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

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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION,
ALAN S. BOYD AT THE TURBOTRAIN ACCEPTANCE CEREMONY, U.S. COAST
GUARD ACADEMY, NEW LONDON, CONNECTICUT, ON MONDAY, OCTOBER 21,
1968, 10:00 A.M.

Welcome to the first non-political whistle-stop in
American campaign history.

This is clearly the end of an era in this country.
Not only have we eliminated the rear platform. We have
made it impossible for the candidate to tell the front
from the back.

But I suspect most candidates would be glad to trade
the rear platform for a better chance to stick to the
schedule - and this train will give them just that chance.

This is an historic occasion.

It is true - as stationmasters have been saying for a
good many years - the train is a little late.

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But it was worth waiting for.

It is a thing of beauty, no matter how you look at it.

For Senator Clairborne Pell, it represents success in a determined campaign to get Americans back on the track.

For President Johnson, it represents our response to his directive of three years ago that we offer the public a train in keeping with modern America's taste - a fast and comfortable product of this golden age of technology.

For Robert Nelson and his hard-working staff in the Office of High Speed Ground Transportation, it represents an end to worrying about whether they could get this train started. Now, all they have to worry about is whether they can get it stopped.

For all of us, it represents a chance to get some answers to questions that have a substantial bearing on the future of American transportation - particularly in the kind of stretch-cities which are growing along the east and west coasts and in parts of the midwest.

This train - with its six jet engines, its new suspension system that makes it bank around curves, its lightweight construction - will be able to make speeds up to 40 percent higher than is now possible over existing roadbeds.

On the straightaway, this train has gone faster than 170 miles an hour. In service, it will make some sections of the run between Boston and New York at 120 miles an hour and it will cut an hour from the present schedule.

When the crews have finished the training they will start today, we will begin a two-year test to determine whether express trains can attract travelers in this part of the country.

The Northeast Corridor has a population of 40 million people. It produces 30 percent of all U.S. manufacturing, and accounts for 50 percent of the country's financial activity. By the year 2000, 68 million people will be living in a megalopolitan corridor running from Augusta, Maine, to Hampton, Virginia. The strain this growth will put on all natural resources in the area - and on our transportation system - is hard to conceive.

It seems safe to assume that as income levels go up and leisure time increases, the demand for transportation will accelerate. The Federal Highway Administration estimates that travel on intercity routes in the Northeast Corridor will almost double between 1965 and 1985. The total cost to Federal, state and local authorities of all street and highway construction in the Corridor for the same 20-year period is estimated at more than \$33 billion. These new facilities will have to be accommodated in a heavily developed region where 14 percent of the Nation's total road mileage is concentrated on less than 2 percent of the land.

The rapid growth of air travel already has forced us to ration flights temporarily into three major airports in the Northeast Corridor.

We believe there is a place for the high-speed train in this corridor, supplementing the air and ground systems, taking some of the pressure off the airports and the highways.

The next several years will tell. They will tell us - among other things - whether people who say they miss the fast luxury train miss it enough to ride one when they can.

In closing, I would like to read a message from Vice President Hubert Humphrey who had hoped to join us here today.

It reads: "Please extend my congratulations to all of those in government and industry who have worked so hard to make this achievement possible.

"This is another of the kinds of breakthroughs in transportation which have been achieved in recent years. It is one among many that will come in future years as we continue to concentrate our attentions on the system which is essential to the growth and prosperity of America."

With that, I would simply remind you that one of the concerns of the Department of Transportation is to foster cooperation among the modes.

I think we have done that today. The Coast Guard has opened its Academy for the introduction by our Federal Railroad Administration for a new land vehicle powered by aircraft engines.

More than that, we cannot do.

Thank you,

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