



from
**NATIONAL ASSOCIATION OF
RAILROAD PASSENGERS**

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Amtrak Scores Big Ridership Increases

THE SLOW TRAIN TO ST. LOUIS

Editorial

Passengers riding Amtrak's Chicago-St. Louis trains are often heard to grumble because of the maddeningly-slow pace of the trains between Alton, Ill. and St. Louis.

The travelers have every reason to be upset. Amtrak's trains take between 54 and 59 minutes to cover 27 miles between Alton and St. Louis. Unfortunately, the corporation dedicated to "making the trains worth traveling again" has done nothing to speed up this terribly slow entry.

The slow, winding track south of Alton has hampered passenger operations for decades but nobody expected Amtrak to continue the tradition.

Congress certainly didn't. The legislation which created Amtrak states that the corporation shall provide service "employing innovative operating and marketing concepts so as to fully develop the potential of modern rail service."

In other words, Amtrak should be negotiating with railroads for operating authority over a more direct entry into St. Louis, even if freight-only tracks are used.

Amtrak should even be considering the construction of an entirely new route into St. Louis if such an effort is needed to meet its needs five or 10 years from now.

Also needed is a more economical and attractive terminal in St. Louis. Loss on the present weatherbeaten facility approximates \$1.2 million yearly.

The St. Louis area deserves more from Amtrak, and local residents should begin beating the drums. Local rail labor unions, with much riding on Amtrak's success or failure, could help spark regional interest. St. Louis Mayor Alfonso J. Cervantes could exert pressure through the Missouri Congressional Delegation to force Amtrak to examine this question.

The hero in this dreary situation is the beleaguered railroad passenger. Comparisons for the months of May and June 1972 show a 42.1% jump in ridership on the Chicago-St. Louis route over the same period last year.

Ridership growth undoubtedly would be even more impressive if passengers weren't subjected to the nerve-wracking, hour-long crawl to Alton at 30 miles per hour.

Perhaps the merger of the GM&O and the IC into the Illinois Central Gulf will provide an opportunity for Amtrak to improve the situation.

Amtrak made public on Sept. 20 its first direct month-to-month comparisons of ridership since taking over the nation's intercity rail passenger service. The result: substantial ridership increases throughout the nation.

Reporting on ridership totals for May and June of 1972 versus the same two months a year ago, Amtrak said ridership climbed from 2.4 million to 2.7 million, a 13.7% gain.

Ridership in May 1972 increased 28.1% over the May 1971 figure — the first month of Amtrak's operation. June's ridership was 7.4% over the same month a year earlier despite adverse effects on traffic the last week in the eastern U.S. by Hurricane Agnes.

Coach passengers totaled 2,608,483 and another 155,378 rode in sleeping or parlor cars during the two months.

Of the 14 railroads over which Amtrak operates service, four handle 87.8% of the traffic: Penn Central, Santa Fe, Seaboard Coast Line, and Burlington Northern.

Amtrak traffic over the Penn Central, which operates virtually all the passenger service in the Northeast, was up to

2,041,266 passengers, a 12.3% gain over the 1971 months.

Leading the way in ridership gains were trains between Boston, New York and Washington. Traffic on *Metroliners* was up 60.5% in May from a year ago and up 36.8% in June.

Big gains were also registered New York-Boston, Chicago-St. Louis, Kansas City-St. Louis and Chicago-Milwaukee.



Amtrak To Request Authorized Funds Even If White House Doesn't Approve

"Amtrak is seeking an additional \$57 million from Congress, and just might highball around the Nixon administration budget office to get it," according to Albert R. Karr, writing in the Sept. 27 edition of the *Wall Street Journal*.

Amtrak reportedly wants the added appropriation largely for capital spending, including the purchase in the U.S. or abroad of high-speed turbine-powered trains, and selective track and roadbed improvements.

The \$57 million was originally part of \$227 million Congress recently authorized Amtrak to spend in the current fiscal year that began July 1. But in the separate appropriations bill required to get the money out of the Treasury, the amount was narrowed to \$170 million.

(continued on page 5)

HOW DID YOUR SENATORS AND CONGRESSMAN VOTE?

NARP has available to its members reprints of Congressional Record reports on floor debates and roll call votes on the Amtrak legislation. Write for your free copy.

FOR BETTER RAILROADS — USE CONCRETE!

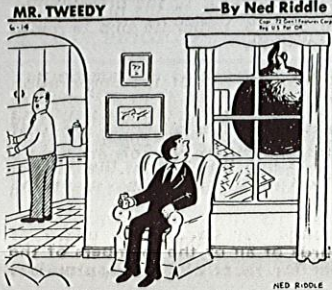
Despite the formation of Amtrak, America will not soon have a nationwide fleet of fast passenger (or freight) trains because railroad managers have permitted tracks and roadbeds to deteriorate.

Furthermore, it's becoming clear that highway suppliers, such as concrete manufacturers, may suffer a decline in fortunes as the public continues to oppose further road construction.

Perhaps the two problems can be solved through a joint effort by highway suppliers and railroad maintenance-of-way leaders to rebuild today's bumpy, decrepit rail lines into tomorrow's "super-railroads."

Converting unkempt track into high-speed track should not be attempted using the costly, obsolete method of placing wooden crossties atop crushed ballast.

Instead, liberal use of concrete should be the rule. Experience in Europe has shown that track bases constructed entirely from concrete have the advantage of great strength and permanence as compared to conventional roadbeds.



MR. TWEEDY —By Ned Riddle
"The Highway Dept. wanted to move this house to make way for a throughway but I told them a thing or two!"

The goal of the program should be to rehabilitate the principal rail routes to high standards of maintenance for fast, dependable freight and passenger service.

Not only should existing tracks be rebuilt, but in certain areas lines should be re-engineered to eliminate excessive curves and grades.

The Penn Central track between Pittsburgh and Harrisburg, for example, needs straightened out. Speed is restricted to 35 m.p.h. on most of the line's 136 grades.

Other important rail lines, such as Boston-New York, San Francisco-Los Angeles, and Chicago-Cincinnati routes, are also hampered by curve and grade restrictions.

A railroad reconstruction plan offers five primary benefits:

1. A modern rail system would evolve, which is essential to the economic health of an industrial nation.
2. Upgraded railroads would provide an alternative to expansion of highways and airports, thereby protecting urban and rural environments.
3. The financial health of the highway supplier industry would be preserved.
4. Railroad maintenance-of-way employees would enjoy enhanced job security.
5. The use of concrete has a political as well as technological advantage. If a significant segment of the highway lobby can be shown earnings potential from railroad projects, support on Capitol Hill will be broader for a revitalized railway network.

Constructing concrete roadbeds for railroads is turning into a sophisticated science.

In Great Britain, for example, a "paving train" has been developed to lay concrete trackbed. The novel train, whose operation is controlled by two men, was designed by Robert McGregor & Sons Ltd. in conjunction with British Rail.

The new Bay Area Rapid Transit (BART) system in San Francisco has extensive stretches of all-concrete roadbed.

Concrete crossties are not new. The first recorded use in the U.S. was in 1893 when 200 concrete crossties were installed by the Reading Co. near Germantown, Pa.

During later years, some 150 types of concrete crossties were designed and patented.

With the price of wood climbing, the railroad industry is reportedly taking a closer look at the use of concrete.

**SEC HITS PENN CENTRAL;
COMMENTS ON PASSENGER SERVICE**

The Securities and Exchange Commission has issued a 666-page report — the product of nearly two years of investigation — part of which accuses the old management of the Penn Central Co. of misleading the public by repeatedly blaming the railroad's poor performance on passenger deficits.

The SEC report said, "This accomplished two management goals. First, it made the railroad's problems appear to be the fault of the government and not the fault of management. Although the government-mandated passenger service did cause losses, management was able to deflect criticism away from its own ineptness, which was the cause of most of Penn Central's losses."

The second effect was to make investors believe that the railroad would operate profitably if only it was relieved of the burden of hauling passengers.

The SEC also reported that the Penn Central used accounting procedures which "did not reflect the truly disastrous performance of the company. . ."

AMTRAK'S GOOD EQUIPMENT LIES IDLE

To handle the extra passengers trying to ride Amtrak this summer, Amtrak leased 250 cars from various railroads. Some of them were in poor condition. Amtrak might be better off trying to improve utilization of its own equipment. Cars from the Coast Starlight for example, usually sit in yards in Los Angeles for two-and-a-half days while the daily Oakland train is kept down to only four coaches because of "equipment shortages."

Amtrak Gains Fans

There has been "a spectacular rise in public acceptance" of Amtrak's train between California and the Pacific Northwest, according to a study of University of Idaho Professor Richard L. Day.

A survey conducted by Day found that train riders make longer journeys than had previously been believed, and that 90% of the passengers think more government financial support for the service is justified.

"I am convinced of Amtrak's potential for success if the railroads would allow it," Dr. Day said.

The study was based on some 1,200 questionnaires distributed primarily among passengers on the *Coast Starlight*, and two Seattle-Chicago trains.

Day found that the *Starlight* was the most improved train of those studied, and often was filled to capacity. He also found persons made a journey averaging 1,250 miles on the three trains. Many experts believe trains are necessary only for 500 mile journeys.

In questioning passengers, Day found the improvements needed most would cost railroads the least.

"The thing that stood out was not new cars and was not entertainment," he said. "It was simply a more positive attitude on the part of management, which would cost the companies nothing."

Day said there has been a dramatic increase in the number of first-time railroad passengers. He said one out of every seven passengers was riding for the first time last summer, but this year one out of every three is taking his first rail trip.

"This indicates the potential for very rapid growth in use of trains," he said.

Day was assisted in his studies by Dan Butler, Benecia, Calif., a graduate student in history at the University, and Michael J. Gullickson, Moscow, Idaho, a graduate student in geography.

BY-LAWS

OF

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

Article I

Purposes, Powers and Rules

Section 1. Purposes. The purposes of the corporation, as stated in its Certificate of Incorporation, are the following:

All for the promotion of the common good and general social welfare and the bringing about of civic betterments and social improvements, to act as a focal point for, and either by itself or in conjunction with other associations, groups or individuals to undertake, programs and actions designed to encourage and promote the maintenance and improvement of passenger services, operations and facilities of American railroads, including, without limitation, the promotion of federal and state assistance to railroads for passenger service operations and the encouragement of American railroads to maintain and enhance present passenger services, operations and facilities.

Section 2. Powers. The corporation also has such powers as are now or may hereafter be granted by the General Not for Profit Corporation Act of the State of Illinois.

Section 3. Rules. The following rules shall conclusively bind the corporation and all persons acting for or on behalf of it:

(a) No part of the net earnings of the corporation shall inure to the benefit of any private individual.

(b) The following transactions shall be specifically prohibited to the corporation:

- (1) The loan of any part of the corporation's income or corpus, without the receipt of adequate security and a reasonable rate of interest, to —
- (2) The payment by the corporation of any compensation, in excess of a reasonable allowance for salary and other compensation for personal services actually rendered, to —
- (3) The making of any part of the corporation's services available on a personal basis, to —
- (4) The making by the corporation of any substantial purchase of securities or any other property, for more than adequate consideration in money or moneys worth, from —
- (5) The sale of any substantial part of the corporation's securities or other property, for less than an adequate consideration in money or moneys worth, to —

or

(6) Engaging in any other transaction which results in a substantial diversion of the corporation's income or corpus, to —

any of the incorporators of the corporation, any person who shall have made a substantial contribution to the corporation, a member of the family of any such incorporator or person having made a substantial contribution, or a corporation controlled by any such incorporator, person having made a substantial contribution or member of the family of any such incorporator or person,

(c) In the event of dissolution of the corporation, the assets of the corporation shall be dedicated or transferred only in accordance with the purposes of the corporation, as stated above.

(d) The corporation shall not, directly or indirectly, participate or intervene in political campaigns on behalf of or in opposition to any candidate for public office.

Article II

Offices

Section 1. Registered Office. The corporation shall have and continuously maintain in the State of Illinois a registered office and a registered agent whose office is identical with such registered office.

Section 2. Other Offices. The corporation may have other offices within or without the State of Illinois as the board of directors may from time to time determine.

Article III

Members

Section 1. Classes of Members. The corporation shall have two classes of members, designated Voting Members and Honorary Members.

Section 2. Voting Members. The class of members of the corporation designated voting members shall be divided into two categories — Individual Members and Organizational Members, all of which shall be entitled to vote.

The category designated Individual Members shall be divided into the following five subclasses, in accordance with how much such member contributes to the corporation during the then fiscal year as membership fees:

Regular	\$ 5 through \$ 9.99
Contributing	\$ 10 through \$ 24.99
Participating	\$ 25 through \$ 49.99
Sponsor	\$ 50 through \$ 99.99
Sustaining	\$100 through \$499.99

An individual who contributes \$500 or more during any one fiscal year shall be considered a Life member, whose membership status is permanent without regard to the amount of any future contributions made during any future year; notwithstanding, such a Life member shall be entitled to vote in accordance with Article III, Section 4 of these By-laws, as amended.

The category designated Organizational Members shall be confined to organizations, whether or not incorporated, which shall have contributed at least \$100.00 to NARP during the then fiscal year. Organizations eligible for this category shall be designated from time to time by the Board of Directors.

Section 3. Honorary Members. The board of directors may from time to time, in recognition of a significant contribution to the preservation and/or betterment of railroad passenger service, designate one or more persons as Honorary Members of the corporation.

Section 4. Voting Rights. Each Voting Member of the corporation shall be entitled to vote, either in person or by proxy as to each matter submitted to a vote of the members of the corporation. Each Voting Member shall be entitled to cast as many votes as shall equal the total monetary contributions in dollars theretofore made to the corporation by such Voting Member during the year preceding the date of the Annual Meeting at which such vote is taken or the Annual Meeting next preceding such vote.

Section 5. Termination of Membership for Cause. The board of directors by affirmative vote of two-thirds of all of the members of the board may suspend or expel a member for cause after an appropriate hearing.

Section 6. Resignation. Any member may resign by filing a written resignation with the Secretary of the Corporation.

Section 7. Non-Transferability of Membership. Membership in the corporation is not transferable or assignable.

Article IV

Meetings of Members

Section 1. Annual Meeting. An annual meeting of the members shall be held each year on the Tuesday following the fourth Monday of April at 9:00 AM for the purpose of electing directors and for the transaction of such other business as may come before the meeting.

Section 2. Special Meetings. Special meetings of the members may be called by the President or by the Chairman of the Board when requested to do so by the Board or by one-quarter the members entitled to vote.

Section 3. Place of Meeting. The board of directors may designate any place, either within or without the State of Illinois, as the place of meeting for any annual meeting or for any special meeting called by the board of directors. If no designation is made or if a special meeting be otherwise called, the place of meeting shall be the registered office of the corporation in the State of Illinois.

Section 4. Notice of Meetings. Written or printed notice stating the place, day and hour of any meeting of members shall be delivered, either personally or by mail, to each member entitled to vote at such meeting, not less than five nor more than forty days before the date of such meeting, by or at the direction of the President, the Secretary or the officers or persons calling the meeting. In case of a special meeting or when required by statute or by these by-laws, the purpose for which the meeting is called shall be stated in the notice. If mailed, the notice of a meeting shall be deemed delivered when deposited in the United States mail addressed to the member at his address as it appears on the records of the corporation, with postage thereon prepaid.

Section 5. Quorum. The members holding one-fifth of the votes which may be cast at any meeting shall constitute a quorum at such meeting. If a quorum is not present at any meeting of members, a majority of the members present may adjourn the meeting from time to time without further notice.

Section 6. Proxies. At any meeting of members, a member entitled to vote may vote either in person or by proxy executed in writing by the member or by his duly authorized attorney-in-fact. No proxy shall be valid after eleven months from the date of its execution unless otherwise provided in the proxy.

Article V

Board of Directors

Section 1. General Powers. The affairs of the corporation shall be managed by its board of directors.

Section 2. Number, Tenure and Qualifications. The number of directors shall be 7. Each director shall hold office until the next annual election of directors and until his successor shall have been elected and qualified. Directors need not be residents of Illinois but shall be Voting Members of the Corporation.

Section 3. Regular Meetings. A regular annual meeting of the board of directors shall be held without other notice than this by-law, immediately after the annual meeting of members. The board of directors may provide by resolution the time and place, either within or without the State of Illinois, for the holding of additional regular meetings of the board without other notice than such resolution.

Section 4. Special Meetings. Special meetings of the board of directors may be called by or at the request of the President or any two directors. The person or persons authorized to call special meetings of the board may fix any place, either within or without the State of Illinois, as the place for holding any special meeting of the board called by them.

Section 5. Notice. Notice of any special meeting of the board of directors shall be given at least five days previously thereto by written notice delivered personally or sent by mail or telegram to each director at his address as shown by the records of the corporation. If mailed, such notice shall be deemed to be delivered when deposited in the United States mail in a sealed envelope so addressed, with postage thereon prepaid. If notice be given by telegram, such notice shall be deemed to be delivered when the telegram is delivered to the telegraph company. Any director may waive notice of any meeting. The attendance of a director at any meeting shall constitute a waiver of notice of such meeting, except where a director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened. Neither the business to be transacted at, nor the purpose of, any regular or special meeting of the board need be specified in the notice or waiver of notice of such meeting, unless specifically required by law or by these by-laws.

Section 6. Quorum. A majority of the board of directors shall constitute a quorum for the transaction of business at any meeting of the board, provided, that if less than a majority of the directors is present at said meeting, a majority of the directors present may adjourn the meeting from time to time without further notice.

Section 7. Manner of Acting. The act of a majority of the directors present at a meeting at which a quorum is present shall be the act of the board of directors, except where otherwise provided by law or by these by-laws.

Section 8. Vacancies. Any vacancy occurring in the board of directors or any directorship to be filled by reason of an increase in the number of directors, shall be filled by the board of directors. A director elected to fill a vacancy shall be elected for the unexpired term of his predecessor in office.

Section 9. Advisory Board of Directors. The board of directors of the corporation may from time to time designate one or more persons, who may but need not be members of the corporation, as members of the advisory board of directors of the corporation. Members of the advisory board of directors of the corporation shall serve at the pleasure of the board of directors of the corporation. It shall be the function of the advisory board of directors of the corporation to meet at the pleasure of the board for the purpose of studying the programs and policies of the corporation and advising the board of directors with respect thereto.

Article VI

Officers

Section 1. Officers. The officers of the corporation shall be a President, an Executive Director, one or more Vice Presidents (the number thereof to be determined by the board of directors), a Treasurer, a Secretary and such other officers as may be elected in accordance with the provisions of this Article. The board of directors may elect or appoint such other officers, including one or more Assistant Secretaries and one or more Assistant Treasurers, as it shall deem desirable, such officers to have the authority and perform the duties prescribed, from time to time, by the board of directors. Any two or more offices may be held by the same person, except the offices of President and Secretary.

Section 2. Election and Term of Office. The officers and the corporation shall be elected annually by the board of directors at the regular annual meeting of the board of directors. If the election of officers shall not be held at such meeting, such election shall be held as soon thereafter as conveniently may be. Vacancies may be filled or new offices created and filled at any meeting of the board of directors. Each officer shall hold office until his successor shall have been duly elected and shall have qualified.

Section 3. Removal. Any officer or agent elected or appointed by the board of directors may be removed by the board of directors whenever in its judgment the best interests of the corporation would be served thereby, but such removal shall be without prejudice to the contract rights, if any, of the person so removed.

Section 4. Vacancies. A vacancy in any office because of death, resignation, removal, disqualification or otherwise, may be filled by the board of directors for the unexpired portion of the term.

Section 5. President. The President shall be the principal executive officer of the corporation and shall in general supervise and control all of the business and affairs of the corporation. He shall preside at all meetings of the members and of the board of directors. He may sign, with the Secretary or any other proper officer of the corporation authorized by the board of directors, any deeds, mortgages, bonds, contracts or other instruments which the board of directors have authorized to be executed, except in cases where the signing and execution thereof shall be expressly delegated by the board of directors or by these by-laws or by statute to some other officer or agent of the corporation; and in general shall perform all duties incident to the office of President and such other duties as may be prescribed by the board of directors from time to time.

Section 6. Executive Director. The Executive Director shall be the principal administrative officer of the corporation and shall in general, subject to the supervision and control of the President, administer all of the business and affairs of the corporation. The Executive Director shall perform all duties incident to the office of Executive Director and such other duties as may be prescribed by the President or board of directors from time to time.

Section 7. Vice President. In the absence of the President or in the event of his inability or refusal to act, the Vice President (or in the event there be more than one Vice President, the Vice Presidents, in the order designated, or in the absence of any designation, then in the order of their election) shall perform the duties of the President, and when so acting, shall have all the powers of and be subject to all the restrictions upon the President. Any Vice President shall perform such other duties as from time to time may be assigned to him by the President or by the board of directors.

Section 8. Treasurer. If required by the board of directors, the Treasurer shall give a bond for the faithful discharge of his duties in such sum and with such surety or sureties as the board of directors shall determine. He shall have charge and custody of and be responsible for all funds and securities of the corporation, receive and give receipts for moneys due and payable to the corporation from any source whatsoever, and deposit all such moneys in the name of the corporation in such banks, trust companies or other depositories as shall be selected in accordance with the provisions of Article VIII of these by-laws and, in general, perform all the duties incident to the office of Treasurer and such other duties as from time to time may be assigned to him by the President or by the board of directors.

Section 9. Secretary. The Secretary shall keep the minutes of the meetings of the members and of the board of directors in one or more books provided for that purpose, see that all notices are duly given in accordance with the provisions of these by-laws or as required by law, be custodian of the corporate records and of the seal of the corporation and see that the seal of the corporation is affixed to all documents, the execution of which on behalf of the corporation under its seal is duly authorized in accordance with the provisions of these by-laws, keep a register of the post-office address of each member which shall be furnished to the Secretary by such member and, in general, perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him by the President or by the board of directors.

Section 10. Assistant Treasurers and Assistant Secretaries. If required by the board of directors, the Assistant Treasurers shall give bonds for the faithful discharge of their duties in such sums and with such sureties as the board of directors shall determine. The Assistant Treasurers and Assistant Secretaries, in general, shall perform such duties as shall be assigned to them by the Treasurer or the Secretary or by the President or the board of directors.

Article VII

Committees

Section 1. Committees of Directors. The board of directors, by resolution adopted by a majority of the directors in office, may designate one or more committees, each of which shall consist of two or more directors, which committees, to the extent provided in said resolution, shall have and exercise the authority of the board of directors in the management of the corporation, but the designation of such committees and the delegation thereto of authority shall not operate to relieve the board of directors, or any individual director, of any responsibility imposed upon it or him by law.

Section 2. Other Committees. Other committees not having and exercising the authority of the board of directors in the management of the corporation may be designated by a resolution adopted by a majority of the directors present at a meeting at which a quorum is present. Except as otherwise provided in such resolution, members of each such committee shall be members of the corporation, and the President of the corporation shall appoint the members thereof. Any member thereof may be removed by the person or persons authorized to appoint such member whenever in their judgment the best interests of the corporation shall be served by such removal.

Section 3. Term of Office. Each member of a committee shall continue as such until the next annual meeting of the members of the corporation and until his successor is appointed, unless the committee shall be sooner terminated, or unless such member be removed from such committee, or unless such member shall cease to qualify as a member thereof.

Section 4. Chairman. One member of each committee shall be appointed Chairman thereof.

Section 5. Vacancies. Vacancies in the membership of any committee may be filled by appointments made in the same manner as provided in the case of the original appointments.

Section 6. Quorum. Unless otherwise provided in the resolution of the board of directors designating a committee, a majority of the whole committee shall constitute a quorum and the act of a majority of the members present at a meeting at which a quorum is present shall be the act of the committee.

Section 7. Rules. Each committee may adopt rules for its own government not inconsistent with these by-laws or with appointive or designative resolutions adopted by the board of directors.

Article VIII

Contracts, Checks, Deposits and Funds

Section 1. Contracts. The board of directors may authorize any officer or officers, agent or agents of the corporation, in addition to the officers so authorized by these by-laws, to enter into any contract or execute and deliver any instrument in the name of and on behalf of the corporation and such authority may be general or confined to specific instances.

Section 2. Checks, Drafts, Etc. All checks, drafts or other orders for the payment of money, notes or other evidences of indebtedness issued in the name of the corporation, shall be signed by such officer or officers, agent or agents of the corporation and in such manner as shall from time to time be determined by resolution of the board of directors. In the absence of such determination by the board of directors, such instruments shall be signed by the Treasurer or an Assistant Treasurer and countersigned by the President or a Vice President of the corporation.

Section 3. Deposits. All funds of the corporation shall be deposited from time to time to the credit of the corporation in such banks, trust companies or other depositories as the board of directors may select.

Section 4. Gifts. The board of directors may accept on behalf of the corporation any contribution, gift, bequest or devise for the general purposes or for any special purpose of the corporation.

Article IX

Certificates of Membership

Section 1. Certificates of Membership. The board of directors may but need not provide for the issuance of certificates evidencing membership in the corporation which shall be in such form as may be determined by the board. Such certificates shall be signed by the President or a Vice President and by the Secretary or an Assistant Secretary and shall be sealed with the seal of the corporation. All certificates evidencing membership of any class shall be consecutively numbered. The name and address of each member and the date of issuance of the certificates shall be entered on the records of the corporation. If any certificate shall become lost, mutilated or destroyed a new certificate may be issued therefor upon such terms and conditions as the board of directors may determine.

Section 2. Issuance of Certificates. When a member has been designated to membership and has made the contribution to the corporation that then is required, a certificate of membership shall be issued in his name and delivered to him by the Secretary, if the board of directors shall have provided for the issuance of certificates of membership under the provisions of Section 1 of this Article.

Amtrak Requests, (from page 1)

Amtrak President Roger Lewis last spring said the \$170 million was all the service could use in the current fiscal year. "His reticence reflected a spending hold-down by the White House Office of Management and Budget," wrote Karr.

"Since then, however, Mr. Lewis has decided to push for the full amount. Amtrak is seeking a recommendation for the \$57 million through regular Transportation Department and Budget Office channels. Neither agency has committed itself yet."

An unidentified Amtrak official told the Journal reporter, "We're going to ask Congress for it with or without budget office approval."

Article X

Books and Records

The Corporation shall keep correct and complete books and records of account and shall also keep minutes of the proceedings of its members, board of directors and committees having any of the authority of the board of directors, and shall keep at the registered or principal office a record giving the names and addresses of the members entitled to vote. All books and records of the corporation may be inspected by any member, or his agent or attorney for any proper purpose at any reasonable time.

Article XI

Fiscal Year

The fiscal year of the corporation shall be as determined from time to time by the board of directors.

Article XII

Seal

The board of directors shall provide a corporate seal which shall be in the form of a circle and shall have inscribed thereon the name of the corporation and the words "Corporate Seal, Illinois."

Article XIII

Waiver of Notice

Whenever any notice whatever is required to be given under the provisions of the General Not for Profit Corporation Act of Illinois or under the provisions of the articles of incorporation or the by-laws of the corporation, a waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice.

Article XIV

Amendments to By-Laws

These by-laws may be altered, amended or repealed and new by-laws may be adopted by a majority of the directors present at any regular meeting or at any special meeting, provided that at least five days' written notice is given of intention to alter, amend or repeal or to adopt new by-laws at such meeting.

CONGRESS WON'T GIVE UP YET

Partial text of a memo from the staff of the Senate Republican Policy Committee:

"Amtrak is a Republican program, offered by a Republican Administration as a constructive alternative to what appeared to be an open-ended government subsidy. Unfortunately, Amtrak's performance to date has made few Republicans happy. Senator Lowell P. Weicker has called for the resignation of Amtrak's chief executive. Senator Gordon Allott has suggested he may not support Amtrak in the future unless he can see a change in the corporation's direction.

A SAMPLE OF BRITISH RAIL ADVERTISING:

The Superhighways of the future are already built.



10,000 miles of rapid, uncongested, non-polluting, high capacity, load carrying steel arteries. Invest in them and we'll solve many of our transport problems economically. Ignore them and we'll



destroy our greatest heritage - the natural environment.



British Rail
A Great British Investment

Imagine what would happen if all the commuters took to the roads one day.

We have only to imagine this country without the railways to realise their importance. More than one and a quarter million workers move into Central London each morning and out again each evening. Only ten per cent of those travel by car. Increase that ten per cent by even a fraction and road transport would be paralysed. What's more, no expenditure on concrete, moving pavements or computer-controlled traffic systems would enable us to increase that ten per cent without destroying the character of London. It's obviously vital that we preserve and develop our urban railways. Because in the end it isn't simply a question of the way we travel. But of the way we live.

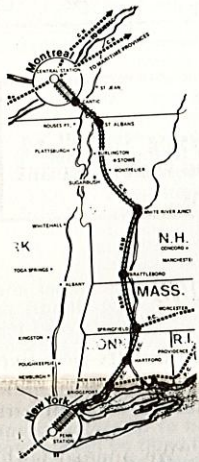



British Rail
A Great British Investment

VERMONT GETS INTERNATIONAL TRAIN

Amtrak started daily passenger service between Montreal and Washington, D.C. via Vermont, Massachusetts and New York City on Sept. 29.

Members of the Vermont Association of Railroad Passengers were overjoyed that their months of effort to procure train service paid off.



The new train, which will operate with sleepers, coaches, and a grill-lounge car, provides overnight service from key East Coast cities to the winter and summer resort areas of Vermont and New Hampshire, in addition to linking with the Canadian National System at Montreal's Central Station.

Northbound, the train operates on a 17 hour 30 min. schedule, 45 min. slower than the train operated over the same route in 1957. Southbound, the Amtrak train is 2 hours 9 min. slower than its schedule 15 years ago.

Amtrak President Roger Lewis said the decision to operate through New England versus a New York route "was extremely close." The Albany route is shorter by 59 miles and running time is about three hours faster.

These factors could not offset the disadvantage of operating to Grand Central Station making it necessary for all through traffic to change stations in New York.

Lewis said the Vermont route provides a higher potential for traffic growth because of the fast-expanding ski market in the Northeast. Furthermore, almost a million Canadians visited Florida in 1971, most from eastern Canada.

Amtrak also indicated the population via New England exceeds that via New York by 1.2 million.

Annual revenues from a New England route are forecast at \$2.4 million, about double for the Albany route. Amtrak's estimated losses on either route approximate \$400,000 the first year.

Congress in June authorized but did not appropriate funds for three international Amtrak routes.

AMTRAK TESTS NEW PACKAGE EXPRESS SERVICE

Not long ago the State Department wanted to ship an eight-foot high, three-foot wide, 100-lb tree from Washington, D.C. to the United Nations in New York.

For a small charge, Amtrak carried the tree as part of an experimental small package express service being offered in the heavily-travelled Northeast Corridor. Tests began in May, and the full service commenced on Aug. 21.

Elmer Cerin, who came out of retirement from the postal service to start the program, is Amtrak express manager.

"My job is to help reduce the Amtrak deficit," said Cerin. "We are demonstrating — a full evaluation is due in the spring — that Amtrak can perform this service between principal cities. As Amtrak trains improve, our express service will improve."

Cerin is now conducting a direct mail campaign to all law firms, printing concerns and consulting groups in Washington and New York to familiarize them with the service.

Hundreds of pounds of documents pass daily between New York law firms and Washington regulatory agencies — especially the SEC, FCC and ICC.

Bicycles have become a major item in Amtrak baggage cars, Cerin said. *Metroliners*, which do not have such cars, carry smaller packages in a compartment in the snack bar cars.

The service entails practically no red tape. A single form is filled out; its carbons include all the paperwork that is needed, including an adhesive label to stick on the package.

If successful, the service will spread to other key routes.

SENATE VOTES ROAD FUNDS FOR TRANSIT; HOUSE REJECTS SAME PROPOSAL

Shattering nearly two decades of precedent, the Senate voted 48 to 26 on Sept. 19 to give the states discretion to use up to \$800 million a year from the Highway Trust Fund for construction of rail rapid transit systems in the nation's metropolitan areas.

It was the first time the Senate has ever voted to let the trust fund, which is financed by gasoline and other highway-user taxes, be diverted from highway needs into the construction of such facilities.

Sponsored by Sens. Edmund S. Muskie (D-Me.) and John Sherman Cooper (R-Ky.), and backed by Transportation Secretary John A. Volpe and the Nixon Administration, the mass transit provision was tacked onto the \$14.2-billion federal-aid highway authorization bill for fiscal 1974-75. The bill was then passed 77 to 0.

A much more far-reaching amendment, permitting up to \$2.4 billion a year to be diverted from the trust fund into rail or other transit systems, was defeated 60 to 18. It was offered by Sens. Edward M. Kennedy (D-Mass.) and Lowell P. Weicker (R-Conn.), and opposed by Volpe.

A similar transit provision was defeated 16 to 10 in the House Public Works Committee. Rep. John C. Kluczynski (D-Ill.) led the opposition.

John Kramer, Linda Katz and Lenny Arrow of the Highway Action Coalition spearheaded the battle on behalf of environmentalists to open up the highway fund. They were assisted by the Friends of the Earth, Sierra Club, National Student Lobby and NARP.

ENERGY REPORT FAVORING TRAINS KEPT SECRET BY WHITE HOUSE

Consumerist Ralph Nader has charged that a report prepared by the White House Office of Emergency Preparedness is being kept under wraps by administration officials.

The document says one of the most significant measures to effect conservation of fuel is to "shift intercity freight from highway to rail, intercity passengers from air to ground travel and urban passengers from automobiles to mass transit. . ."

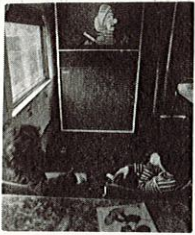
Nader says the study, entitled *Energy Conservation*, shows how the consumer "could save billions of dollars a year through a national policy requiring more efficient use of petroleum and other energy fuels."

"Such a policy, of course, would discomfort powerful vested interests such as the petroleum, auto and trucking industries," said Nader.

AMTRAK, SOUTHERN PACIFIC FEUD OVER WEST COAST AUTO-TRAIN

Amtrak and the Southern Pacific Co. are at odds over a plan by Amtrak to transport people and their cars between the Pacific Northwest and California. Amtrak says the service is primarily a passenger operation and therefore a proper business for it. Southern Pacific says automobiles on trains are freight and therefore outside the scope of Amtrak's operations. The railroad also alleges that carrying autos on trains would compete with SP's freight operations. The matter, which SP and Amtrak will arbitrate, is in marked contrast to the relationships which have existed between the Auto-Train Corp. and Seaboard Coast Line on the East Coast. NARP Chairman Anthony Haswell termed SP's position "outrageous. . .the very idea that they would raise these arguments is typical of what the SP has done to the public for years. . .I almost can't believe it. It is so petty. . ." — Summarized from story written by Stephen M. Aug, *Washington, D.C. Star-News*, Aug. 29, 1972.

AUTO-TRAIN ADDS FOUR COACHES TO MEET PEAK DEMAND



Movies are shown on Auto-Train.

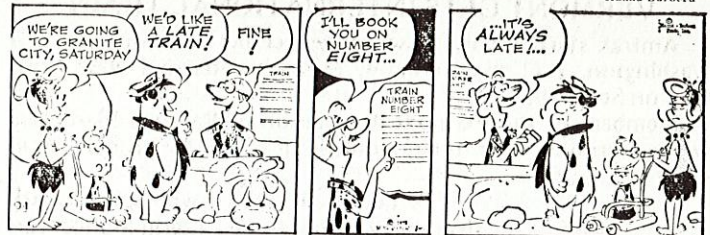
Auto-Train Corp. has added four bi-level, half-dome passenger cars to its Washington-Florida runs. The additional cars are needed "to better meet peak demands for space — particularly during the summer and holiday seasons when larger family groups book our unique service," said Eugene Kerik Garfield, Auto-Train President. The cars were purchased from the Western Pacific Railroad in 1971 and completely renovated to Auto-Train specifications.

AMTRAK NEWS BRIEFS. . . .

SECOND TURBO-TRAIN was added to the Boston-New York run beginning Oct. 1. Both trains are now the enlarged five-car sets with a seating capacity of 240 passengers. Seating capacity was only 144 when the trains were three car sets. . . . ON SEPT. 4, the *San Francisco Zephyr* derailed near Inland, Neb., while traveling at about 75 m.p.h. Only two of the 235 persons aboard required hospitalization. The derailment may have been caused by a broken rail. . . . WILLIAM C. HARSH, JR., reporting for the *Chicago Sun-Times*, notes that Amtrak lost \$9.35 per passenger last year; the total deficit amounted to \$135.47 million. Lower than losses would have been for the railroads without Amtrak. . . . AMTRAK BEGAN CARRYING MAIL on the *Empire Builder* between the Midwest and Northwest on Sept. 1. The new service saves a day in travel time over the current truck route, and the later departure times of the train can save another day for many communities outside Chicago and Seattle. The service is estimated to add at least \$450,000 in annual revenues to Amtrak. . . . THE STATE OF ILLINOIS and Gov. Ogilvie have done more than any other state to improve Amtrak service; however, Gov. Ogilvie's budget bureau has vetoed funds for improved Amtrak service between Chicago and several Downstate cities even though the Ill. Dept. of Transportation and a rail consultant hired by the state both recommended it. . . . LIQUOR HAS STARTED FLOWING AGAIN on Amtrak trains rolling through Oklahoma after a federal judge ruled that state agents mustn't cork the bottle opened by federal law. . . . AN AIRLINE PILOT, flies a small executive craft, recently tried to outrace a *Metroliner*. He told NARP that he lost. . . . CINCINNATI'S NEW STATION is under construction. Amtrak is spending \$265,000 over a five-year period to build the facility. The money will be used for the new terminal building, to construct a track connection, improve signalling, and pay for a five-year lease of land from Penn Central. The Cincinnati Post reports that the station is located adjacent to a junk yard. . . . AMTRAK'S ON-TIME PERFORMANCE for all its intercity trains averaged 72.4% in August — up 4.5% from July. New York-Washington conventional trains led the nation and turned in an on-time performance of 97.4%. . . . FREE AD FOR AMTRAK — Garfinckels, a Washington, D.C. department store, recently ran an ad in the *Washington Post* featuring two models stepping off an Amtrak *Metroliner*. . . . NARP HAS ASKED AMTRAK to place timetables in hotels "whose counters are flooded with airline schedules". . . . AMTRAK IS SELLING EXCURSION FARES "like hotcakes." Locomotive Engineer quoted an unidentified Amtrak spokesman as saying, "We sell out almost every seat on every excursion. The only thing keeping us from selling more is a lack of cars". . . . AMTRAK TRAINS TO TIJUANA? — NARP member Richard R. Wilhelm of San Diego has asked Amtrak to extend its San Diego trains into Mexico. "Border crossing statistics at Tijuana ranged from 26 to 29 million persons per year for the past four years," said Wilhelm. "A conservative estimated passenger count with the border run could average 200 passengers per train both ways with 1600 per day and 11,200 per week."

THE FLINTSTONES

Hanna-Barbera



Place An Ad For NARP?

NARP has updated its popular "Six Missing States" ad. Reproductions are available to members who wish to reprint the ad in local bulletins and club publications.

BART BEGINS OPERATIONS IN EAST BAY AREA

The Bay Area Rapid Transit District closed out its first five days of revenue service with a total passenger count of more than 100,000 for the opening segment of the system from Fremont to north Oakland.


BART General Manager B. R. Stokes said, "We opened with 18 cars in service and were able to put as many as 22 cars in service to handle combined loads of commuters and excursion riders during the week."

"We expected a crowd problem the first day," said Stokes, "but people kept lining up outside the stations all week. In some cases, we saw the same faces three days in a row. Our newly-trained station agents, and our office force both did a tremendous job in a difficult crowd situation."


Stokes said a problem developed Tuesday and Wednesday afternoons when commuters had a difficult time finding room on the trains amid the excursion riders.

The Sept. 16 edition of *Business Week* reported that some of the trains fail to pick up proper signals from the computer which has the capability of running the entire system.

"After an investigation," said the magazine, the California PUC "ordered BART to limit its automatic operations until the problems can be solved. The Commission, in effect, ordered the ultramodern transit system to revert to 19th Century operating methods. BART must post a flagman at every station to note the arrival time of each train and call ahead to the next two stations to make sure the way is clear."



Support NARP — Bring In A New Member



Yes, I want to aid the cause of better rail passenger service. I understand I will receive a membership card and a monthly newsletter to keep me informed of developments.

Enclosed is my remittance for the category checked. I understand that \$3.00 of this amount is for a one-year subscription to the newsletter.

<input type="checkbox"/> Contributing \$10	<input type="checkbox"/> Sponsoring \$50
<input type="checkbox"/> Participating \$25	<input type="checkbox"/> Sustaining \$100
	<input type="checkbox"/> Life, \$500 or more

(Please Print)

Name _____

Address _____

City _____

State _____ Zip _____

Note: NARP members should not use this form to renew. It would be helpful if members wait until they receive the renewal reminder, and use the special coded envelope enclosed with it.

RAILROAD TRACKS ARE UNSAFE

"Tragically, the efficiency of America's railroads has been jeopardized by deteriorated track and roadbeds. Such deterioration presents a serious safety problem for the American people. Between 1963 and 1970 train derailments caused by defects in track and improper maintenance of track, increased by almost 250%. Freight loss and damage claims paid out in 1970 were almost double the amount 10 years earlier.

"Deteriorated track also reduces railway efficiency. Inter-city passenger trains on the Rock Island may not exceed 60 miles per hour in contrast to the 80 miles per hour allowed since the mid-thirties. Top speed of Missouri Pacific passenger trains between St. Louis and Kansas City was reduced last year from 80 to 65 . . .

"The most extensive slowdowns on account of track conditions have occurred, perhaps not surprisingly, on the bankrupt Penn Central."

—Excerpt from speech given by Senator Robert Taft, Jr. (R-Ohio) while introducing the "Interstate Railroad Act of 1972."

RAIL RIDERS HELPED BY NEW AMTRAK POLICIES

The Amtrak Marketing Dept. has implemented several new policies which are designed to make life a little easier for the passengers.

Clerks at ticket counters have been authorized to accept personal checks (local or otherwise) in the amount of transportation issued, "as long as satisfactory identification is provided."

On trains which are running late, Amtrak will serve complimentary meals to revenue passengers "who might otherwise incur additional meal expense as a result of disruptions in train service." The policy is generally applicable to long-distance trains which carry dining or diner-lounge cars.

Amtrak has established a procedure with Western Union which provides for all passengers on "seriously delayed trains" to be permitted to send one complimentary Western Union Telegram.

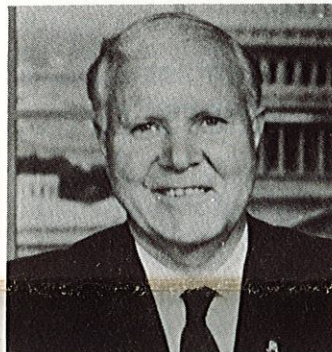
Amtrak's first arbitration case has been decided against the Penn Central, Santa Fe and Southern Pacific. The decision liberalizes movement of private railroad cars — many of which are owned by tour groups — over the entire Amtrak system.

FRIENDS OF THE RAILROAD PASSENGER

Rep. Harley O. Stagers

Not many Congressmen have ever been railroad brakemen, but Harley Stagers, Representative from West Virginia's Second District, once served in that capacity on the Baltimore & Ohio Railroad.

Now, as Chairman of the House Interstate & Foreign Commerce Committee, Mr. Stagers finds himself overseeing the legislative interests of the entire railroad industry.



On Sept. 7, the West Virginia Democrat took to the floor of the House to point out that one effect of forming the Amtrak corporation "has been to improve the profitability of the benefiting railroads." He added that additional Federal taxes should be generated as a result of Amtrak's assumption of passenger deficits according to an Arthur Andersen & Co. report to Amtrak.

"Even after assuming that the railroads' losses would have remained at the same levels as in 1969, and allowing for some railroads not paying taxes because of their overall deficit position — including the Penn Central — the study showed that Federal tax revenues would be increased by approximately \$61.6 million annually for the first three years and approximately \$78 million annually thereafter," said Stagers.

"In considering the cost of running the Amtrak trains to the taxpayers, these additional tax revenues can be properly regarded as an offset to the amounts we have appropriated. In the light of these figures it can be seen that the cost to the taxpayer for Amtrak is less than it might appear if one were to look at only the appropriations totals," Stagers declared.

A NEW OVERNIGHT TRAIN

Overnight passenger trains were introduced between Accra and Kumasi in Ghana this summer. The first-class sleepers used in the trains were converted from older cars in the railroad's shops.

NEWS from NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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Diane Gordon, Executive Secretary

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