

the Secretary of the Commission protesting the discontinuances, requesting that the continued operation of the trains be required pending investigation, and asking to be notified of any hearings.

I would like to emphasize that Mr. Beattie sent copies of those letters to Mr. S. R. Brittingham, Jr., general counsel of the Santa Fe; and Mr. R. K. Knowlton, general attorney of the Santa Fe. Copies of those letters are attached to my statement.

At this point, these cases were proceeding like hundreds of others before them. However, on the morning of October 20, 1967, I received a telephone call from Mr. Al H. Chesser, who is the national legislative representative of the Brotherhood of Railway Trainmen, who informed me that trains 3 and 4 and 7 and 8 had been discontinued.

Train No. 3 was discontinued in Amarillo about 7:35 p.m. central standard time on the evening of October 19 on its way to Gallup.

Train 4 had been discontinued on the 19th.

Train 8, which was scheduled to leave Los Angeles at 12:20 a.m. on the 20th, was canceled and the crew reporting for duty on the evening of the 19th were told the train would not leave.

Train 7 was discontinued in the early morning of October 20.

I was surprised at this because in the 9-year history of this law, no railroad to my knowledge had ever discontinued a train prior to the expiration of the 30-day notice.

Mr. VAN DEERLIN. Were there any passengers who had tickets on the trains?

Mr. MAHONEY. I am quite sure that of the 104 people using the trains each day, somebody must have been left standing at the station.

I was given a letter this morning from a Mrs. J. C. Hanks of Bartlesville, Okla., addressed to Mr. Ernest S. Marsh, chairman of the board of the Santa Fe. She refers to the fact that on numerous occasions she had ridden train No. 3 and had always been sold cash fares on this train, although it is not advertised as a passenger train.

Knowing that your company had proposed to discontinue this train, I made a long distance inquiry on or about October 17, 1967, to make certain that the train would be in service for my planned trip on October 20, 1967.

On numerous occasions during the past year we have made a trip by car from our home in Bartlesville, Oklahoma, to Wellington, Kansas, a distance of over 100 miles, to catch your Train No. 3. I was informed by means of an ICC bulletin posted for the public notice that Train No. 3 had proposed discontinuance date effective 12:01, November 10, 1967.

Plans were definitely made for my trip to visit my family in Amarillo, Texas, the above route being the only available one by rail. Approaching the ticket counter, I was informed that Train No. 3 had been discontinued that very day, some three weeks prematurely from the proposed date in November. I was disappointed, flabbergasted and infuriated.

My husband had taken time off from his work to drive our 4-year-old and 6-week-old sons and myself over 100 miles to meet a train which was discontinued by someone who obviously has no regard for the public and no comprehension of the exhausting preparation involved, especially when travelling with small children.

I decided to wait the 14 hours for the only other train to Amarillo. This inconsiderate blunder on the part of the Santa Fe was very costly to us. An itemized statement of my expenses has been sent to President Reed along with a similar letter of explanation. My petition to you, Mr. Marsh, is to use your good offices to see that I am fully reimbursed for my expenses and compensated for this gross injustice on the part of your company.

Very truly yours,

Mrs. J. C. HANKS.