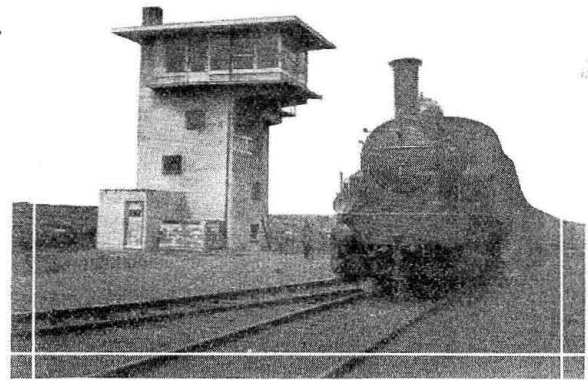


Institution of Signal Engineers Meets in Holland

*Summer meeting, and description of Dutch signaling**

THE ninth summer convention of the Institution of Railway Signal Engineers was held in Holland recently. The party, numbering 80 members and about 40 ladies, left London on the evening of Friday, June 21, and, travelling by the Hook of Holland, arrived in Amsterdam in time for breakfast. Besides the president, R. G. Berry, there were present W. Wood, the vice-president; Messrs. C. H. Ellison, F. Downes, E. F. Fleet and W. S. Every, past presidents; C. M. Jacobs, a past vice-president; A. B. Wallis, the treasurer; and M. G. Tweedie, the secretary. The members of the convention committee were Messrs. C. Carslake, W. Challis, R. S. Griffiths, T. S. Lascelles, Major R. Falshaw Morkill, and the secretary. At 10 o'clock the members assembled at the central station, Amsterdam, where they were met by Ing. G. J. de Vos van Nederveen Cappel, the chief signal and telegraph engineer of the Netherlands Railways, who was accompanied by Messrs J. H. Verstegen and W. R. Rombach, signal engineers.

Before going further, some information should be given as to the standard signaling methods in Holland. A set of photographs, reproduced herewith, were supplied by Mr. de Vos. In Holland trains run to the right, the arms point to the right and the engines are driven from the right-hand side. The arms of stop signals, except those at junctions, have a round end; those at junctions have a fish-tail. The arms of cautionary, or distant signals, have a square end. Stop



New signal box at Ijselmonde, Holland

which will be in the "warning" position and have a green light at night. Fig. 3 and 4, respectively, show the same signals at "clear" and exhibiting, at night, a white light. A junction stop signal is seen in Fig. 5. The higher arm as usual, applies to continuing on the main line, while the lower is for turning off on to the branch. The third arm is the cautionary signal—in the "warning" position—for the next stop signal on the main line. When either of the stop arms is put to "clear" it rises to an angle of 45 deg. above the horizontal.

The cautionary signal, for approaching a junction, is of a novel form. It is seen in its "warning" position in Fig. 6, and on comparing that illustration with those in Fig. 7 and 8 it will be appreciated that it has two arms working on the same centre. There is the usual warning indication, given by an arm 45 deg. below the horizontal, while the vertical position of the second arm signifies that a junction is being approached. The sec-

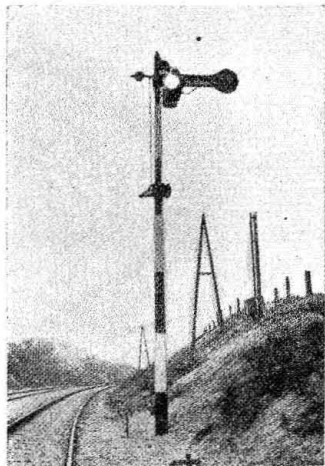


Fig. 1.—Stop signal at danger—Red light



Fig. 2.—Caution signal at warning—Green light

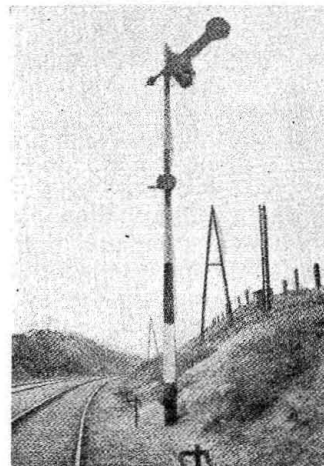


Fig. 3.—Stop signal at clear—White light

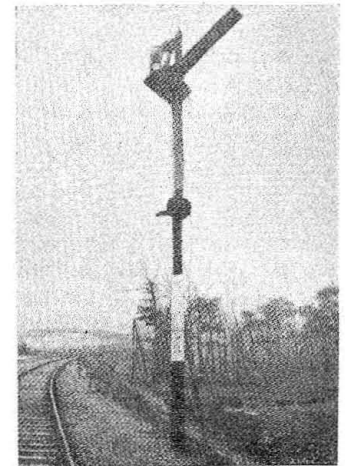


Fig. 4.—Caution signal at clear—White light

signals are fixed at a minimum of 100 m. (109 yards) from the fouling point, and cautionary signals have a minimum distance of 700 m. from the stop signal. The arms work in the upper quadrants.

Fig. 1 is a stop signal in the danger position, which has a cautionary signal, Fig. 2, 700 m. in its rear,

*Abstract of an article published in *The Railway Gazette*.

ond light is obtained by mirror reflection, and two green lights are exhibited for this indication. Fig. 7 needs little explanation: the vertical arm intimates that the signal applies to a junction and the other arm that the track is clear for the main line. Two white lights accompany that indication. When the junction ahead is made for the branch and the corresponding stop signal

