

trains has caused a number of trains to be proposed for discontinuance.

For 1967 mail revenue earned by passenger trains of Class I linehaul railroads dropped from \$301.8 in 1966 to \$238.2 million - more than the total decline from 1962 through 1966 when some mail diversion was initiated.²⁰ Approximately \$23.2 million of that \$63.6 million loss represents revenue retained by the railroads but now carried by freight trains. Mail revenue in the fourth quarter decreased about 27 percent from the comparable period in 1966.

Both the absolute loss of mail revenues and the transfer of mail from passenger to freight trains will become far more significant during the present year as the policies begun in late 1967 operate throughout 1968. Mail revenues have represented approximately one-third of the total revenues earned by passenger operations in the past decade and many passenger trains are dependent on mail for the majority of their revenue. Those trains which now no longer receive these mail revenues quickly were transformed from marginal operations to heavy deficit operations. Express revenues which contributed about 6 percent of total passenger-train

20 A tabulation of the mail, express and total revenues earned by passenger trains of Class I linehaul railroads for 1957-1967 is attached as Appendix E.