

RESTRICTS SERVICE AS RAIL DIRECTORS

**Commerce Commission Rules on
George F. Baker, William Rocke-
feller and H. S. Vanderbilt.**

GRANTS OTHER REQUESTS

**These Three Cannot Act for Both
Central and Lackawanna, Which
Are Held Competitive.**

Special to The New York Times.

WASHINGTON, Dec. 20.—An order of far-reaching importance relating to its powers and policy in regard to interlocking directorates was made today by the Interstate Commerce Commission in the cases of George F. Baker, William Rockefeller and Harold S. Vanderbilt.

In each instance the Commission, acting on applications by the railroad officials, specifies the offices in various systems which they may hold and presents optional programs. All three would be permitted to serve as directors of the New York Central and subsidiary lines, or as directors of the Delaware, Lackawanna & Western, but not of both.

While the Commission would make no formal statement of the reasons for this decision, the understanding is that the New York Central and the Lackawanna are treated as lines where actual competition exists to such an extent that interlocking directorates might prejudice public interests under the meaning of the law.

The order directs that Mr. Baker, Mr. Rockefeller and Mr. Vanderbilt shall, before Dec. 31, each make his selection of which position or positions he would hold under the authority granted in the alternative, and report to the Commission all pertinent facts.

The order also decides the applications of a number of other prominent railroad officials. In all these cases the applications are granted as not adversely affecting either public or private interests. Among the applicants were Chauncey M. Depew, Chairman of the board of the New York Central Railroad Company, who remains as Director in nineteen systems; A. H. Smith, President of the New York Central, who retains his connections with about sixty other companies, many of them subsidiaries of the New York Central; Frederick W. Vanderbilt, Director of the New York Central Company, and Reginald Vanderbilt, a Vice President and Director of the New York Central. The complete order names the companies with which about 120 applicants may retain their associations.

The commission has been treating several applications individually and a number have been acted on recently. One of these officials is T. De Witt Taylor, Chairman of the National Association of Railway Executives, who will remain as a Director of the Pennsylvania, the Long Island, Santa Fé, New York, New Haven & Hartford, New York, Ontario & Western and the Rutland.

Special sections of the order are devoted to the applications of Mr. Baker, Mr. Rockefeller and Mr. Vanderbilt. This portion of the order reads:

"It is further ordered, that George F. Baker be, and he is hereby, authorized to hold, until further order of this commission, the position of Director of the New York & Long Branch Railroad Company, and Chairman and Director of the Central Railroad of New Jersey and the position of Director of either (A) the New York Central Railroad Company and the following subsidiaries: The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, Detroit River Tunnel Company, the Fort Wayne, Cincinnati & Louisville Railroad Company, the Lake Erie & Western Railroad Company, the Michigan Central, New Jersey Junction Railroad Company, the New York & Harlem Company, the Pittsburgh & Lake Erie Railroad Company, the Walkill Valley Railroad Company and West Shore Railroad Company; (B) Delaware, Lackawanna & Western Railroad Company; (C) Erie Railroad Company and its subsidiary, the New York, Susquehanna & Western Railroad Company, or (D) the Lehigh Valley Railroad Company.

"It is further ordered, that William Rockefeller be, and he is hereby, authorized to hold, until further order of this commission, the position of Director and member of Executive Committees of the Chicago, Milwaukee & St. Paul Railway Company, and the position either of (A) Director of the New York Central Railroad Company and the following subsidiaries: Canada Southern Bridge Company; the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; Detroit River Tunnel Company; the Fort Wayne, Cincinnati & Louisville Railroad Company; Indiana Harbor Belt Railroad Company; the Lake Erie & Western Railroad Company; the Michigan Central Railroad Company; New Jersey Junction Railroad Company; New York & Harlem Railroad Company; Pittsburgh & Lake Erie Railroad Company; Rutland Railroad Company; St. Lawrence & Adirondack Railroad Company and West Shore Railroad Company; or (B) Director and member of Executive Committee of the Delaware, Lackawanna & Western Railroad Company, and Director of its subsidiary, the Greene Railroad.

"It is further ordered, that Harold S. Vanderbilt be, and he is hereby, authorized to hold, until further order of this commission, the position of Director of the Chicago, St. Paul, Minneapolis & Omaha Railroad Company and of the Chicago & Northwestern Railroad Company, and the position of Director of either (A) the New York Central Railroad Company and the following subsidiaries: Canada Southern Bridge Company, the Cincinnati, Sandusky & Cleveland Railroad Company, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, Columbus, Hope & Greensburg Railroad Company, Detroit River Tunnel Company, Detroit, Toledo & Milwaukee Railroad Company, Fort Wayne, Cincinnati & Louisville Railroad Company, the Genesee Falls Railway Company, the Hudson River Connecting Railroad Corporation, Indiana Harbor Belt Railroad Company, the Kanawha & Michigan Railroad Company, Kanawha & West Virginia Railroad Company, Lake Erie & Western, Mahoning Coal Railroad Company, the Michigan Central Railroad Company, New Jersey Junction Railroad Company, New York & Fort Lee Railroad Company, the New York & Harlem Railroad Company, the Pittsburgh & Lake Erie Railroad Company, Rutland Railroad Company, St. Clair & Western Railroad Company, St. Lawrence & Adirondack Railroad, Shenango Valley Railroad, Vernon, Greensburg & Rushville Railroad Company, the Walkill Valley Railroad Company and West Shore Railroad Company, or (B) the Delaware, Lackawanna & Western Railroad Company."

The New York Times

Published: December 21, 1921

Copyright © The New York Times