

If this application is granted, applicant's Trains Nos. 13-130 and 141-14 will be re-scheduled, so that all connections at La Junta, in all directions, will be to Trains Nos. 19 and 20, one of the Santa Fe's better trains, using lighter equipment, with better accommodations than Trains Nos. 123 and 124. Through Pullman and chair cars will be provided, which will move from Denver to La Junta on Train No. 141-14, and thence east or west on Trains Nos. 19 and 20, and those which will come into La Junta from the east and west on Trains Nos. 19 and 20 will be transferred at La Junta to Trains Nos. 13 and 130 for movement to Denver, so that passengers will no longer need to change cars at La Junta, Colorado.

The above application, after numerous protests were received, was set for formal hearing, at the Court House, Pueblo, Colorado, on Tuesday, May 29, 1956, and at the conclusion of the taking of evidence, the matter was taken under advisement.

On behalf of applicant, the evidence disclosed that applicant is presently operating Trains Nos. 223 and 102 and 101-224, which operate daily between La Junta and Denver, and also operates Passenger Trains Nos. 13-130 and 141-14 between the same points. The present schedules for applicant's trains between these points are as follows:

NORTHBOUND		Station	SOUTHBOUND	
No. 13-130	No. 223-102		No. 101-224	No. 141-14
6:30 PM	8:10 AM	Lv LaJunta	AR 10:05 PM	4:30 AM
	s8:17 AM	Swink		
s6:42 PM	s8:28 AM	Rocky Ford	s9:34 PM	s3:35 AM
	s8:37 AM	Manzanola		f3:22 AM
	s8:50 AM	Fowler		s3:12 AM
	f9:08 AM	Boone		
	s9:16 AM	Avondale		
	f9:22 AM	Devine		
s7:35 PM	s9:35 AM	Pueblo	s8:35 PM	s2:05 AM
	c10:19 AM	Fountain	f7:59 PM	
s8:46 PM	s10:45 AM	Colorado Springs	s7:45 PM	s1:15 AM
	c11:15 AM	Monument	c7:13 PM	
	f11:22 AM	Palmer Lake	c7:08 PM	
	f11:32 AM	Larkspur	f6:55 PM	
	c11:42 AM	Castle Rock	f6:43 PM	
	c11:51 AM	Sedalia	c6:32 PM	
	f12:07 PM	Littleton	c6:18 PM	
	c12:11 PM	Englewood		
10:30 PM	12:30 PM	Ar Denver	Lv 6:00 PM	11:30 PM

s - denotes regular stop f - denotes flag stop c - denotes conditional stop

Applicant proposes to institute the following service,
if Trains Nos. 223-102 and 101-224 are discontinued:

<u>NORTHBOUND</u>		<u>STATION</u>	<u>SOUTHBOUND</u>	
<u>No. 13-130</u>			<u>No. 141-14</u>	
3:00 AM	Lv	La Junta	Ar	9:30 PM
s3:07 AM		Swink		9:10 PM
s3:20 AM		Rocky Ford		s8:56 PM
f3:31 AM		Manzanola		f8:47 PM
f3:45 AM		Fowler		f8:37 PM
f4:07 AM		Boone		8:20 PM
f4:15 AM		Avondale		s8:15 PM
f4:22 AM		Devine		8:07 PM
s4:40 AM		Pueblo		s7:50 PM
5:31 AM		Fountain		f7:14 PM
s6:00 AM		Colorado Springs		s7:00 PM
6:36 AM		Monument		6:27 PM
f6:43 AM		Palmer Lake		6:21 PM
f6:54 AM		Larkspur		f6:06 PM
7:05 AM		Castle Rock		f5:52 PM
7:14 AM		Sedalia		5:42 PM
f7:32 AM		Littleton		5:22 PM
7:36 AM		Englewood		5:18 PM
8:00 AM	Ar	Denver	Lv	5:00 PM

s - denotes regular stop.
f - denotes flag stop.

No. 13-130 stops any station La Junta to Denver to discharge passengers from beyond La Junta.

No. 141-14 stops any station Denver to La Junta to receive passengers for beyond La Junta; and discharge passengers from Denver and beyond.

<u>WESTBOUND</u>				<u>Station</u>	<u>EASTBOUND</u>				
<u>No.19</u>	<u>No.17</u>	<u>No.21</u>	<u>No.123</u>		<u>No.8</u>	<u>No.22</u>	<u>No.124</u>	<u>No.18</u>	<u>No.20</u>
9:00AM	7:00PM	5:45PM	12:01PM	Lv Chicago, Ar Ill.	4:30AM	7:15AM	3:00PM	12:30PM	3:30PM
4:30PM	2:45AM	1:15AM	9:30PM	Lv Kans. City Mo.	8:00PM	11:20PM	6:30AM	4:50AM	7:45AM
7:30PM	5:50AM	4:15AM	2:10AM	Lv Newton, Ks	3:25PM	8:05PM	2:25AM	1:35AM	4:20AM
11:50PM	9:50AM	8:15AM	8:05AM	Lv La JUNTA COLO	7:30AM	1:55PM	6:35PM	7:30PM	10:10PM
7:10AM	5:45PM	3:55PM	5:10PM	Lv Albuquerque	9:25PM	6:55AM	10:20AM	12:25PM	3:20PM
10:30PM	8:30AM	7:15AM	11:55AM	Ar Los Angeles	12:01AM	1:30PM	1:15PM	7:00PM	10:00PM

Applicant further contends that in recent years, passenger business handled by applicant's trains between Denver and La Junta has declined to the point where continuance of two trains each day in each direction is no longer justified -- in fact, the operation of these trains shows a net income deficit of \$443,648.00, as disclosed by Exhibit No. 13,

for the Months of January to December, 1955, inclusive. It was further disclosed that the number of passengers carried for the Month of December, 1955, amounted to 6,114, and the interstate portion thereof amounted to 4,230 passengers, as disclosed by Exhibit No. 13, on Sheet No. 13 of said Exhibit.

It was further indicated that applicant will put on light, improved equipment, consisting of two chair cars and two Pullmans -- one chair car and one Pullman going east, and the other going west. This will eliminate changing cars at La Junta for all interstate passengers.

It was further disclosed that if Trains Nos. 223-102 and 101-224 are discontinued, the mail and express now transported by these trains will thereafter be transported by Trains Nos. 13-140 and 141-14, and by mail trucks operated by the Express Company. In any event, service will be provided for the transportation of mail and express, and applicant's witnesses contended it will be an improved service.

We have attempted to briefly summarize the testimony of the officials of the railroad. In addition, public witnesses appeared in support of the application.

Lowe P. Siddons, Traffic Manager for Holly Sugar Company, and a member of the Transportation Committee of the Colorado Springs Chamber of Commerce, testified he was supporting the application on behalf of Holly Sugar Company and Colorado Springs Chamber of Commerce. He said his Committee had investigated the application, and it was their opinion that the service now proposed by applicant would benefit Colorado Springs, as it would give that city improved service to Chicago and points served by the Santa Fe Railroad; that his Committee also felt that the service to Albuquerque and points in the southwest -- especially to Southern California -- would also be improved.

Ted Buckstein, representing the Pueblo Chamber of Commerce, agreed with the testimony of Mr. Siddons, and testified in

support of the application.

Dallas L. Cook, Director of Transportation of the Transportation Department of the Denver Chamber of Commerce, stated he appeared in that capacity. He stated that Denver, for the past ten years, has had a serious problem in its rail transportation of passengers to the south and southwest. He felt that the new service offered by applicant would improve service, and recommended that applicant make further studies in an attempt to further improve rail passenger service to the south and to the southwest. The witness emphasized that overnight service to Albuquerque "is a must," but concluded his testimony by stating that the Denver Chamber of Commerce approves this application.

Several representatives of the Brotherhoods appeared, and made statements as to their positions. Among those appearing were the following: W. E. Skinner, Pueblo, Colorado, of the Brotherhood of Railway Trainmen; H. R. Taylor, of the Brotherhood of Railway Conductors, and Paul F. Potter, of the Brotherhood of Locomotive Engineers.

From the record, as a whole, it is impossible to escape the conclusion that the operation of passenger service between Denver and La Junta by applicant herein constitutes a serious financial burden upon The Atchison, Topeka, and Santa Fe Railway Company. We must, therefore, weigh the operating economies of curtailing passenger service against the public convenience and necessity of the communities affected by the curtailment.

The record before us indicates that the Chambers of Commerce of the three largest communities -- that is, Denver, Pueblo, and Colorado Springs -- who are served by applicant, favor this curtailment, and ask for improved equipment and better connections to the east and west. In other words, the Chambers of Commerce of the three cities realize that the operation of two passenger trains a day each way between Denver and

Ia Junta is not economically feasible.

The most regrettable part of the situation before us is the fact that employment will be decreased. But this is not of sufficient magnitude to justify requiring applicant to continue operation of said trains.

We do not believe it advisable, at this time, to make any definite Findings as to the improved equipment and more direct connections offered by applicant, beyond the fact that it should be sufficient to meet the needs of the traveling public, and should be in accordance with the promises and agreements existing between applicant and the various interested Chambers of Commerce.

F I N D I N G S

After careful consideration of the record, the Commission is of the opinion, and finds, that public convenience and necessity require the granting of the instant application, for the reasons set forth in our preceding Statement, which is incorporated herein, by reference.

O R D E R

THE COMMISSION ORDERS:

That The Atchison, Topeka, and Santa Fe Railway Company should be, and it hereby is, authorized to discontinue operation of its Passenger Trains Nos. 223-102 and 101-224, between Denver, Colorado, and Ia Junta, Colorado.

This Order shall become effective July 1, 1956.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph C. Gordon

Paul W. Hawley

John P. Thompson
Commissioners.

Dated at Denver, Colorado,
this 11th day of June, 1956.