

realistic, except for the Southern Pacific where it appears that a significant number of passengers on commuter trains are not using commutation tickets.

When the rail passenger statistics for non-commutation service are viewed in conjunction with the interpolations indicated above, they do provide a measure of trends for the approximately 50 million passengers who annually use trains operating over 75 miles.

The decline in railroad passenger patronage is well known. Total revenue passengers for all Class I railroads in the United States fell from 411.2 million in 1957 to 297.0 million in 1967--a decline of 114.2 million, or 27.8 percent. The decline in non-commutation passengers has been even more severe, dropping 39.5 percent compared with a decline of 20.2 percent for commuter service. As a result the proportion of other than commutation and multiple-ride ticket passengers (mostly coach, parlor, and sleeping cars) to total passengers decreased from about 40 percent in 1957 to 33 percent in 1967. About 70 percent of the decrease in non-commutation passengers occurred in the East which showed a drop of 44.5 million from 122.5 million to 78.0 million, or 36.3 percent. South had a similar relative decrease of 34.5 percent. For the West, the decline was substantially greater percentagewise at 54.9. Commuter service declined in both the East and the South--26.6 percent and 22.4 percent, respectively. The West's number