

of commuters increased over the period from 49.4 million to 51.3 million, or about 4 percent.

Total passenger miles for the United States show an even greater decline than passengers--from 25.9 billion in 1957 to 15.2 billion in 1967, or 41.3 percent. For passengers in coaches, the comparable decline was 41.0 percent, and for passengers in parlor and sleeping cars, 69.3 percent. The decline in non-commutation patronage has been accompanied by a shortening in the average length of trip--from 129.5 miles in 1957 to 111.3 in 1967, or 14.0 percent. The average length of trip for commutation service has remained relatively stable, rising from 19.7 to 21.5 miles.

As shown in the following table, the characteristics of passenger service, which are derived from Appendix F, vary among the districts.

	Total U. S.		East		South		West	
	1957	1967	1957	1967	1957	1967	1957	1967
Total passengers (millions)	411.2	297.0	297.5	206.4	36.0	26.6	77.7	64.1
Non-commutation passengers (mil)	162.0	98.1	122.5	78.0	11.2	7.3	28.4	12.8
Total passenger miles (billions)	25.9	15.2	12.9	6.9	3.3	2.2	9.7	6.1
Non-commutation passenger miles (billions)	21.0	10.9	9.2	4.0	3.0	1.9	8.8	5.1
Average length of trip								
Total (miles)	63.0	51.2	43.3	33.5	92.0	82.7	124.7	95.2
Average length of trip								
Non-commutation (miles)	129.5	111.3	75.5	50.8	267.8	260.1	308.7	396.2