

- . Intercity service over 36 percent of the 1958 routes has been completely eliminated.
- . Non-commutation passengers have decreased 40 percent, and first-class passengers have dropped nearly 70 percent.
- . Rail investment in new equipment for intercity service has nearly ground to a halt, and the quality of service has deteriorated in a number of instances.

In 1967, the increasing demise of intercity service sharply accelerated.

- . Intercity passenger miles and revenues all decreased 15 percent in that year alone.
- . The total costs of providing even this reduced level of passenger service increased more than 20 percent.

In the past 12 months, the number of trains proposed for discontinuance has more than doubled. Nearly 15 percent of all the remaining intercity trains were permitted to cease operations under section 13a procedures. While it is important to note that the volume of filings under section 13a has been sharply increasing, the most critical problem is presented by the recent receipt of several proposals to discontinue the last remaining rail passenger service between major areas in the country, particularly in the West.