

# A. H. Rudd Retires

ALEXANDER HOLLEY RUDD, chief signal engineer of the Pennsylvania System, and widely recognized authority on railroad signaling practices, retired from active service on March 31, having reached the age of 70 years. Mr. Rudd's experience in dealing with signaling problems has extended over more than 49 years, a

central & Hudson River, now a part of the New York Central. On May 1, 1892, he was promoted to signal engineer, and on May 1 of the following year he became assistant superintendent of signals on the Hudson division. On August 15, 1894, he was appointed foreman of electric signals on the Hartford division of



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longer period, so far as is known, than has been devoted to this branch of railroading by any other professional engineer. His work has been an important influence in the development of the art of railroad signaling throughout America and even abroad.

A native of Lakeville, Conn., Mr. Rudd was graduated from the Sheffield Scientific School of Yale University in 1886, at the early age of 19. In the same year he entered the Pennsylvania service as a draftsman, first in the real estate department, and on March 1, 1888, he became draftsman in the signal department. Four years later he left the service of the Pennsylvania to become inspector of signals on the New York Cen-

tral & Hudson River, now a part of the New York Central. On May 1, 1892, he was promoted to signal engineer of the Hartford and Valley divisions. On April 1, 1900, he was appointed signal engineer of the Delaware, Lackawanna & Western. On March 1, 1903, he returned to the Pennsylvania as assistant signal engineer on the Lines East of Pittsburgh. He became signal engineer on August 1, 1907, and on March 1, 1920, was made chief signal engineer of the entire system.

In 1905, Mr. Rudd collaborated with Frank Rhea, of the engineering department of the Pennsylvania Lines West of Pittsburgh, in the preparation of a comprehensive survey of signaling methods, which in large part

formed the basis for unifying signaling practices on the Pennsylvania System. When the Pennsylvania's main line suburban area, stretching 20 miles west of Philadelphia, was electrified in 1916, the adoption of the overhead wire suspension system, known as "cross catenary," presented new signaling problems. The lattice effect of the wires and poles, it was felt, might tend to obscure the semaphore type of wayside signals then in use. To meet this situation, Mr. Rudd collaborated with Dr. William Churchill, technician of the Corning Glass Works, in the production of the now familiar "position-light" signals, mounted on bridges over the tracks and giving the same indications by day and night.

A few years later Mr. Rudd pioneered in recognizing the value of "cab signal" devices, and brought about their adoption by the Pennsylvania for its heavy-traffic, high-speed lines. As chairman of the Committee on Highway Protection, Signal Section, A.A.R., Mr. Rudd was largely instrumental in the design and adoption of the standard flashing-light crossing signal, now in general use throughout the country.

Mr. Rudd has been active in numerous professional societies and organizations. He is a member and past president of the Yale Engineering Association and Railway Signal Association, now incorporated in the Association of American Railroads, and is a life member of the American Railway Engineering Association. He was, on July 5, 1910, elected the first foreign honorary member of the Institution of Signal Engineers, of Great Britain. He served actively on various committees of the National Conference on Street and Highway Safety, first called by Hon. Herbert Hoover, then Secretary of Commerce, in 1924; called again by Mr. Hoover in 1926; by Hon. Robert P. Lamont, Secretary of Commerce, in 1930; and by Hon. Daniel C. Roper, Secretary of Commerce, in 1934. He has also been a member of various committees of the American Engineering Council. He has contributed many articles to railroad and engineering magazines, and delivered numerous addresses and lectures on the history and development of railway signaling, automatic train control, cab signals, highway crossing protection and similar subjects.

Both as a student and in later life, Mr. Rudd has been keenly interested in the affairs of his alma mater. He was secretary and treasurer of his class at Yale and wrote its history, and is a member of the Yale Alumni Association of Philadelphia.