In this issue:

**DECISION FOR MERGER**

Welded Rail for High Speed Line
Precisely at noon on April 27, 1966, the Interstate Commerce Commission opened a new era in the long and drama-studded history of the Pennsylvania and New York Central railroads.

By unanimous decision of its 11 members, the Commission authorized the New York Central to merge into the Pennsylvania, to form the Pennsylvania New York Central Transportation Company.

The PRR’s 9570 miles of road and Central’s 9787 are to become one system, spread across 14 States and reaching into Canada. The PRR’s 60,000 employees and the Central’s 42,000 are to become wedded into one industrial family.

The Commission said its action will open the way “for the development of a modernized railroad system, trimmed of unnecessary plant, unencumbered by service obligations no longer responsive to the public needs, and free and able to grow as and where the nation’s transportation requirements dictate.”

The Commission also stated that the new railroad will be better able to meet the competition of highway and waterway carriers, as well as the two other rail systems recently formed in the East: The jointly operated C&O-B&O, and the combination of the Norfolk & Western, the Nickel Plate and the Wabash.

The Commission’s order included special conditions for protection of employees, a requirement that the merged railroad take over freight and passenger services of the New Haven Railroad, and Protective provisions for three other Eastern railroads.

The Commission authorized the PRR and the Central to consummate the merger 35 days after the order was issued—that is, on or after June 1. The actual merger date is still to be determined by the railroads.

Important portions of the Commission’s order are as follows:

**Protection of Employees**

The Commission approved the employee protection agreement which the PRR and the Central have signed with all the unions represented on the two railroads. The Commission noted that the railroads are willing to extend the same protection to employees not covered by union agreements, and the Commission so ordered.

This protection means that personnel designated as “present employees” covered by these provisions will not be removed from the payroll as a result of the merger. They are to have this protection until retirement, resignation, dismissal for cause, or other form of natural attrition.

Such employees covered by the protective provisions, the Commission noted, are not to be “deprived of employment nor placed in a worse position with respect to compensation, working conditions, fringe benefits, or rights and privileges pertaining thereto.

“The Company is free to transfer work throughout its system, and employees will have the opportunity to move to places where new jobs are created” (with compensation for moving expenses in most cases). Employees who refuse a transfer with such compensation will have the option of resigning with separation pay.

Employees may be furloughed if there is a decline in business, but the decline must be in excess of 5 percent, and the employees covered by the protection provisions are to be recalled within 15 days when business picks up.

“If the plan of the merger successfully materializes, however, and the company growth results, new and additional jobs will be created,” the Commission said.

It concluded that the employee protection agreement provides benefits “greater than we have heretofore required,” and added that the attrition provisions are probably “more beneficial to employees than are collective bargaining agreements in most, if not all, other industries.”

**Improvements in Service**

“To realize their design for a modern railroad, keyed to present-day service needs,” the Commission’s report said, “applicants (the two railroads) will undertake a program of extensive capital improvements scheduled over a four-year period.

“Through 98 planned projects, they will intermesh their physical plants; renovate yards; improve roadway and track; install central traffic controls and generally improve signal, control and communication means; consolidate and modify certain maintenance facilities; and otherwise provide for the anticipated speed-up of trains and growth of business.

“In outline, applicants propose to consolidate their long-haul traffic at key points, thereby making it feasible to conduct almost non-stop service by through-trains between principal cities, while ‘locals’ ply the multiple-stop routes and branch lines. By this means, substantial savings can be made in transit time.

“For example, from Boston to Cincinnati, time will be cut more...
than 27 percent from the time of either applicant’s fastest trains today. From Buffalo to East St. Louis, the time saving will be almost 36 percent; Cleveland to PRR’s Greenville station in New York Harbor, 25 percent; Chicago to New York, 11 percent; Detroit to Jersey City, 26 percent.

"By consolidating traffic on fast through trains, filling out trains, minimizing handling and switching of cars and lading, rerouting over the most efficient routes, eliminating certain interchanges, applicants contemplate a 6-million-mile saving in train miles operated. This, combined with the transit-time savings described above, will be the equivalent of substantially increasing the fleet of equipment available to shippers."

"At the same time, applicants will be in better financial condition to acquire new, larger freight cars and specialized equipment."

**Benefits to Shippers**

"Shippers may expect numerous service advantages as a result of the merger."

"There will be single-line service between more points, with less route-circuitry, less handling of freight, less switching of cars, and consequently less likelihood of damage, less time in transit and terminal, and easier tracing of shipments."

"Not only will applicants be able to offer shippers all the various kinds of equipment in their combined fleet, but also, by virtue of their monetary savings and improved financial situation as a result of the merger, they will be in a better position to augment the fleet with modern, more versatile and specialized equipment, tailored to the specific needs of the shipping public."

"With this equipment more readily available across the merged systems and under unified control, applicants should be able to produce a more flexible car supply, more closely attuned, time and location-wise, to the needs of commerce and industry."

"The economies realized through the merger operations will be found in large part to the benefit of shippers, and thus to the general public, either through the improved service thereby made possible or lower rates."

"For this reason, the merger has met with the almost unanimous approval, in principle, of shippers throughout the Nation."

**Continuation of Service**

The Commission pointed out that the railroads have given assurance that they will not seek abandonment of lines as a result of the merger. In any event, the Commission said that petitions for abandonment have to be presented for its consideration, and would not be authorized unless permitted by public convenience and necessity.

Considering service changes in Pennsylvania, the Commission stated that of 343 trains now operating in that State on a typical day, 31 would be withdrawn; but 7 new ones would be added. No communities would be left without service as a result of these changes.

Historic moment at Williamsport, Pa.: After two locomotives were driven face to face, the crews came out and arranged themselves for a formal portrait symbolizing the merger.

Every connection scheduled for any of the 31 trains withdrawn would be protected by other existing trains or one of the new trains, “so that in practically every case, shippers would receive at least as good overall service as at present,” the Commission said.

“Further, if traffic volume should warrant more service, the number of trains can be increased.”

The Commission saw no significant lessening of competition as a result of the merger. Of the 88 large cities now served by the PRR or the Central or their affiliates, 79 are also served by other railroads. Of 883 urban areas served by the PRR or the Central or both, there are only 32 where these two are the only railroad competitors; and almost all of these 32 are small communities—less than 10,000 population.

At locations where the merged railroad will provide the only remaining rail service, the Commission added, “shippers in general are not greatly concerned about that aspect, because they expect the merger to produce a better car supply and improvement in other services.”

**Recent Financial Improvement**

Despite the generally high level of American business activity and the improved financial results on the two railroads, the Commission said, the PRR had a rate of return on net investment in transportation property of only 1.77 percent in 1964 and 1.91 percent in 1965. For the New York Central, the figures were 2 percent in 1964 and 3.01 percent in 1965. These rates of return were lower than that of practically all of 73 other industries studied. Furthermore, a person who holds non-risk United States Treasury bonds gets a return currently of more than 4.5 percent.

The Commission added that railroads generally are among the industries first to suffer loss of income in periods of business recession. For in addition to their own inherent sensitivity to changes in the economy, the railroads rely upon other sensitive industries (such as coal and steel) as a principal source of revenue. Those were some of the points cited by the Commission as justifying the need for merger despite the current improvement in railroad finances.

**Inclusion of the New Haven**

As one of the conditions for the merger, the Interstate Commerce Commission required the Penn-Central to take over passenger operations as well as freight operations of the New York, New Haven and Hartford Railroad. This railroad is now bankrupt and is being operated by receivers. The I.C.C. examiners who conducted the hearings had recommended that the merged railroad be required to
operate the New Haven’s freight, but not passenger, services.

The Commission acknowledged that the public interest requires the complete restructuring of all the New Haven’s operations, and that this would demand cooperation from many interests in addition to the railroads. It took note of the fact that representatives of the States involved had appeared before the Commission and stated their willingness to share in the support of passenger service so that an unfair and undue burden would not be imposed on the railroads.

The Commission required the New Haven to continue until the end of the year all its commuter service and about half of its long-haul passenger service between New York City and Boston.

“This will give the States and the applicants (the PRR and Central) further opportunity to reach agreement on such things as the level of service, cost and public support; and to arrange for restructured passenger service and an equitable distribution of the burdens thereof as anticipated by the several States in their position statements made to us,” the Commission said.

Protection for Other Railroads

The Commission made special provisions for the Erie-Lackawanna, the Delaware & Hudson and the Boston & Maine railroads.

The Commission noted that when it had approved the merger of the Norfolk & Western and the Nickel Plate, the merging lines “irrevocably agreed” to include the three other railroads in their system upon terms agreed upon among themselves, “or, if necessary, prescribed by us, provided such inclusion is found to be consistent with the public interest.” The three railroads were given a five-year period in which to apply for inclusion.

If their petitions for joining the N&W system are not successful, the three railroads are to be permitted to apply for inclusion in the Penn-Central System, the Commission said.

Meanwhile, the Commission required the Penn-Central to give the Erie-Lackawanna, the Delaware & Hudson and the Boston & Maine the following protection:

1. Temporary preservation of routing and other practices affecting traffic for which these three railroads now compete with the Pennsylvania Railroad and the New York Central.

2. Indemnity payments by the merged company to the three railroads in any year in which the revenues of the three roads are proportionately less than a standard based on 1964 revenues.

3. Special expedited procedures for settlement of disagreements.

Other Conditions

The merged railroad is to include the New York, Susquehanna & Western Railroad as an essential link between the PRR and the New York Central in northern New Jersey.

The merged company will retain control of the Pittsburgh & Lake Erie Railroad (now controlled by the Central), but will be required to join in reciprocal switching arrangements with other willing railroads in the Pittsburgh district.

The Penn-Central and its affiliates are required to divest themselves of any interests in the C&O and N&W systems.

The Lehigh Valley Railroad, now controlled by the PRR, is to be made available for inclusion in the C&O or N&W systems or for ultimate merger into the Penn-Central system.

The port of Erie, Pa., is to be protected in its present competitive relationship with other ports served by the merged company.

Merger . . . and Other Factors

“We do not mean to imply that merger is the magic touchstone of success,” the Commission said. “Too many other elements are essential: research, progressive technology, salesmanship, alert management willing to face today’s problems on a realistic basis, etc.

“But this merger will enable the applicants to more effectively handle the external pressures with which they must daily contend in fulfilling a large part of the requirements of the public convenience and necessity in transportation.

“The economies it makes possible can be converted into the greater return needed by the applicants to attract investment capital, to maintain and improve service essential in commerce and industry, to recapture diverted traffic, and to avoid further loss of traffic to other carriers.”
Shippers tell how they depend on railroaders

The PRR men who sat in a converted passenger car at Buffalo knew that the men who were addressing them were the men who make their paychecks possible.

The speakers were some typical shippers—the men who buy PRR service—the men who "pay the freight." The shippers had come to Tifton Yard to tell how much the skillful and careful handling of freight by railroad men means to them.

"And we want to assure our visitors," said Richard C. Ambelang, superintendent of the Northern Division, "that for quick and safe handling of their products, they came to the right place."

But sometimes, the shippers said, things do go wrong.

"In handling a shipment can, in a few seconds, destroy many months of work and seriously set back a production schedule," said Jack Steeg, chief shipper at Bethlehem Steel's Cold Strip Mill in Lackawanna, N. Y.

In the meantime, he practices on his pool table at home, where son Frank, Jr., 6, can already do a pretty good bank shot, standing on a chair for the extra height he needs.

Wife Patricia is more than a novelty to him. As he says, it's a family sport. For the Picciottis, togetherness is a good game of pool.

Educational Sport

Picciotti, who is a pipefitter at the PRR enginehouse in Morrisville, Pa., New York Division.

"And pool halls," he adds, "are not what they used to be."

Pool has long been a family sport for Mr. Picciotti. His father had a pool table in the house, and so does he. For about two years, Mr. Picciotti even operated his own pool hall in Morrisville.

He had to give up that business, but he plans to open another pool hall—bigger, better and plusher than the previous one.

The days of the dimly-lit, behind-the-candy-counter poolroom, with its accompanying cast of shadowy characters, are gone forever, he explains.

Regulations on poolroom construction now dictate expansive plate glass windows that allow passersby to see in, and Mr. Picciotti prefers it that way.

"In my place there will be nothing to hide," he says. "In fact, those big glass windows are good advertising. Anybody that will see my place, will want to come in."

As he envisions the place, it will have wall-to-wall carpeting, indirect fluorescent lighting, leather chairs and 20 pastel pool tables, at $1000 apiece.

Lots of time

When you have a lot of time on your hands, you can busy yourself by having a lot of time on your hands.

Double-talk? Not at all. What we're trying to say is that Foster D. Guessford, a retired PRR man, brightens his idle hours by collecting and fixing clocks.

He hunts around for inexpensive antique clocks, then "I work on them until they work," he explains.

He's currently tinkering with a 100-year-old German clock, trying to make some sense out of its hundreds of parts.

Mr. Guessford had been dabbling in this sort of thing for years while working on the Railroad. He never had any formal training in horology. He seems to be one of those people who have a natural talent for fixing clocks (just as there are people who have a talent for busting them).

Mr. Guessford has also made a hobby of carpentry. He had to give up this more strenuous hobby temporarily when he fell and broke three ribs last August.

"That's when the clocks really came in handy," he says. "Without them to work on, I don't know what I'd have done to keep busy."
Those 157 days on the Southwestern Division

Making up a new safety poster: Greg Smith, superintendent’s son; Draftsman J. Fueter, Office Mgr. Howard Hamilton.

Getting a broken arm would make anybody blue. But Henry J. Potts had an extra reason for feeling unhappy about the accident that happened on March 14.

To understand this, you have to go back 157 days into the past—the 157 days in which the PRR’s Southwestern Division had gone without a lost-time accident.

If the Division had been able to continue this extraordinary streak for just three more days, it would have reached 2,000,000 man-hours without an injury—a figure no Division has been able to attain since safety statistics first began being kept on the present basis, back in 1927.

“We didn’t quite make it,” says Kenneth E. Smith, Division superintendent, “but we still did pretty well, don’t you think?”

The streak began on October 7, 1965. That was the day that a brake-man at Pine Yard, in Indianapolis, twisted his ankle while climbing from a locomotive.

The man was off for more than 24 hours, and the accident thus became reportable under Interstate Commerce Commission rules. And Division File Clerk Samuel Wyeth so reported it to Regional headquarters at Chicago.

But then a month went by without another accident to report. And then another month.

On December 30, Superintendent Smith jubilantly announced to the 2000 employees of the Division that they had reached 1,000,000 man-hours of work without a reportable injury.

The Division ended the year 1965 in second place in the System safety standings.

“We’re Number Two, so we try harder,” Mr. Smith told his fellow Southwesterners.

Notices went up on bulletin boards, congratulating the employees and urging them to keep pushing.

“One big thing we have going for us is pride,” said Mr. Smith. “These Indiana Hoosiers and Illinois people—they’re proud of their section of the country, proud of their railroad Division.”

Maurice Schoen, lead clerk in the master mechanic’s office at Indianapolis, got out his artist’s pen and dressed up each day’s Maintenance-of-Equipment bulletin with a cartoon and a catchy message about safe work practices.

The four district safety committees redoubled their activities, visiting all points, talking with the men, making round-the-clock observations of every type of activity—switching, road operations, car shop and engine house work, track repair—and correcting unsafe conditions or work habits.

Safety signboards were put up at 12 locations. Each board had two lights: The green light stayed on as long as there was no lost-time accident. As soon as there was one, a red light was supposed to go on.

All the signs stayed green through January and February.

Then, at Louisville, Ky., the red light went on. Within 10 minutes, at least a dozen employes marched into or phoned the yard office to find out who had gotten hurt.

Nobody. The red light had been switched on by mistake.

It was switched back to green, and the whole Division breathed easy again.

Particular gratification was felt by men of the Rose Lake enginehouse at East St. Louis: They haven’t had a lost-time injury since 1960. The track forces on the Peoria Branch have an accident-free record going back to 1955.

On March 7, Mr. Smith sent out another notice: “Indiana is celebrating its sesqui-centennial, being 150 years old. You of the Southwestern are a sequel of your own of 150 consecutive days without a lost-time personal injury.

“Let’s go for double time.”

Henry J. Potts, work equipment engineer working out of Terre Haute, saw the notice a few days later. “Pretty good record,” he commented.

On March 14, at 9 A.M., Mr. Potts was helping unload an air compressor from a dump truck at Stauton, Ill. The compressor moved suddenly. He was thrown off balance and the whole Division breathed easier.

“I never figured I’d be the unlucky guy,” said Mr. Potts glumly.

“Still, on the whole I’ve been pretty lucky.”

He recalled that he had served with the 37th Infantry Division through some hot actions in the Philippines, and he had suffered nothing worse than a torn fingernail.

But now . . .

Mr. Potts’ arm healing and ready to come out of the sling, looks around his home, where he lives with his wife and four children (the fifth, Larry, is an engineer in Vietnam), and says it will be good to get back to work.

“I’ve been home since the accident,” he says. “I’ve had enough of this.”

The rest of the story is that after this accident, the Southwestern Division went through the rest of March and all April without another lost-time injury. And Southwestern is currently Number One in safety among the 12 PRR Divisions.

(Latest report on Division safety standings appears on Page 7.)


Master Mechanic Long gives prize for safety slogan to Machinist E. Thompson.

Trainmaster Robinson and Brakeman W. S. Porter demonstrate safe switch throw.


“They came on a tri-level Pennsy flatcar—I hated to break up the set!”

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When the boat hit the bridge...

Repairs proceed on Raritan River Bridge

A sudden, damaging crash of a vessel against a bridge disrupted New York Division commuter service between Manhattan and communities on the North Jersey coast. The PRR met the emergency by obtaining buses to route the commuters around the obstruction.

As a result, they are getting to work—and back home again—in fairly good time.

A headline in the Newark (N.J.) Evening News reported: "Shore Riders Praise Railroads. . . Feel They're Doing Good Job in Bridge Snafr."

The trouble occurred on March 3. An ocean-going freighter was moving down the Raritan River. The turn-span in the middle of the bridge was opened, but the ship rammed into the end of the span and pushed it out of position, causing considerable damage to the span and wrecking the complicated turning mechanism. The span could therefore not be moved back into position to let trains go through.

Engineers figured that repairs will be completed by about May 15.

The bridge and the North Jersey right of way belong to the New York and Long Branch Railroad. The Pennsylvania Railroad and the Jersey Central each operate trains on this line, serving a number of commuters from which people commute to jobs in New York.

Within 90 minutes after the bridge was knocked out of commission, the PRR had buses on hand for the stranded commuters, said Frank J. Roth, general passenger agent at New York.

Since then, about 30 buses have been in service daily. They take the northbound commuters to Perth Amboy via a highway bridge after they get off their train at South Amboy. There the passengers again board PRR trains to Pennsylvania Station, New York. The reverse movement takes place at the end of the day.

Early bird bowlers

Ray L. Cadwallader, crew dispatcher at Trenton. Then Al P. Naccarato, a conductor at Morrisville (Pa.) Yard, got into the discussion. Al is a local bowling celebrity, on account of having rolled a perfect 300 game in 1963.

The three men decided to establish the "Early Bird League."

They circulated a petition to find out how many men would be interested. In a few days, there were 32 names.

Then they called a meeting, at which eight four-man teams were set up, names were chosen, and captains were chosen.

The lineup:

- Ralph P. McClaskey, yardmaster at Barracks Yard, Trenton, is captain of the Bal Bab team; Lawrence N. Harrison, yard conductor at Morrisville, the No Bill team; Hiram Hernandez, conductor at Trenton, the Reliefers; Ed. J. DeBosky, train dispatcher at New York, the Untouchables; Steve E. Doslin, train dispatcher at New York, the Go-Fours; Don J. Biggs, yardmaster at Morrisville, the De-Railees; and William Elmer, yard clerk at Morrisville, the Main Liners.

The league received the sanction of the American Bowling Congress last fall, and opened a 32-meet schedule. Each bowler pays $1 for each session, plus 75 cents toward prizes.

The league will wind up its successful first season on May 29, with dinner and awarding of prizes. A trophy has been donated by Division Superintendent W. L. Butz.

"Just goes to show you," says Mr. Dechan, president of the league, "bowling is a round-the-clock sport."

For defense of the Nation

Leonard H. Lee belongs to an organization which he hopes will never have to fulfill its aims.

The group is the National Defense Transportation Association and Mr. Lee is its president of its Indianapolis Chapter. He is PRR district sales manager in that city.

In case of emergency, nuclear or otherwise, NDTA chapters in all 50 states are ready to spring into action. In Indianapolis, Mr. Lee has for the past three years worked with the Red Cross and Civil Defense organizations, planning what he and his fellow members from all branches of the transportation industry would do if disaster struck.

For his part in the planning, the NDTA recently presented Mr. Lee with a third consecutive annual commendation. The plaque reads: "For meritorious achievement in the furtherance of the aims and objectives of the association and for valuable and noteworthy service in the promotion of transportation preparedness for national defense for the United States."

"We hope we're never called on," Mr. Lee says. "But, in the meantime, our 107 chapters and 13,000 members will always be ready."
Shippers hear Miss C.H.—The PRR’s own Miss Careful Handling appeared before the Atlantic States Shippers Advisory Board, at their recent meeting in Philadelphia, to talk about the campaign by PRR people to control freight damage in 1966. “We want you to know that when you give your freight to us, we consider it as entrusted to our care,” she said “—not only to be transported promptly but transported intact. Our people are pledged to that kind of service.”

Cooperation is the key—PRR Chairman Stuart T. Saunders urged close collaboration between Government, business and labor leaders as the best approach to solving national problems. Addressing the North Carolina Citizens Association in Raleigh, N. C., Mr. Saunders said that America now has the problem of promoting growth without causing disastrous inflation.

“Our present situation is cause for great concern, but not for panic,” Mr. Saunders said. “We must not talk ourselves into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. 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Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we rush into a depression. Neither should we!...
I’m gunning for the man from C.R.A.S.H.

I’m sure you’ve all heard of the dreadful organization called C.R.A.S.H. That stands for: Cars Roughly And Shockingly Handled. I certainly hope this secret society doesn’t have an agent in your freight yard. But if, by any chance, one gets in there, I certainly hope you’ll help me gun him down.

I’m Miss Careful Handling. I’m dedicated to preserving freight. I need your help, Mr. Railroad Man. Won’t you join my team?