

U n i o n S w i t c h & S i g n a l C o m p a n y

Union Switch & Signal Construction Company

Empire State Building

NEW YORK

C.M. Wheeler
District Manager

C.W. Henricke

L.J. Long

Robert Mills

J.M. Pelikan

H.A. Talbert
Sales Engineers

Stockholm Sweden

Nov. 3, 1948

Swedish State Rwy.

Mässjö - Hässelholm

C.T.C. Study

Handwritten signatures and initials, including "RM" and "Sauter".

Mr. Th. Thelander
Överingenjör I
Kungl. Järnvägsstyrelsen

Dear sir:

In accordance with our conversation today, I am listing below the information which we will need in order to prepare an economic report of the application of C.T.C. Signaling to the territory identified above.

1. Existing track and signal plan (single line). This plan should be only approximately to scale or should show distances between signal points and stations. It should show location and extent of interlockings and indicate which switches are interlocked and which are hand operated. Type of interlocking should be indicated (whether mechanical, electrical etc.).

2. Theoretical graph of train operation. Symbols on this graph should be explained so as to know which trains are freight, local passenger, express etc.

3. Actual graph of train operation for one week, or information which would enable us to make such a graph.

4. Actual graphic as above in (3) for a very heavy day which had many delays.

5. Personel used for train operation; No. of dispatchers, telephone and telegraph operators, block operators, station masters, interlocking machine operators Switchmen, etc.

6. Approximate yearly or daily wages paid to personnel listed in (5) above.

7. Approximate estimated cost in Swedish crowns of a train stop in this territory. This should be separated as to freight and passenger trains.

8. Availability of passenger and freight locomotives in this territory in per cent, hours daily, weekly or monthly.

9. Approximate cost of an electric freight or passenger locomotive used in this territory.

10. Approximate cost of maintenance of an electric freight and passenger locomotive per year.

11. Approximate wages of locomotive drivers and other trainmen, together with information as to the number and type of trainmen used on the various trains.

12. Approximate consist of the trains during the seven days used for the graph of actual operation.

With the above information we ought to be in position to make our study and report. If after preliminary study we find that additional information is needed, we will request it from you. I agree with you, that within the next few years the railways in Sweden as well as in the rest of Europe will turn to CTC for the reduction of the heavy operating costs and for the increase in the capacity of many lines both single track and double track. In the case at hand, where I understand double tracking is contemplated and where the traffic is now a little over 60 trains a day, I feel sure that our study will show that this number of trains as well as additional trains can be operated without resorting to double tracking by the proper application of CTC.

Please let us have the information listed above at your earliest possible convenience. I can assure you our prompt attention to the matter. The information can be mailed to our New York office.

Let me express again my pleasure at being able to discuss your problems with you and giving us this opportunity to sink our teeth into a concrete matter such as this one.

Yours very truly

John M Pelikan