

Mr. THOMPSON. So the argument in this particular case is a question of fact and not a question of policy?

Mr. TIERNEY. Essentially it is a question of fact in this case. There have been some cases in the past where railroads in extremely precarious financial positions were involved, and that might be taken into consideration by the Commission, looking at our transportation system as a whole and the public interest as a whole. I don't know whether that was involved in this case or not.

Mr. THOMPSON. Do you at any time dictate to the various carriers the percentage that each carrier is going to have when an item is transferred from one carrier to another and it covers a long distance?

Mr. TIERNEY. No, sir. The only time we would get into a situation like that is in a divisions case where the carriers are unable to agree and they come to the Commission and ask us to settle the dispute.

Mrs. HECKLER. Mr. Tierney, regarding your field offices, what percentage of your total manpower is located in the field offices? What are their functions and has any consideration been given to consolidating them, to controlling more functions from Washington? In other words, is there any way to cut down on the paperwork and the manpower requirements in the field office activities or do you feel that that is one of the more efficient operations or most efficient operations of your total department?

Mr. TIERNEY. I will ask Mr. Schmid to get the figures on that. Generally speaking, I think our field organization is an efficient operation. We have had several reorganizations in the field for various reasons to make it an efficient operation, to improve management in the field. We reorganized in 1963 in that area and set up regional managers. We have reduced the number of field offices continuously since that time. Much of the reduction recently was attributable to the transfer of our safety work over to the Department of Transportation. With that many people gone we couldn't justify the number of offices we had, so we reduced them from seven to six.

But generally speaking, our field complement now is just as low as it possibly can be for us to carry out our responsibility.

Mrs. HECKLER. How much of the time and resources of the Commission are devoted to tariff questions?

Mr. TIERNEY. I just can't answer that question. I don't know whether we have a breakdown of figures on that.

Mrs. HECKLER. Does the personnel of the department which interprets and supervises tariff——

Mr. TIERNEY. That is our Bureau of Traffic Personnel——

Mr. SCHMID. 2,500.

Mr. TIERNEY. 2,500.

Mr. SCHMID. The total cost of that Bureau which deals mostly with tariffs is \$2,390,000.

Incidentally, in response to your earlier question, we have approximately 550 people in the field and about 1,300 here in Washington.

Mr. BROOKS. They testified earlier they have 1,840 onboard.

Mrs. HECKLER. In Washington?

Mr. BROOKS. No, total.

Mr. SCHMID. About 1,300 of them are in Washington.

Mrs. HECKLER. I just have one other question.