

Letter to the Editor

An article on page 60 of the June issue included a brief statement concerning a signal checking circuit used in Netherlands. Further information and a circuit diagram are included in a letter from the Chief, Signal Department, N.V. Nederlandsche Spoorwegen, as follows. Editor.

TO THE EDITOR:

In 1926, when automatic blockworking with semaphores was installed in Holland, we wanted to check that the semaphores showed the danger aspect for the block now occupied by the train, before the proceeding semaphore could return to clear.

In our view, it was an almost unacceptable proposition not to prove this, because this used to be condition No. 1 of the manual blockworking (Siemens principle) everywhere in use, and relied upon. We feared the possibility of the arm being frozen, and held at the clear position.

To enable this, the moving to "clear," of the semaphore 7 was made to depend on the "danger" position of the next following semaphore 9 by contact 9 (0°-5°). However, parallel to the last mentioned contact, is arranged contact 9 DR 15, hence from line relay 9 DR, resulting in semaphore 7 returning at "clear" in case semaphore 9 should stick at "clear" only by line relay 9 DR being ener-

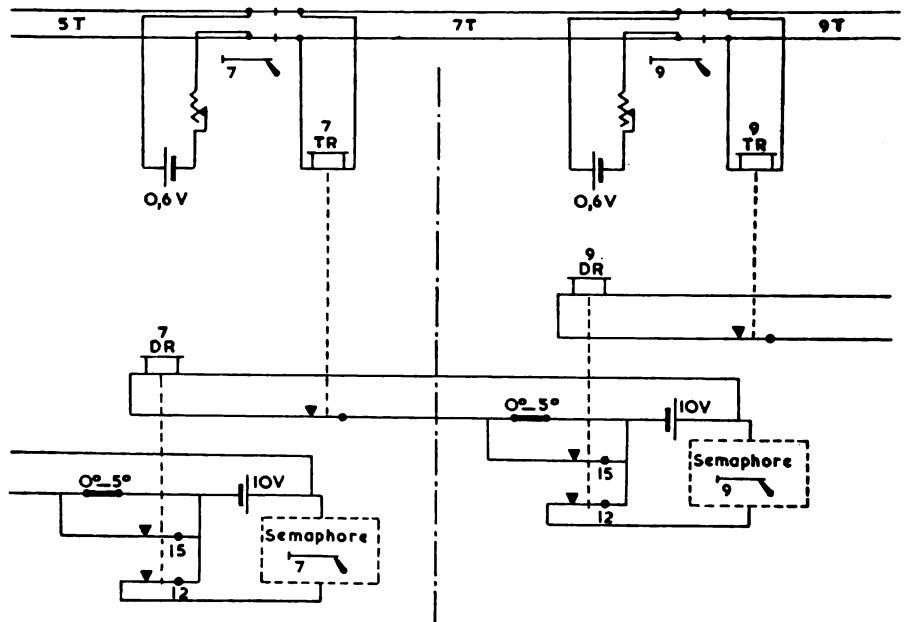


Diagram shows how circuit checks through two blocks

gized again. This happens only when the train has left the next block (protected by 9), and the next signal (11, not shown) has moved to "danger." In this way, 7 takes over the function of semaphore 9 which has failed, thereby protecting 2 blocks.

Though the objections mentioned above are overcome in this scheme, it must be admitted that the solution is more complicated and the chance for failure increased. In our practice, on the contrary, we have not met with

the slightest difficulty with this scheme.

After 1945 when introducing searchlight signals on large scale for our automatic blockworking, we no longer adhered to this scheme, as there were no more moving parts in the open which could freeze.

Sincerely yours,

Ir. H.A.E. de Vost tot Nederveen Cappel, the Chief Signal Department



THE SIGNAL SECTION, A.A.R., Committee of Direction held meeting recently at Rochester, N.Y. Chairman of this committee is A. L. Essman, Chief Signal Engineer of the Burlington. After the meetings, the committee members were guests of the General Railway Signal Company where

they were shown recent developments. Standing left to right: C. T. Marak, Signal Engineer, Missouri Pacific; V. O. Smeltzer, Ass't Signal Engineer, Santa Fe; H. A. Scott, Chief Signal Engineer, New York Central. Seated left to right: J. R. DePriest, Supt. Communications & Signaling, Sea-

board Air Line; R. H. C. Balliet, Secretary, Signal Section; E. N. Fox, Engineer Signaling & Communications, Boston & Maine; A. L. Essman, Chief Signal Engineer, Burlington; W. W. Beard, Ass't. Signal Engineer, Baltimore & Ohio; and R. C. Steele, Signal Engineer, Canadian Pacific.