

afforded by discontinuance of a train. If Congress desires to preserve last train service, for example, no matter how much it is used by the public, then Congress should provide for the alleviation of the major part of the cost of providing such service. I do not believe it is useful to preserve all of the remaining intercity passenger service, but if this is a public policy which appears to be desired, then it should be paid for immediately as a public expense. I see no material justification for continued imposition of the burden upon the railroads. I suspect that Congress would not find it to be justified as a burden upon the public either in most instances.

In summary, we are opposed to H.R. 18212 because it will change the standards of Section 13a as to last trains and supersede state authority over cases already in progress. H.R. 18212 will also impose a series of procedures which are unduly lengthly compared to present procedures. Finally, if Congress determines that a preservation of the status quo is required, and we certainly do not believe it is, then a form of subsidy should be provided to a carrier equal to 90% of the savings which might otherwise be afforded if the carrier were to discontinue a train or trains pursuant to Section 13a as presently written.

Sincerely,

BEN W. HEINEMAN.

ILLINOIS CENTRAL RAILROAD,
Chicago, Ill., July 10, 1968.

HON. HARLEY O. STAGGERS,
*Chairman, Committee on Interstate and Foreign Commerce,
House of Representatives,
Washington, D.C.*

MY DEAR MR. STAGGERS: This letter is intended to supplement my telegram of yesterday, in which I urged that your committee give cautious consideration to the proposed changes in Section 13a of the Interstate Commerce Act dealing with train discontinuance legislation.

As I indicated in my telegram, the provisions of Section 13a are not, as is commonly believed, applicable only to discontinuance cases. They may also be used as a vehicle for constructive improvements in passenger train service. A perfect example of this situation is found in a recent Illinois Central case, Finance Docket No. 25129. Here, by the application of the now flexible provisions of Section 13a(1), the Illinois Central was able to quickly implement a great improvement in the service provided by Trains 3 and 4, the Mid-American, between Chicago and Memphis. Upon receiving authority from the Interstate Commerce Commission to make the change in service as proposed, with one exception involving stopping at one point, these trains were speeded up greatly by the elimination of certain little-used intermediate station stops. A full one hour and 45 minutes was cut from the schedule of Train No. 3, while one hour and 50 minutes was taken from the running time of Train No. 4. Additionally, No. 4 was rescheduled on a convenient daytime schedule, instead of its former over-night schedule. Of particular importance is the fact that these improvement in service were placed in effect on June 30, only 49 days after we posted notices to make them effective.

The rescheduling of Trains 3 and 4, is, of course, a part of the Illinois Central's "Mini Corridor" concept of operation between Chicago and Carbondale. This proposal, which to date has only been partially implemented, due to the necessity of securing regulatory approval from both the Interstate Commerce Commission and the Illinois Commerce Commission, has been enthusiastically supported by civic and university officials, including the following:

Mr. John Scouffas, Assistant Dean of Students, University of Illinois, Champaign, Illinois

Mr. David Keene, Mayor of Carbondale, Illinois

Mr. Alexander McMillan, Director, Transportation Institute, Southern Illinois University, Carbondale, Illinois

Mr. Henry Loeb, Mayor, City of Memphis, Tennessee

Presently pending before the Interstate Commerce Commission is a proceeding to reschedule and speed up Trains 9 and 10 between Chicago and Carbondale, in order to bring their schedules into the overall Mini Corridor concept of service. Additionally, a similar proceeding is pending before the Illinois Commerce Commission for Trains 25 and 28. It is our hope that the complete Mini Corridor service will be implemented by the fall of this year; however, changes in Section