

Mr. Moss. Will the gentleman yield?

Mr. SKUBITZ. Yes.

Mr. Moss. First, let me commend the gentleman for his very careful homework and, second, the statements and observations he has made.

I recall when we created the Department of Transportation that it was supposed to coordinate and to recommend policies in the field of transportation. I think this is an area where we could well ask why it has not done more than it has done.

If they have not enough resources, they ought to come to the Congress and seek additional resources. They should certainly undertake with far more vigor and force to define transportation policies than has been evident thus far.

I thank the gentleman.

Mr. SKUBITZ. I agree with the gentleman.

I am hoping, Mr. Chairman, that eventually we do get to this question of dealing with 13a.

I would like to say to Mr. Moss that I put in a resolution just before Christmas time, I believe it was, to investigate the manner in which the Post Office Department, or their policies, deal with this, in relation to the overall transportation system. I think these are closely related as we look at these discontinuances.

Mr. Moss. I would be happy to join the gentleman in his efforts.

The CHAIRMAN. Mr. Pickle?

Mr. PICKLE. No questions.

The CHAIRMAN. Dr. Carter?

Mr. CARTER. No questions.

The CHAIRMAN. Mr. Brown?

Mr. BROWN. As long as we are in the general area of the problems of the railroads, I would like to ask a question that does not involve passenger traffic, but which may relate to the profitability or lack of profitability of the railroads. It concerns the ability of the road to sustain passenger traffic, or the roads in general to sustain passenger traffic, based upon the profit they might receive from their freight handling.

Has the ICC made any progress whatsoever in a study of the general problem of the freight car shortage and the delays when the cars are in the hands of the carriers other than those who own the cars?

Mr. TIERNEY. We are presently in three areas of this, Mr. Brown. No. 1 is *Ex parte* 252, a proceeding involving the per diem bill.

Mr. BROWN. May I stop you there and ask if there is any indication that this has had a significant influence on the problem?

Mr. TIERNEY. Not yet, sir. First of all, we issued a report several months ago which, in effect, was that we did not have sufficient information upon which to implement the act. We are now about to develop this information and we hope to have hearings for it in the year.

The report we have just issued concerns basic per diem—the rental charges for cars received by the owning railroad from the using railroad. We have just issued a report in that area setting forth the basic per diem formula which we feel is a necessary step before devising an incentive per diem.

In the other case involving *Ex parte* 241, which relates to service rules, an examiner has just issued a report in that area.