



DEPARTMENT OF TRANSPORTATION

NEWS

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REMARKS BY U.S. SECRETARY OF TRANSPORTATION JOHN A. VOLPE AT UNION STATION,
ST. LOUIS, MISSOURI, FRIDAY, MAY 19, 1972

President Nixon has set as one of the chief goals of his Administration
the improvement of the quality of life in America.

What we are about to look over today will -- when successfully completed --
go a long way toward improving the quality of life in the St. Louis
metropolitan area.

The clustering of railroad yards in East St. Louis was no accident.
It is an historic landmark from which our Nation took its first giant
step toward the winning of the West. From East St. Louis, barges carried
pioneers from the East to the virgin territories of the West.

From the 1870's -- when the first bridge over the Mississippi was
built -- the concentration of rail yards in East St. Louis became obsolete.
Over the years these yards have become inefficient and badly serve the
railroads using the St. Louis gateway -- the second largest in the United
States.

From its inception, I have had a keen interest in this study looking
toward the relocation and consolidation of the railroad yards of East
St. Louis. From a railroad standpoint, this project could vastly increase
the efficiency of freight movement through this vital gateway.

Accordingly, we have concentrated our initial efforts in that direction.
Ultimately, rail relocation and consolidation could free some 500 acres
of priceless riverfront land for such future use as the community deems best.

At this point I would like to announce that our Department has given
final approval for a study group to begin work on the rail relocation and
consolidation study through the East-West Gateway Coordinating Council of
St. Louis.

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Principals in the study group are Parsons, Brinkerhoff, Quade and Douglas of New York; W. Arthur Grotz of Baltimore; and Eric Hill Associates of Atlanta.

Financing of the study has been made available through \$400,000 from the Department of Transportation with additional \$65,000 in contributions from the U.S. Department of Housing and Urban Development and the State of Illinois. Invaluable assistance has been given by the 19 railroads involved, and by state and local leaders at all levels in both Illinois and Missouri.

From the start this has been a team effort, and from what I have seen, it looks like a winning team to me.

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