

The majority of train losses resulted in reducing the quantity of service in most areas across the nation. In the 10-year period 55.3 percent of the intercity trains have been dropped in the East. The West lost 65.1 percent of its intercity trains, and the number of trains in the South declined 57.1 percent.

The decrease of passenger service also is reflected in the change in passenger-train miles between 1958 and 1967. Those railroads providing intercity passenger service as defined in the study of train schedules had a decline of 39 percent in passenger-train miles from 243.7 million to 148.6 million.¹¹

In the East, the decline was 37.0 percent, in the South 31.9 percent, and in the West 43.1 percent. The data include passenger-train miles resulting from operation of commuter trains. Since, as discussed later, the decline in revenue passenger-miles for passengers in coaches and parlor and sleeping cars greatly exceeded the decline in commuter passenger-miles and many non-commutation passengers rode commuter trains, the decline in passenger-train miles of intercity trains, particularly in the East, was even higher than indicated.¹²

11 Appendix C details the changes in passenger-train miles for railroads providing intercity service in 1958.

12 For example, the data showed declines for the New Haven and the Long Island which operate substantial commuter service, respectively, of only 20.4 percent and 2.1 percent. For the N&W, which has relatively little commuter service, the decline in passenger-train miles was over 50 percent.