

million non-commuter trips in the West and the 7.3 million trips in the South last year represent a significant, if not relatively substantial, public service. In 1967, there were approximately 78 million non-commuter trips provided by Eastern railroads. However, this total represents a large number of trips performed by suburban and commuter trains in addition to corridor service between Boston and Washington,

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Clearly, all levels of government will face extremely heavy burdens in order to enlarge the present highway and air systems to accommodate public and private transportation to the future expansion of intercity travel. Therefore, it is imperative that a comprehensive review be initiated of the future contribution which a modernized rail passenger system could make before some vital services are abandoned.

What needs does the present intercity rail passenger system fulfill? The discontinuance proceedings in the last 10 years provide some insight.

The vast majority of rail intercity passengers utilize this service only a few times each year. The businessman, who was a sustaining source of long distance rail revenues more than a decade ago, has switched to air travel because the savings in travel time cannot be ignored.