

it, to anticipate situations such as you have described and to issue car service orders in advance to take care of these anticipated peaks.

But I do not think it is realistic to expect the industry—and as I said I don't think the shippers would stand for it because their costs would be too high—to be staffed, so to speak, so as to take care of the peakloads at all times. It is somewhat like your home. If you are going to have a domestic staff at your home sufficient to take care of your needs when you are entertaining 50 guests, then your household expenses are going up, because the rest of the time you are going to have you and your wife there.

Mr. BROWN. Without discussing an analogy, let me just say that by my own philosophical orientation, I would much prefer to see the railroads themselves resolve this problem. It sounds to me as if you have made some attempts to do this, so that you can move your freight cars around.

I also recognize that it is a question of who has the capacity to handle the material which is in peak supply, the grain shipper or the railroad itself? Or, perhaps, it is even the farmer who has someplace to put it and can deliver it to the grain shipper a little past the peak time so that then the railroads can supply the cars and move it right on.

I am inclined to think that, if ultimately, it is the consumer who pays the price of the grain, the shipper has to add in the prospect of loss of grain he has dumped in the street, or has no place to store. Or, if he has to add in a cost of additional freight car availability affecting the cost of railroad transportation in the handling of that grain. Or if the farmer, in turn, has to add into the price that he hopes to get for his grain the cost of building storage facilities of his own.

I am just wondering where the pressure had best be put to move this grain and store it in the most economical way?

Is any thought being given on the part of the railroads to any other means of handling these peakloads either in other kinds of conveyances, emergency trucking facilities or the like? Is there any practical solution to this problem that you could suggest beyond an effort to eliminate the lost cars or the cars sitting idle on a track someplace when they are badly needed to move grain?

The CHAIRMAN. I would like to say to the gentleman that I did explain very thoroughly at the start of the hearings that we would not go into other subjects. This is another subject completely, which would take many days to get into.

If the gentleman wants to complete his question, I will let the witness answer it. Please make it brief.

Mr. BROWN. The final comment I was going to make is, I have had suggested to me the prospect of legislation which would impose on railroads \$100 a day fine for the lack of utilization of cars equipped to move grain at peak times.

You say you are going to this computer system. Apparently you feel that problem is pretty well under control and that such legislation would not be necessary.

Mr. MOLONEY. We think that such legislation would not be necessary. We feel, for instance, going to the Big John hoppers, and also the rate changes that have been made, that your grain is moving at a different rate pattern than it has moved in the past. We also know that