

attorney A. C. Hagerty along similar lines with the idea of placing on record the replies to such questions as: (1) What industries on the witness's lines perform their own spotting services? (2) Why do they perform their own spotting services? (3) Do you know any reasons why the railroad could not perform such services for them? (4) Are allowances made to any industries for performing spotting services? (5) Do you assign power to any industrial plant for its exclusive use? (6) Do you lease locomotives to any industrial plant for its exclusive use? (7) Did any industry, at any time, apply for switching service and not receive it? (8) Did any industry, not now receiving one, at any time, ask for an allowance for switching?

Attorney Hagerty received negative replies to these questions in their application to practically all points in Mr. Mitchell's territory, with the exception of Birmingham where a group of eleven industries of varying sizes perform their own intra-plant switching. These cases were described in detail with the reasons applying thereto.

Mr. Mitchell read into the record detail cost figures on terminal switching in response to a request on the part of the commission for such data. The figures, based on test studies made at Birmingham and Chattanooga, showed the cost per switch locomotive-day (eight hours) to be \$83.68 for a six-wheel switcher and \$88.78 for an eight-wheel switcher. These figures included running, but not general, repair costs. Relating these costs to units of traffic, the cost varied from \$2.45 to \$3.05 per car, counting the handling of both loads and empties. It was explained that these costs are based only on industrial plant switching, not yard switching.

Mr. Mitchell was questioned at length by J. S. Burchmore, representing the National Industrial Traffic League, as to the basis of determining some of the items in the cost statements, and this led to the calling of R. F. Watts and J. W. Whitaker to the stand. These witnesses—superintendents, respectively, of the Birmingham and Chattanooga terminals—cleared up some of the points raised by Mr. Burchmore, but brought out the fact that the methods used in arriving at the switching costs at the two terminals differed in some details. Questioned by Attorneys Hagerty and R. A. Gwynn, for the commission, these two witnesses expressed the opinion that the costs were representative under present-day reduced operation and, considering that no general expenses or investment charges were included, the figures were low rather than high.

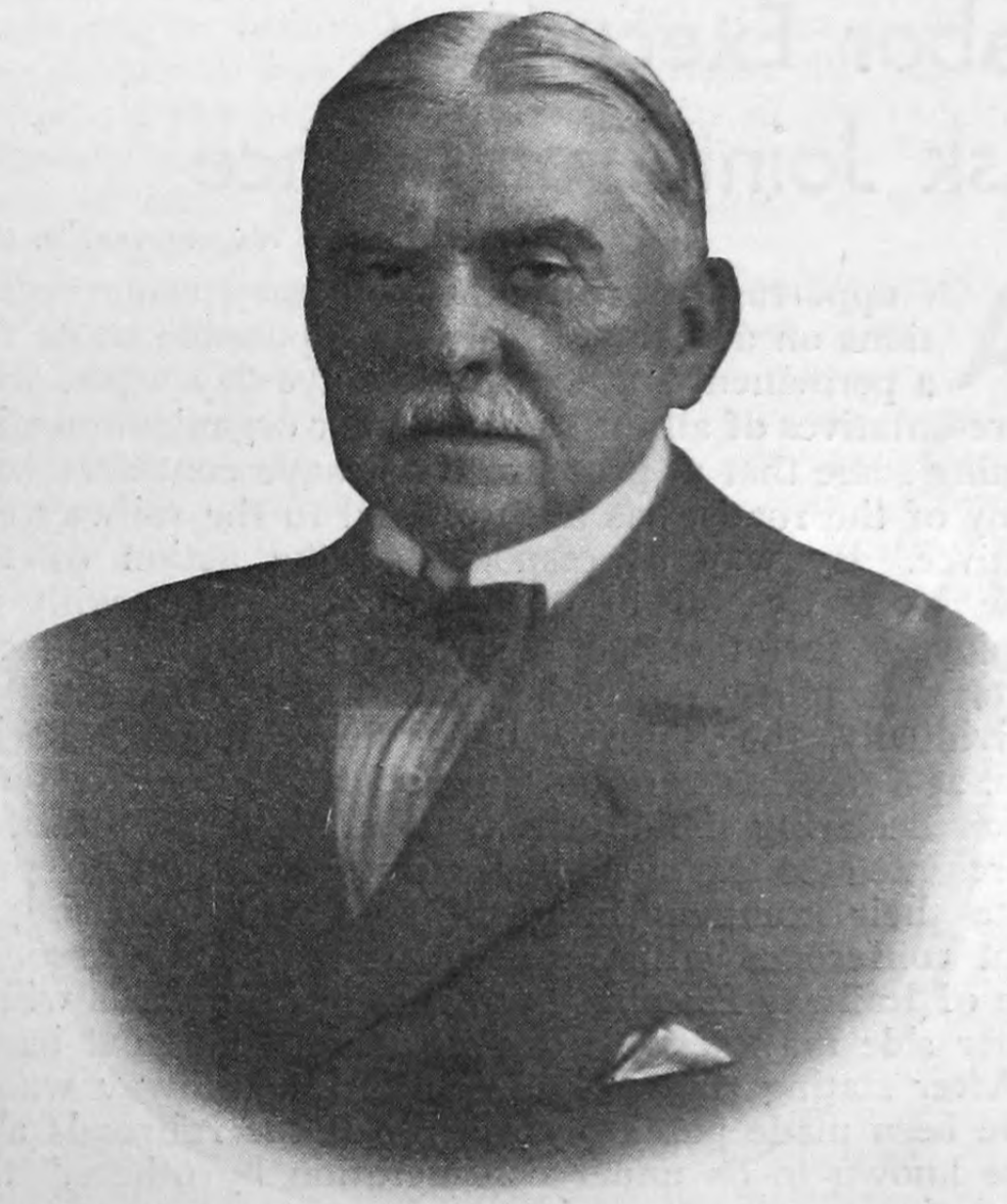
Traffic Representative's Testimony

G. H. Kerr, freight traffic manager, Southern Railway System, at Cincinnati, presented tariff references and rules covering switching charges, reconsignment and storage on the C. N. O. & T. P. and the A. G. S. and explained, in response to a question from Attorney Hagerty, that the Southern absorbs connecting-line switching charges on competitive traffic, but not on non-competitive. Mr. Kerr said that switching charges in the Cincinnati Terminal district are reciprocal, usually \$3.60 or \$4.95 a car. These charges, he said, are out-of-pocket costs only. He also said that in some cases the costs are as low as \$1.35 a car and, when asked by Attorney Hagerty why they are not higher, offered the explanation that the present costs are based in most cases on reciprocal arrangements with other carriers and not on a compensatory basis and that the charges are the result of long-standing assignments. Mr. Kerr suggested that a "cost-plus" basis of arriving at switching charges would be more equitable.

William H. Truesdale, D. L. & W. Chairman, Retires

WILLIAM H. TRUESDALE, who has been chairman of the board of managers of the Delaware, Lackawanna & Western since 1925 when he relinquished the presidency, retired on Nov. 1 after more than 30 years' service as a Lackawanna executive. With Mr. Truesdale's retirement the position of chairman of the board of managers has been abolished.

Mr. Truesdale went to the Lackawanna in 1899 as its president and during the quarter century of his term in that office he directed a program of traffic development and capital improvements which placed the D. L. & W. in the forefront among carriers in eastern trunk-line territory. In commenting upon his retirement from the presidency, the *Railway Age* of June 13, 1925, said "There has been scarcely a year



William H. Truesdale

in Mr. Truesdale's incumbency as president when some major scheme for improvement has not been actively mooted or actually under way."

Mr. Truesdale was born on December 1, 1851, at Poland, Ohio, and was educated in the common schools at Rock Island, Ill. In 1869 he began his railroad career with the Rockford, Rock Island & St. Louis (now a part of the Chicago, Burlington & Quincy) as a clerk in the auditing department. Later he served as cashier, and still later as purchasing agent for the same road. In 1872 and 1873 he was in Frankfort, Germany, as transfer agent for the company, and in the following year returned again to Rock Island as purchasing agent. In 1874 he became connected with the firm of Osborn & Curtis, railroad attorneys, at Rock Island. In 1876 he was appointed assistant to the receiver and treasurer of the Logansport, Crawfordsville & Southwestern (now a part of the Pennsylvania)

at Terre Haute, Ind. Three years later he became general freight agent for the same road, and in 1881, was appointed assistant traffic manager of the Chicago, St. Paul, Minneapolis & Omaha. He became assistant to the president of the Minneapolis & St. Louis in January, 1883, and in May of the same year was elected a vice-president.

In 1887 Mr. Truesdale was advanced to the presidency of the Minneapolis & St. Louis, and the following year was appointed receiver. In 1894, he went to the Chicago, Rock Island & Pacific as third vice-president and general manager. In 1887 he became second vice-president and general manager, and, in 1898, first vice-president and general manager. On March 1, 1899, he was elected president of the Delaware, Lackawanna & Western, with headquarters at New York, and served in that capacity until his election to the chairmanship of the board of directors in June, 1925.

Labor Executives Ask Joint Conference

WASHINGTON, D. C.

AN opportunity to discuss temporary wage reductions on a national scale, as a possible trade for a permanent six-hour day or five-day week, with representatives of all the railroad labor organizations, including some that at present do not have contracts with many of the roads, has been offered to the railway executives. By way of response to the action of the New York Central in opening negotiations with its employees for a temporary wage reduction, and reports that other railroads might take similar action individually, the Railway Labor Executives' Association, at a meeting here on November 2, adopted a resolution declaring the intention of all the organizations represented to act together "to protect and to promote their common interest" and also proposing a joint conference with representatives of the Association of Railway Executives to consider proposals which either side may desire to advance on a national basis.

After stating that proposals affecting railway wages have been made public by several of the railroads and "are known to be under consideration by others," the resolution proposed a joint conferences of representatives of the two associations as to "any proposals affecting railway operation which railway managements desire to advance" and "any proposals, including present and future relief of unemployment and stabilization of unemployment, which this association desires to advance." This left the inference that, provided conferences can be arranged on a national basis, the labor executives might be willing to consider wage reductions in return for an opportunity to get before a committee representative of railway management their proposals for a six-hour day or a five-day week, on which their committees have been working for some time, but which they have so far failed to get before the railroad executives in their efforts to accomplish a joint conference at which this might be taken up in connection with offers of the labor organizations to co-operate with the railroads in urging legislation for the regulation of competing forms of transportation.

A copy of the resolutions was addressed to R. H. Aishton, chairman of the Association of Railway Executives, together with a letter from D. B. Robert-

son, chairman of the Railway Labor Executives' Association, asking him to undertake to arrange a conference between the "appropriate" representatives of the executives' association and members of the labor executives' association.

Whether the labor leaders were seeking to hold before the railroads the bait of a possible trade of a temporary wage cut for an agreement for a six-hour day or whether they were merely announcing their intention of holding together to resist wage cuts on individual roads by demanding a national conference could not be learned. Mr. Robertson pointed out that the railroads were interested in wage questions while the brotherhoods were interested in the employment question and urged that these questions be considered nationally, saying that the labor leaders were prepared to discuss "any" question the railroads might propose.

Earlier this year the labor executives sought a joint conference with the railway executives to consider the general railroad problem, including the "elimination of unfair competition" and the "stabilization of employment." In reply Mr. Aishton reminded them that the Association of Railway Executives is not authorized to deal with labor matters and that such questions should be handled through the customary channels; that is, primarily, with the individual railroads. He added that he and Alfred P. Thom, general counsel of the Association, had been appointed as a medium of contact with the organizations to facilitate co-operation on any matters within the scope of the association. This letter was later made public by the labor leaders.

The meeting held on November 2 was called primarily to consider a legislative program, including the drafts of proposed bills to be introduced to Congress to provide for a shorter work day or week, compulsory pension legislation, etc. The first day was devoted largely to a discussion of the wage question, however, as precipitated by the action last week of the New York Central. The text of the resolution follows:

Whereas, the economic conditions affecting the operations of and employment on the railroads have changed materially in the current year, and the earnings of railroad employes and the amount of available employment have been reduced severely; and

Whereas, proposals affecting railway wages have been made public by several of the railroads and are known to be under consideration by others; and

Whereas, the employees of all the railroads face the urgent need for the adoption of measures which may provide, not only temporary relief, but assurances of future stabilization of employment and relief from continuing reductions of employment and cyclical periods of grave unemployment; and

Whereas, both the managements of the railroad systems and their employees are organized so that they are able to deal nationally with problems and emergencies affecting the entire transportation industry, and these organizations have a responsibility not only to their memberships, but to the public, to act in concert to work out prompt and adequate solutions of their conflicting interests in order to promote the general welfare and to do all in their power to aid in the restoration of prosperity; therefore.

Be it resolved, that the chairman of this association transmit a copy of this resolution to the Association of Railway Executives and endeavor to arrange a conference between the appropriate representatives of said association and the members of the Railway Labor Executives' Association, for the purpose of considering and recommending to the respective associations action regarding (1) any proposals affecting railway operation which railway managements desire to advance; (2) any proposals, including present and future relief of unemployment and stabilization of employment, which this association desires to advance; and

Be it further resolved that the Railway Labor Executives' Association carry on cooperative action in conformity with the laws of the respective organizations in aid of each and every organization of employees affiliated with this association to protect and to promote their common interest in meeting the needs of the present situation.