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SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE
HISTORIC PRESERVATION AWARD PROGRAM
MAY 15, 1986

I am delighted to be here today in this magnificent board room of the National Trust for Historic Preservation, for presentation of our biennial awards for Outstanding Public Service in Transportation and Historic Preservation.

My thanks to Jackson Walter for graciously inviting us to use this beautiful and historic facility! I'm also very grateful to Cynthia Baker, Chairman of our Advisory Council on Historic Preservation, for joining with me today in making the award presentations, and to the DOT and Council staffs for their outstanding work in organizing this program.

Our purpose today is to recognize 15 award-winning projects in varied U.S. locations, honoring those who made them possible. Everyone involved in this program --especially the 16 honorees -- can be proud of what you have achieved.

What a delight to present these awards during National Historic Preservation Week and the 20th anniversary of the National Historic Preservation Act. We have reached many milestones in preservation since the Act first became law. But I know of no better tribute to the legislation of 1966 and those whose foresight brought it about than the projects and people we recognize today.

From my own personal experience I can tell you that the zeal to preserve and develop is contagious. The contagion is not only at my department it's also in my family. My mother is bound and determined to see the Salisbury, North Carolina railway station restored to its original condition. I became invigorated with that zeal three years ago when we began the public/private partnership to bring Washington's Union Station back to its former glory and grandeur -- to the transportation hub it once was and the commercial center we envision. With the emergency work completed, our restoration experts have begun the work that will rehabilitate the station's interior. I want to thank members of the

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Advisory Council for your valued advice on the station's rehabilitation and your assistance in bringing about agreement on our restoration plans.

Our transportation facilities have not always enjoyed a second chance. In past years we have sometimes been too quick to tear down, uproot and discard. In our rush to modernize, and in our propensity for straight lines and short cuts, we have at times been unappreciative of historic values.

No longer. The transportation-related projects we honor this afternoon typify the high regard for historic preservation throughout our country. They reflect a growing sensitivity to historic preservation fast becoming the norm rather than the exception at local, state and federal levels. We are learning the wisdom of rehabilitation as a reasonable option, and the value of public-private sector cooperation in realizing such impressive projects.

I am very proud of a trolley bell that sits on my desk. It was presented to me by the City of San Francisco in appreciation of our role in the restoration of their cable car system, a world renown historic preservation program. I'm very proud of San Francisco's work and my department's role, as I am proud of each of the projects we are honoring today.

Nowhere is the spirit of cooperation more apparent than in the projects we honor today. The Coast Guard and the Advisory Council took the initiative to assure that lighthouses no longer needed be leased to responsible community organizations so that their historic integrity could be preserved. Just look at the results. In San Francisco, the Bay Station could have fallen victim to the wrecker's ball. But through the work of the Brothers Light Station group the station has been rescued and is being used as a popular "bed and breakfast" inn. The river culture of the Hudson Valley, its transportation history and lore are "alive," thanks to the Hudson River Maritime Center Museum enthusiasts who have included a refurbished Lighthouse in their program.

The survival of America's beloved lighthouses depends on community action and creative new uses. Dedicated people in organizations like the United States Lighthouse Society joined hands, its members determined to protect, preserve and inform the nation of its lighthouse heritage.

Just as public and private sectors are cooperating to preserve our heritage, so are the federal, state and local governments working together. We are resolving minor impacts on historic lands and bridges. Such illustrious projects are typified by Colorado's Survey of historic bridges conducted by the Department of Highways and the Abbott Farm National Historic Landmark. The New Jersey Department of Transportation sensitively treated this largest and most important archaeological site when constructing the intersection of three major highways.

In the area of historic railroad station preservation and reuse, the Council's has produced outstanding projects such as:

- Restoration of magnificent Union Station in St. Louis by New York developer, Oppenheimer Properties.

- Restoration of a small town railroad station in Shaftner, California for a museum and office location.

- Rehabilitation by the city of a mainline railroad station in New Haven into a superb community resource.

A few years ago an almost abandoned railroad station in Harrisburg, Pennsylvania might have been torn down. Today, thanks to the vision of a redevelopment authority it is a transportation center and an architectural masterpiece.

For a national historical park in Lowell, Massachusetts, the preservation commission used existing railroad tracks to recreate a trolley system complete with turn of the century passenger cars.

New Jersey transit commuters encouraged the state agency to preserve and rehabilitate 55 historic commuter railroad stations.

These outstanding examples of restoration make a strong argument for simplified regulations in order to encourage creativity and flexibility in preservation efforts. and bring me to an area akin to historic preservation -- highway beautification. This year we proposed legislation to reinvigorate the program to control billboards on our rural highways. The proposed changes will enhance the rural landscape and in some cases control billboard and junkyard impacts on rural historic districts.

The Oregon Department of Transportation has moved on its own to enhance the historic Columbia River Highway and preserve the state's 50 covered bridges.

We are no less concerned about urban pleasantness. In my home state of North Carolina, the City of Fayetteville upgraded its downtown and transit facilities and restored historic buildings. In doing so, Fayetteville made important archaeological finds.

Thanks to civic groups and historical societies across the country, and to volunteer citizens, historic assets that might otherwise have been lost are being preserved and restored.

I want to call your attention to three of our award recipients today who took that initiative to preserve historic assets.

George Peirce, manager of LaGuardia Airport, and Geoffrey Arend, publisher of Air Cargo News, rescued from oblivion a mural 12-feet high and

235 feet in circumference, called "Flight." It commemorates the development of aviation. A WPA artist, James Brooks painted it at the LaGuardia Marine Terminal from which the Pan American Flying Clippers operated. It had been painted over, and the building abandoned. Now, both have been restored.

Dr. Emory L Kemp of West Virginia University is honored for his leadership in industrial preservation, particularly with historic bridges such as the famous Wheeling Suspension Bridge.

These winners provide a loud and clear message. We are giving historic transportation facilities a second chance.

I am confident that the preservation ideas and suggestions flowing from today's conference will be useful to all of us. In both the public and private sectors. We take our charter from Section 4(f) of the Department of Transportation Act of 1966 which says, "a special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges and historic sites." But we take our inspiration from love for our land and its rich history.

I appreciate so very much the hard work of the people in the Advisory Council, the Trust, the state historic preservation offices, and local historical societies. These organizations bring superb insight to the partnership between transportation and preservation. With you, I take great pride in what has been accomplished.