

Is this railroad with only 10 cars going to operate the train or is it going to wait until it can get a trainload?

These are some of the operating problems that we can well see. The schedules would be broken. These trains move in. You know, freight trains in this highly classified area operate on a schedule very similar to a passenger train. These trains from the North arrive at a certain time and they are humped over the humps and then the southbound trains move out on a schedule. These ports are moving the ships in to meet the schedules. The schedules are gone. The trains from the North would not come on schedule. They would have to wait for the traffic to move, I would presume.

Of course, you realize that to run a 5- or 10-car train, as compared to the normal size, with the power we have, while it takes the same number of employees to run it, it is quite expensive, relatively speaking.

Look at the problem that would exist now in dispatching this train. We have to get a road crew. The road crew would perhaps want to talk with the general chairman to be sure that these are exempt cars before they crossed the picket line.

We have to have diesel employees to get the engines ready. We have to have a train dispatcher located at the division headquarters. We have to have block operators in every one of the towers.

Whether there is one train or 60, you have to have those people. That is the way you run a railroad. So then we get the train run to Richmond and you have to interchange it with another railroad. You have no communication, no telephone operators, with this other railroad. There you are faced with the train arriving to get car inspectors out to reproduce this same confusion that I tried to speak of. The delay is enough to stagger the imagination, in my opinion.

What about the car supply? You gentlemen are quite familiar with the so-called critical shortage of railroad equipment that was suffered earlier in the year. Legislation was passed that gave the Interstate Commerce Commission certain authority in helping us control our equipment.

How do we get these empty cars back to the depots to load this same ammunition I referred to? Will we run an empty train back under the rules? Certain cars will move back empty, but they are specially equipped cars. Will we be authorized to run these trains empty? Who will pay for them? We can't afford to pay for them. We would be using a tremendous force to move a very small portion of our normal business.

The schedules would not operate, so the empty cars would pile up at the ports. Your inland spots, where you need them for reloading, would be short of cars. They are short now at times with the constant movement of cars in the normal commerce.

I might say on our railroad alone we have 26 military installations throughout the Southeast. This Sunny Point, to which I have referred, has ammunition moved into it from 28 States and from 39 loading points. How do we get those empty cars back to those points?

I think this car supply would be the most chaotic thing we could imagine. You would find all up and down the coast where these cars are being shipped to a great congestion of empty equipment. An empty car takes just as much space as a loaded car. When you get your yards