

Mr. RANDALL. In surveying the chart here, Mr. Chairman, under operations I notice a listing of railroads, motor carriers, and water carriers. How does that break down as to personnel involved or the amount of work you do in the overall mission of each listing? What is the percentage involved? Do motor carriers now absorb a lot of your energy?

Mr. TIERNEY. It does, sir.

Mr. RANDALL. How much, sir?

Mr. TIERNEY. As far as the caseload is concerned, I think roughly 80 percent is motor carrier application cases.

Mr. RANDALL. In other words, now only 20 percent of effort is devoted to railroads. What percentage is water carriers?

Mr. TIERNEY. Extremely limited, inland and coastal waterways—

Mr. RANDALL. How do you define coastal waterways?

Mr. TIERNEY. It is domestic operations—

Mr. RANDALL. Like the Intracoastal Waterway?

Mr. TIERNEY. Yes, sir. Carriers that run, for example, from New York down to Galveston, Tex.

Mr. RANDALL. I notice there is sandwiched in here a section on insurance. What sort of jurisdiction do you exercise over insurance?

Mr. Chairman, what I am trying to bring out, which I thought was the purpose of these hearings, is to find out how the several agencies operate or carry on their work. I know I thoroughly enjoyed the appearance of the Civil Service Commission a couple of weeks ago.

Mr. BROOKS. I don't know if they did, but I know you did.

Mr. RANDALL. I'm afraid I don't have the time this morning. I have to get to my other committee.

Mr. TIERNEY. Carriers, for example, are required to carry insurance on the property they carry in the event it is damaged. Also, liability—

Mr. RANDALL. You have supervision? You issue guidelines and so forth?

Mr. TIERNEY. That is right. We will not issue a motor carrier certificate unless he is properly insured.

Mr. RANDALL. And you have just told us that is your big job now, motor carriers.

Mr. TIERNEY. Yes, but I would like to expand on that. The motor carrier cases represent 80 percent of our caseload; but the 20 percent involving the rail area represents a lot of work, numerous staff personnel, and a lot of resources because these rail cases are very complex.

Mr. RANDALL. You have just been through the Penn-Central and a few other rail mergers. What are your biggest ones pending now?

Mr. TIERNEY. We have 12—

Mr. RANDALL. Just the biggest.

Mr. TIERNEY. The Norfolk & Western—the C. & O. merger.

Mr. RANDALL. What else?

Mr. TIERNEY. The Rock Island merger case in the Midwest.

Mr. RANDALL. One more question. On this matter of tariffs here, how are your energies divided in that field? Do you have more problems with motor carriers on tariffs or with the rails?

Mr. TIERNEY. About equally divided, I would think. We have more motor carrier cases.

Mr. RANDALL. You have a lot of cases in the motor carrier field, don't you?