

Mr. TIERNEY. Yes, sir.

Mr. RANDALL. But they don't take as long.

Mr. TIERNEY. Generally speaking, that is a fair description. The motor carrier cases are not as complex; they don't take as much time as the rail cases.

Mr. RANDALL. Thank you, Mr. Chairman.

Mr. MOORHEAD. I wonder if we can get a better breakdown on the 80 percent. It surprises me, that 80 percent of the caseload is motor carriers. Is that in numbers?

Mr. TIERNEY. That is numbers of cases. We are not talking about the complexity of the cases or the time, resources, and personnel needed to dispose of the case. A merger case—

Mr. MOORHEAD. That is one case but it might be equivalent in time to a hundred or thousand motor carrier cases.

Mr. TIERNEY. That is right. Because many of the motor carrier cases are quite simple, we can dispose of them, for example, without a hearing on the record. So, in that sense, although the numbers are great, many of the cases are disposed of very quickly.

Mr. MOORHEAD. Is there any percentage that would give us a more accurate feeling of the workload of the Commission x percent motor carriers, y percent rail carriers, z percent water carriers?

Mr. TIERNEY. We certainly can supply that for you.

Mr. MOORHEAD. I am not talking about accurate numbers. Just give use some rough idea, because I was quite surprised when you said 80 percent on motor carriers. I realize now that you were talking about the number of cases, and this, I assume, does not mean that 80 percent of the total effort of the Commission is directed toward motor carriers.

Mr. TIERNEY. Director Stillwell, can you give us any numbers?

Mr. STILLWELL. At the end of February we had 4,146 motor carrier cases pending; water carriers we had 32; we had 19 ex parte cases which could be rail or motor; we had 155 finance docket cases, and that is in the merger field mostly; we had I. & S. cases—that is rail—23; we had 148 I. & S. cases where the rates have been up for suspension; we have complaints in the motor carrier area, complaints, revocations and so forth, 299; in the finance area of mergers and acquisitions for motor carriers, we had 277.

We can furnish you with a complete breakdown if you want it for the record.

Mr. MOORHEAD. Maybe I am asking the impossible question. What I am attempting to find out is how much of the effort of the Commission is directed in the rail field and how much in the motor carrier field. Again, from 60 to 70 percent would be close enough or in rail 30 to 40 percent—just give an approximate idea.

Mr. TIERNEY. I don't want to be evading the question, but I don't think we have precisely allocated this effort in that fashion. I would like to take a look at it and supply an accurate figure.

Mr. MOORHEAD. I am not talking about precise figures. I am talking about getting an estimate. I would imagine in 1900 probably 90 percent of your effort would have been in the rail field.

Mr. TIERNEY. A hundred percent.