

In the interim, the Commission believes that steps should be taken to maintain a minimum level of essential railroad passenger service. The most appropriate vehicle for this effort is section 13a of the Interstate Commerce Act suitably amended to modernize its provisions and render them more effective as an instrument of policy during the duration of the study.

During the 90th Session of Congress, the Commission has urged that section 13a be amended to improve the present procedures for handling train discontinuance cases.⁴² These amendments included provision for: (1) additional time during which the Commission could consider the initial notice of discontinuance filed by a carrier; (2) additional time for the Commission to conduct hearings and determine a section 13a proceeding in those instances where an investigation of a proposed discontinuance is ordered; (3) specifically assigning the burden of proof to the carrier or carriers proposing a discontinuance or change; (4) the power to fashion appropriate conditions pertaining

⁴² Hearings on Passenger Train Abandonment Before the Subcommittee on Transportation and Aeronautics of the House Committee on Interstate and Foreign Commerce, 90th Cong., 1st Sess., ser. 90-4 (1967), and Hearings on Passenger Train Service Before the Subcommittee on Surface Transportation of the Senate Committee on Commerce, 90th Cong., 1st Sess., ser. 90-17, pt. 1 (1967).