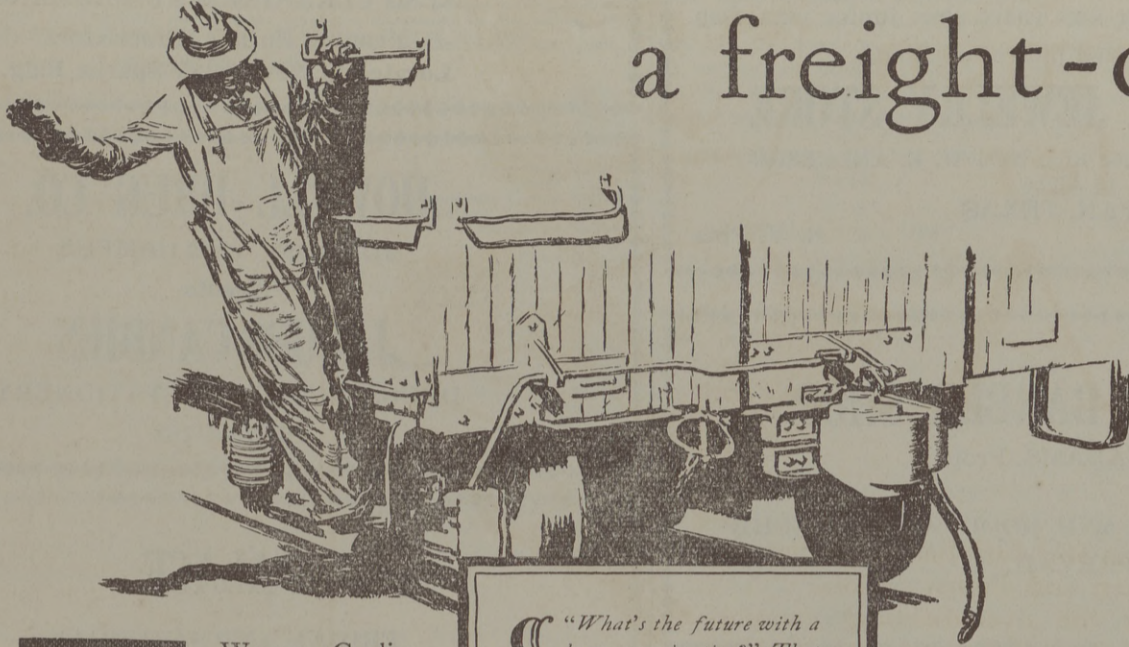


His text-book was a freight-car



CORLISS A. BERCAW

WHEN Corliss A. Bercaw went down to the tracks to get facts for his thesis in 1918, he was only following a lifelong habit.

From the time he was old enough to delight in the shrill whistle of a locomotive, through his student days at California Institute of Technology, the most fascinating thing in the world to him was a railroad train.

It isn't just happy chance that, at 29, he is a Sales Engineer in the Transportation Division of the Westinghouse Company, at Philadelphia. And it was quite natural that Bercaw should have an important share in the negotiations involving one of the most revolutionary transportation developments of the century—the development of the gas-electric rail car.

This design provides locomotion within the passenger car

“What's the future with a large organization?” That is what college men want to know first of all. That question is best answered by the accomplishments of others with similar training and like opportunities. This is one of a series of advertisements portraying the progress at Westinghouse of college graduates, off the campus some five—eight—ten years.

itself. So on many branch lines locomotives can be discarded with great saving to railroad companies and with increased convenience to passengers.

But to perfect this new car required thorough cooperation between the Westinghouse and Brill Companies, whose engineers supplied, respectively, the electric generator and gas engine which, combined, give this car its practical advantages. Bercaw acted as a liaison man during this development stage, and

now he is engaged in selling, among other things, these cars, representing the newest idea in railroad transportation.

When Bercaw entered the Graduate Students' Course at East Pittsburgh in May, 1919, he was fresh from college—and naval aviation. His enthusiasm for railroading was not allowed to cool—he wasn't shunted into unfamiliar lines. For thirteen months he was a student in the Railway Shops. Then for six months in the General Engineering Department he learned how to apply Westinghouse Equipment to railroad needs. It was a logical step next to the Heavy Traction Division of the Sales Department at East Pittsburgh. And two and a-half years there landed him in his important work in Philadelphia.

To men who find a railroad train fascinating, Westinghouse opens a field that has unlimited opportunities for success.

Westinghouse



THE SIMPLE SCIENTIST SAYS:

That a British Thermal Unit is not a division of the British army equipped with thermos bottles; it is merely the English term for “A warm number.”

That auto-intoxication is the com-

bination which causes most of the grade crossing accidents.

That the watt was so named from an exclamation made by the first person who received an electric shock. The other two words of the exclamation were later dropped.

That the head of our College Hospital must have majored in physics.

That a street railway booster system is a part of the advertising department.

“And how did the installment man

take it when you swore at him for dunning you?”

“Oh he was calm and collected.”

Second Variation in List of Six

She must buy her clothes on the installment plan because she only wears them one installment at a time.