

Do you have this?
Richard

ATTC
1587 Union Street
Brooklyn 13, New York
March 16, 1959

Office of Public Information
Department of the Air Force
Washington 25, D. C.

Gentlemen:

Please refer to my letter of January 25, 1959.

On January 28 I received News Release NO. 63-59 of January 22, this year, concerning the Air Force UFO Study. This is not, of course, an answer to my letter, in which I requested specific information, repeated as follows for your convenience:

"I would greatly appreciate the acquisition of the basic details concerning these two cases that were considered "unknown." I realize that Air Force policy requires deleting the names of witnesses and certain data considered classified pertaining to radar and aircraft. However, such data as the date, location, number of objects, and size and shape of the objects, would be quite satisfactory.

"Various papers in Indiana carried an extremely interesting UFO observation made in the early morning hours of October 3, 1958, by the crewmen of Freight #91 of the Monon Railroad. They reported seeing four disc-shaped objects in central Indiana that played "tag" with their train for over an hour. What was the Air Force conclusion for this case?"

I would appreciate having a definite answer to my questions.

I am sending copies of this letter to certain members of Congress, including Senator Lyndon Johnson, whose attention has already been called to this matter.

Very truly yours,

Herbert L. Taylor

Herbert S. Taylor

Dear Mr Taylor -
This is to acknowledge your letter of 16 Mar 1959
concerning unidentified flying objects, particularly an observation
on 23 Oct 1958. The report states an F-105 was
involved in the sighting.
Sincerely,
LRT

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1	NAME OR TITLE ATTC	INITIALS	CIRCULATE
	ORGANIZATION AND LOCATION	DATE	COORDINATION
2	4/3		FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

Do you have this??

FROM NAME OR TITLE

Major Lawrence Tacker/SAFTS-3

DATE

18 Mar

ORGANIZATION AND LOCATION

TELEPHONE

74966

DD FORM 95
1 FEB 50Replaces DA AGO Form 886, 1 Apr 48, and AFHQ
Form 12, 10 Nov 47, which may be used.

16-48-74087-1 GPO

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONFERENCE, OR SIMILAR ACTIONS

1 NAME OR TITLE Major L. J. Tacker	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION SAFTS-3 OSAP	DATE	COORDINATION
2		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME Taylor
		SIGNATURE Brooklyn, NY

REMARKS

Larry- We have had no report, either official or unofficial, of the incident in Indiana.

FROM NAME OR TITLE Ted Hiatt <i>TH</i>	DATE 1 Apr 59
ORGANIZATION AND LOCATION AFGIN-4X3	TELEPHONE 55266

DD FORM 1 FEB 50 95

Replaces DA AGO Form 894, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

16-48-74007-1 GPO

the dispatchers office in Lafayette, where the train radio signals are monitored, and Bunker Hill has urged the train crew to be especially watchful between three and four o'clock in the morning.

UFOs SERIOUS BUSINESS

(Excerpt from statement issued by the Defense Department, December 24, 1959)

Unidentified flying objects - sometimes treated lightly by the press and referred to as "flying saucers" - must be rapidly and accurately identified as serious USAF business in the Zone of Interior. As AFR 200-2 points out, the Air Force concern with these sightings is threefold: First of all, is the object a threat to the defense of the U.S.? Secondly, does it contribute to technical or scientific knowledge? And then there's inherent USAF responsibility to explain to the American people through public information media what is going on in their skies.

The phenomena or actual objects comprising UFO's will tend to increase, with the public more aware of goings on in space but still inclined to some apprehension. Technical and defense considerations will continue to exist in this area.

What is required is that every UFO sighting be investigated and reported to the Air Technical Intelligence Center at Wright-Patterson AFB and that explanation to the public be realistic and knowledgeable.

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Unidentified Flying Objects Research Committee,
Box 5242, Akron 17, Ohio

FATE



Cecil Bridge, fireman on No. 91, was one of train crew who watched UFO's. He is a former Air Force man with 450 hours of heavy bomber time and knows what planes look like. "We see planes every night, lots of them," Bridge insists. "These were not airplanes!"

UFO BUZZES TRAIN

The Crew of Monon No. 91 had strange company on their way to Indianapolis—four companionable, curious UFO's.

By Frank Edwards

WITNESSES IN Danville, Ill., saw the things to the east as swiftly moving lights. They paused occasionally to dart away in a different direction.

Witnesses near Kokomo saw them as elliptical lighted objects that streaked in from the north at treetop level, hovered for a few sec-

onds and then darted away, single file, to the west.

The train crew on Monon southbound freight Number 91 saw the UFO's best of all. For them it was a night to remember.

As usual Number 91 was en route from Monon, in north central Indiana, to Indianapolis. A few

about have touched edges so they must have been somewhere around 40 feet across the bottom."

In answer to a question Bridge said, "We had flashlights in the engine and in the caboose. Up on the head end of the train—in the engine where I was—we blinked our flashlights at the things and we waved the lights. We thought we might get them to come in closer. They did come down over the train a few minutes later, as Robinson told you, but, of course, I can't say they did it because we flashed the lights at them. At any rate they didn't flash any lights back at us."

Robinson said, "In the caboose we had a five cell sealed beam flashlight that throws a pretty good beam a long ways. When the things came down and flew right up the tracks behind the caboose, I grabbed that sealed beam flashlight and shined it on them. As soon as the light hit them they jumped sideways out of the beam. When they got back over the tracks I did it again and they scattered. They acted like they didn't care for that light at all.

"From the time Bridge first called us on the radio until the last time we saw them near Kirklin (about 38 miles northwest of Indianapolis) it was about an hour and 10 minutes altogether. They hung around the back end of the train but after we shined the light

on them they didn't come in close any more. While we were switching at Frankfort they stayed away back up the tracks, just hovered there, until we moved on. Then they followed us again. When they finally went away at Kirklin they just zipped off to the northeast and kept on going and we didn't see them anymore."

It was an astounding experience the train crew of Monon Number 91 had undergone during that hectic hour and 10 minutes as the freight lumbered across the Hoosier prairie. And it was important, too, in the annals of such things, for its duration and because the objects gave evidence of intelligent control by dodging away from the flashlight beams.

The television interview with Cecil Bridge and Edward Robinson got on the newswires that same night.

On the following day they, along with the other members of the train crew, were notified by Monon officials to keep quiet if they saw any similar objects in the future. Bunker Hill Air Force base near Kokomo, about 30 miles east of the scene of this sighting, had asked the railroad to contact the base at once should such objects again appear. According to officials of the Monon at Lafayette, the Bunker Hill AF base has installed a special line to

moments after three in the morning of October 3, 1958, the adventure began. . . .

In the cab of the diesel locomotive were three men—Harry Eckman, the engineer, Cecil Bridge, the fireman, and Morris Ott, the head brakeman. Cecil Bridge, a former Air Force man with 450 hours of heavy bomber time, tells the story:

"It was about 20 minutes after three in the morning—Friday morning, October 3rd. We had just pulled past a little spot called Wasco. There's no town there—just a kind of crossroads. It was there we first noticed the four lights in the sky ahead of us. They were moving lights. At first they looked like stars but we realized they weren't stars because they were moving—we could see that.

"They were moving in a sort of open V formation. By that I mean that there was no light at the forward point of the flight, just the two "wings" with two lights in each "wing"—angled off at about 45 degrees from each other. I must have spotted them first. After I had watched them for about 15 seconds I called them to the attention of the other men in the cab with me. The engineer was Harry Eckman, and our head brakeman was Morris Ott. They watched the lights, too.

"I am familiar with planes and with their operations, both as a flier and an observer. We all are—all of us on the train. We see planes every night, lots of them. These things were not planes!

"About that time the lights veered west. They crossed the tracks ahead of the train—about a half a mile ahead of us, we estimated. They were moving pretty slowly, too, at not more than about 50 miles an hour. Four big, white, soft lights.

"Just the three of us in the engine—Mr. Eckman, the engineer, Morris Ott and I saw the lights at this time. We were pulling 56 cars—that's a little more than half a mile of cars—and because of the angle at which these things were approaching and because they were so low right then, the boys in the caboose probably couldn't see them.

"After the lights crossed the tracks in front of us they stopped and came back. This time they were headed east. They shot off toward the east and were gone a few minutes—out of sight—but when they came back and we all saw them again I turned on the microphone. We have radio between the engine and the caboose. I turned on the microphone and called the boys in the caboose and told them what we were watching.

"The conductor was Ed Robinson and the flagman was Paul Sos-

bey, both of Indianapolis. I talked to Robinson and told him what we had seen. During the time we watched these things, from Wasco to Kirklia, we did a lot of talking on that radio. The dispatcher in Lafayette could hear us, of course, but he never cut in. The boys in the caboose got the best look at the things, especially when they came right down over the whole train."

(The train crew decided not to report their unusual experience to the Air Force in order to avoid being subjected to ridicule. But Bridge and Robinson felt that the incident deserved to be made known so they consented to be interviewed on Friday night, October 3, over an Indianapolis television station.)

During the course of that interview Conductor Robinson said:

"I was sitting in the cupola, looking forward over the train when Bridge called me on the radio. I had already noticed the four gobs of light but I couldn't make out what they were. They were half a mile ahead of the caboose—the whole length of the train. A little bit after he called me the things went away and we didn't see them for a few minutes . . . then all of a sudden they came back.

"This time they came down over the train, a little way in back of the engine. They were coming toward the caboose. That is, they were going north and the train was

headed directly south.

"I'd say they were only a couple of hundred feet above the train as they came toward the caboose. And they weren't moving very fast—maybe 30 or 40 miles an hour. It was hard to tell—a fellow just doesn't notice details like that under the circumstances.

"The freight train is pretty noisy, of course, but I didn't hear any other noise. Like the roar an airplane would have made. I think they were silent, or nearly silent, at least.

"They flew over us one after the other—big, round white things that looked about the color of fluorescent lights, kind of fuzzy around the edges. They didn't glare and they didn't light up things as they went over. They just came back toward us, over the top of the cars, one after the other. Then they went on down the tracks maybe another half a mile and seemed to stop.

"Me and Sosbey went out on the back platform where we could see them better. But they were getting pretty far behind us. We could see their lights but I don't remember whether they were bunched up or not. They were just there, we know that. We could see them behind us, right over the tracks.

"Then they swung off away from the tracks and went fast—very fast—to the east. When they picked up speed their light got a lot brighter.

They got real bright and white—like stars, but a lot bigger and moving very fast.”

Cecil Bridge, observing the same objects from the engine describes what he and the engineer and head brakeman saw:

“When these things shot back over to the east of us they lit up much brighter than they were before. They turned in line, going north or northeast and we noticed that they lit up in sequence—the front one first, then number two, three and four. They changed course and came back past the train. They were going in the opposite direction to us when they made this pass. I guess they were at least a mile or two east of us when they did it.

“They lit up twice like I told you; first number one would light up, then number two and so on. They did that twice as they went past us travelling in the opposite direction. We noticed, too, that their color changed. When the first lit up they were bright white but when they slowed down the color changed to a kind of yellow, then to orange when they went real slow—a kind of dirty orange.”

Robinson agreed with this description. He added:

“We didn’t see them from the back end of the train for several minutes after they went away to the east and turned. But the boys

in the engine were still seeing them. I got back on the radio with Bridge and he was watching them right then. They must have circled the train and gone north of us, real low, because the next time we saw them they came rushing up the tracks right in back of us. They were coming a lot faster this time—a lot faster than they had come back over the train the first time.

“They were just above the tree-tops along the right of way, and they had changed their way of flying—their formation. This time they were sort of flying on edge. Two of them were on edge—the two in the middle. The two on the outside were tilted at an angle both in the same direction. The four of them flew like that up the tracks behind the train—a tilted one on the east, two of them straight up and down, then the one on the west tilted just like the one on the east.

“When they first came back over the train we could see that they were round things—circular shaped on the bottom. Then when they flew up the tracks in back of us we could see—me and Sosbey—that they were about 40 feet in diameter and maybe 10 feet thick. The two that were flying straight up and down were just about over the edges of the right of way and about 200 yards in back of the caboose. If they had been flying flat down instead of edgewise they would just

Case 158

early morn

3 OCT 58

6 April 1959

Dear Mr. Taylor:

This is to acknowledge your letter of 16 March 1959 concerning unidentified flying objects, particularly an Indiana sighting of 3 October 1958.

The United States Air Force has no record of this sighting.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Executive Officer
Public Information Division
Office of Information Services

Mr. Herbert S. Taylor
1587 Union Street
Brooklyn 13, New York

02VE
OFFICE INFO SERVICES

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