

BUSINESS AND FINANCE

Clinical Examination To Be Administered

RALEIGH — The second proficiency examination for clinical laboratory personnel desiring to qualify as clinical laboratory technologists under Medicare/Medicaid, will be administered throughout the country on November 14, 1975.

The examination was pre-

pared and developed especially for persons whose skills and knowledge were acquired primarily through practical work experience rather than through formal professional education.

Certain eligibility requirements must be met in order to take the qualifying exam-

ination. The examination consists of four speciality sections: blood banking, chemistry, hematology, and microbiology.

The examination consists of two sections, one to be administered in the morning and the second in the afternoon.

There is no charge for the examination, but examinees will be responsible for their own travel expenses.

Deadline for submission of application to the Department of Facility Services, P. O. Box 12200, Raleigh, N. C. 27605, is September 10, 1975.

All applications will be reviewed to determine eligibility for the examination and candidates will then receive notice of eligibility and the time and place of the examination.

For additional information, contact the Division of Facility Services.

HENRY SHAVITZ
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Locomotives

Continued from Page 1
 tected right away. Other checks are made of all operative parts to be sure they are in good working condition for maximum performance.

When Frank Cowan talks about locomotives, the technical terms float easily through his detailed sentences as he explains such things as fuel injection systems, main bearing problems, and the engine types. "A lot of people would never guess it, but most of our locomotives operate on systems that are 90 percent electrical," he explained. "Each train carries three or four locomotives — three large ones or four small ones. Our largest engine is 3,600 horsepower and our smallest is 600 horsepower." Frank further explained that engines are classified as GP (general purpose) or SD (special duty). Engine classification allows for matching locomotives with specific jobs (loads).

Train locomotives run constantly because, as pointed out by Frank, "it's better for them. When you shut them down completely and allow the engine to cool, it can cause leaks and other problems." Each of Southern's locomotives is brought in for a complete overhaul every four years. Southern's oldest engines that are running now date back to the 1950's. As general foreman, Frank supervises the crews that work on the big engines. It is serious and, to the layman, very complex work.

Innovations in diesel engines for locomotives are being made constantly. Although Southern buys some of its locomotives from the General Motors Locomotive Division, some of the innovations take place at Southern's

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dependent laboratories allow laboratory personnel who do not meet the requirements for clinical laboratory technologists to qualify through proficiency examination for a period of time ending December 31, 1977.

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Frank lives in Chattanooga with his wife, Christine, and their two children. From all reports they enjoy the town that boasts of having the Chattanooga Choo-Choo — the world's most beautiful train station where you can still ride a trolley car for only five cents.

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DEADLINE

The deadline for news and pictures to appear in THE TRIBUNAL AID is THURSDAY NOON.

Material arriving after Thursday's deadline will be published the following week.

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 High Point, N.C. 27261

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 If you do not receive the total miles specified because of your tire becoming unserviceable due to failure apparently relating to the material or workmanship, normal road hazards or tread wearout, we will exchange it upon return, for a new tire or give you a refund charging in either case, only the proportion of the then current selling price plus Federal Excise Tax that represents mileage used.
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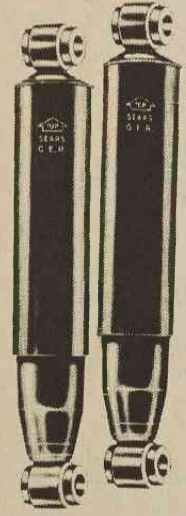
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