

passenger for other than commuter service decreased from \$3.82 to \$3.48: per non-commutation passenger mile, the average increased from 2.95 cents to 3.13 cents.

Revenues from other than commuter service did not represent a very large percentage of total rail operating revenues from all services in 1957 but even this small percentage has decreased from 5.9 to 3.3 in 1967.

The decline in non-commutation revenues in the East was relatively greater than for the South and West as a result of the large declines in passengers and the shortening of average trip length. Revenue per non-commutation passenger declined in the East and South, but increased in the West due to the higher average trip length.

D. Mail Revenues

Last year, the continued existence of many remaining intercity trains was further jeopardized by a reorganization of the Post Office Department's mail distribution system which diverted additional mail revenues from passenger trains to other modes. At the same time, the Post Office Department's insistence on lower rail rates for bulk and storage mail has also resulted in the substantial transference of other mail to non-passenger trains. The recent diversion of mail from passenger