28 percent, rising from the 308.7 miles to 396.2 miles. The drop in non-commutation passenger miles of about 42 percent reflects both the 54.9 percent drop in passengers and the increased average length of trip.

The following table compares the relative declines in intercity passengers, 1957 to 1967, by type of service:

	U.S. Percent	East Percent	South Percent	West Percent
Passengers in coaches	41.0	49.2	28.8	36.1
Passengers in parlor and sleeping cars	69.3	82.6	55.1	61.3

These data indicate that the fall-off in passengers in parlor and sleeping cars has been relatively greater than for passengers in coaches in all districts, but was particularly severe for eastern carriers which lost over 80 percent of their first-class passengers during the period

C. Passenger Revenues

The decline in passenger patronage has greatly reduced passenger revenues. Total passenger revenues declined 34.0 percent from $735.1 million in 1957 to $485.2 million in 1967. Passenger revenues for other than commutation and multiple-ride fares fell even more sharply--by 44.9 percent; commutation revenues actually increased by about $28 million. Average revenue per