

THE GENERAL ASSEMBLY OF PENNSYLVANIA

# HOUSE RESOLUTION

No. 232 Session of  
1991

INTRODUCED BY STURLA, BELARDI, JOSEPHS, SCHULER, HERSHEY, BELFANTI, VEON, MIHALICH, GEIST, STABACK, SALOOM, GERLACH, COLAIZZO, LAUGHLIN, ROEBUCK, BILLOW, JAMES, KRUSZEWSKI, FREEMAN, KENNEY, RUDY, ITKIN, ARMSTRONG, STRITTMATTER, CAPPABIANCA, LINTON, TOMLINSON, McHALE, TANGRETTI, KING, ACOSTA, BOWLEY, CARONE, COLAFELLA, DeLUCA, DERMODY, FAJT, FEE, GIGLIOTTI, HAYDEN, KAISER, KASUNIC, KOSINSKI, LaGROTTA, LESCOVITZ, LEVDANSKY, LUCYK, MAYERNIK, McCALL, McGEEHAN, MICHLOVIC, PETRARCA, PETRONE, PISTELLA, PRESTON, SCRIMENTI, TRELLO, VAN HORNE, WAMBACH, WOZNIAK, PESCI, BOYES, COLE, McNALLY, RITTER, MUNDY, CIVERA, HALUSKA, COHEN, HANNA, CESSAR, SCHEETZ, TIGUE, OLASZ, TRICH, R. C. WRIGHT, CALTAGIRONE, HUGHES, DeWEESE, ADOLPH, O'BRIEN, STEIGHNER, MURPHY, GANNON, SURRA, DALEY, MRKONIC, BLAUM, MARKOSEK, STUBAN, COWELL, LLOYD, KUKOVICH, MICOZZIE, RICHARDSON, NYCE AND MELIO, DECEMBER 9, 1991

ADOPTED, DECEMBER 9, 1991

## A RESOLUTION

1 Memorializing the United States Congress to amend the Rail  
2 Passenger Service Act to allow rail passenger service profits  
3 to be invested in additional service on the same route.

4 WHEREAS, The "Pennsylvanian," which is a passenger train  
5 operating daily between New York and Pittsburgh, has been very  
6 successful; and

7 WHEREAS, The "Pennsylvanian" recently celebrated its tenth  
8 anniversary and has grown in size from two cars to five or six  
9 cars regularly, with additional cars at peak travel time; and

10 WHEREAS, The "Pennsylvanian," which is partially funded by  
11 the Commonwealth of Pennsylvania under the provisions of section

1 403(b) of the Rail Passenger Service Act (Public Law 91-518, 84  
2 Stat. 1327), is one of Amtrak's most successful trains in terms  
3 of patronage and revenue; and

4 WHEREAS, The "Pennsylvanian" during the past year operated at  
5 a profit of \$566,000; and

6 WHEREAS, There is a rationale, supported by favorable market  
7 conditions, to start up a second "Pennsylvanian" with the  
8 profits generated by the existing train; and

9 WHEREAS, Section 403(b) of the Rail Passenger Service Act, as  
10 it is now worded, does not permit the use of excess revenues  
11 from the operations of one train to be used for the inauguration  
12 of a second train; therefore be it

13 RESOLVED, That the House of Representatives of the  
14 Commonwealth of Pennsylvania memorialize the Congress of the  
15 United States to make possible the operation of a second  
16 "Pennsylvanian" that would have daily runs between New York and  
17 Pittsburgh or other points; and be it further

18 RESOLVED, That, in order to make a second "Pennsylvanian"  
19 possible, the Congress of the United States amend section 403(b)  
20 of the Rail Passenger Service Act; and be it further

21 RESOLVED, That such an amendment permit the profits generated  
22 by any state-supported train operated by Amtrak to be put into a  
23 trust fund to be used to establish additional intercity train  
24 service in that state; and be it further

25 RESOLVED, That copies of this resolution be transmitted to  
26 the presiding officers of each house of Congress and to each  
27 member of Congress from Pennsylvania.