

Ericsson LM NEWS from All Quarters of the World



Crossbar Exchange opened at Mansfield, Ohio

The crossbar exchange delivered by L M Ericsson's associates, North Electric, to Mansfield, Ohio, was cut over on June 1. The exchange comprises 8000 lines with some 25000 subscribers and comprehensive short-haul toll equipment. The Ericsson system was modified by North Electric to suit conditions in the United States.

The crossbar equipment in Mansfield is the second of this type to be installed by North Electric within a span of six months. The cut-over was performed in the presence of representatives of the Mansfield Telephone Company, North Electric Company and Telefonaktiebolaget L M Ericsson. The photograph above shows Hans Kraepelien, President of North Electric Company, Gustav

Hirsch, Vice-President of Mansfield Telephone Company, Hans Thorelli of Telefonaktiebolaget L M Ericsson, Russell Bucek and R E Johnson of the Gustav Hirsch Organization and R B Wiseman, North Electric Company.

The C.T.C. office serving the Ånge—Bräcke line, and located at Ånge, employs keyset operation. This means that the train dispatcher—the C.T.C. operator—can control the entire signalling system throughout the supervised section with the aid of a small keyset (right). He can sit in comfort at his desk with an excellent view of the entire track diagram in front of him. The Ånge installation is the first in the world to operate under keyset control.

Swedish State Railways install C.T.C. over 300 miles of Single Track

The Swedish State Railways brought their first Centralized Traffic Control installation into service in the summer of 1955 on the single-track line between Ånge and Bräcke (Sweden), where the headway is between 60 and 70 trains a day. As a result the capacity of the line was sufficiently increased to avoid the necessity of installing double tracks, which had previously been under serious consideration.

The equipment for the Ånge—Bräcke installation, as also for the double-track line Alingsås—Herrljunga, was supplied by L M Ericsson. The latter installation will be brought into operation in the near future.

At the end of 1956 the Swedish Railways placed a new order with L M Ericsson for C.T.C. equipment on the single-track iron ore railroad north of the Arctic Circle. This installation, which is expected to be completed by the New Year 1958, will be over 80 miles long and, to start with, will have 13 stations between Kiruna and Riksgränsen. A further recent order is for the Ljusdal—Mellansel section, 225 miles in length, with 39 stations. The latter section is chiefly single-track. The C.T.C. equipment is to be delivered within two years.

This rapid extension of C.T.C. equipment on over 300 miles of railroad brings the Swedish State Railways into the foremost rank among European railway organizations as regards the use of C.T.C. equipment. And the Ljusdal—Mellansel line will be the longest single section of C.T.C. track in Europe.

