

revenues in 1966 also showed a significant decline in 1967.

The routing and distribution of mail among the carriers lie wholly within the province of the Postmaster General. In some instances, however, the transfer of mail from passenger trains was initiated by request of the carrier. Growing discontinuances have forced the elimination of mail service on connecting lines. Technology has improved and severely minimized the sorting-en-route advantage of RPO cars. In many instances, the mail can be handled faster and cheaper by non-rail movement.

Since the rail passenger train has been dependent to such a large degree upon the mail revenues, the Federal policy behind the reorganization of mail distribution is not compatible with the preservation of rail passenger service. While the Post Office Department may be able to attain its goals by demanding lower rail rates on bulk and storage mail and eliminating the RPO cars, this greatly enlarges the carriers' costs of providing rail passenger service that is already unprofitable. We do not challenge the prudence of the Postmaster General's action. We do question the wisdom of further encumbering an already depressed rail industry upon which the nation's well being so heavily relies. We suggest