

Subsequently I was made superintendent of this yard across the river that you gentlemen can probably see from your windows, the Potomac yards. I was the operating head of it for 3 years.

I then went to Richmond as superintendent of the main line, and later general superintendent, and in 1955 I was elected as president. I remained in that job until 1957 when I was elected president of the Atlantic Coast Line Railroad, the job I am still in.

I continued my relationships with the Department of Defense in the Reserve Corps, and I am now a major general. Up until about a year ago I commanded the Transportation Railway Service, which is the headquarters of the Military Railway Service, in the theater of operations.

The Atlantic Coast Line Railroad Co., with some 5,700 miles of track, the northern terminus in Richmond, Va., runs through Virginia, the Carolinas, Georgia, Florida, and Alabama. Our western termini are in South Carolina, Augusta, Atlanta, Birmingham, Montgomery, and, of course, we run on down through the peninsula of Florida.

I am here today at the invitation of your chairman to discuss with you my interpretations of the practicability of the implementation of the movement of war material and other materials essential to the general welfare of the public in time of a rail strike.

In my opinion, gentlemen, the implementation of such a policy is extremely difficult, if not impossible. I would like to give my reasons.

No. 1: How do we determine what these materials are that would fall in the exempt category?

As many of you know, Government bills of lading are prepared on shipments moving from a military installation to another one. That is no problem. But there are thousands of carloads of very highly essential commodities that move on a normal bill of lading.

To try to pick out from the hundreds of bills of lading at any large yard those materials that fall in this exempt category would be both laborious, time consuming, and at times impossible.

We have an ammunition port on our railroad in South Carolina where we are loading a tremendous amount of ammunition destined to Vietnam. We load as many as six vessels at a time at that port. These cars come to us in lots of maybe 15 one day and 150 the next day. They may come through this Potomac yard, Birmingham, Montgomery, Spartansburg, Columbia, Augusta, at any junction point that we meet other railroads.

That is no problem. But we also move into that port carloads of lumber that must be used as dunnage in loading these ships. It is just as important to get the job done to have the dunnage as it is the ammunition.

At Mullins, S.C., there is an organization that is packaging these little packages of what we would call in World War II "K" rations. They get sugar, coffee, cigarettes, various foodstuffs, and they package them and ship them out on Government bills of lading to the ports for export to Vietnam. They move in on a normal bill of lading. To try to find those cars and separate them from the others would be a physical impossibility, even if you had the time to do it.

There are many other places on our railroad where we move parts into an assembly point where the entire product is put together, and the whole then would be moved to the port.