

some commutation and suburban service is provided by trains which operate more than 75 miles, the number of "intercity" passengers using trains that operate less than 75 miles appears far more substantial.

The distortion of intercity data occurs primarily as a result of operations in the eastern metropolitan areas (New York, Philadelphia, and Boston).

The Boston & Maine and Central Railroad of New Jersey each reported 1.8 million non-commutation passengers in 1967, but neither operate any trains in excess of 75 miles. The Reading and Erie-Lackawanna each operate only 4 regular intercity trains in addition to substantial commuter operations, and their non-commutation passengers totaled 7 million and 2.8 million, respectively, in 1967--traffic that could not conceivably be handled by the intercity trains.¹⁷

The most extreme example is the Long Island, with 6 non-commuter trains and 18.6 million non-commutation passengers.

Two other eastern roads, the New Haven and Penn-Central, appear to be carrying large numbers of non-commutation passengers on their commuter trains. If all of the 10.7 million such passengers rode the New Haven's 50 intercity trains in 1967, their average daily load would be about 585 passengers

¹⁷ In a recent discontinuance case involving Erie-Lackawanna intercity trains, it was noted in 333 I. C. C. 208, 210, that annual patronage was approximately 9,000.