

The West has suffered the largest relative loss of trains. Both frequency of trains and points served by at least one train have declined. The loss of service occurred both as a result of elimination of routes in less populated areas and the six carriers which completely abandoned passenger service. Some major long-distance routes have been reduced to one or two trains per day. The possibilities of additional proposals in the future are imminent, particularly in view of the nearly \$40 million loss in mail and \$3 million express revenues assignable to passenger service for 1967. These losses represented over 10 percent of the total revenues earned by all passenger trains in the West during 1966.¹⁵ Approximately one-half of the loss in mail revenues was the result of switching the movement of mail from passenger to freight trains.

B. Passenger Levels

Rail passenger statistics reported to the Commission are available only for the entire operations of a carrier and do not separate data for particular routes or trains. Primary passenger data are developed for the number of revenue passengers, revenue passenger miles, and passenger

¹⁵ See Appendix E.