

conditions imposed by the Commission in abandonment cases in view of the many millions of dollars in net profit which the railroad will realize as a result of the discontinuance of these trains and the transfer of the mail from these trains to freight trains.

Today there are relatively few interstate passenger trains in existence. The year 1967 was a record year for the discontinuance of interstate passenger trains under Section 13a(1). December, 1967, was a record month in that record year for the filing of notices to discontinue passenger trains. During that month 36 interstate passenger trains were noticed for discontinuance by 8 different railroads. January, 1968, has seen no let-up in the filing of train discontinuance notices. This sharp acceleration in the filing of notice applications followed quickly upon the heels of the passage of S. 2711. Unless S. 2711, with the recommended modification I have submitted for your consideration, is enacted immediately interstate passenger train service in this country will cease. I respectfully submit that this country, growing and expanding within its borders as it is, can ill afford to eliminate rail passenger service. Regardless of what the railroads do today, rail passenger service will be re-instated in the future. But without existing passenger train service that re-instatement will be purchased by the public at an exorbitant price.

Thank you for the opportunity of expressing to you today my views and those of my client on S. 2711.

APPENDIX 1

RAILWAY LABOR EXECUTIVES' ASSOCIATION,
Washington, D.C., October 11, 1967.

Mr. H. NEIL GARSON,
Secretary, Interstate Commerce Commission,
Washington, D.C.

DEAR MR. GARSON: Please refer to the notice filed by the Atchison, Topeka and Santa Fe Railway System under Section 13a of the Interstate Commerce Act regarding the proposed discontinuance of its passenger trains Nos. 3 and 4 between Kansas City, Missouri and Gallup, New Mexico. This case is covered by Finance Docket No. 24772.

We find that this discontinuance, if carried out, will result in adverse effect to certain employees of the carrier. Therefore, the Railway Labor Executives' Association, composed of 23 of the standard railway labor organizations, representing practically all of the several classes of employees of the carrier, enters its protest and complains against the discontinuance and hereby requests the Commission to institute an investigation pursuant to the provisions of Section 13a(1) to determine whether the public convenience and necessity permits the discontinuance of these trains and to require the continuance of operation of the trains pending hearing and decision subsequent to a conclusion of the investigation requested.

It is also requested that the Association be given notice of any hearings which may subsequently be held in this proceeding.

Very truly yours,

DONALD S. BEATTIE,
Executive Secretary.

APPENDIX 2

RAILWAY LABOR EXECUTIVES' ASSOCIATION,
Washington, D.C., October 11, 1967.

Mr. H. NEIL GARSON,
Secretary, Interstate Commerce Commission,
Washington, D.C.

DEAR MR. GARSON: Please refer to the notice filed by the Atchison, Topeka and Santa Fe Railway System under Section 13a of the Interstate Commerce Act regarding the proposed discontinuance of its passenger trains Nos. 7 and 8 operating between Chicago, Illinois and Los Angeles and Bakersfield, California. This case is covered by Finance Docket No. 24774.

We find that this discontinuance, if carried out, will result in adverse effect to certain employees of the carrier. Therefore, the Railway Labor Executives' Association, composed of 23 of the standard railway labor organizations, representing practically all of the several classes of employees of the carrier, enters