

SECRETARY OF TRANSPORTATION ANDREW CARD
TILT-TRAIN PHOTO-OP
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TALKING POINTS

As the Baltimore Sun recently said of this train,
"[It's] like a European immigrant with big plans for the
New World."

The X-2000 has the potential to expand high-speed passenger rail service in the U.S. -- especially on the Northeast corridor -- without costing billion of dollars. It's major strength is its ability to work on already existing infrastructure: even where the tracks twist and curve.

Through the use of a unique suspension system --
in which on-board computers compensate for

centrifugal forces -- passengers will ride comfortably even as the train rounds curves at high speeds. So, instead of straightening out track, we're tilting the train to get a smooth and safe ride.

By designing a train which is adaptable to the terrain of the Northeast corridor, the New York to Boston leg of the route could see considerable time gains -- because numerous curves now limit train speeds: particularly in Connecticut, north of New Haven.

Moreover, this electrically powered train can travel at speeds up to 150 mph -- which is swifter than Amtrack's conventional and Metroliner trains.

Overall, quicker Northeast corridor rail service would help induce travelers to use rail: thereby helping to further reduce air pollution and congestion at some of our busiest airports and highways.

During the next two months, the X-2000 will be evaluated in a series of tests -- then it will be put into actual passenger service on the Northeast corridor on a trial basis through the summer : first between Washington, D.C. and New York City, and later between Washington and New Haven, and between Boston and New London.

The decision to bring the X-2000 to the U.S. is part of the Administration's commitment to bring high speed rail train technology and passenger service to

America.

Just recently we designated five high speed rail corridors. And just yesterday in Orlando, funds were dedicated for a new intermodal terminal which will be the home of the new, magnetically levitated (MAGLAV) high speed train system.

So, whether we are building entirely new transportation rail systems like MAGLEV ... or rebuilding track or eliminating highway-railroad crossing as in the new designated high speed rail corridors ... or using special tilt- trains like the X-2000 which can operate at high speeds without new building new infrastructure ... we are insuring that America will ride on high speed rails into the 21st century.

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