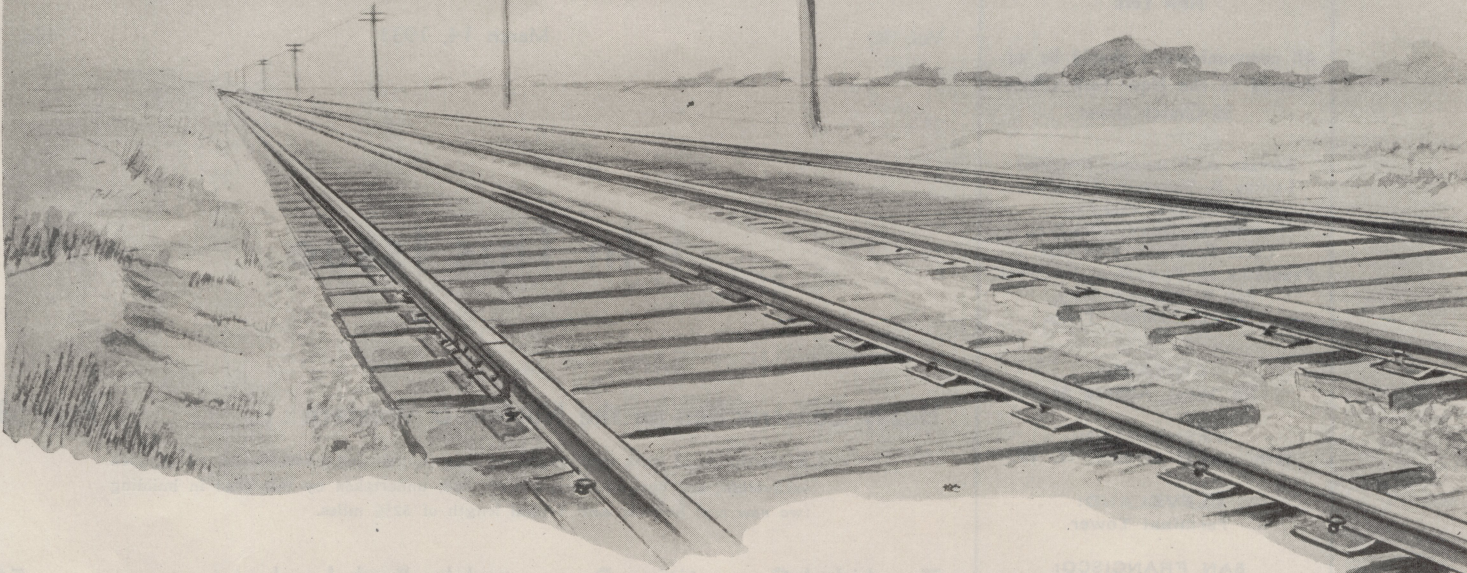


Save the Cost of



HOW to reduce capital expenditures and the resulting overhead; how to reduce operating expenses sufficiently to offset decreases in traffic; at least how to maintain a fair rate of return and investor confidence; these and other economic studies are uppermost in the thoughts of all railway executives.

Then why build that extra track when by installing the "Union" Centralized Traffic Control System, traffic on existing trackage can be sufficiently speeded up to make such construction possibly permanently unnecessary? Why not save this large initial expenditure and also all of the resulting increased maintenance charges?

"Union" Centralized Traffic Control places the regulation of all traffic, over a division or part of one, at the finger tips of one man. Complete, instant information is constantly before the operator. It is accurate, and impossible of misinterpretation. Its automatic train graph makes a permanent record of all train movements and the position of all trains, while the conditions of all switches and signals, are shown by light type indicators on the control panel. It almost doubles the existing track capacity.

"Union" Centralized Traffic Control is engineered to promote economies. Call upon our nearest district office to furnish you with more detailed information.



NEW YORK

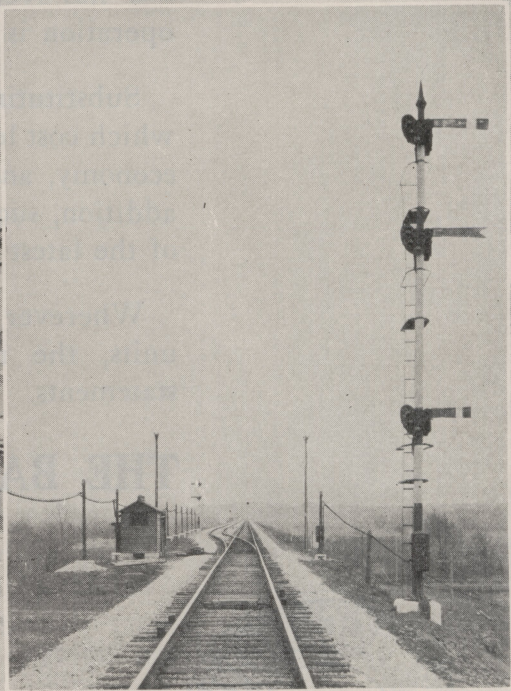
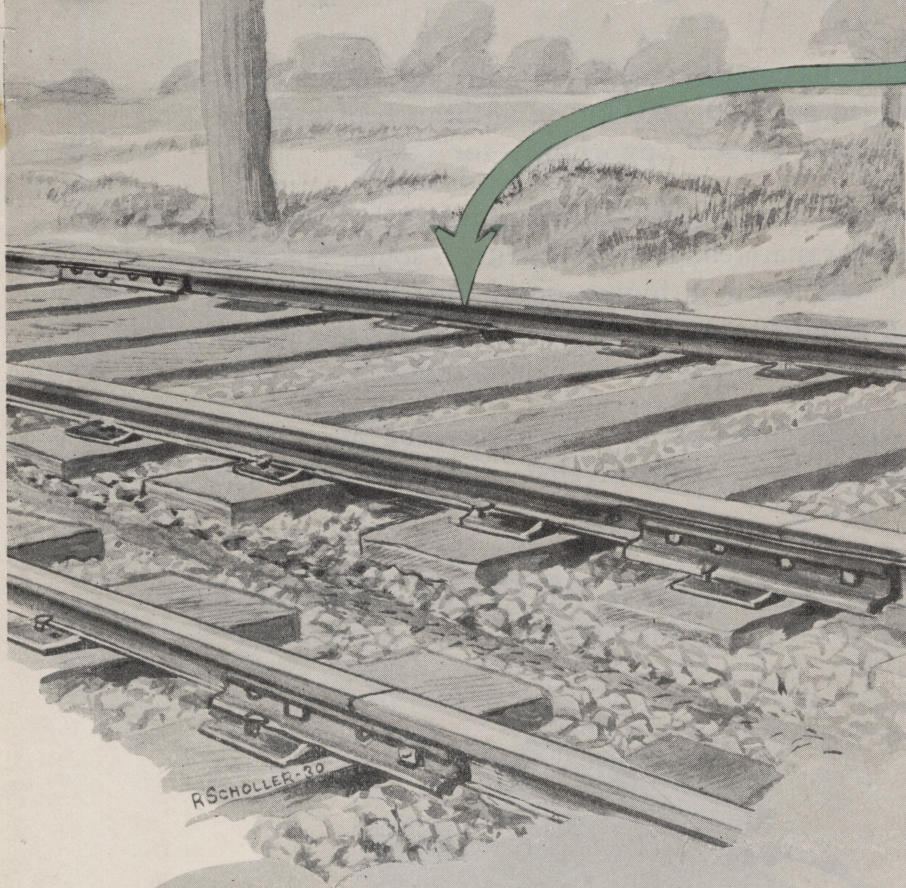
MONTREAL

CHICAGO

ST. LOUIS

SAN FRANCISCO

that *Extra Track!*



1881



Union Switch & Signal Co.



1931

SWISSVALE, PA.