

In my opinion, gentlemen, there is no way of determining what is what. Cotton to the textile mills to the South to make cloth from which the uniforms are made that the lads are wearing—how can you determine what cotton goes into uniforms and what cotton goes into the normal economy of the land?

I wasn't here, but I understand during World War II we did have priorities, and it was extremely difficult to control. We saw it overseas in trying to move goods under priorities, with all of the people we needed to try to work it out. It wasn't simple.

If you would let me, I would like to take you over to the Potomac yards and give you my understanding of what would happen at the time of a work stoppage. This yard is used by five railroads, the Pennsylvania and the B. & O. from the north; the C. & O., the Southern, and the R.R. & P. from the south.

At any time, day or night, she could have anywhere from 2,000 to 3,000 cars sitting in the two receiving yards and the two classification yards.

Suppose at midnight, 8 a.m., 4 p.m., or any other time of the day a picket line is thrown up over the entrance. What happens? Nobody reports for work. How do we find out what these exempt cars are? Somebody would have to go through the bill of lading on every car in the yard to pick it out. Who would that somebody be?

Let's assume, then, that the supervision would do this, that they had a list to go by. I don't think any list would suffice. They find out where the cars are and what cars need to be cut out of these multitudes of tracks to be dispatched onto the important areas that they are destined to.

Then what do they do? They have to call all of the crafts to come there and perhaps switch every track in that yard, both in the classification yard and in the receiving yard, because they all will have some of these cars.

How do they get these men? Let me tell you what they need. No. 1, they need trainmen, they need engineers, they need fireman, they need operators, clerks, yardmasters, car inspectors, car repairmen, maintenance-of-way people if they have a broken rail or a broken switch. They need everybody who works on the problem.

Who is going to tell them to come to work? That is the question of communications. These gentlemen are not going to cross that picket line, in my humble opinion, unless someone representing their brotherhoods is there to tell them they can go in and go to work. Who will make the decision as to whether or not these cars should move? Will the general chairman do it? Will the local chairman do it? Will the yardmaster do it?

I am sure you visualize the confusion that would exist in trying to get enough people there. The communications would be practically unbelievable confusion. And this is just one yard. You can reproduce that time and time again.

If you have to repair any of the cars you would need shop employees. These cars could be ammunition that I spoke of earlier, destined to Sunny Point. Suppose after a period of several days, and believe me, gentlemen, I sincerely believe it would take it, we get these cars separated out of the tracks, the ones that are exempt. There may be 10 cars for one railroad, 150 for another, and 75 for another.