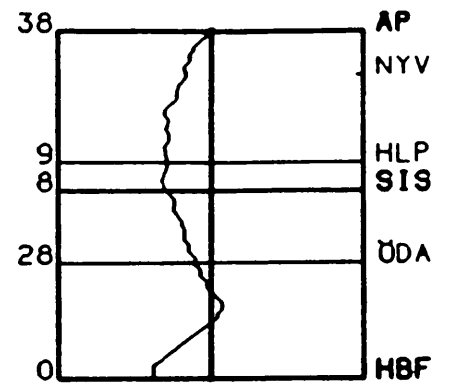
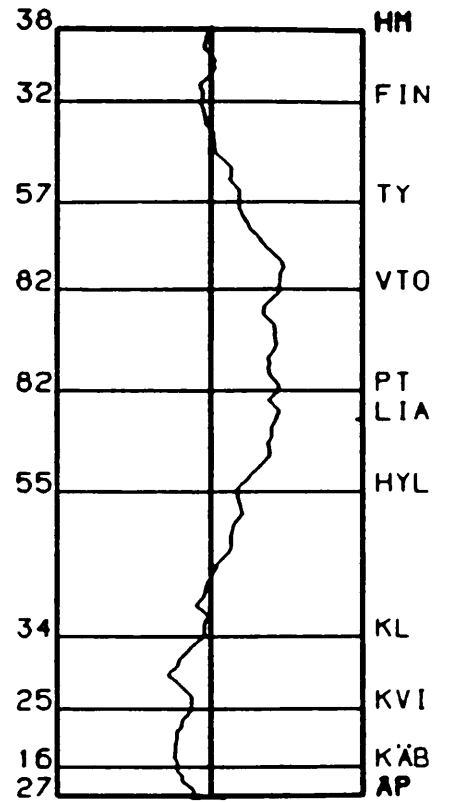
GRAF 059



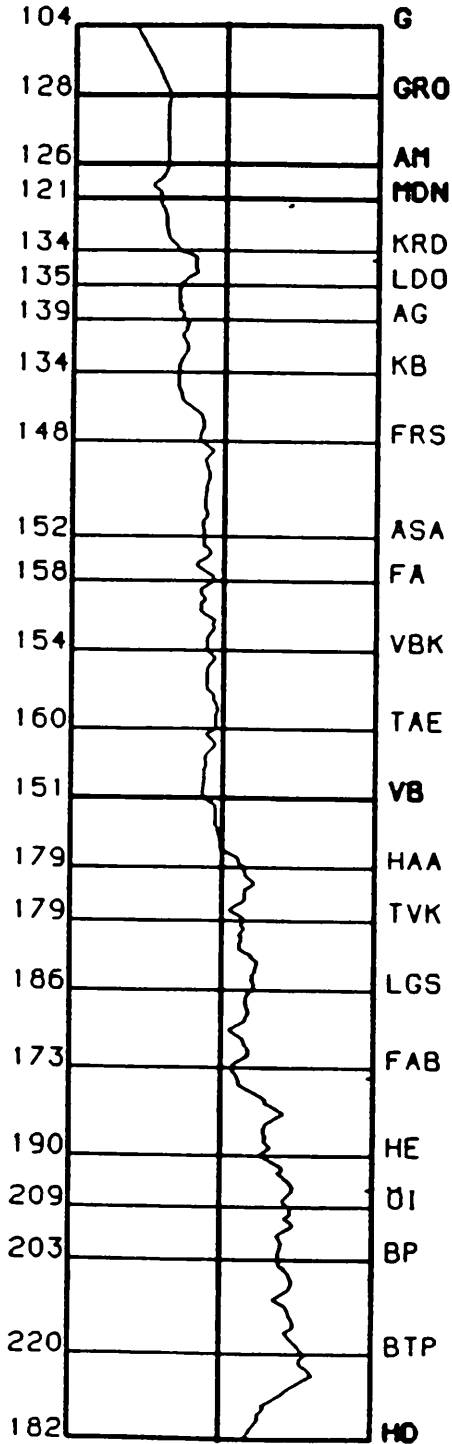
GRAF 061



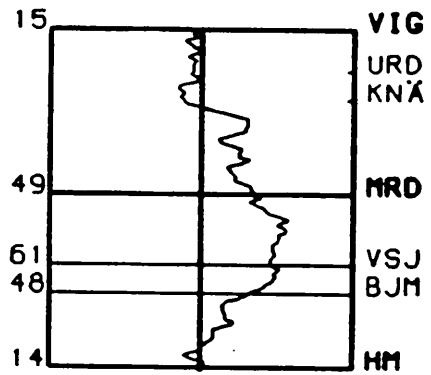
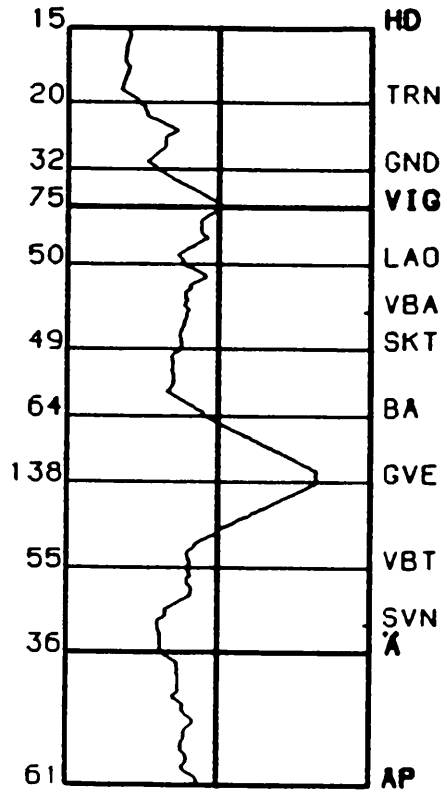
GRAF 062



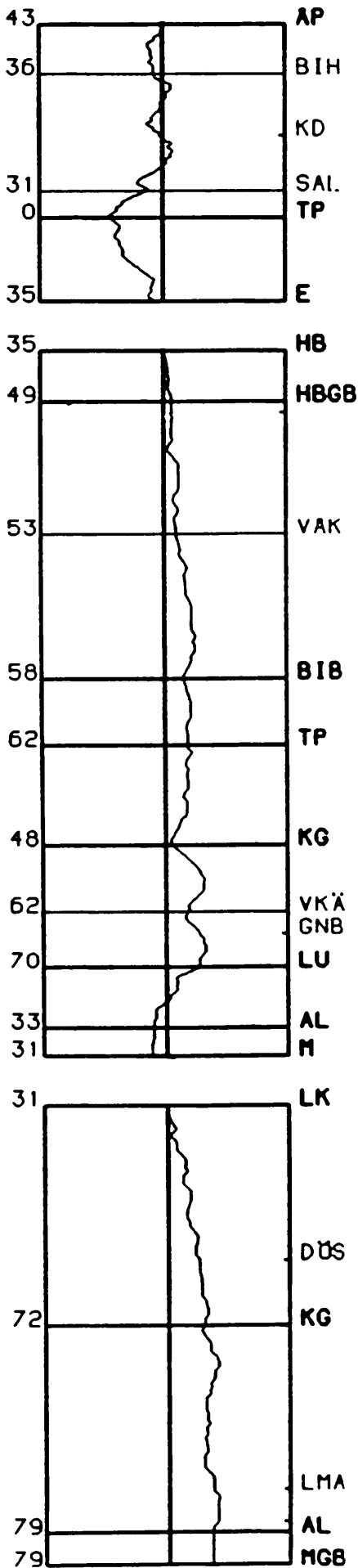
GRAF 063



GRAF 064



GRAF 065



GRAF 066

