

join forces to convert profitable trains into deficit operations. Mail revenues which once sustained the movement of little-used passenger cars are no longer available as a practical matter for that purpose.

On balance, significant segments of our intercity rail passenger system appear headed into a final downward spiral. Our conclusion does not imply that all such service will disappear during that period. In general, major passenger routes along Eastern Seaboard and the East-West service from the Mississippi to the Atlantic have not met with any drastic decrease in frequency of service or in geographical coverage between large urban areas. Costs are rising. Patronage, trains, and mail revenues are declining. Service and equipment are deteriorating. Government assistance in this sector has been absent or ineffectual. Widespread concern has gone little further than expressions of alarm.

The acceleration of the decline in intercity rail passenger service is only too evident when 1967 is compared with the prior year.

- . The number of non-commutation passengers has declined 6.8 percent.

- . Passenger miles and passenger revenues each dropped 15.4 percent reflecting the reduction of long and medium-distance rail travel.