C. 7
24)

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

REMARKS BY ALAN S. BOYD, SECRETARY OF TRANSPORTATION, PREPARED FOR DELIVERY BEFORE THE DELAWARE VALLEY COUNCIL'S ANNUAL CONFERENCE ON THURSDAY, NOVEMBER 9, 1967, AT 12:15 P.M., IN PHILADELPHIA, PENNSYLVANIA.

It is a pleasure to join in honoring the Budd Company as the Delaware Valley company of the year.

I have just one thing to add to the kind words that have been spoken to and about Phil Scott and his people today.

Phil, I hope the markings on top of your sky-lounge and high-speed trains are so clear the helicopters cannot possibly make a mistake.

We have enough transportation problems without a train's calling Kennedy tower for landing instructions.

I can think of no place more appropriate for a discussion of transportation than this great valley. It is one of the few areas in the United States that produces nearly as many transportation solutions as it does transportation problems.

The efforts of Budd, Boeing, the Pennsylvania, and the Reading, the transit planners in Philadelphia The Delaware River Port Authority, and others here are pioneering in every sense and are crucial to the success of the Department's mission.

(more)

(1)

The diversity of your effort here has a direct bearing on the most serious and irksome language barrier in transportation.
We hear a great deal these days about our transportation problem.
But for us, as for you, the word problem covers a broad scale.
An empty gas tank can be an overwhelming transportation problem.
So can an airport that is so crowded that a man can lose his luggage, his temper and his bearings without ever leaving the ground.

And, of course, we have the same splendid variety when we talk of solutions.
The final payment on the family car is a solution to one transportation problem.
For some people, an apartment in the same building where they work and shop is a solution.
So is a funicular railway, although you would look about as foolish traveling in Philadelphia with one as you would in parts of the Alps without one.

What we tend to call the American transportation problem is a series of problems.
And the system that solves the problems must be a series of systems, all of them coordinated to smooth the flow of commerce from ship to train to truck to store shelf, to smooth the way for the traveler from home to office or resort.

Obviously, no single vehicle will give us the proper system of transportation we seek and need.
A true system will contain automobiles, vertical takeoff airplanes, high-speed trains, pipelines and all of the other familiar forms of transportation as well as some that are still on the drawing boards.
In such a system, each vehicle will perform the work it does better than any other.
And it is in determining the combination or vehicles that we will face the real test of the Department's ability to achieve its mission.

(more)

It is already apparent that much of our research will be directed not to finding solutions but to finding the real causes of the problems.
And I suspect that in the end we will find that we do not need to shake up our technology so much as we need to shake up the way we think about transportation.

We need, for example, to overcome antagonisms among the various modes - a job that may well require a department of its own.
We need to face the fact that, as we do not send dentists into court or send lawyers to fill teeth, neither should we send aircraft to do the work of trains, cars to do the work of buses or buses to do the work of rail transit.

We need, also, to face the fact that the total transportation investment can no longer go entirely to developing higher speeds, bigger loads and larger profits.
From now on, a large share of the investment or of the profit in transportation must be spent reducing air pollution and ear pollution and the other side-effects of transportation which give us what might be called a social motion-sickness.

It will require, finally, facing the fact that the United States can no longer afford inefficiency, waste or death and injury on the scale now associated with transportation.
Given this nation's unfulfilled needs in education, pollution control, crime control, the war on poverty and other areas, there is a limit to the amount of money available for transportation.
We must be certain in the future that we get the greatest efficiency and safety at the lowest feasible cost.
And to do that we must be certain that our research takes nothing for granted; that we examine every proposal for its possible unity in putting together a transportation system.

(more)

The time to tackle this job is now.

We are now in our 81st consecutive month of economic growth - an unparalled expansion.
The statistics of that growth are so incredible as to make you want to call in a calculator repairman to see if the adding machines are in working order.
Consider that our Gross National Product grew by 57 percent since the first quarter of 1961.
This reflected the combination of a 13 percent rise in average prices and a 39 percent gain in real production.
In dollars and cents, that gain equals about $222 billion in GNP, which is about one sixth of the total national product of the rest of the world in 1966.
In incomes, this has meant a 60 percent gain or $178 billion.

For corporations, profits have risen 91 percent after taxes, 75 percent before taxes, and dividends have advanced 71 percent.
Unfortunately the word "staggering" is a little overworked - and it's too bad because staggering is what our prosperity is.
In transportation, it means two things: first, unprecedented demands upon the nation's transportation; and second, the existence of the means in all sectors of the economy to tackle and solve the crucial transportation problems we face.

And there is no lack of such problems.

It is entirely possible, for example, that Secretary of Agriculture Freeman is right when he says it is not necessarily true that a good big town always beats a good little town.
He may have something there - siphoning off to smaller cities some of the heavy concentration of population that causes our most grievous transportation problems.

(more)

But even if that were to provide long-range relief, we will still have to deal with problems that have been building up for all of the nearly 200 years of America's life and are not going to be solved in a day or a decade.

We have invested hundreds of billions of dollars in a transportation network which is used by 200-million of the most motion-minded people in the world.

Even though the Interstate system does not meet every city's needs; even though some airports are too close to cities and other too far away; even though it is not always easy to make ends meet when you are transferring from one mode to another; that is what we have and what we must work with.

In a free society, none of the changes that are required can be made by fiat, without the consent of investors, travelers and shippers. We could long since have solved the shortage of school buildings in this country with year-around classes and double-sessions.

We could do the same with our transportation facilities if we were to stagger working hours and avoid rush-hour strains on highways and transit systems.

There would, for example, be no need for extra sections this month if half of the people of the country celebrated Thanksgiving one week and half the next.

But while that might qualify as a theoretical solution for a system analyst, it is not the sort of answer on which we can pin any hopes.

We must and will concentrate our efforts on solutions that seem to be within our reach, and you have one classic example here in the Delaware Valley.

The high-speed train, which the Budd Company is building and which the Pennsylvania will operate, is more than an effort to build a better passenger car.

We knew that could be done.

What we did not know - and what we could not find out any other way - was whether people will use it.

(more)

We think they will.
But we think, also, that it must be more than a novelty to be ridden once and written home about and then abandoned.
It must meet a need for travelers who are free to make a choice among several forms of transportation and who will make their choice on the basis of reliability, comfort, length of trip and courtesy of service.
It must, in short, be competitive.

Americans began to desert the train for the automobile more than 40 years ago, before there were four-lane divided highways and mass-produced V-8 engines, and even before the quality of passenger service began to decline.
There are as many explanations for the decline in railroad passenger travel as there are arguments over whether the decline can be stopped.
I do not intend to go into those today.
But I do believe that there are some new factors involved today, particularly for intermediate distances like the run from Washington to New York and from New York to Boston.

For one thing, weather and congestion now often stretch the time for a trip by airplane beyond what the timetable shows - particularly during peak hours.
And the pressure on airports should increase as populations rise, as we get closer to 1977, when one-million people will board a commercial airliner in this country every day.

Sometime next year we will begin to learn whether rail passenger service can carry some greater share of this increased traffic.
The improved service from New York to Washington will center around 50 new Budd cars, capable of top speeds of 160 miles an hour.
These cars will not be able to run at these speeds in regular service in the immediate future.

(more)

Speeds will be achieved, however, which will permit station to station time between New York and Washington of less than 3 hours.

Because this is, in essence, a market study, the service aboard the cars will vary so that we can get a reaction from the traveling public about the kind of service it wants.

The rules on smoking will be changed from time to time to see what situation is most popular.

In the parlor cars, meals will be served at the passenger's chair - for a charge under one phase of the run, and without charge under another.

The Pennsylvania Railroad has already started training or re-training some 4,000 employees in the techniques of putting a better foot forward.

The program will cost the Railroad $1,500,000 with about $700,000 of that being provided by the U.S. Department of Labor.

There will be major promotional campaigns, face-lifting of the terminal in Washington, better systems for baggage handling.

In short, we are doing everything possible to make this new service attractive.

As I have said before, everything I have seen about this train leads me to believe this will be a better ride than you could get in the finest days of the fabled Twentieth Century and Overland Limiteds.

Recently, there have been several stories about problems with the Metroliner.

The start of service has been postponed from the original date of October 29 just past.

The catenary system is reported to have developed a case of whips and jangles.

There was one story in a trade journal which said the train not only has bugs but that the Department's people have trouble telling which day follows another.

(more)

I suppose I should be worried about these reports, because we will have a lot more riding on this train than just passengers.
But I am encouraged by the reports.

As a matter of fact, I would be more worried if the project were moving ahead without a hitch.
That would mean that everyone involved was doing something easy and familiar.

We are supposed to be developing a new service, offering something as different from present passenger service as the jet is from the DC-3.
The fact that we are having to stay up late some nights to get it going is a good sign that we are doing the job we are supposed to be doing.

The propulsion system, the braking system, the car itself, all represent innovations in railroading.
Even more innovative is the turbo-liner which United Aircraft will have on the test tract near Trenton this week or next.

But Bob Nelson, the Director of the Office of High-Speed Ground Transportation, tells me there is no problem with any of the equipment that cannot be solved and that the trains should be ready to go early next year.

We are as anxious to get this show on the road as are the people who have been writing and phoning the Pennsylvania Railroad to let them know they are ready whenever we are.
It turns out passenger trains have a lot of old friends and they aren't all in the Department of Transportation.

I have concentrated on the high-speed train today because it is close to home and because it gives you a good idea of the challenge that we face in trying to give the United States the kind of transportation system President Johnson had in mind when he created our Department.

(more)

The high-speed train is just one of many projects that must be designed, developed and tested for each phase of transportation in this country.

But when it is in operation, it will move us one step closer to achieving what has become the unofficial goal of the Department -- the day when nobody, anywhere in the United States will have to ask what time the 9 o'clock leaves.

##########

10Y al