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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C.

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SPEECH BY

SECRETARY ELIZABETH HANFORD DOLE

AT THE DILLON LECTURE SERICES

HUTCHINSON COMMUNITY COLLEGE

HUTCHINSON, KANSAS

- - -

JANUARY 24, 1986

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(Transcribed from a tape provided by the agency.)

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P R O C E E D I N G S

1
2 MS. : We also (inaudible words) to
3 find humor in the Washington scene and (inaudible words).

4 I mean, after all, who (inaudible words)

5 Bob Dole is also the man who not only recognizes
6 but (inaudible words) leadership qualities in others.
7 And he's going to tell you this morning about one of those
8 leaders.

9 But before he does, I'm going to tell you a
10 brief true story about how I met the man who opened the
11 door for me literally and figurately in Washington.

12 After I left Hutchinson Community College and
13 went to KU, I was looking for some work to do in the
14 summertime. So, I wrote a letter to (inaudible words)
15 Congressman Bob Dole (inaudible words) college students
16 for the summer, thinking, oh, well, now (inaudible
17 words) job for the summer.

18 Well, it wasn't too much later than that that
19 I got a letter back signed Bob Dole that said yes, come
20 on out to Washington. Well, you can imagine how excited
21 I was. I was ready to go. I was going to go there and
22 (inaudible words).

23 (Inaudible words) to Washington and went to
24 Congressman Dole's office. The aide introduced me,
25 brought me in and showed me where I'd work. And he took

1 me back to this little corner, where he sat me down. And
2 he said, this is an election year, and we need letters
3 to constituents.

4 So, (inaudible words) typewriters. (Inaudible
5 words) typewriters. But isn't exactly what I had in
6 mind when I went back to Washington.

7 So, I asked the aide one day if I could get
8 to see and talk to the Congressman. And he looked at me
9 like I'd lost my mind. And he said, well, you know, he's
10 really kind of busy, and, after all, you've got a lot of
11 letters to get out.

12 So, I sat down again. And one day I happened
13 to see (inaudible words) walking down the halls of the
14 (inaudible words). And he went to the men's room.

15 So, I planted myself outside the men's room
16 door. And when he came out, I said, you know, I came
17 here from Kansas, and I know you went to law school in
18 Kansas, and I (inaudible words) law school. Could you
19 give me a recommendation?

20 Well, he came back and he looked at me and he
21 said do I know you? And I said, yeah. And he said, oh,
22 you work in my office. And I said, yes.

23 And he said, what do I have you doing? And I
24 (inaudible words) typewriters.

25 And he said, you want to go law school, and I'm

1 having (inaudible words) typwriters? And I said, yes.
2 He said, we can do something about that. And it wasn't
3 very long after that that (inaudible words) research and
4 (inaudible) services.

5 So, that was my first meeting in Washington
6 with Bob Dole.

7 Ladies and gentlemen, it is my very special
8 to present the senior Senator from Kansas, the Majority
9 Leader of the United States Senate, my former boss, the
10 husband of the exceptional woman for whom I have the
11 privilege of working now, the Senator from our great
12 State, the Honorable Robert Dole.

13 (Applause.)

14 SENATOR DOLE: I must say that I'm not used to
15 a large crowd like this, and I feel a little nervous.
16 You'll understand. I'm a Republican, and they don't draw
17 a big crowd.

18 (Applause.)

19 SENATOR DOLE: But, in any event, it's a
20 (inaudible words) to be here. I've never been invited
21 (inaudible words) here and give a lecture.

22 But we are very fortunate to be here. And I'm
23 pleased that (inaudible words) was here because (inaudible
24 words) were very helpful to me in many, many ways. And
25 (inaudible words) an outstanding job (inaudible words)

1 in 1965.

2 But more importantly it's good (inaudible
3 words). We don't see that much of (inaudible words)
4 that we do with each other a lot.

5 She's the one with the power. I'm the one with
6 (inaudible words).

7 I am delighted that the President named her to
8 be Secretary of Transportation, which will be (inaudible)
9 years, I guess, the first of February, or (inaudible
10 words).

11 There was a lot of excitement and a lot of
12 things like that.

13 I was called one day by (inaudible words) in
14 1984. And there was a lot of speculation as to who might
15 be running (inaudible words.)

16 (Inaudible words) Senator (inaudible words)
17 1984. What would you think about a Bush-Dole ticket?

18 I said, well, I hadn't thought much about it,
19 but I just don't think I have any interest. He said,
20 well, it's a good thing, we didn't have you in mind.

21 So, again, I --

22 (Laughter.)

23 SENATOR DOLE: I understand who the star is of
24 the family.

25 But I (inaudible) honored to be here. This is

1 an outstanding lecture series.

2 It's good to see (inaudible words) here this
3 morning. Because I remember (inaudible words) looking
4 for outstanding speakers in a number of areas to discuss
5 the major issues, not political issues necessarily, but
6 major issues that affect all of us.

7 And I would guess that probably the great thing
8 about being here is seeing all the young faces on my
9 right (inaudible words) faces (inaudible words) fit in
10 (inaudible words) on my (inaudible words.)

11 They're going to hear an outstanding member of
12 the President's Cabinet, I think one of the outstanding
13 women of America, who graduated from Duke University, went
14 on to Harvard Law School, at a time when there were not
15 many women in Harvard Law School.

16 And when she was a candidate, she was asked
17 by a male student why she was there taking some man's
18 place who might want to become a lawyer.

19 So, she finished Harvard Law School. And
20 with a lot of other attorneys in the Federal Trade
21 Commission worked for the President and the White House.

22 The first woman to become a member of the
23 Cabinet was appointed way back in 1933 by Franklin
24 Delano Roosevelt.

25 Elizabeth was the second woman to be in the

1 Cabinet, appointed by Ronald Reagan in 1982.

2 And, so, (inaudible words.)

3 The one thing I find as I travel around the
4 country is the respect that people have for Elizabeth.
5 And that's the only reason I don't bring her with me,
6 if she's along, I know she's going to top me.

7 So, I finally (inaudible words) North Carolina,
8 or whether it's in Cleveland, or whether it's in
9 California, or whether it may be in Kansas.

10 But I can say this (inaudible words). None
11 of us are perfect. We all make mistakes.

12 I'm not a very (inaudible) person. (Inaudible
13 words) everybody here is.

14 If (inaudible) set out to something, (inaudible)
15 focus on it (inaudible words). I have to have (inaudible
16 words).

17 Elizabeth is one of those rare persons who
18 can focus on issues (inaudible words). That's the way
19 she approaches her job, that's the way she approaches
20 her church, that's the way she approaches her marriage,
21 that's the way she approaches about everything (inaudible
22 words).

23 Another thing I've found. I know that some
24 men or some women can be threatening to other people of
25 their own sex. (Inaudible words). I may do it, probably

1 do.

2 But I never (inaudible words) to (inaudible
3 words) Elizabeth (inaudible words).

4 My purpose (inaudible words) is to introduce
5 Elizabeth to you.

6 (Inaudible words) started this series.
7 Elizabeth (inaudible words). It's an outstanding lecture
8 series. And I know Hutchinson is very proud to have
9 (inaudible words).

10 (Inaudible words) you're about to hear one of
11 the, I think, (inaudible words) in the Republican party.
12 I think she can also be a minister if she wants to leave
13 (inaudible words) because of her deep faith and her
14 feelings about people.

15 So, I'm very proud to introduce (inaudible
16 words) transportation. (Inaudible words) here this
17 morning. (Inaudible words.)

18 (Laughter.)

19 So, let me (inaudible words) Elizabeth Dole.
20 Thank you.

21 (Applause.)

22 SECRETARY DOLE: Thank you so very much.

23 (Inaudible words). We had the opportunity to
24 (inaudible words) for at least a little while this
25 morning. And he (inaudible words).

1 It's very rare that we have the opportunity
2 these days to travel together. You have given us a very
3 special privilege and pleasure of being able to spend
4 some time together.

5 But it seems we do go in opposite directions
6 more often than not due to responsibilities in different
7 part of the country.

8 And recently (inaudible words) different area.
9 We were (inaudible) back in Washington (inaudible words)
10 about four days. And we met up at a Kansas Chamber
11 of Commerce meeting (inaudible words) in Washington.
12 And of all things (inaudible words) and shook hands with
13 my own husband. And I said, you've lost a little weight
14 since I saw you last. And he said, Elizabeth, you're
15 wearing your hair a little differently. And I think
16 people are still kind of scratching heads (inaudible
17 words).

18 But it is an interesting, challenging time for
19 the two of us. And we feel (inaudible words) limited
20 (inaudible words) at times, but we (inaudible words)
21 people. And if there are some (inaudible words) in
22 terms of personal (inaudible) and not be able to do
23 as many things together as we would like, that, too,
24 is something that in later years we'll be able to make
25 up for. And there's the quality time (inaudible words)

1 share (inaudible words).

2 Bob gave such a beautiful introduction that I
3 really think I'm going to put aside all the (inaudible
4 words) that I had planned (inaudible words) this morning,
5 and just play it seriously.

6 As I indicated, last night he had a speech at
7 the Chamber of Commerce meeting. I really believe that
8 he is (inaudible words) as one of the great leaders of
9 this country. And I am very proud, as I am sure you are
10 as Kansans, of the job he's doing as the Majority Leader
11 of the United States Senate.

12 I can't imagine a tougher job, where you have
13 so many disparate points of view, trying to bring a whole
14 body of people, so many different points of views, and
15 work with the Administration and with the House of
16 Representatives, and do the very important things that
17 (inaudible words) and the future of this country. Because
18 we are facing very tough problems and a number of complex
19 issues.

20 And I think one of Bob's (inaudible words)
21 right through to the heart of the problem and to come
22 up with answers, and to do it creatively.

23 So, it's a pleasure when the two of us can work
24 on issues together, as we are right now, (inaudible
25 words) refer to a little later in my remarks.

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1 But before I get to the issue, let me just say
2 I am deeply, deeply honored to be invited to participate
3 in this particularly prestigious forum.

4 I have had the privilege to serve now for four
5 years as the Secretary of Transportation (inaudible
6 words). And I've had the opportunity to (inaudible
7 words) issue that I think give me a chance to make a
8 positive difference in the lives of people in this
9 country, and also, hopefully, to leave some lasting
10 changes with regard to (inaudible words) proper goals
11 (inaudible words) transportation policy.

12 And I (inaudible words) discussing some of these
13 opportunities with you and to (inaudible words) a
14 Department which is a hundred thousand strong. We
15 have a twenty-eight million dollar budget, and we
16 literally are responsible for everything that moves in
17 the United States. (Inaudible words.) It was a
18 challenge and very, very (inaudible words).

19 No, I assure you, as we work through the
20 very challenging issue of safety across all modes of
21 transportation (inaudible words), we do not talk highway
22 safety in Washington without (inaudible words).

23 (Inaudible words) and you're well aware that
24 if (inaudible words) United States (inaudible words)
25 Administration.

1 (Inaudible) has been my closest advisor on
2 every highway safety issue. And she is doing (inaudible
3 words) an outstanding job in one of the most important
4 positions in Government today.

5 And everyone in Hutchinson certainly has a right
6 to be very proud of (inaudible) good work.

7 Of course, --

8 (Whereupon, nothing further
9 was recorded on Side 1.)

10 SECRETARY DOLE: ... and as (inaudible) puts
11 it, you must like people, working with people.

12 What an honor (inaudible words) such people
13 this morning as an adopted Kansan.

14 Recently, I heard a story about a young man
15 who walked into a grocery store. And he said, I'd like
16 to purchase a half a grapefruit. And the clerk there
17 said, sir, did I hear you correctly? And he said, I
18 would like to buy a half a grapefruit.

19 Well, this young clerk had never been
20 confronted with anything like that before, run into the
21 back room to the manager and said, there is this nut
22 out there, a man who wants to buy a half a grapefruit.

23 And as he said it, he noticed out of the corner
24 of his eye that the gentleman had followed him into the
25 back room.

1 Without a moment's hesitation, the young clerk
2 turned and said, and this gracious gentleman has agreed
3 to buy the other half.

4 (Laughter.)

5 SECRETARY DOLE: Ladies and gentlemen, I think
6 this day and age, in this fast paced world of ours, it
7 seems that we must constantly be adjusting and be adapting
8 to ever-changing circumstances. It's very challenging,
9 these times.

10 And I recall when I entered at Harvard Law
11 School back in 1962 I was one of about thirty-five women
12 in a class of five hundred and fifty.

13 And the first day, as I walked into my class,
14 one of the men came up to me and he said, Elizabeth, --
15 it was one of my classmates -- Elizabeth, what are you
16 doing here? What are you doing here? Don't you realize
17 there are men who'd give their right arm to be in this
18 law school, men who would use their legal education?

19 That was my introduction to Harvard Law School.
20 And, of course, the implication was that I was taking the
21 place of a man.

22 Some, by the way, may (inaudible words)
23 transportation.

24 But, indeed, times have changed enormously
25 since 1962. And this is one of the areas where there has

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1 been that continuous adaptation and change.

2 We have had, ladies and gentlemen, a quiet
3 revolution in this country over the last fifteen to
4 twenty years.

5 For example, that entering class of Harvard Law
6 School is now almost forty percent female.

7 And women who are achieving and who are
8 acquiring their Master's in Business Administration
9 degrees today, that number has increased by twenty-four
10 hundre percent in the last fifteen or twenty years.

11 So, all across this land, there has been a
12 great change, as so many talented and highly qualified
13 women have been entering our work force.

14 (Inaudible words) another example of the
15 attainment on the part of a woman. And I think it's
16 (inaudible words) say just open the door for young women
17 in so many areas, like science and math, which have sort
18 of been areas that women (inaudible) get into. Now,
19 (inaudible words) that they too can achieve in science
20 and math. And that opens up a lot of doors for the
21 future. It will open up some (inaudible).

22 As I look at all the young people in the
23 audience today, I'm just so grateful and thankful for
24 all of the potential that's there.

25 You're so much more sophisticated than our

1 group was at the same age.

2 I remember back at Duke University we were sort
3 of concerned with what was going on within the walls of
4 that campus back in the 1950's, the late '50's.

5 Today, our young people are very sophisticated.
6 They're involved in a lot of things, community activities
7 and things beyond the campus. That they are involved,
8 of course, with State, national, international global
9 affairs.

10 So, there's tremendous potential. And, of
11 course, your day is just dawning. And very soon, with
12 the good training that you're getting, you will be able
13 to join us in trying to provide that better life for
14 America.

15 Many women today, of course, are finding doors
16 open, and are serving in roles that traditionally were
17 reserved for men.

18 Many quality decisions are being made by women
19 now in some of the toughest, most challenging issues
20 of our time. And I think it's wonderful that there are
21 young women who feel that they have the same opportunities
22 for growth as well if they decide that they want to
23 follow a career path.

24 I think there's no more challenging assignment
25 than that of being a wife and a mother and raising a

1 family. No more challenging assignment.

2 But if a woman decides she does want to go into
3 a career area, doors are opening up. But certainly we've
4 not reached the limit.

5 But you do find women in many challenging areas
6 today. And I am privileged to be the first woman to serve
7 as the Secretary in the Department of Transportation.

8 In fact, I've also discovered my little
9 footnote in history, in that I'm the first woman to head
10 a branch of the armed services.

11 I have the Coast Guard within my responsibility
12 at DOT. And I hasten to say, ladies and gentlemen,
13 before you become concerned, that we should we, heaven
14 forbid, ever find ourselves involved in another war, I
15 will not be leading the troops into battle. That is
16 not my expertise.

17 They transfer, at that point, to the Navy
18 Department.

19 But (inaudible words) I am just so proud to
20 have the Coast Guard working within the Department. They
21 do a wonderful job of drug interdiction, trying to keep
22 out illegal drugs entering our cities and our
23 communities, also, of course, search and rescue
24 missions. They're responsible for saving many lives
25 every year, resucing people from the waters. And they

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1 do a tremendous peace-keeping job, as well as being
2 prepared always to stand (inaudible words) in any kind
3 of emergency that required (inaudible words).

4 Now, looking at the various responsibilities
5 of the Department, let me just (inaudible words) on
6 safety this morning, because I think that's an issue
7 that concerns all of us, whether we are young people,
8 who are still involved in our schooling, or whether we're
9 older people, who have moved along well into our
10 careers.

11 Safety is my top responsibility. And if you
12 want to try to make that difference in the limited
13 period of time that you serve in a Government post like
14 this, if you want to try to make that positive difference,
15 I can't imagine anything that gives you more opportunity
16 than the safety arena.

17 And, of course, when (inaudible) or ninety-two
18 percent of the fatalities in transportation are on our
19 highways, that must be a major area of focus.

20 So, as I indicated earlier, I am trying to
21 work very hard on the problems in this area. And we
22 approach them, really, in a three-pronged manner, if you
23 will.

24 One is to rehabilitate roads and bridges across
25 this country.

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1 Now, our infrastructure is badly, badly in need
2 of repair. (Inaudible words) 1982, the Surface
3 Transportation Assistance Act was passed by Congress.
4 And that enabled us to literally double the amount of
5 funding that goes to the States every year to rehabilitate
6 roads and bridges.

7 And this year, for example, fourteen and a half
8 billion dollars will go to this kind of purpose, which
9 is a very large amount indeed.

10 We're going to continue to fund. We're going
11 with a new Highway Reauthorization Bill soon.

12 In looking out at the future, the completion
13 of our interstate (inaudible), we will also be looking
14 to further to be able (inaudible words).

15 Now, in addition to the safety of our roads
16 and bridges, certainly one of the very important aspects
17 of highway safety is the behavior of the driver.

18 And while all of you may not agree, let me
19 tell you that I think it's good, I know President Reagan
20 thinks it's good, that you did pass the age twenty-one
21 here in the State of Kansas.

22 I understand that some young people may not
23 feel that this is the best thing to do. But the problem
24 that the President had -- he's very much a States-righter,
25 he wants the States to decide, as much as possible

1 in these areas.

2 He said, Elizabeth, there's one question I
3 simply can't answer, and that is the question of
4 (inaudible words). Where one State has age twenty-one,
5 and there's another State on the border that has a lower
6 age, that is positive incentive for a young person to
7 drink and drive, to cross the State line, to consume
8 alcohol, and come back home under the influence. And he
9 said, I simply feel that (inaudible words) incentive
10 there to eliminate that problem. I can't see any other
11 way.

12 So, as you know, the Federal Government is
13 responsible. We're withholding five percent of highway
14 funds, starting this September, and it's ten percent the
15 following year unless the States has passed age
16 twenty-one.

17 Now, I feel that there's a real consciousness
18 raising across this country. And one of the things is
19 grassroots organizations, like the Mothers Against
20 Drunk Drivers -- I love this one, the Bartenders Against
21 the Drunk Drivers, that's called BADD, and all the other
22 grassroots groups who have joined hands to ensure that
23 we do everything we possibly can get every last drunk
24 driver off the roads and highways of this country.

25 And there's a real (inaudible) out there, no

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1 question. People are no longer willing to tolerate
2 lax laws and lenient judges. We're making a lot of
3 headway.

4 Safety belts. That's (inaudible words.) So,
5 it's the best defense against the drunk driver, the use
6 of the safety belt.

7 If we could just convince people how important
8 it is. It is. You know, fifteen years we've had seat
9 belts in the cars, and the voluntary rate of usage is
10 somewhere in the fourteen to fifteen percent range.

11 So, what we have done is through Rule 208.
12 And that's a rule that we put in place a year ago last
13 July.

14 We have provided, I think, a mechanism, which
15 is small now. About seventeen State safety belt laws.

16 Let me tell you just a word or two about that.
17 What it does is to provide (inaudible) two-thirds of the
18 population of the United States is not covered by safety
19 belt laws by this coming September, then passive
20 restraints will begin to (inaudible) in in automobiles.

21 The manufacturer will be responsible for
22 deciding what it will be, whether it will be a passive
23 belt on the door, or an airbag, or some other form of
24 technology that will meetin our standards.

25 Now, it will be ten percent the first year of

1 the new car fleet, then twenty-five percent, then forty
2 percent, and finally a hundred percent.

3 If at any point we reach the two-thirds of the
4 population that meet Federal criteria for safety belt
5 laws, that process stops.

6 Now, this is not something that we just wrote
7 on a clean tablet, on a blank tablet so to speak. We
8 had a Supreme Court remand, a case that had up on appeal
9 was remanded with instructions to the Department to go
10 back and look at all of this area again. And that is
11 something that happened just after I became Secretary of
12 Transportation.

13 And I think that the system that we prepared --
14 and really it was the toughest public policy issue I
15 think I've ever dealt with in all my years of public
16 service.

17 But this particular issue I do believe has
18 saved many, many lives as a result of 208 being
19 promulgated.

20 And if everyone used their safety belts, we
21 would save ten thousand lives a year.

22 Again, if drinking and driving were stopped,
23 we would save about twenty-five thousand deaths a year
24 out of the statistics.

25 So, you can see how vital this is.

1 When New York passed its safety belt law,
2 within the first six months it translated into ninety-
3 seven lives saved. In one State, in a six month period.

4 So, this is very serious business. And I can't
5 tell you what a good thing you do to yourself if you put
6 on that safety belt when you leave this auditorium today.
7 Not just on the long trips. A lot of them, a majority
8 of them happen on short trips.

9 So, those are issues that we will continue to
10 pursue. And right now we're at a point where very soon
11 we'll be giving advice to the States on whether their
12 State laws meet our Federal criteria.

13 So, that will cause the States to understand
14 whether amendments will be needed.

15 There's a third prong to this highway safety
16 approach. And that is the design of the vehicle, in
17 addition to the roads themselves and the behavior of the
18 driver.

19 Now, some of you may have bought new cars. If
20 you have, you have a high mounted stop light, that little
21 light in the rear window or the base of the window.

22 That's been dubbed the Elizabeth Dole light.

23 And I'm very pleased with that because I like to be
24 associated with (inaudible words) safety is at issue.

25 (Inaudible words) very hard on (inaudible words).

1 And we are delighted to be able to go forward with the
2 regulation that is so cost effective. It costs us a very
3 few dollars. And, yet, five years of study with a
4 national telephone fleet and also with a taxi fleet
5 indicated that as much as nine hundred thousand accidents
6 a year can be eliminated with that one little light,
7 these rear end crashes. Nine hundred thousand a year
8 (inaudible) can be eliminated.

9 And also about five -- four hundred and
10 thirty-four million dollars in property damage, as well
11 as forty-eight thousand injuries a year. So, that's really
12 what you call cost effective regulation.

13 And, indeed, we will continue to explore all
14 avenues to achieve results in a positive way if we can
15 to eliminate these tragedies from our highways.

16 Next week is (inaudible words) safety week.
17 We're going to be focussing on issues there which are
18 a great concern to us.

19 One of (inaudible words) in many States still
20 permit a person (inaudible) to drive everybody, to get
21 in a truck or tractor trailer and drive off without any
22 special requirements or any special training.

23 (Inaudible words) care of by working with the
24 States. And I think it would be a tremendous
25 accomplishment because that is (inaudible words), that's

1 not (inaudible words) taking special training to drive
2 one of these tractor trailers.

3 That's the kind of thing we'll be working on
4 as we move toward truck safety and bus safety.

5 Air safety. That's an area of great concern.
6 And many people say, well, (inaudible words.)

7 There were a number of tragedies worldwide
8 last year. And one tragedy is one too many. And
9 (inaudible words) worldwide a record year as far as
10 (inaudible words) fatalities. There were two thousand
11 fatalities.

12 Ladies and gentlemen, we can find no common
13 thread, no common thread between those fatalities.

14 And I think I can put everything in perspective.
15 Remember, each year, in the United States, there are
16 fourteen thousand flights, one million people travelling
17 by air every day. 99.999 percent without an accident.

18 We have the safest system in the world. In
19 fact, we were just talking about forty-three, forty-
20 two thousand deaths a year in the United States alone on
21 highways.

22 Now, this is two thousand worldwide. And
23 that's two thousand too many.

24 But we do have the safest system in the world.
25 We have (inaudible words) control system, our standards

1 are patterned (inaudible words) around the world. And
2 we can be very proud of our (inaudible words).

3 But (inaudible words) safe system (inaudible
4 words). (Inaudible words.)

5 And as we look out at the future, we've got to
6 prepare for an increasing number of people flying as well
7 as more air carriers. Therefore, we will be adding
8 five hundre more inspectors, and we will be adding a
9 thousand more air traffic controllers over the next
10 couple of years, as fast as they can absorbed into the
11 system, to address this matter of increasing our air
12 travel over the future.

13 These and many other things, as I say, are
14 underway.

15 And also security is very important on the top
16 of the priority list.

17 The people, of course, here from Hutchinson
18 need to (inaudible words).

19 And security is a major issue at the Department
20 of Transportation as well as the (inaudible words) and
21 other areas of Government.

22 We have required, now, that every carrier,
23 both domestically and internationally, have a security
24 coordinator on the plane.

25 We have also expanded our Air Marshall program.

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1 These are people who are very, very carefully trained,
2 who are armed, who fly on certain flights where (inaudible
3 words) flight (inaudible words).

4 Obviously, that's an area where you have to be
5 very careful, know what you're doing, trained very
6 carefully.

7 But that (inaudible words) expanding. We also
8 are (inaudible words). We have beefed up the review
9 of the inspection of baggage, carry-on baggage as well
10 as checked baggage and cargo. And we're continually
11 (inaudible words).

12 And if we find that their security is not up
13 to standards, then I have the authority to stop our
14 carriers from going there and their carriers from coming
15 to the United States.

16 So, both at home and around the world, this
17 will continue to be a top priority in the Department of
18 Transportation and the Governmental generally.

19 Rail safety. One last comment on the safety
20 area. For twelve years they tried to get a rule that
21 would address the problem of drinking and drugs on our
22 railroads.

23 Now, I hate to tell you, but there is a
24 significant problem of drinking and drugs on the
25 railroads.

1 Just recently we achieved that goal. We now
2 have a regulation in place to address this problem. And
3 that is something that I think is going to be crucial, as
4 we look down the road, in eliminating accidents on the
5 railroads.

6 You know, there haven't been that many in terms
7 of numbers, but you look at a train with the kind of
8 speed of a train, carrying hazardous material, and you
9 can really do a lot of damage. One accident can really
10 wipe out a community.

11 So, we want to make absolutely certain that this
12 is safe and that you do not have a problem of someone
13 under the influence of alcohol or drugs who's involved
14 in any kind of operation of a train.

15 And we've got a very tough rule in place. We
16 have been challenged on it. And the court is looking at
17 it right now. But we're going to win it because that's
18 a very, very important safety issue.

19 Those are some of the things that are happening.

20 I want to talk for just a moment -- you know,
21 it's (inaudible words) being in this thing, and I want
22 to visit with you about some of our economic issues as
23 well.

24 Someone has said recently in a humorous vein
25 that the answers are difficult and also the answers may

1 not be the same from one generation to the next when
2 you're trying to wrestle with these kind of tough public
3 policy problems.

4 I remember once when a friend returned to college,
5 where she'd studied (inaudible words). And she found to
6 her amazement that the professor was still asking the
7 same questions that he'd been asking for ten years since
8 she'd been there.

9 And she said, won't the students catch on to
10 this?

11 And the professor said, oh, (inaudible words)
12 what's going to be on the test.

13 Well, (inaudible) no question about it, I ask
14 the same questions each year. But then every year, he
15 said, I change the answers.

16 Well, (inaudible words) too, with the kind of
17 things we're dealing with.

18 But one of the new answers that we're very
19 much enthused about is what we call privatization. And
20 I'd like to talk a minute about that. Privatization
21 means the opposite of Government ownership.

22 (Inaudible words) should be owned and run by
23 the private sector. (Inaudible words) run more
24 (inaudible). And, of course (inaudible words) we're
25 looking at everything that looks like it would a

1 (inaudible words) potential.

2 Until recently, the (inaudible words)
3 privatization was pretty much (inaudible) Thatcher and the
4 kinds of programs and splendid programs that she's had
5 underway in transferring responsibility for many services
6 now provided by Government agencies to private
7 (inaudible words) enterprises.

8 I had the great experience of visiting with
9 her (inaudible word) England. And she visited the
10 Department of Transportation on one of her recent trips
11 to the United States.

12 So, I (inaudible) had a chance to learn
13 firsthand from her not only (inaudible words), which
14 she's very enthusiastic about, (inaudible) ninety-nine
15 percent of the people in England are using seat belts.
16 The fatality rate is down twenty-five percent.

17 But she's also helped me in the area of
18 privatization.

19 And certainly this (inaudible) has generated
20 enthusiasm from the Potomac to the Ganges. Japan,
21 Turkey, and a number of other governments are exploring
22 ways to privatize their services, too.

23 One thing that you're probably going to be
24 hearing a lot about. It's a major theme for 1986 and
25 beyond. How do we get the Federal Government out of

1 the business of running railroads, and also out of the
2 business of running airports?

3 Now, let's talk about (inaudible) for a minute,
4 because we have the flagship of privatization before the
5 Senate of the United States right now. And that
6 (inaudible words) Conrail.

7 We have already sold the Alaska Railroad, by
8 the way, to the State of Alaska. And the two airports,
9 National and Dulles, (inaudible words) transferred
10 (inaudible words) because they're the only two run by the
11 Federal Government in the entire United States.

12 (Inaudible words) Secretary of Transportation
13 (inaudible words) at Washington National Airport.

14 So, we (inaudible words) achieving that,
15 hopefully, this year.

16 The Conrail is (inaudible words) challenge.
17 And I think it's worth a few minutes.

18 This freight railroad was put together from
19 some bankrupt railroads back in 1976. And, at that time,
20 it was (inaudible words) to continue to provide a service
21 to the Northeast (inaudible words) impact on the Midwest
22 and Far West, to continue to provide this service.

23 And the (inaudible words) has now put through
24 the taxpayers seven billion dollars in one form or another
25 into the railroad. Part of that (inaudible words) Amtrak

1 system on the Northeast corridor.

2 Those were all (inaudible words) Conrail in
3 order to, for example, keep the services going,
4 (inaudible words) operations, pay labor protection, and
5 other things of that sort.

6 But now we're at the point of returning it to
7 the private sector because it's been profitable for the
8 last four years.

9 But why should the Government be running a
10 freight railroad, much less one that's been profitable
11 for four years, and has special benefits which it
12 utilizes as it competes against other railroads? For
13 example, they pay no State taxes in fifteen States
14 through which the train runs. And we pay their labor
15 protection, as high as a one hundred and twenty-five
16 million dollars in one year. And up until recently they
17 had (inaudible words).

18 So, in 1981, Congress said to the Secretary of
19 Transportation, develop a plan now to return this
20 profitable railroad to the private sector.

21 For three years, I've been working on that
22 through a very (inaudible) careful process. We went out
23 and (inaudible words) the railroad. And we talked to a
24 hundred and ten corporations about the possibility of
25 buying this freight railroad.

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1 I (inaudible words) one bid. (Inaudible words)
2 got fifteen bids. Fifteen.

3 Then we began the process of narrowing it down
4 to six, and then to three. And the finalists, the three
5 finalists, included the Norfolk Southern Corporation.

6 I knew then that there might be (inaudible
7 words) railroads. And the (inaudible words) exempt under
8 the law from actually (inaudible) sale of their
9 (inaudible).

10 So, I (inaudible words) public standard
11 (inaudible words) railroaders (inaudible). They looked
12 at it extremely thoroughly and independently. There's
13 not one (inaudible) on the merit of putting the Department
14 of Transportation (inaudible words).

15 They came back saying (inaudible words), here's
16 what would have to be done through (inaudible words)
17 railroads of certain lines and (inaudible words).

18 (Inaudible words) although that had been done.
19 The Justice Department (inaudible words) merger. It's
20 going to go out and check and see if the (inaudible)
21 are where they say they are. (Inaudible words) check
22 right now.

23 But we approved the merger. (Inaudible words)
24 anti-competitive, we think it's pro-competitive. Why?
25 Because, for example, from New England out to Chicago and

1 Saint Louis, where it (inaudible words) impact the
2 shippers from Kansas, there will now be for the first
3 time in two decades competing long haul, single line
4 railroads. We'll have more than one to choose from
5 (inaudible words) all the way from New England, all the
6 out to Saint Louis and Chicago.

7 When you don't have to change railroads, that
8 means you pay lower rates, that means you have quicker
9 delivery of goods.

10 So, for that and many other reasons, it is a
11 pro-competitive merger.

12 One major comment (inaudible words) it will
13 strengthen, the Norfolk Southern purchase will strengthen
14 Conrail.

15 Conrail (inaudible words) is going to be
16 marginally, marginally profitable out into the 1990's.
17 It carries recession sensitive traffic. It has very
18 short hauls because (inaudible words) short distances,
19 which means truck competition is rampant. And they
20 do not (inaudible words).

21 (Inaudible words) freight that they carry
22 has been going down at the rate of 3.6 percent a year
23 for the last twenty years, and there's no change in
24 sight.

25 So, (inaudible words) strengthening. They need

1 (inaudible words) strength (inaudible words) railroad.

2 They can't continue to shrink their way to prosperity by
3 laying off workers, by abandoning lines, and by generally
4 cutting back on the system.

5 And the plan is that they will cut back another
6 third to (inaudible words).

7 Norfolk Southern has the highest operating and
8 maintenance standards in the business. It is extremely
9 well run. It's a strong system that will bring a
10 hundred and eighty million dollars of extra cash to
11 Conrail every year (inaudible words).

12 So, for these and many other reasons, I think
13 it's important that we get this railroad sold and that
14 we do it now.

15 (Inaudible words) this issue. It's time to
16 move because they will pay \$1.2 billion, cash on the
17 barrel head, the day of closing. (Inaudible words)
18 the equivalent of ten percent of what Gramm-Rudman would
19 require for (inaudible words). And, of course, it's
20 the flagship of privatization.

21 (Inaudible words) then it's going to undermine
22 all those (inaudible words) privatization that business
23 and Government hope to achieve in 1986 and beyond. It's
24 very, very important to win the first one and keep the
25 momentum going.

1 So, for reasons beyond (inaudible words)
2 transportation policy, it is a very important initiative.

3 And that's something that's going to take me
4 back, I'm afraid, to Washington early.

5 (Inaudible words) because we're in the midst
6 of the votes on the Conrail (inaudible words).

7 (Inaudible words) needs, ladies and gentlemen,
8 can only be achieved by making the proper choices. And,
9 as I said, I think it's one of the toughest decisions
10 that I had to make (inaudible words) recent years.

11 (Inaudible words) this is one of the great
12 things about public service. And I hope that you might
13 consider, as your careers develop, the possibility of
14 going into public service.

15 So, everyday when I get in my car and start
16 for the office, it's a great vocation. It gives me an
17 opportunity to sink my teeth into some of the toughest
18 issues and really to sort of stretch myself to the limit
19 of my being, and to work with very talented people to
20 make a difference for people across this country.

21 And I hope many of you will feel that this is
22 the kind of challenge that you'd enjoy as well,
23 because I'd like very much to see you joining me in
24 public service and enjoying the challenges and (inaudible
25 words) that make the difference.

1 But as you look at these tough choices, another
2 great President who understood tough choices is buried
3 less than a hundred miles from here in a serene little
4 (inaudible words), a place of meditation. The modern
5 architecture of the Eisenhower Library (inaudible words)
6 reflects the President whose Administration gave us the
7 Interstate Highway system, and the Saint Lawrence Seaway,
8 and many of the modern transportation miracles that are
9 my responsibility today.

10 Although he was born in Texas, and he was
11 educated at the U.S. Military Academy, and he was a
12 resident of many cities around the world as his brilliant
13 career unfolded, Dwight Eisenhower loved Kansas. He
14 loved Kansas deeply.

15 And his (inaudible words) Kansas (inaudible
16 words) today. "May we pursue the right without
17 (inaudible words). May we know unity, without
18 conformity. May we grow in strength, without pride in
19 self. May we in our dealings with all the people of the
20 earth ever seek truth and serve justice. (Inaudible
21 words.)"

22 Dwight Eisenhower represented strength and
23 determination of character. And we are reaping the
24 benefits of the tough choices that he made a generation
25 ago.

1 And I (inaudible words) another President, when
2 (inaudible words) current President also (inaudible words)
3 of strength.

4 Today, the issues are different (inaudible
5 words) challenging (inaudible words) one another.
6 (Inaudible words) opportunities (inaudible words). These
7 are the issues (inaudible words) and challenges to
8 everybody. (Inaudible words) challenging (inaudible
9 words).

10 President Reagan said one time that when he was
11 (inaudible words) Governor of California that every
12 (inaudible words) every (inaudible words). And he
13 (inaudible words) look over his shoulder (inaudible
14 words).

15 (Inaudible words) fulfill the challenges of
16 this job another day (inaudible words.)

17 And I would just say in closing that I certainly
18 agree with that. I don't think I could (inaudible words).
19 I don't think I (inaudible words) to do it. But I
20 think (inaudible words) it's what really (inaudible
21 words) opportunities that we have (inaudible words).

22 I (inaudible words) nor (inaudible words)
23 courage (inaudible words).

24 Those of you who are students, as I said
25 before, (inaudible words). You are (inaudible words)

1 join us in our efforts to make life better for all
2 Americans.

3 With your help, with the support of all
4 (inaudible words), we will (inaudible words.)

5 (Inaudible words) and our children (inaudible
6 words).

7 Thank you very, very much.

8 (Applause.)

9 MS. : (Inaudible words.)
10 (Whereupon, the speech
11 was concluded.)

12 - - -
13 MS. : ... Amtrak System.

14 SECRETARY DOLE: Okay. Amtrak.

15 Last year, the President (inaudible words)
16 subsidy on Amtrak, which (inaudible words).

17 The Congress cut back about eleven percent on
18 these subsidies, but it did not (inaudible words).

19 Let me just quickly mention to you why the
20 (inaudible words) with Conrail, that we have to find
21 some other way (inaudible words) Amtrak (inaudible
22 words).

23 And I know that everyone will not agree with
24 that. But when you are trying to cut two hundred and
25 twenty billion dollars so that we don't have this

1 enormous deficit, well, (inaudible words).

2 You can't leave Amtrak off the list to look at
3 because it serves only one percent of intercity traffic.

4 And it's (inaudible words) set up as a for
5 profit corporation as an experiment. It's set up as a
6 two-year, for profit --

7 (Whereupon, nothing further
8 was recorded on the tape.)

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