

REMARKS FOR DELIVERY BY
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OHIO REPUBLICAN FINANCE COMMITTEE/LUCAS COUNTY
TOLEDO, OHIO
MAY 27, 1987

I'm delighted to be in Toledo this afternoon to visit with the pride of Ohio's Republican Party, the Lucas County GOP. Back in Washington Congress is very much in session. My husband, Bob, indicated that the Senate may be in session tonight. Unfortunately, that keeps Del Latta and my husband Bob from being here today. Del does a fine job of representing the interests of the 5th District and I am working closely with him on a number of issues.

There's quite a few Republican leaders who are here today -- and who're representing you so effectively: Mayor Donna Owens, also State Central Committeewoman. Joe Burnett, Chairman of the Lucas County GOP. Judy Jones, Vice-Chairman of the Lucas County GOP and a member of the Toledo City Council, Lucas County Commissioner Al Hawkins and of course, Senator Paul Gillmor, several judges and other members of the city council.

The service of the Republican leaders to our party and the nation represents a personal commitment which stands as a model for all of us. It's thanks to each of you that the Republican Party is alive and well in Lucas County and throughout the state.

Now, I'd like to single one person out of this audience who has made a great difference -- a positive difference in the lives of people. You probably all know Katherine McKee and if you don't -- I believe you should. Katherine -- I hope you don't mind me telling some stories out of school -- but I think the folks here should know how special you are. Katherine has been a Republican for a very long time. Beginning in 1932, Katherine McKee has voted in every Republican primary and for that matter every election since.

Isn't that wonderful?

Thank you so much, Katherine, for joining us today!

The fact that we now have such fine leaders in government is due in no small part to those who give to the political process their heart, as well as their material resources -- who share their time, their energy, their commitment. And we know that's what it takes to win elections.

I'm looking at just such a gathering this afternoon, and if I impart nothing else, I want to express the personal gratitude I feel, along with so many others in the Reagan Administration, for all you do to make what we do possible.

Ladies and gentlemen, you do it again and again, rolling up your sleeves, doing all the tough work for your party and your country. And I'm delighted to be able to thank you personally.

The Republican Party is a growing party throughout America because it favors growth and opportunity for all Americans. And Americans of all walks of life are finding a new home in the Republican Party because we've restored hope to the vocabulary of American life.

It wasn't easy to bring inflation under control in two years instead of ten -- it was the right thing to do...our President and our Republicans did it!

Wasn't easy to cut taxes across the board so all Americans could keep more of what they earned -- it was the right thing to do -- Republicans did it!

Wasn't easy to cut interest rates in half -- it was the right thing to do -- we Republicans did it!

We charted a course: make taxes simpler so that all Americans know that they are paying their fair share; eliminate the complexities that confuse us; get rid of the preferences that enrage many of us; and most of all, achieve fairer taxes. Once again, we Republicans did it.

We've done a lot, but there is so much left to do. We have the opportunity, the obligation to get the government out of businesses that should be run by the private sector. The word "privatization", an awkward word at best -- was associated with Margaret Thatcher's splendid program in Great Britain. I had the opportunity on several occasions to discuss it with her in depth. The time has come to use the British model here, and DOT has been privileged to take the lead in the U.S. We've already sold the Alaska Railroad to the state. I've signed the lease to turn over the last two federally-owned airports, Washington National and Dulles, to an independent regional commission. It took 3 long years...because Congress considers National its airport. We've presided over the flagship of privatization, the sale of Conrail, the former government-owned freight railroad. I had one of the most exciting moments of my life in March standing on the floor of the New York Stock Exchange as eager investors bought every last share of the government's stock in Conrail. That sale brought \$1.88 billion to the federal treasury. It was the largest initial industrial public offering in U.S. history. After seventeen years as a ward of the state, Conrail is now a healthy, publicly traded, privately owned

railroad. And it's high time we got the government out of the business of running railroads and airports.

We're working on the privatization of space. Again, for three years I've argued within the government that the federal monopoly in space must be ended. In 1986, the private sector was given the green light. The President announced that routine commercial satellites would no longer be launched by the space shuttle. Now if there ever was a case for privatization, this is it. Companies for twenty years have been manufacturing rockets for Uncle Sam and at a highly reliable rate. Those same companies can launch satellites on a more competitive basis, at lower cost and more efficiently than the government could ever hope to. But there was no way they'd compete with Uncle Sam, who was offering a 40 percent subsidy. And what does it mean for the shuttle? The shuttle is now freed to perform more important, exotic missions -- manned space, the space station, SDI, research and development, and planetary exploration. It is exciting to watch this fledgling industry move out now to compete against the French, the Chinese and the Russians. We at Transportation will be setting the safety regulations for the launch sites and clearing away excessive federal regulations.

There's a story about Oliver Wendell Holmes, who once found himself on a train, but couldn't locate his ticket.

While the conductor watched, smiling, the 88-year old Justice Holmes searched through all his pockets without success. Of course, the conductor recognized the distinguished Justice, so he said, "Mr. Holmes, don't worry. You don't need your ticket. You will probably find it when you get off the train and I'm sure the Pennsylvania Railroad will trust you to mail it back later."

The Justice looked up at the conductor with some irritation and said, "My dear man, that is not the problem at all. The problem is not, where is my ticket. The problem is, where am I going?"

Where, indeed. Where are we going in the 100th Congress? We're going to fight, and fight hard to beat back the efforts to re-regulate transportation. And it's important to keep in mind that transportation is 25 percent of a delivered product costs. Regulation adds an average of 20-40 percent to the transportation cost.

Economic deregulation of the nation's airlines, railroads and trucking companies has saved American manufacturers and consumers billions of dollars. A 1986 study by the Brookings Institution, for example, estimated that airline travelers have benefitted by about \$6 billion in lower costs and more frequent flights. Since passage of the 1978 Airline Deregulation Act, the number of passenger boardings has grown by over 100 million -- a 40 percent increase. People who never thought they'd have the means to fly are in the air today.

As we move forward with economic deregulation, we continue to leave no stone unturned in our efforts to make the world's safest transportation system ever safer. On the contrary, aviation accident and fatality rates in the U.S. have declined steadily over the past 25 years, and this very reassuring trend has continued unabated since deregulation. Each day, some 17 thousand scheduled airline flights carry an average of 1 million passengers, and 99.999 percent of these flights reach their destinations without incident. Last year, almost 415 million passengers traveled 300 billion miles on the major U.S. scheduled carriers without a single fatality.

Last year we implemented a tough new alcohol and drug rule for the nation's railroads -- the first such rule in rail history.

I'm sure you are all painfully aware of the tragedy involving the collision of an Amtrak train with a Conrail engine near Baltimore in January, and the subsequent finding that the Conrail engineer and brakeman both tested positively for marijuana. Because of the new tough alcohol and drug rule, we were able to test those employees. Even with the rule in place, we've found that almost 4 percent of employees tested after accidents this past year had drugs in their system. And that increases to 5.0 percent when you add the alcohol.

That was all I needed to know to move to a sweeping program of random drug testing. We'll provide counseling and rehabilitation for DOT employees who hold safety and security-related positions and who may be suffering from a drug problem. Also, we'll address such problems among airline and railroad personnel.

Now, this doesn't make me the most popular person around! Rail labor and airline unions are trying to stop me. They're already suing me. But we're fighting for the safety of the union's own members as well as the safety of the public at large.

Over the years, rail labor has demanded and received countless special privileges and protective rules -- many in the name of safety. I'm calling on rail labor now, to work with us in sincere efforts to eradicate drug and alcohol abuse, once and for all.

Yes, we've got some big challenges ahead of us, some tough choices. With them comes the opportunity to put our stamp on history. Within our grasp are permanent solutions to problems that have plagued us for decades.

It is in our power to regain a Republican majority in the Senate in 1988. We must work very hard to see that it happens. I heard one Senator say recently on the Senate floor, "Gentlemen, let me tax your memories." Ted Kennedy leapt to his feet and said, "Why haven't I thought of that before?" Ted Kennedy is now Chairman of the Labor and Human Resources Committee. Nuff said -- I rest my case! Let's get to work.

It is also in our power, I believe, to gain a Republican majority in the House of Representatives in the not-too-distant future. In fact, in the 1990 census, officials predict as many as 19 House seats will be added in the South and West, which will increase our opportunities to become the majority party. We must seize this chance to increase our ranks.

In addition to regaining control of the Senate and electing more Republicans to the House, we're embarked on a long-range effort to increase our strength in state legislatures and governors' mansions in 1988, 1990 and beyond. Indeed, there isn't a single state in the Union that we can't win -- nor a single state the Democrats can take for granted.

During the past six years, our party has established a benchmark of leadership that will require those who follow not merely to piece together a mosaic of political and special interests, but to assemble a constellation of ideas that weave together the aspirations of the people themselves. And to get the job done, we must renew our moral commitment to that spirit of service and selflessness that "flows like a deep and mighty river through the history of our nation."

Recently, a Washington cab driver was taking some tourists past the National Archives Building, where words carved over the door read, "What is Past is Prologue." The little girl in the family asked her father what it meant. Before he could reply, the cabbie said, "Honey, that means you ain't seen nothing yet!"

Ladies and gentlemen, I suggest folks ain't seen nothing yet! Now, we're going through some tough times, but if we stick together and work hard to institutionalize the successes we've achieved these tough times will pass and we'll move into 1988 with strength and solidarity. Together, we can secure the promise we made back in 1980, to give America back to the American people, to restore her will, to raise her spirits, renew her sense of destiny and reach out to all those who have yet to share in her abundance.

Sometimes it seems as if the challenges are insurmountable -- it's at times like this I think of President Reagan's comment about his early days as governor of California. "Each morning began," he said, "with someone standing before my desk describing yet another disaster. The feeling of stress became almost unbearable. I had the urge to look over my shoulder for someone I could pass the problem to. One day it came to me that I was looking in the wrong direction. I looked up instead of back. I'm still looking up. I couldn't face another day in this office if I didn't know I could ask God's help and it would be given." Let us never forget the source of our strength and our courage.

Ours is neither the time nor is this the place for men or women with faint hearts, feeble courage, weak commitment or selfish motives. We will

pursue our vision and complete the task. America deserves it, history demands it and our children will reward it.

Thank you all very much.

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