

the Commission has also held that the public must fulfill its responsibilities.

In New York, N. H. & H. R. Co. Trustees - Discontinuance of All Interstate Passenger Trains, 327 I.C.C. 151, 221 (1966), a proceeding involving the discontinuance of the bulk of the bankrupt New Haven's passenger service, including the important New Haven - New York "west end" commuter service, the Commission elaborated on the criteria for the appropriate policy "mix" of public and private action in this area. In denying the greater part of the carrier's proposal, the Commission underscored the carrier's obligation to the public saying that...

The railroad must accord to promotion of its economically viable passenger service the same reasonable effort (emphasis in original) it would accord to promotion of its basic freight services. . . This reasonable effort need not be sustained beyond that point at which the carrier can demonstrate an unwillingness on the part of the public either to sustain the service through patronage or by assuming a fair share of the cost of sustaining such services.

In terms of the financial and other support which the public might be expected to provide, the Commission stated at page 223 of the same report:

We believe that the reasonable level of public support should in fact be construed as that level of financial or other public assistance which will stimulate the carrier to initiate or, if already initiated, continue its own reasonable effort to sustain and improve essential and economically viable passenger services. This, we think, is the kind of creative cooperation which will most productively revitalize and invigorate the operation of America's privately owned rail passenger operations.