

of July, 1943, showed a net loss of \$3,704.57. At this rate the net loss would be in excess of \$44,000 per year.

The protestants expressed concern as to what passenger, mail, and baggage and express transportation service would be given the area presently served by these trains in the event they were withdrawn. This concern as to the adequacy of future service was the general basis for their objection to the proposed withdrawal. Evidence was introduced by applicant and others covering all of these services.

All of the principle communities involved, such as Reedley, Dinuba, Parlier, Visalia and Tulare are served presently by passenger stage corporations offering frequent schedules at convenient hours. All carry limited quantities of baggage and express. Tulare is also served by passenger trains of the San Joaquin Valley line of Southern Pacific Company.

The Post Office Department did not protest the withdrawal of the trains. One of the local Postmasters introduced evidence showing that the Railway Mail Service was aware of the proposed withdrawal and already had surveyed the territory and had prepared an outline of suggested changes in service which would be recommended to the Post Office Department in event the trains are withdrawn. It was the opinion of the local Postmaster that if the suggested changes were adopted by the Department the service would be as good as, if not superior to the postal service presently available.

The Express service available in the event of withdrawal of Santa Fe trains 25 and 30 would be provided by Santa Fe trucks and trucks of the Railway Express Agency from adjacent

railroad termini and would at least be equivalent to that presently available and would adequately meet the public's requirements. A representative of the Railway Express Agency testified that it would adjust or supplement presently existing service whenever required to meet the public's need so as to assure the giving of adequate service to all communities presently served in this area.

After reviewing the evidence of record the Commission finds that public convenience and necessity do not require the continuance of applicant's trains 25 and 30 between Fresno and Corcoran.

O R D E R

A public hearing having been had and, based upon the evidence adduced and the conclusions and findings set forth in the opinion,

IT IS ORDERED that The Atchison, Topeka & Santa Fe Railway Company is authorized to discontinue the operation of trains 25 and 30 between Fresno and Corcoran via Visalia, California, subject to the following conditions:

(1) Applicant shall give not less than ten (10) days notice to the public of said train discontinuance by putting notice in agency stations involved and on said trains 25 and 30.

(2) Applicant, shall, within 30 days thereafter, notify this Commission, in writing, of the discontinuance of said train service herein authorized and of its compliance with the conditions hereof.

(3) Applicant shall cancel in conformity with the rules

of this Commission, all train time schedules and passenger tariffs applying to said trains between said points.

(5) This authorization shall expire if not exercised within one (1) year from the date hereof unless an extension of time is granted by subsequent order.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 28th day of December, 1948.

R. F. [Signature]
Justice J. Coe [Signature]
[Signature]

COMMISSIONERS