

in part to passenger operations such as track maintenance may not be actually saved. In fact, the burden on a particular train of a carrier in section-13a cases is based principally on the excess of those expenses which can actually be saved over revenues. The trend of recent cases corroborates that the "savable" or "avoidable" costs of rail passenger service are rising.²²

The railway passenger deficit related solely to passenger services, which takes into account only those expenses directly assignable to passenger service, has shown a mixed trend. For the United States, it dropped from a deficit of \$82 million in 1958 to profit figures in 1961 and 1962. Thereafter, it again moved to a deficit position in 1963 which increased to \$43.7 million in 1965 but decreased to \$30.9 million in 1966. Final statistics for 1967 should show a significant increase in this deficit.²³

22 A more complete description of what constitutes solely related expenses common expenses, and avoidable expenses is included in Appendix H.

23 The East showed a profit position in all years ranging from \$7.8 million in 1958 to a high of \$29.0 million in 1960, thereafter falling to \$16.8 million in 1966. Neither the South nor West has reported profit on this basis. The South's deficit was higher in 1966 than in 1958. The West's deficit has dropped from \$69.7 million in 1958 to \$23.9 in 1966. Its lowest deficit occurred in 1962--\$3.4 million.