



**JANUARY**

S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**FEBRUARY**

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

**MARCH**

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
<sup>23</sup> <sub>30</sub>	<sup>24</sup> <sub>31</sub>	25	26	27	28	29

**APRIL**

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

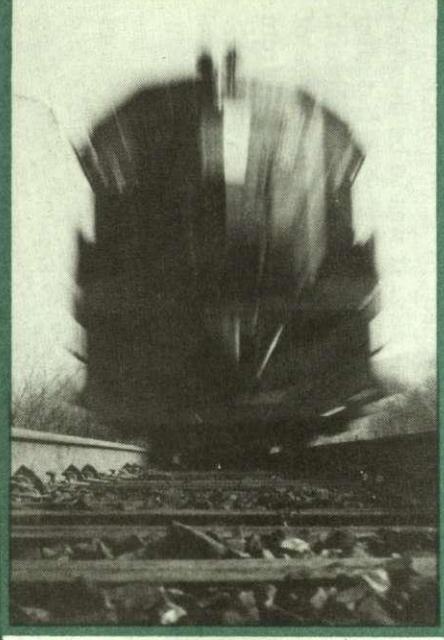


**MAY**

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**JUNE**

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



**JULY**

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**AUGUST**

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
<sup>24</sup> <sub>31</sub>	25	26	27	28	29	30

**SEPTEMBER**

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

**OCTOBER**

S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

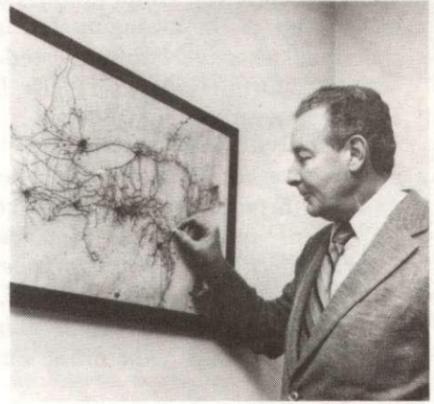
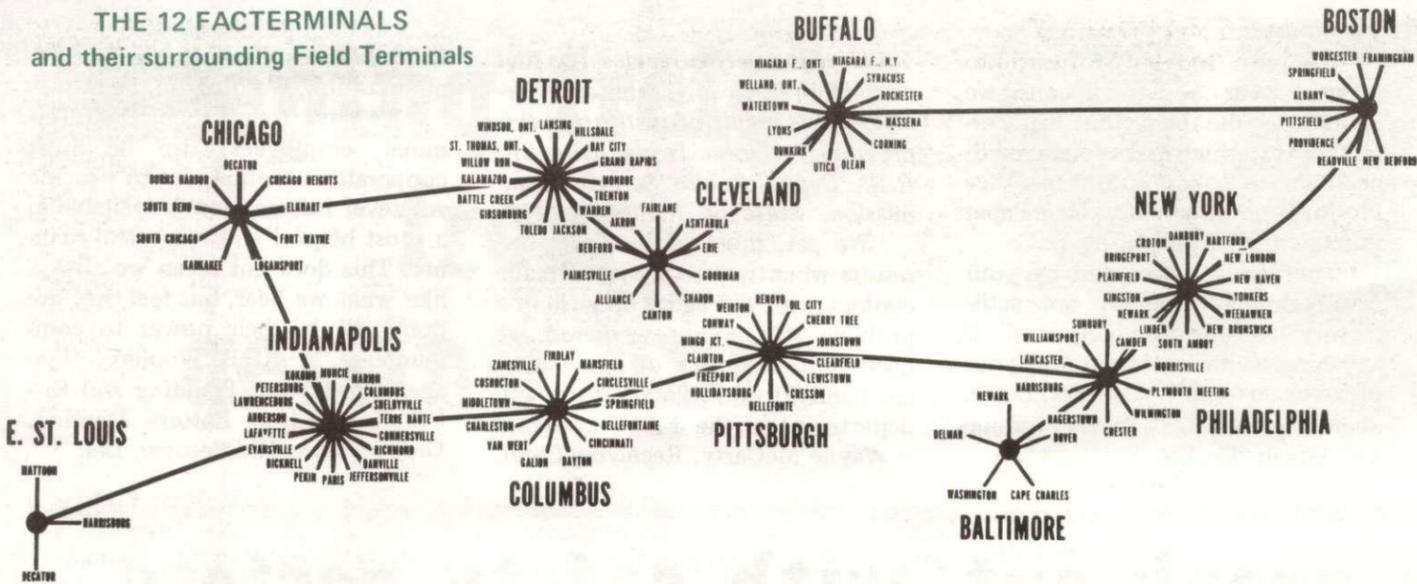
**NOVEMBER**

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
<sup>23</sup> <sub>30</sub>	24	25	26	27	28	29

**DECEMBER**

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**THE 12 FACTERMINALS**  
and their surrounding Field Terminals



George M. Casady, director-stations, completes the FACTERMINAL map with pins for cities in Pennsylvania and Connecticut.

# FACTERMINAL Now Covers the PC System

On November 1, the FACTERMINAL program went into effect in Connecticut.

On November 15, it went into effect in Pennsylvania.

These steps, authorized by the public utility commissions of the two States, have completed the FACTERMINAL network. Other States in which PC operates had already approved the program.

FACTERMINAL is the code name for Penn Central's modernized freight agency operations. Here are the main features:

Freight agents have now become traveling representatives. They work at centralized Field Terminals instead of small stations, calling on shippers where and when needed.

A group of Field Terminals is linked by instant communications with a large FACTERMINAL, equipped with the latest in computerized record-keeping. There are 12 FACTERMINALS, located at key points across the System.

Shippers can now contact a PC freight office any hour of the day or night, seven days a week, on toll-free telephone lines. This is a significant improvement over the part-time or daytime-only service that had been in effect at many stations.

Shippers can quickly find out the location of any car.

Waybills are recorded on microfilm, for fast retrieval when needed.

Facsimile devices are being installed, allowing shippers to transmit shipping documents across hundreds of miles — in minutes.

The effect of all this is better service for shippers, with reduced costs for the railroad through better utilization of manpower and more efficient record-keeping.

What is the shipper's verdict on the FACTERMINAL system?

Here is a sampling of recent letters.

*"Since attending the meeting explaining the function and purpose of the FACTERMINAL, quite frankly I thought it would never work. Now, after seeing it in operation, I feel the employees at the FACTERMINAL and the men on the road should be commended on adjusting to such a fine change. The Penn Central has definitely succeeded in greatly improving services and availability to its customers."* — Donald Harmon, Plant Superintendent, Morgan Millwork Company, Division of Combustion Engineering, Inc., Baltimore, Md.

"The service your company has performed for us since the in-



At Indianapolis FACTERMINAL, Helen Cooper puts data from waybills on cards which are used for printing reports.

ception of your new station program has been excellent." — W. C. Lashley, Clark Oil & Refining Corporation, Hartford, Ill.

"Just a note to compliment you on your new FACT system. It has been most beneficial to us in tracing rail shipments for our customers as well as finding out other pertinent information. Your railroad should be congratulated." — J. J. Solomon, Vice President, Paul-Jeffrey Company, Inc., Liverpool, N. Y.

"Since the implementation of this service we have found a very noticeable improvement in the overall performance of Penn Central, in the Baltimore Terminal area, in the handling of our freight service needs." — F. Sunstrom, Supervisor of Traffic, Baltimore Gas and Electric Company, Baltimore, Md.

"Since the establishment of the Buffalo FACT Center, we, as a large PC shipper, have found that communications have taken a giant step forward. This FACT Center



Donald C. Rhodes, supervising agent at Indianapolis FACTERMINAL, displays a control panel which "tells" a printing machine the kind of report that is wanted.

has provided us with a greater daily service and, in addition, has greatly improved the flow of paper work." — Norman M. Weltman, Marley's, Division of Abe Cooper-Syracuse, Inc., Syracuse, N. Y.

"With the FACTERMINAL System, any requests for current information has been handled more expeditiously, and in a most courteous manner. . . It would not do for everything to be perfect, as you well know. We do find the time lag in getting scale weight information frustrating, and this makes for delay in the end of the month billing." — J. R. Swam, J. M. Huber Corporation, Havre de Grace, Md.

"Insofar as we are concerned, the FACTERMINAL has been working quite well, and in various instances I have found the FACTERMINAL personnel very helpful to our local Farm Bureau Cooperatives." — W. W. Imboden, Manager, Traffic Department, Farm Bureau Cooperative Ass'n., Inc., Indianapolis, Ind.



Waybills, condensed in microfilm storage, can be instantly retrieved for review, as Juanita Miles is doing here, whenever any information on a shipment is needed.

"This is to inform you that Penn Central is doing an excellent job on the FACT." — Charles L. Fort, Mohawk Valley Paper Co., Inc., Little Falls, N. Y.

"The Penn Central Fact Terminal has been more than satisfactory during its existence at Baltimore. We have continuously received courteous and helpful information in receiving and shipping rail cars from this installation." — Thomas G. Brennan, Sr., Transportation Officer, Department of the Army, Fort Meade, Md.

"All questions and problems we have encountered have been taken care of in an efficient manner." — Bruce E. Smith, Plant Superintendent, Universal Cooperatives, Inc., Alliance, Ohio.



Helen Schuler runs a remote copying device, through which shippers can transmit shipping orders directly to PC offices.

"We are reasonably well satisfied with the Penn Central's new Fact Terminal arrangements. I would like to say that the one area that the Fact Terminal leaves something to be desired is in maintenance of demurrage records. If we didn't maintain our own demurrage records, I feel sure that we would overpay the Penn Central Railroad." — Gerald E. Hudson, Albert W. Sisk & Son, Inc., Preston, Md.

"The FACT system enables us to contact an agent immediately and at any time. Requests of any nature are handled immediately and efficiently, a characteristic sorely lacking in the old system. Tracing rail cars has become much easier and quicker. In short, the system is a marked improvement; it has been a worthwhile innovation for Penn Central." — Robert Comfort, Traffic Manager, Tidewater Publishing Corp., Centreville, Md.

"The providing of efficient and accurate freight service information by calling your toll-free number any time, twenty-four hours a day, seven days a week, has been most beneficial. With more modern equipment which is expected to be assigned to your Olean field terminal in the near future, we are looking forward to an essential step in providing faster trace reporting." — S. J. Carlson, Jr., Manager, Purchasing and Accounting, Pittsburgh Corning Corporation, Port Allegany, Pa.

"Thank you for the wonderful service that you have given us in the past year. Any time we've had trouble you have done a very thorough job of giving us service.

Continued on Page Two

Continued from Page One

We appreciate the cooperation you have given us in arranging for inspections whenever we requested." — D. D. Lutmer, Manager, H. D. Hudson Manufacturing, Chicago.

"Frankly, I was concerned about proper coverage for Olin Brass when you instituted this change, but at this point in time, we are well satisfied with the method of operation and the personnel involved." — T. Pingolt, Transportation Manager, Brass Group, Olin Brass, East Alton, Ill.

"We are looking forward to another year of growth and we appreciate the help the FACTerminal gives, which makes our growth possible." — Robert A. Stevens, Vice President and Secretary, C&S Paper Storage, Inc., Washington, D. C.

"The services provided by your FACTerminal program are satisfactory to our company and, if anything, an improvement over your previous services." — James N. Lowe, Secretary, Coates Steel Products Co., Greenville, Ill.

"We have yet to receive the first complaint from any shipper or receiver as a result of instituting this program." — John Dring, Director, R.R. Dept., Public Service Commission, State of Indiana.

"We get, most of the time, fast results when we are trying to make contact with our agent because of a problem. He comes whenever we need him. Requests of any nature are handled immediately from any department in the FACT system." — Wayne McCarty, Receiving Chief,

United States General Services Administration, Washington, D. C.

"We have found them (FACTerminal employees) to be most cooperative, factual and to provide whatever information is available in a most helpful and respectful manner. This does not mean we always like what we hear, but feel they are doing all in their power to communicate." — R. B. Woolery, Manager, Production Planning and Distribution, Globe Battery Division, Globe-Union, Middletown, Del.

## Children speak out with safety posters

Nobody has a bigger stake in on-the-job safety than employees' children.

They want Dad (or Mom) to follow the railroad safety rules that will help assure safe return home after the day's work.

Penn Central children expressed this thought in posters recently submitted in a competition sponsored by the Penn Central Safety Department and the Penn Central Post.

Posters by the following children have been selected as the best entries:

No. 1 — Patti Ann Peters, daughter of John D. Peters, locomotive engineer at Trenton, N. J.

No. 2 — Kathy Kelly, daughter of John E. Kelly, general car foreman at Grand Central Terminal, New York.

No. 3 — Randy Shephard, son of G. Robert Shephard, blacksmith at Wilmington (Del.) Shops.

Ten other children have received runner-up recognition. They are:

Jerome Kearns, son of W. E. Kearns, movement director at Cincinnati, O.

Debbie Flinspach, daughter of Gale E. Flinspach, car repairman at Oil City, Pa.

Raeann Wingard, daughter of Ray W. Wingard, brakeman at Enola, Pa.

John F. Finck III, son of John F. Finck, Jr., conductor at Toledo, O.

Angela Mathews, daughter of James E. Mathews, electrician, maintenance-of-way, at Jeffersonville, Ind.

Kevin Hodges, stepson of Bobby C. Freeman, ticket clerk at Wilmington, Del.

Eric Sechrist, son of Donald E. Sechrist, locomotive engineer at Enola, Pa.

Paul J. Gourhan, son of John A. Gourhan, ticket clerk at Newark, N. J.

Randall Hannum, son of John M. Hannum, analyst at Philadelphia.

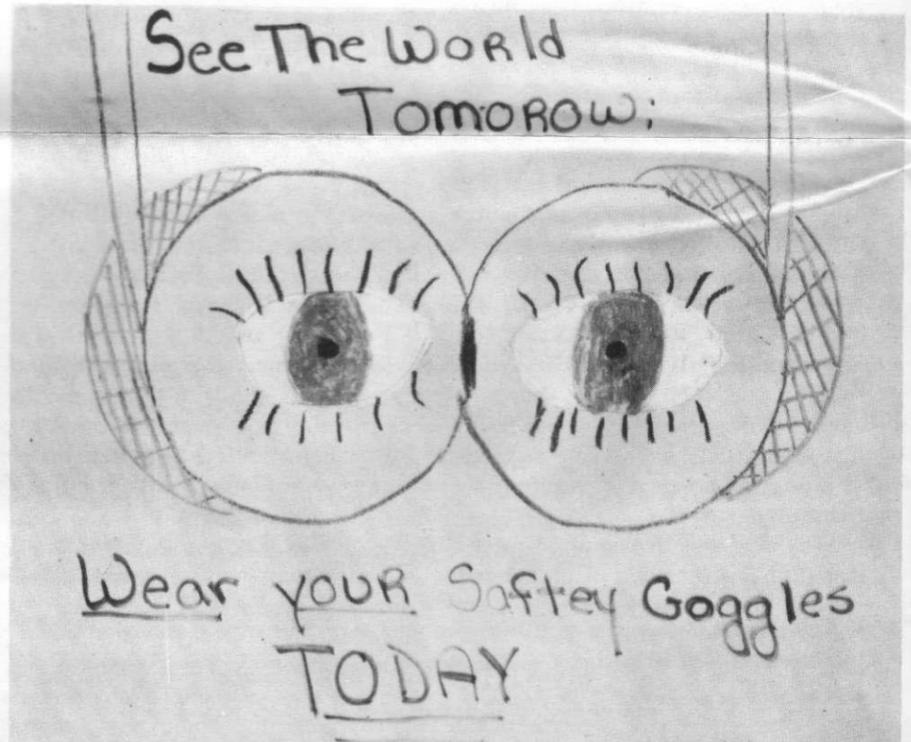
John McIntyre, son of Martin McIntyre, clerk, maintenance-of-equipment, at New York.

Some of the posters will be reproduced for posting on employee bulletin boards.

The No. 1 Poster, by Patti Ann Peters, was later submitted by The Post in a national competition sponsored by the Association of Railroad Editors. Her poster tied for third place. She received a Savings Bond from the Association.



J. J. Botti, Metropolitan Reg. safety supervisor, honors Kathy Kelly for poster below.



### Picnic at Petersburg

When Frank C. Harris retired as a PC conductor last January, people wondered if that meant the end of the annual picnics he had been arranging. Never fear.

The picnic was held in October, as usual, in Hornady Park at Petersburg, Ind. About 200 attended — active and retired employees of the old E&I section of the Southwest Division and members of their families. A fried chicken dinner was prepared and served by wives of employees. There were prizes, singing and general socializing.

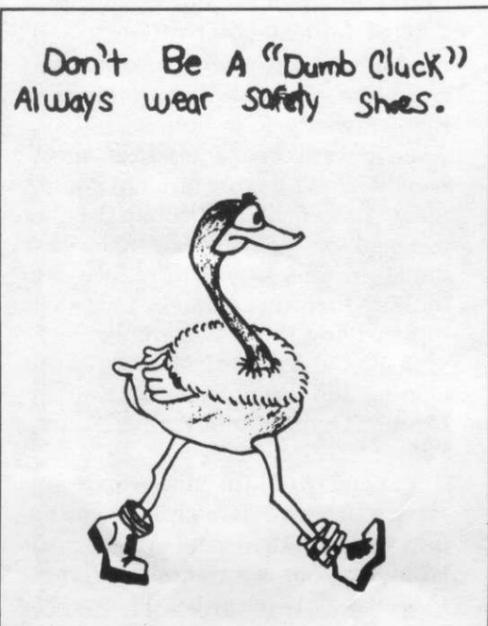
Conductor Harris was local chairman of the United Transportation Union (C) and, previously, the Order of Railway Conductors and Brakemen. He organized the first picnic in 1963 as a way to enable fellow employees to renew old friendships and form new ones, he said. The picnics have been a hit every year since.



W. L. Thigpen, general superintendent of Wilmington Shops, congratulates Randy Shephard for his poster, shown at left.



Patti Ann Peters' poster is considered the best submitted by PC boys and girls.



# PC's Tough Maintenance Problem

The sharp rise in the cost of doing business is adding to the problems of keeping the Penn Central railroad system operating, and underscores the urgent need for funds to repair track and equipment.

Even though freight revenues increased \$201.7 million during the first nine months of this year, primarily due to a 14.5 percent cumulative rise in freight rates, we had a net loss of nearly \$125 million. Most of the additional revenue was consumed in inflationary prices for fuel, materials and supplies and inordinately high operating costs resulting from the deteriorated condition of roadway, yards and equipment.

## More is spent on maintenance but far below what's needed

We spent more dollars on maintenance of way and maintenance of equipment, but each dollar bought less because of inflation.

Maintenance of way expenses during the first nine months of 1974 totaled \$216.4 million — \$26 million more than during the same period of 1973 — yet the total miles of track under slow orders as of October 31, 1974, increased to 8,249, or 22 percent higher than on October 31, 1973. As new track was upgraded, more sections went under slow orders.

Maintenance of equipment expenses for the same period totaled \$270.5 million, \$29.3 million higher than in the same period last year. Nevertheless, Penn Central's freight car ownership has dropped to a new low of 150,848 as of September 30, 1974 — 6,401 fewer cars than a year ago. In addition, 11.8 percent, or 17,800 freight cars, were out of service and in need of repairs.

These bad-order cars have been costly to us. We had to turn down traffic that could have produced some \$42 million in additional revenues if these cars had been available.

## Transportation costs went up even though carloads decreased

Transportation expenses (the cost of moving trains) rose \$93.1 million to \$774.8 million for

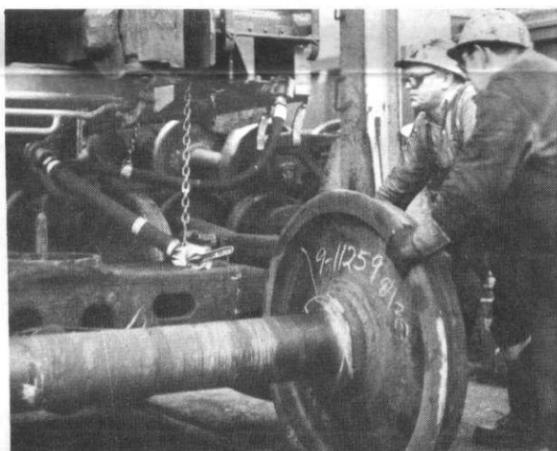


the first nine months of this year. This expense increased even though the number of cars loaded and received from connections decreased and the average number of through and local freight trains operated per day decreased.

Slow-order trackage was a major culprit, but so was inflation. For fuel alone (diesel oil and electricity), Penn Central spent \$109 million, more than double the amount for the same period last year.

## More cash is urgently needed to catch up on maintenance

Obviously, Penn Central cannot turn the tide without much more cash than we are able to generate. Our railroad must have massive capital improvements and make-up maintenance in order to operate more efficiently.



The Trustees are trying to get Federal funds to begin this restoration program. In May, Penn Central presented to the appropriate officials in Washington a list of track and equipment projects requiring immediate attention. For example, there is a \$43 million program for repairing 1,500 open hopper cars, rebuilding 60 locomotives and outfitting 428 M-of-W cars needed for track work.

The work for this project can be done at Altoona. The locomotive shops there are currently being utilized at less than 50 percent capacity and the car shops at approximately 64 percent.

## PC looks to the Government to provide emergency funds

In the Regional Rail Reorganization Act, Congress authorized emergency funds to help the bankrupt Eastern railroads keep operating until a new government-sponsored rail system is formed.

Under Section 213 of the Act, \$85 million was authorized "for the continued provision of essential transportation services." To date Penn Central has received \$20.5 million under this section to meet cash requirements.

Under Section 215, \$150 million was authorized "for the acquisition, maintenance, or improvement of railroad facilities and equipment necessary to improve property that will be in the final system plan." No funds have yet been released to Penn Central under this section.

In its annual report, dated November 13, 1974, the United States Railway Association noted that Penn Central applied in May "for a range of capital and equipment projects totaling \$275 million," and a final program is being developed.

According to the Report, USRA has set a high priority on expenditures of Section 215 funds which will improve track conditions, and additional priorities are being analyzed for locomotives, cars and the like.

"It is anticipated that... the full \$150 million in authorized obligations (under Section 215) will be committed during calendar year 1975," the Report stated.

## How to save gasoline and boost health

Robert J. Emerson rode a bike when he was a boy, but when he grew to a man's estate he put away such things.

Until two years ago.

A neighbor who was a bicycle nut got Bob interested in an organization called the Cycling Saddlemen.

"You can stand a little exercise," the good neighbor said.

Bob Emerson, a PC signal maintainer in the West Detroit area, bought himself a 10-speed Fuji. Soon his whole family was on wheels.

His wife, Iris, now rides a French-made Regina Sport. Daughter Yvonne, age 9, rides a Falcon. And Robert 2nd, age 4, rides a 14-inch Columbia.

When Dearborn and Plymouth, Mich., closed a major highway to auto traffic one day for a bike riders' holiday, all the Emersons turned out, along with about 10,000 other bicycle fans.

"My wife and daughter did 20 miles," Bob Emerson says. "I had to hang back to keep pace with our youngest. But even he did five miles."

In June, the Michigan Heart Fund sponsored a Cyclethon. The way it works is, you volunteer to ride as much of a 100-mile course as you can cover in 10 hours, and you get donors to pledge so many cents per mile.



The Emersons get set for a trip: Bob, little Bob, Yvonne and Iris.

Bob Emerson got pledges from 55 persons, mostly Penn Central employees, totaling \$3 per mile.

He managed to cover 99 of the 100 miles, and the judges threw in the final mile as a bonus, so he raised \$300.

That brought him an award as the fourth biggest money-raiser in the state-wide campaign.

In October the March of Dimes ran a similar event, and Bob got the same donors to pledge again.

This time he covered the whole 100 miles — in a driving rain — in less than 7 hours.

"Guess all the exercise got me in better shape," he says.

When the weather is impossible, he tries to keep in trim by riding his bike on rollers in the basement. But he celebrated New Year's Day by taking to the road for a dozen miles, in 15 degree weather.

During the past summer, he rode a total of 2,000 miles.

To fellow railroaders who are not bike riders, Bob Emerson says: "Try it, you'll like it."

"You can see more of the country than you can from a car," he points out.

"It's great exercise. Pleasant. Healthful. Inexpensive.

"And what could be a better way to help out in the energy shortage?"



Bob Emerson (right) receives award for raising money for charities.

# THE GAL FROM CLEVELAND MAKES IT TO THE TOP



Somebody who knows her put it this way:

"With her enthusiasm, this gal is bound to rise in any organization, as sure as bubbles rise in champagne. . ."

Talking about Elinore Constance Prize.

Soon after she joined the National Association of Railway Business Women, Elinore was being appointed to committees. Then committee chairmanships. Then she was elected to local and district offices, then to national vice president.

And this year she took office as national president of this organization of 5500 railroad women in 58 cities across the continent.

"Ours is a unique organization," Elinore says — "America's largest association of women working for companies within a single industry."

"That's why we can make such a success of our social and charitable activities, and why we can be so effective in helping promote public

A fashion show with a civic message was presented by the Railway Business Women. Shown here are Liz Sargent, Illinois Central Railroad; Carolyn Meldane, N&W; and Doris Maphis, Stor-Dor Freight System.



understanding and support for the railroad industry."

The National Association of Railway Business Women traces its origins to informal get-togethers of railroad women working in the Minneapolis-St. Paul area during World War I. In 1921, this group formed a club. The idea spread to other cities, where similar clubs were formed. A national association was incorporated in 1941.

"With the outbreak of World War II," Elinore Prize says, "our members pitched in, serving as aides for the USO, canteens, hospitals. Some enlisted in the armed forces. Others went overseas with the Red Cross."

"This tradition of public service has been a solid element of our association ever since."

Elinore came to work for the New York Central in 1949, was employed in the Public Relations Department in New York and Cleveland, and currently is clerk-stenographer in PC Labor Relations at Cleveland.

She joined the National Association of Railway Business Women as soon as she was eligible — one year after starting work on the railroad.

"For women who want to make new friends while serving their community and the railroad industry, our association is an ideal place to belong," she says.

"We have long been noted for our quick action in letting Senators and Congressmen know how we feel about proposed laws. Today, when Congress is considering various ways to deal with the railroads' problems, our efforts are more vital than ever."

Local chapters of the association raise funds for research in cancer, heart disease, multiple sclerosis, aid to retarded children. Chapters have donated hospital equipment, even furnished entire rooms in new hospitals. Many have given model train sets to children's institutions. In all, the chapters have raised about \$300,000 for such purposes.

One year the Cleveland chapter campaigned against a Christmas toy called "Auto vs. Train at the Crossing." The object of the game was for one player to try to get a toy auto across the track before the other player could hit it with a train.

"It was horrible!" Elinore exclaims. "It plainly encouraged the kind of actual race that results in crossing deaths."

"We put on a drive against that toy. We wrote letters. We alerted railroad officials. We testified before City Council. Our chapters in other cities joined the campaign.



President Elinore Prize came to Philadelphia to install the chapter's new officers. At right is Mary A. Welsh, chapter vice president, a PC block operator.

"Gradually the toy was removed from toy counters. And the following Christmas season, it failed to appear."

This campaign brought the Cleveland chapter a national award from Modern Railroads magazine.

In 1971, the Railway Business Women all over the country were out to enlist public support for proposed new laws that would modernize government regulation of transportation. This theme was symbolized neatly by a fashion show at the association's national convention in Roanoke, Va.

"We assembled bathing suits and dresses ranging from current fashions to year 1900 styles dug out of attics," says Elinore. "This dramatized the idea that outmoded legislation hampering progress had to be streamlined to fit modern conditions."

"The show made such a hit, it went 'on the road' and performed before a number of civic and community groups. It was an off-beat kind of thing, but it made an impression and helped win friends and support."

While doing service for the railroads and for local charities, the Railway Business Women also take care of their own. The association has a Benevolent Fund, which gives financial aid to members whose homes are damaged by fire, flood or other disasters

Another project is retirement residences. These provide individual apartments at modest cost for retired members, who may bring a member of the family to live with



In 1964, Elinore headed a committee that sponsored tours through Cleveland Union Terminal for 10,000 Cub Scouts. For this action, Elinore received a bronze bell from the Railroad Community Service Committee; and the Scout Council of Cleveland named her an Honorary Den Mother.

them. A residence with 10 apartments is located at Green Valley, south of Tucson, Ariz. A second, recently built at Jacksonville Beach, Fla., has 10 units ready for occupancy.

"As you can see, this is a varied, vibrant and warm-hearted organization," says Elinore Prize.

"And you can see why it's a thrill to be the first Penn Central woman to serve as the national president."

## INTERESTED?

Women employees who want information about membership in the National Association of Railway Business Women may write to:

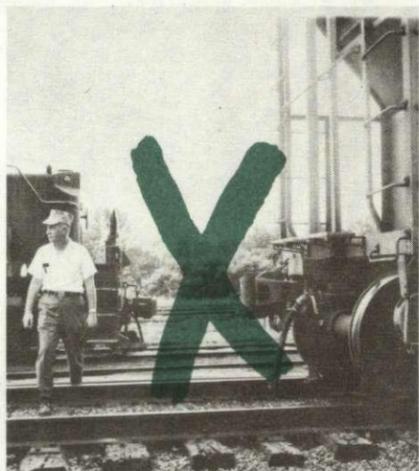
Elinore C. Prize, 9192 Lynnhaven Road, Parma Heights, Ohio 44130.

Give your home address, job title, work location, and years of service.

The association has local chapters in 58 cities, including the following in Penn Central territory:

Akron, Albany, Altoona, Baltimore, Boston, Buffalo, Canton, Chicago, Cincinnati, Cleveland, Columbus, Detroit, Indianapolis, New York, Philadelphia, Pittsburgh, St. Louis, Toledo and Washington.

## Don't be X'd out!



PLEASE DON'T walk close to standing cars when crossing a yard. You risk being hit by an unexpected movement of the cars. Railroaders have been gravely injured this way. The photo was posed by Brakeman Morris K. Higgins at DeWitt Yard, Syracuse, N.Y. Of course he knows better, as he demonstrates in the photo at right.



PLEASE DO allow at least 10 feet clearance when crossing behind standing equipment — that gives you time to get out of the way if the equipment is shifted. And take the precaution of looking down the track — both ways — before you cross, to make sure that no movement is imminent. (Check your Safety Rule Book. It's a life-saver!)

# Helping the LD Child

LD stands for Learning Disability.

It refers to a child who has normal intelligence but has trouble doing school work.

The LD child has poor coordination. Finds it hard to concentrate. Skips a word or a line when reading. Is clumsy in mechanical tasks.

"The cause is unknown," says Frederick N. Sass. "Body chemistry, and its effects on the nervous system, may be involved."

"The LD child isn't mentally retarded, but nevertheless starts out in school being considered the class dummy.

"He soon gets a sense of utter failure, which accentuates his problems."

Fred Sass, Penn Central's corporate economist, is president of the Delaware Valley Association for Children with Learning Disabilities.

The Association sponsors a school and guidance center in a rebuilt old carriage house in Philadelphia. On the staff are three teachers and two psychologists.

"The children come each Saturday," Mr. Sass explains. "Encouraged by sympathetic and expert teachers, they learn arts and crafts — elementary

skills. They make the marvelous discovery that they can succeed in something.

"We go on to teach them certain skills needed for everyday life. Shopping. Reading a street map. Ordering from a menu. Making a meal for the family. Taking a bus trip across town. (Photo shows Mr. Sass instructing a youngster.)

"Success in these tasks leads to confidence, which breeds additional success.

"It's an exciting and heartwarming thing to see."

The parents are charged a fee based on income; maximum fee is \$5 for each Saturday's session.

"We hope people in other cities and towns will form



organizations to sponsor programs similar to ours," Mr. Sass says.

"The need is everywhere. Psychologists estimate that three to five percent of children are handicapped by learning disabilities."

# Recent Appointments

## SYSTEM OFFICES

**Trustees**  
Munro, J. M. Special Assistant to the Trustees

**Legal**  
Ehlinger, J. J., Jr. Attorney  
Rovet, F. W. General Real Estate Attorney, New York

**Real Estate**  
Joselenas, R. F. Supervisor-Real Estate, Chicago  
Leitsch, D. R. Acting Manager-Real Estate, Pittsburgh  
Rohr, W. A. Supervisor-Real Estate, Chicago

**Sales & Marketing**  
Bucaro, L. G. Asst. Trail Van Terminal Manager, So. Kearny, N.J.  
Carr, L. D. Division Sales Manager, Syracuse, N. Y.  
Cosentino, N. R. Asst. Director-National Accounts, New York  
Davis, J. R. Asst. Sales Manager, New York  
Dwyer, T. P. District Sales Manager, Charleston, W. Va.  
Jackson, F. D. Sales Manager, Cincinnati  
Nock, W. E. Supervisor-Service Quality Control  
Ringwood, J. W. Director-Automotive Sales, Detroit  
Sheahan, J. S. Regional Sales Manager, Cincinnati  
Zarriello, E. J. Sales Manager, New York

**Finance & Accounting**  
Carlin, W. J. Asst. Manager-Technical Services & Accounting Control  
Christy, P. P. Manager-Freight Billing Output  
Desrosiers, L. A. Asst. Manager-Freight Billing Input Procedures  
Devlin, S. P. Asst. Manager-Freight Billing Input Control  
Donze, K. S. System Customer Account Auditor  
Drogowski, E. J. Billing Center Manager, Pittsburgh  
Eustice, T. F. Manager-Car Accounting Operations  
Hoover, L. N. Director-Freight Billing  
Kasinoff, J. Manager-Casualty Insurance  
Kirkman, F. J. Supervisor-Billing & Collection-Administration  
Longo, G. J. Asst. Manager-Freight Billing Input-Rates  
McCartin, G. S. Billing Center Manager, New Haven, Ct.  
Meluski, H. W. Asst. Manager-System Coordination & Claims  
Mercatante, C. H. Asst. Manager-Freight Billing-Output  
Sperandeo, R. L. Collection Manager, New Haven, Ct.

**Labor Relations & Personnel**  
Lewis, R. J. Asst. Superintendent-Labor Relations  
O'Neill, R. Asst. Superintendent-Labor Relations, New York  
Schwab, K. F. Manager-Labor Relations  
Shuron, J. W. Manager-Labor Relations  
Welsh, G. R. Superintendent-Labor Relations  
Wiles, L. N. Supervisor-Labor Relations  
Wilson, S. J. Director-Labor Relations

**Vice President-Staff**  
Bogdash, M. J. Operations Control Analyst  
Buchanan, C. N. Asst. Director-Planning Research  
DePalma, J. J. Senior Data Base Monitor  
DePalma, R. P. Senior Data Center Scheduler  
Gates, T. B. Computer Shift Supervisor  
Krug, M. W. Manager-Planning Research  
McDaniels, C. R. Computer Shift Supervisor  
Mellor, C. R. Setup Supervisor

Monahan, R. G. Computer Shift Supervisor  
Ott, K. P. Senior Data Base Monitor  
Pioppe, J. S. Training Supervisor  
Ressler, H. K. Asst. Manager-Data Preparation  
Rodan, H. S. Computer Shift Supervisor  
Shostak, S. Senior Systems Analyst  
Snyder, H. E. Senior Planning Research Analyst  
Thomas, E. L. Project Documentation Supervisor  
Wright, W. H. Asst. Manager-Input/Output

**Secretary**  
Hand, H. V. Manager-Stock & Bond Transfer, New York

**OPERATIONS**  
Butz, W. L. Senior Transportation Consultant  
Hedderman, W. J. Manager-Operating Rules-System  
Schull, J. N. Superintendent Safety-M.W.

**Transportation**  
Drummond, R. S. Asst. Manager-Freight Car Distribution  
Kratzer, J. G. Asst. Manager-Freight Car Distribution  
Richards, K. L. Manager-Freight Car Utilization  
Wescott, H. L. Office Manager (Director-Freight Car Utilization)

**Engineering**  
Dean, O. J. Production Engineer-System Maintenance Gangs  
Kubacki, L. R. Asst. Engineer-Structures-System  
Laurick, M. J. Project Engineer, Columbus, O.  
Mainquist, P. A. Senior Construction Engineer, Pittsburgh  
Pope, W. P. Senior Civil Engineer  
Spies, E. H. Senior Structural Engineer  
Young, J. C. Project Engineer, Pittsburgh

**Equipment**  
Bernat, M. J. Supervisor-Locomotive Performance  
Comer, D. E. Manager-Locomotive Inspection  
Eelman, C. Supervisor-Passenger Car Maintenance  
Evans, J. R. Supervisor-Locomotive Maintenance Standards-Electrical  
Nardi, G. M. Asst. Mechanical Engineer  
Tinkler, R. W. Mechanical Engineer

**Security**  
Dunn, A. T. Captain-Police, New York  
Feeley, E. J. Inspector-Police, New York  
Feeley, R. E. Director-Security  
Hamilton, L. E. Captain-Police, Newark, N. J.

**NORTHEAST CORRIDOR REGION**  
Brandt, H. W. Asst. Superintendent-Operations, Phila.  
Douglas, R. M. Regional Supervisor-Train Records, Phila.  
Halliday, H. Supervisor-Electrical Locomotive Control, Phila.  
Platco, W. P. Supervisor-Passenger Train Movement & Electrical Locomotive Control, Phila.

**Boston District**  
Lawton, J. D. General Foreman-Car, Boston

**Philadelphia District**  
Bruno, S. A. Trainmaster, Phila.  
Chilcote, W. C. Supervisor-Quality Control, Phila.  
Cooper, N. E. Asst. Master Mechanic, Phila.

**METROPOLITAN REGION**  
Brooks, F. E. Instructor-Commuter Enginemen, New York  
Gunther, J. J. Instructor-Mechanical Training, Harmon, N. Y.

Stonehouse, E. P. Manager-Operating Rules, New York

**NORTHEASTERN REGION**  
Dekker, Paul, Jr. Manager-Operating Rules, New Haven, Ct.

**Buffalo Division**  
Clark, S. T. Division Engineer, Buffalo  
Deeley, J. C. Terminal Superintendent, Buffalo  
Holt, D. R. Asst. Terminal Superintendent, Buffalo

**Mohawk-Hudson Division**  
Mahoney T. J. Road Foreman, Selkirk, N. Y.

**New England Division**  
Earley, J. J. Terminal Trainmaster, Worcester, Mass.  
Shaw, D. D. Terminal Trainmaster, Cedar Hill, Ct.

**EASTERN REGION**  
Carroll, J. W. Instructor-T&E Training Center, Phila.  
Dalley, G. T. Superintendent-Operations, Phila.  
Gratton, R. T. Instructor-T&E Training Center, Phila.  
Grzechowiak, S. J. Administrative Assistant (Equipment), Phila.  
Kempf, H. J. Instructor-T&E Training Center, Phila.  
Ramsden, T. J. Instructor-T&E Training Center, Phila.

**Chesapeake Division**  
Anderzunas, P. P. Supervisor-Track, Chester, Pa.  
Fisher, A. C. Terminal Superintendent, Baltimore  
Jones, J. A., Jr. Supervisor-Track, Wilmington, Del.  
Phelps, E. L. Master Mechanic, Baltimore  
Sell, R. P. General Foreman-Car, Wilmington, Del.  
Upchurch, J. L. Terminal Trainmaster, Baltimore

**Harrisburg Division**  
Lowe, K. L. Division Superintendent  
O'Shea, J. J. Master Mechanic, Harrisburg, Pa.

**New Jersey Division**  
Lowry, K. O. Terminal Superintendent, Morrisville, Pa.

**Philadelphia Terminal Division**  
Killen, C. P. Supervisor-Track, So. Phila.  
Siravo, E. P. Division Engineer, Phila.

**CENTRAL REGION**  
Autro, C. W. Senior Engineer Instructor, Conway, Pa.  
Ferren, R. F. Engineer Training Assistant, Conway, Pa.  
Klein, W. J. Asst. Production Engineer-Track, Williamsport, Pa.  
Malovich, R. F. General Foreman-Quality Control-Locomotive, Conway, Pa.  
Ozbun, L. E. Engineer Instructor, Conway, Pa.  
Sauline, R. J. Engineer Instructor, Conway, Pa.

**Allegheny Division**  
Archihofsky, R. C. Engineer-Track Inspection, Altoona, Pa.  
Aurand, J. R. Engineer-Track Inspection, Williamsport, Pa.  
Babbitt, G. A. Transportation Inspector, Altoona, Pa.  
Carrozza, M. J. Road Foreman, Conway, Pa.  
Forney, G. E. Supervisor-Operating Rules, Altoona, Pa.  
Herman, R. A. Division Superintendent  
Turek, C. B. Trainmaster, Mingo Jct., Ohio  
Wright, J. H. Road Foreman, Altoona, Pa.

**Pittsburgh Division**  
Holler, W. L. Division Superintendent  
Myers, L. J. Engineer-Track Inspection, Pittsburgh

**Valley Division**  
Hellums, H. F. General Foreman, Youngstown, Ohio  
Johnson, W. A. Trainmaster, Akron, Ohio  
McCarthy, J. R. Supervisor-Operating Rules, Youngstown, Ohio  
Morris, A. R. Engineer-Track Inspection, Youngstown, Ohio

**NORTHERN REGION**  
**Canada Division**  
Gowling, W. J. Supervisor-Train Operations, St. Thomas, Ont.

**Detroit Division**  
Bolyard, J. D. Asst. Superintendent  
Conn, W. C. Division Superintendent  
Kiger, J. C. Trainmaster, River Rouge  
Serens, R. W. Trainmaster, Detroit (Depot)  
Weir, R. C. Terminal Trainmaster, Jct. Yds.

**WESTERN REGION**  
Strauss, E. A. Asst. Superintendent-Operations, Chicago  
Thimlar, M. E. Regional Mechanical Supervisor-Car, Chicago

**Chicago Division**  
Banta, C. E. General Foreman-Locomotive (Night), Chicago  
Corty, C. E. General Foreman-Car, Elkhart  
Leppert, M. E. Trainmaster, Chicago  
Meola, B. E. Trainmaster, Burns Harbor, Ind.  
Neher, R. C., Jr. Road Foreman (Night), Elkhart  
Saulsbury, H. O. General Foreman-Car (Night), Elkhart  
Taylor, D. E. Trainmaster, Colehour

**Cleveland Division**  
Maas, G. L. Division Superintendent  
Trettel, T. J. Asst. Superintendent

**Ft. Wayne Division**  
Lowe, G. M. Asst. Division Engineer  
Willis, E. G. Supervisor-Operating Rules

**Toledo Division**  
Cottrell, R. C. Division Superintendent  
Engelein, W. L. Terminal Trainmaster, Toledo  
Gratz, C. E., Jr. Supervisor-Train Operation, Toledo  
Haas, J. J., Jr. General Foreman-Locomotive, Stanley Yd.  
Miller, H. C., Jr. Trainmaster (Night), Elyria, O.  
Scheuermann, M. E. Asst. Supervisor-Train Operation, Toledo

**SOUTHERN REGION**  
Drum, J. W. General Inspector-C&S, Indianapolis  
Gratz, C. E. Superintendent-Operations, Indianapolis  
Hibschman, H. R. Field Engineer-C&S, Indianapolis  
Wilkinson, L. E. Asst. Production Engineer-Track, Terre Haute

**Cincinnati Division**  
Beard, J. R. Division Engineer  
Bookwalter, R. D. Supervisor-Track, Middletown, O.  
Larkin, B. L. Trainmaster, Cincinnati  
Miller, J. W. Supervisor-Track, Springfield, O.  
Rudy, S. R. Supervisor-Track, Urbana, O.  
Sibley, C. R., Jr. Asst. Terminal Superintendent, Cincinnati

**Columbus Division**  
Larson, D. E. Trainmaster-Road Foreman, Charleston, W. Va.

# PC PEOPLE



## Friendly Service

The Chamber of Commerce of Greater Philadelphia recently issued a Friendly Service Citation to "commend the employees and management of Penn Central Transportation Company for their emphasis on friendly and helpful service to their riders and communities."

Shown holding the framed citation is Passenger Conductor Charles F. Crawford, who represented his fellow employees at the ceremony.

Charlie Crawford has 35 years' service and is local chairman of Local 838, UTU. His father, Eugene J. Crawford, was also a passenger conductor and union local chairman. His two brothers, Gene, Jr., and Bill, are passenger conductors, too.

Commenting on the award, Charlie said:

"What Friendly Service means is very simple: Treating people the way you want to be treated yourself.

"Many passengers and we trainmen are the ones who can put them at ease. Being nice to them makes the job easier for us.

"That says it all."



## Honored

It always happens. A person who's active in one social service activity is usually active in half a dozen others.

Take Margaret A. Reckley.

A clerk in the Southern Region's personnel office at Indianapolis, Margaret is a busy member of the Indianapolis Charter Chapter of the American Business Women's Association.

She has made speeches in behalf of the railroad industry as a member of the Railroad Community Service Committee.

She's on the Board of Trustees of Lodge 1229, Brotherhood of Railway

and Airline Clerks.

She's active in the Parent Teachers Association, the Little League, and the altar society of Little Flower Catholic Church.

And there's the little matter of raising a family of three sons.

Add all that up, and you understand why the Indianapolis Chapter of the American Business Women's Association recently named her "Woman of the Year."



## "We Care"

Roger A. Samson is a 20-year-old coach cleaner at Providence, Rhode Island.

He does a thorough clean-up — so thorough, in fact, that one day recently he gathered up two wallets left behind by passengers on the Turbo-train.

One contained \$23; the other, \$50. Plus credit cards and personal papers.

He immediately turned them over to Edward Nazzewski, supervisor of plant facilities, who returned them to

the owners.

One of them, Ken Nicklas, co-publisher of Integrated Communications System, sent Roger Samson a gift and wrote:

"In these troubled times, we get a little cynical about honesty. It is people like you that help restore faith in human nature."

Roger wrote back: "Thank you very much for your thoughtfulness and kind words. I trust you will continue to use and enjoy our service because... 'We Care.'"

## Late Scores

The final game of the season. Bottom of the ninth inning. The East Buffalo Connections at bat, trailing by a score of 12 to 10.

Two men on base. Up comes Extra Clerk Jim Corridori. Pitching for the Operation Flyers team is Road Foreman Bob Evans.

He throws. Jim Corridori connects.

It's a three-run homer! The East Buffalo Connections win first place.

It was a spine-tingling finish for the first season of the Buffalo Division's Softball League. There are six teams, representing East Buffalo, Operations, Kenmore Yard, Frontier YMCA, Niagara Yard, and Buffalo FACTerminal. They finished in that order.

The league has given the Buffalo Division "a new sense of unity, and morale has never been higher," reported T.R. Moran, supervisor of yard procedures.

## Update on PC Regions and Divisions

Changing conditions on the railroad from time to time have necessitated changes in the organization of Regions and Divisions.

Thus, for example, when the States of New York and Connecticut in 1970 assumed financial responsibility for commuter services, Penn Central created the Metropolitan Region with the sole job of operating those services in the New York metropolitan area.

This year the Northeast Corridor Region was created to take charge of train movements in territory where there is increasing involvement by Federal, State and local governments.

In order to separate Philadelphia freight terminal functions from the main activities of this new Region, the railroad has established the Philadelphia Terminal Division.

There are now eight operating Regions, each one divided into three or four Divisions. One Region, Northeast Corridor, is divided into Corridor Districts, each headed by a Corridor Manager.

To bring PC employees up to date, the Regions and Divisions are shown here, with their headquarters cities and the names of the present General Managers and Division Superintendents (or Corridor Managers, in the case of the Northeast Corridor Region).

REGION	DIVISION	DIV. HEADQUARTERS	DIV. SUPERINTENDENT
<b>Southern Region</b>	Cincinnati	Cincinnati, O.	James M. LeGates
J. Grant Robins General Manager Reg. Headquarters: Indianapolis, Ind.	Columbus	Columbus, O.	Ralph E. Gratz
	Southwest	Indianapolis, Ind.	Lawrence A. Baggerly
<b>Western Region</b>	Chicago	Chicago, Ill.	John G. Eannace
Kenneth E. Smith General Manager Reg. Headquarters: Chicago, Ill.	Cleveland	Cleveland, O.	Gerald L. Maas
	Fort Wayne	Fort Wayne, Ind.	Charles R. Spence
	Toledo	Toledo, O.	Richard C. Cottrell
<b>Northern Region</b>	Detroit	Detroit, Mich.	Wayne C. Conn
Bert L. Strohl General Manager Reg. Headquarters: Detroit, Mich.	Michigan	Jackson, Mich.	John B. Hitchcock
	Canada	St. Thomas, Ont.	Theodore E. Jordan
<b>Central Region</b>	Allegheny	Altoona, Pa.	Robert A. Herman, Jr.
Clifford W. Owens General Manager Reg. Headquarters: Pittsburgh, Pa.	Pittsburgh	Pittsburgh, Pa.	William L. Holler
	Valley	Youngstown, O.	Ronald L. Short
<b>Eastern Region</b>	Chesapeake	Baltimore, Md.	Fred I. Doebber
Donald A. Swanson General Manager Reg. Headquarters: Philadelphia, Pa.	Harrisburg	Harrisburg, Pa.	Kenneth L. Lowe
	New Jersey	New York, N. Y.	Frank H. Jones
	Phila. Terminal	Phila., Pa.	Lloyd B. DuPrau
<b>Northeastern Region</b>	New England	Boston, Mass.	Ernest C. Cross
Charles R. McKenna General Manager Reg. Headquarters: New Haven, Conn.	Buffalo	Buffalo, N. Y.	Andrew J. Conklin
	Mohawk-Hudson	Utica, N. Y.	Walter J. Sparks
<b>Metropolitan Region</b>			
Robert K. Pattison General Manager Reg. Headquarters: New York, N. Y.	(This Region does not have Divisions)		
<b>Northeast Corridor Region</b>	<b>Corridor Districts</b>	<b>District Headquarters</b>	<b>Corridor Managers</b>
Jay M. Gilmore General Manager Reg. Headquarters: Philadelphia, Pa.	Boston District	Boston, Mass.	Richard J. Duggan
	New York Dist.	New York, N. Y.	William A. O'Toole
	Phila. District	Phila., Pa.	John K. Shoemaker
	Baltimore Dist.	Baltimore, Md.	Robert J. Hunter

# Keeping freight from getting hurt

Never making the news — scarcely noticed even by fellow railroaders — PC's Freight Claims and Prevention men have been helping reduce damage to shipments.

Their efforts helped lower the payout for freight claims by \$2,000,000 last year.

At the same time, they helped solve loading problems that were costly to both the shipper and the railroad.

A manufacturer of paper products wrote to Penn Central: "We wish to thank you for the help, cooperation and guidance we received from your representative. We found him to be very able and conscientious, and his assistance was very beneficial."

This shipper had been dismayed by damage to a carload of paper

rolls shipped to a customer in a southern city. It was to be the start of a continuing movement, but after the damage to the first shipment, the customer was on the verge of canceling further deliveries from this shipper.

A PC assistant manager of damage analysis was dispatched to the shipper's plant. He observed the loading methods. He pointed out how additional steel banding could effectively be applied to the rolls. He proposed that empty spaces around the load be blocked up with wooden fillers.

The next shipments showed no damage.

This saved the business for the shipper, and kept the traffic on the Penn Central.

In another case, damage to shipments of automobile windshields was troubling an auto maker. A PC damage prevention supervisor went to the shipping location. He found that the rows of windshields were shifting in their protective racks, and he pointed out where additional strapping could hold the loads more securely.

The shipper adopted his suggestion and eliminated the problem.

"During 1973, the ratio of claim payments per 1000 ton miles dropped 6 percent," reported Leo F. Battaglia, director of freight claims and prevention. "The ratio of payments per \$100 of revenue dropped 9.7 percent.

"And in the first eight months of 1974, our ratio of payments per \$100 of revenue declined 13.3 percent below the similar period of 1973.

"During the past five years, Penn Central has been the only major



Study of a shipper's loading problems is made by Supervisor Thomas M. Martin, Jr.

Eastern railroad to achieve a decrease in the ratio of damage per 1000 ton miles.

"This is a tribute to all our people involved in freight service — our yard and road crews and our maintenance men, as well as our damage prevention experts.

"It's a clear sign that, despite the difficulties imposed by bankruptcy, PC people have been making a conscientious, constructive effort to keep freight from getting hurt."

Increasing use of special-equipped cars has also been a factor. These are boxcars equipped with built-in bulkheads, belt rails, cross bars or other load-securing devices.

Penn Central doesn't have nearly enough of these cars to meet the need — no railroad does — and the cars have to be assigned where they will do the most good.

A busy shipper of laundry products found that an average of 5 percent of the cartons in each carload was arriving in damaged condition. A PC damage prevention supervisor investigated and made two recommendations: First, that the shipper change the loading pattern so that the cartons would be placed in alternate sideways and lengthwise layers. Second, that special-equipped boxcars be used on the next two shipments.

They arrived damage-free.

Since then, the two cars have been assigned on a continuing basis.

"But I don't want to give a rosy picture of our loss and damage situation," Mr. Battaglia stressed.

"Despite the reductions we have achieved, freight claim payments are still a huge burden.



Mr. Martin, supervisor-claims and prevention, discusses his findings with Edward M. Rush, manager-damage prevention (East).



Recommendations for corrective action go into a report being typed by Karen Craig.

"We simply must make more progress than we already have. We have to hit this problem from every possible angle."

During the past year, the prevention people have gotten a big assist from PC's Systems Development Department — the computer people.

They have worked up a program that provides the prevention people with listings that identify freight claim payments by shipper, receiver, commodity, or any other type of classification desired.

A Damage Analysis team within the Prevention Department reviews these detailed listings to identify problem situations.

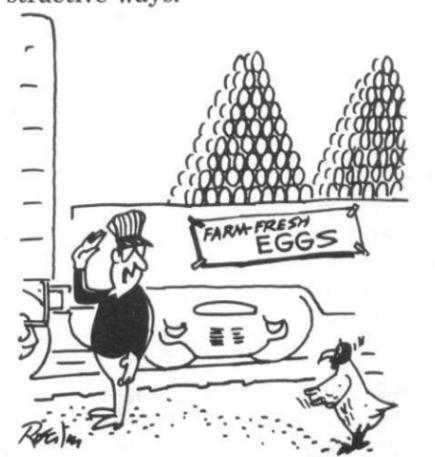
"This enables us to assign our damage prevention supervisors where they can be most beneficial to the railroad and to our customers," Mr. Battaglia explained.

After a long period during which freight claim costs kept going up year after year on most railroads, the scene has finally begun to brighten, Mr. Battaglia said.

"This is especially meaningful today, when inflation has raised the prices of the commodities we carry and thus has made any damage more costly.

"With the help of all PC people involved in moving freight, and those who inspect freight cars for damage to lading, we should be able to make a real advance in reducing the outflow of freight claim dollars.

"In these days, we certainly can use those dollars in a lot more constructive ways."

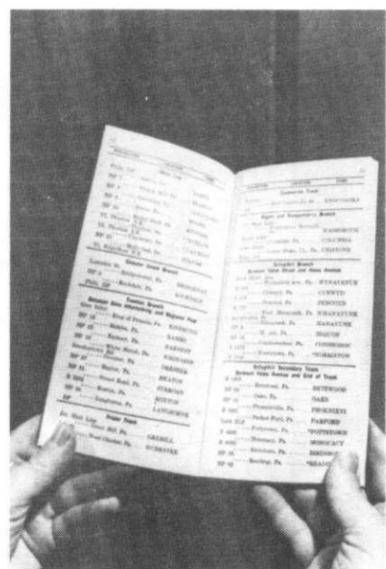


"DON'T WORRY, MOM — WE KNOW HOW TO BABY THE FREIGHT."



Freight claims for a specific commodity over a 12-month period, recorded by computer, are reviewed by William F. Funds, PC manager damage prevention services.

## For Sale: PRR's CT 4001



Ever hear of a place called EBEJCT? Or WASCOUHO? How about CHIFIVNIN, PTALLEGAN, ENEWMARKE, or AKRWATWOR?

You'll find them in the book pictured above.

They're all code words for stations, yards or sidings, as listed in the CT 4001, published by the Pennsylvania Railroad Company in 1964.

The code names, with a maximum of 9 letters each, were created for the computerized car reporting system developed in the 1960's.

The codes were to be used by freight conductors (in making out wheel reports), yard clerks (in writing industrial switching lists), interchange clerks (in reporting cars moving on and off line) and other personnel.

A number of these 125-page books were kept in storage. These were the last car-reporting books put out by the PRR.

Because they may be of interest from a historical standpoint to railroaders and railfans, Penn Central Souvenirs is offering them for sale at \$3

per copy.

Persons interested may use the coupon below.

Incidentally, the code names in the first paragraph stand for: Ebenezer Junction, N. Y.; Washington Court House, Ohio; Chicago 59th Street; Port Allegany, Pa.; East New Market, Md.; and Akron Water Works Switch, Ohio.

To: Penn Central Souvenirs, Room 1040,  
Six Penn Center, Phila., Pa. 19104

Please send  copies of PRR's CT 4001  
at \$3 each.

Name

Address

City

State  Zip

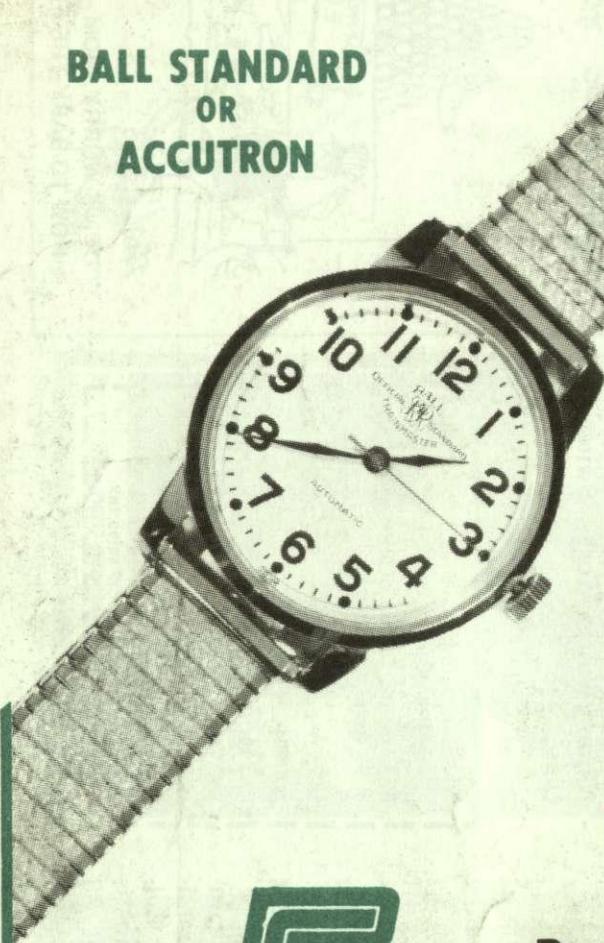
Enclose check or money order payable to  
Penn Central Transportation Company.  
Penna. residents add 6% sales tax.

# PENN CENTRAL POST

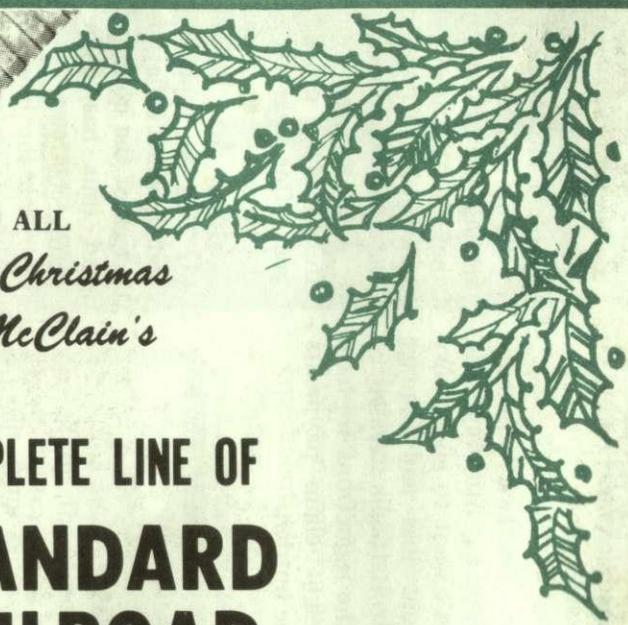
6 PENN CENTER PLAZA  
PHILADELPHIA, PA. 19104

(Advertisement)

**BALL STANDARD  
OR  
ACCUTRON**



TO ALL  
*Merry Christmas  
from McClain's*

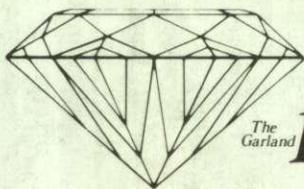


## COMPLETE LINE OF STANDARD RAILROAD WRIST WATCHES

**FINE JEWELRY and GIFTS**



**PAYROLL DEDUCTION TERMS AVAILABLE**  
ALSO MONEY ORDER-MASTER CHARGE-BANKAMERICARD



The Garland  
**100facet**  
Diamond

**MAKE THIS A DIAMOND CHRISTMAS  
AT HOME**

McCLAIN JEWELERS FEATURES THE NEW  
100 FACET GARLAND DIAMOND SET IN  
THE MOST LOVELY WAY

**WE WILL SEND YOU COMPLETE  
INFORMATION UPON REQUEST**

**FREE**

**SEND FOR YOUR FULL COLOR CATALOG  
BEFORE THE CHRISTMAS RUSH**

● FROM OUR HOME OFFICE ●

## McCLAIN JEWELERS

OFFICIAL RAILROAD WATCH COMPANY

**1717 South Raccoon Road  
Youngstown, Ohio 44515**

AREA CODE 216 PHONE 792-5349