The Emergency Rail-Building Program In the 2002 Mid-Term Election Campaign

Nancy Spannaus, LaRouche Democrat running for Senate from Virginia against incumbent Republican John Warner, held an Oct. 3 Internet webcast, in which she was joined by other LaRouche Democratic candidates and activists, and transportation expert and LaRouche supporter Dr. Hal Cooper of Cooper Consulting Company, discussing the immediate necessity of high-speed rail corridor development in North America. Here are the presentations of Spannaus and Cooper in the webcast, with some of their rail-construction maps and graphics. Subheads are added.

Rail-Building for Economic Development and Peace

Spannaus: Good evening. My name is Nancy Spannaus, and I am a candidate for U.S. Senate in Virginia. I will be on the ballot as an independent, but, as many of you know, I am a Democrat—I am a LaRouche Democrat. Therefore, tonight, we will be presenting the latest initiative from LaRouche: an attempt to bring sanity to the American population, through addressing a major physical-economic crisis which faces our United States.

We're going to be discussing LaRouche's "November Program" for emergency reconstruction—of rail infrastructure in particular, although also touching on how that relates to air, and water, and other means of moving our national economy and holding our nation together.

We're very pleased to have with us, a distinguished consulting engineer on major rail projects internationally—particularly, the Eurasian Land-Bridge, which Mr. LaRouche has championed—Dr. Hal Cooper. He just comes back from a trip to Alaska. He's working on the new lines of communication between Alaska and Canada; and also, has been the author of that famous map which you have occasionally seen in my literature and in *Executive Intelligence Review,* showing the Western Hemisphere connected to Eurasia through the Bering Strait. I'm sure someone will want to ask a question about how that's possible; I've only been asked that about 75 times over the last period.

We also have with us, Marcia Merry Baker, the Economics Editor of *EIR,* responsible for putting together the written version—the dynamic, punchy version—of LaRouche's infrastructure program, which has just been released. She will be helping me field questions, which we expect to be coming from coast to coast—from legislators, steel workers, other people who are interested in rebuilding our national economy.

We're also pleased to have in the audience, Laurie Dobson, who is a LaRouche Democratic candidate, newly announced and causing quite a furor, from Darien, Connecticut. She will be, at a later point, giving us her views. She lives on the very crucial Northeast Corridor of transportation of the United States.

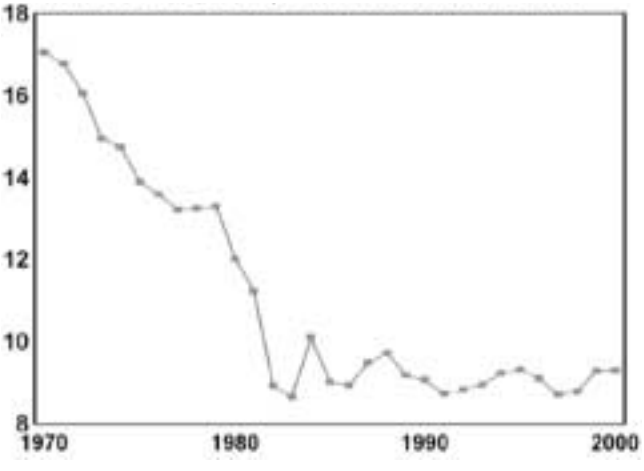
Disappearing Rail Grid

To begin, let me give you an overview of the way that we should look at this program—which has to become the major issue between now and the Nov. 5 election. This is the alternative to the insanity of war. You can't even discuss the war, really, without getting involved in the insanity that's coming from the people who are proposing it. We have to deal with the real economy, and the crisis that has developed over the last 30 years, and the fact that we are in the midst of a transportation breakdown, in rail, in air, in water, and now, in our seaports on the West Coast. This is caused, not only by financial considerations, and the bankruptcy of the system; but,

FIGURE 1

Rail Industry's Shipping of Tons of Non-Coal Goods, Per Houshold Basis

(Tons of Non-Coal Goods, per Household)

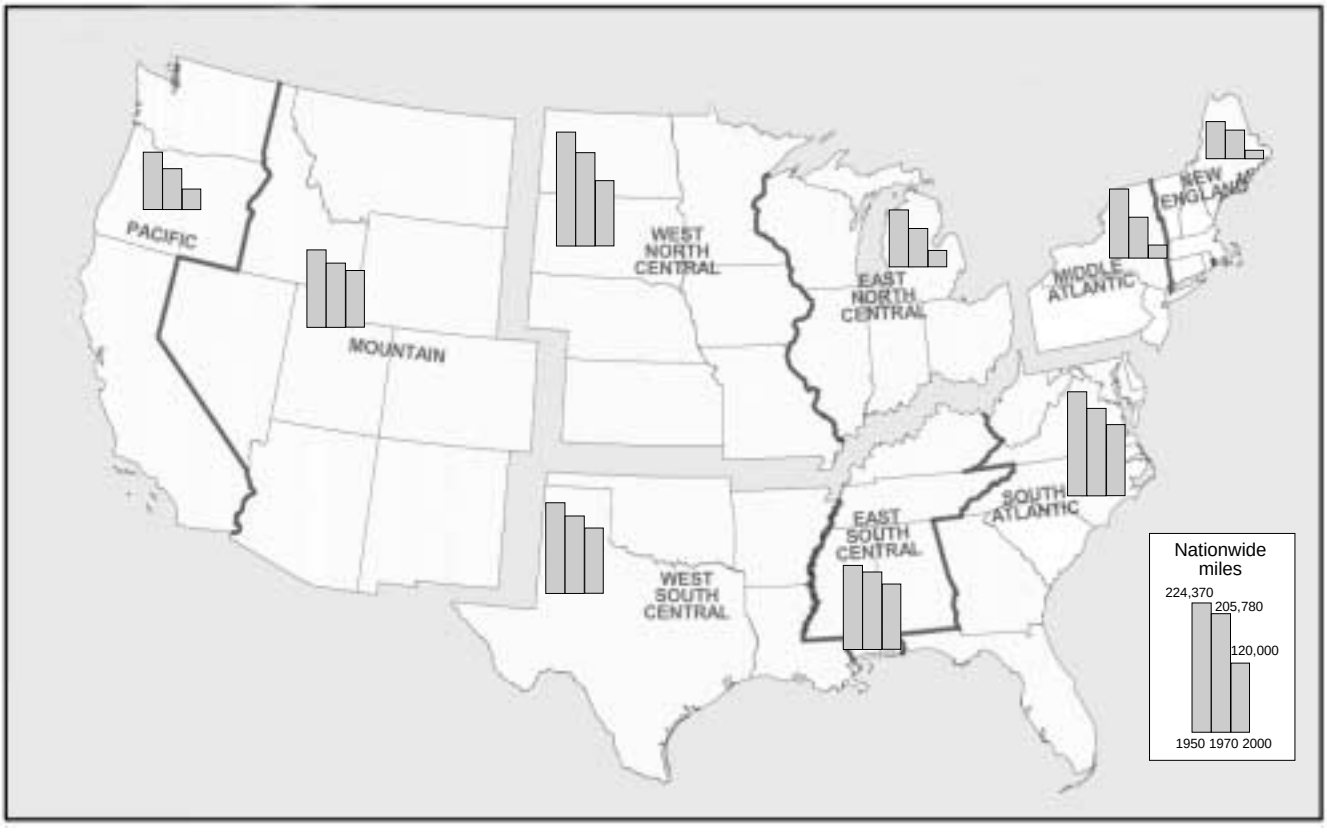


Source: EIRNS.

FIGURE 2

Decline in Railroad-Track Mileage, 1950, 1970 and 2000, by Region

(Miles of Track)



Source: EIRNS.

also, by the lack of investment in maintaining the physical infrastructure, basically since the time of Franklin Roosevelt, or slightly thereafter.

Just to give you a quick overview of what this looks like—first slide, please (**Figure 1**). This will give you some of the long view, of what's happened with rail since 1970. Rail is, of course, as Mr. LaRouche points out, the most efficient mode for a large percentage of the capital equipment and goods that we need to move around, to have a unified economy. Obviously, not everything; for the major bulk raw materials, which don't need to arrive just in time, or even very rapidly, you can use barges and water transportation. For something that needs to be moved very, very rapidly, you can use air over long distances. But, one of the major backbones of the national economy must be the rail industry.

And what you see here, is that we have had a collapse in the usage of rail, of a dramatic sort. You notice, this says "non-coal goods." We are doing some very *inefficient* things with rail; moving coal, which could not only be moved by barge, but upon which we're much too dependent for our energy. So that is an inefficient use. This, is non-coal goods per household.

Next (**Figure 2**): Going along with the reduction in usage, you've had a decline in the railroad track mileage in the United States. There were three benchmarks. In each of these areas of the country, you see: on the left, what it was in 1950; in the middle, what it was in 1970; and on the right, what it was in 2001. You notice that in many areas of the country—particularly the West North Central, the East North Central, and, if you look at the Northeast, a *major* decline betwen 1970 and 2001 in rail track mileage.

Keep in mind, that this is not only freight; this is also passenger rail. In many places in our country, the same track is used for freight and passenger.

We've had a take-down of capacity which has actually left some of these states without the ability to access our rail system. The one, in particular, that Dr. Cooper and I were discussing before, is South Dakota. Here is an area where they need to move farm goods—major farm goods production state, and no access to the national rail network. Just insane,

from any standpoint of holding together the national economy.

Transcontinental Railroad Made the Nation

Next (**Figure 3**). Now, let's take a look back at the function of rail in building a national economy. Because Mr. LaRouche has made the point, which our citizens should be able to understand, that there is no national economy if we don't have a functioning rail system.

In fact, you can show that, historically, our nation was brought together as a national functioning economy, through the construction of a national rail system. That construction was based upon a concept that we should be a continental nation, from the Atlantic to the Pacific, and that any kind of development of our people depended upon three aspects. One is an infrastructure for which the government itself—the Federal government or state governments—for a lot of the rail that was built in the United States was based on state government funding, as well as Federal government funding—must have a competent, workable infrastructure to be able to make it possible for citizens in any particular area to build their industries.

An absolute foundation for the economic entrepreneurship—the private enterprise, if you will, before it got a bad name with Enron and all that. It was what we saw in the 19th Century, the creative individual capitalist entrepreneur—this depends upon having a national infrastructure. If you don't have the electricity, for example, if you don't have the clean and serviceable water, if you don't have the power source, if you don't have the transportation to market, or if it's inefficient, you don't have a functioning economy.

And you may know, some of you, that in the area of food—when we're thinking about the world economy and deficits in food production for poor people—one of the major problems is that food grows, but can't be moved to market and to where it's needed, because the transportation system isn't working. We had a situation like that, actually, in the United States, in 1997, when Union Pacific Railroad collapsed financially—they shut down certain aspects of the physical network, and grain was rotting all over the ground, all through the Midwest.

Back to the map. The concept that [President Abraham] Lincoln was operating off, was one of nation-building, according to the specific American System concept of our Constitutional responsibility for the general welfare: To ensure a basic economic infrastructure that improves; ensure the capability for economic entrepreneurship; and through that, also create a higher level of culture and development in education for the entire population.

FIGURE 3

Source: EIRNS.

FIGURE 4

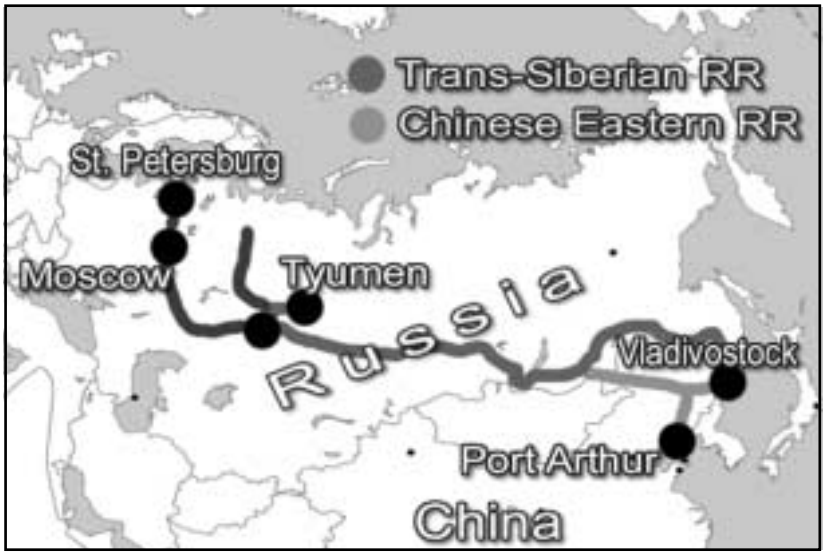
This [the Transcontinental Railroad] was one of the high points, when this actually happened. Under Lincoln's leadership—I believe it was in 1862—they initiated the construction of the railroad. It was a strategic necessity and an economic necessity, given the fact that we were in the middle of a war, to link the West Coast and the East. There had been rail built before, that Council Bluffs [Iowa] linked to, over to the East Coast. But beginning there, the construction went along that red line. It came, at the same time, from the West—from San Francisco. And it came together, in a very prominent ceremony, at Promontory Point, Utah. We'll show you the ceremony where they joined together (**Figure 4**). You see the champagne bottle right there in the middle, because this was a lot a work, going through the mountains, in particular, coming from the East.

And that created the basis for the emerging economy, the United States becoming the most productive economy in the entire world in the last part of the 19th Century. It wouldn't have happened without that kind of unity, and the improvement that that gave to the entire culture of the country, as well as the physical, economic capacity to move things around.

At the same time, at the end of the 19th Century, Lincoln had a vision of exporting that kind of technological development to the rest of the world (**Figure 5**). The Eurasian Land-Bridge programs that we talk about today had a precursor, in the work of Henry Carey and other industrialists who were associated with Lincoln's faction. And these are the rail lines, which were envisioned at the end of the 19th Century. You have there—you see the Trans-Siberian, which of course exists today. You see the Chinese eastern railroad. And at that point, the end of the 19th Century, at the Exposition of 1876 in Philadelphia, and so forth and so on, America was producing rail cars, producing rail track, and shipping it over there, on the basis that, a linkage of all of Eurasia, and an increase in this kind of trade, was to the benefit of the United States and the entire world.

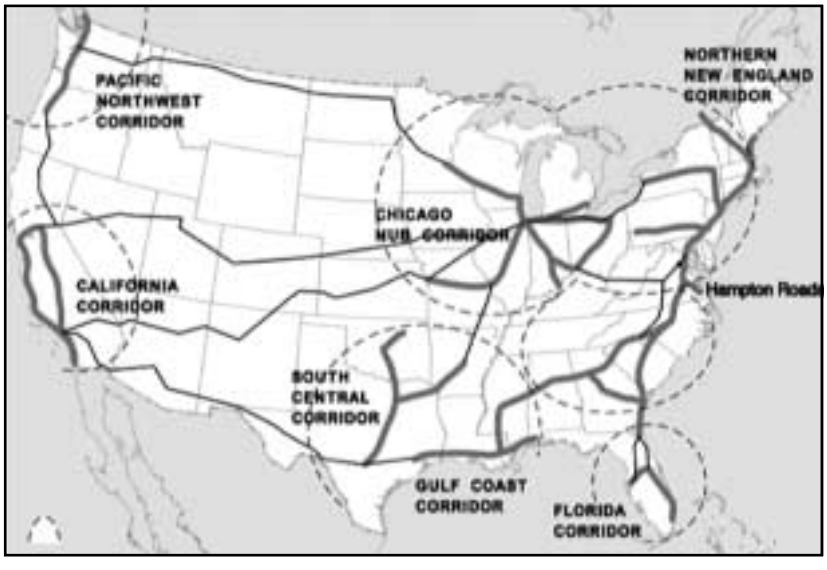
It was an alternative to what instead happened, which was that the British Empire decided this was a bad thing, and that there should be wars. And we had, first, the Russo-Japanese War, World War I, and so forth and so on, which essentially stagnated this kind of development, particularly in relationship with the United States.

FIGURE 5



Source: EIRNS.

FIGURE 6



Source: EIRNS.

High-Speed Rail Today

Now, the equivalent today—this is a map (**Figure 6**) from the program which LaRouche's campaign just introduced, and it gives you an idea of what we would want to be doing—a very preliminary sketch—Dr. Cooper has more to say about

this—of the way in which the country should be connected right now. What this shows, is some of the lines that already exist, which are the sort of regular black lines. The heavy lines, in these particular corridor areas, are high-speed rail lines. These are lines that are already projected in a Senate bill, which has been put forward by Ernest Hollings [D-S.C.] and a number of other Senators in our Congress; saying, look, it's crazy that the United States is trying to transport everybody by car, or by airplane.

Particularly, airplane visits within radiuses of 350 miles or so. It costs you more (in the pamphlet you'll find material to back this up) in time, as individuals, and in resources, to go back and forth, for example, from New York to Washington, on an airplane. It takes so long to get to the airport, then you have to check your baggage, then you have to get on the plane, then you have to get there, then you have to get into New York City. You know, by the time you do all that, it's what, five hours or so? And you could go there by train, on a high-speed train, in a matter of less than two hours, for sure.

So, this projects those corridors, and the dotted lines that you see there, are the areas where you could replace—and obviously that takes a certain amount of time to figure out how we'll be able to do that—to replace the need for all those air flights that now exist. So that's an idea that we're talking about. This not only connects the nation—and obviously there are other things that could be there—but, it begins to factor in a much more rapid movement, not only of passenger rail, but also freight rail, and to put some more rationality into the whole system.

Now, in fact, what we're going to be wanting to be doing in this kind of construction program, is two things: We're going to be creating the basis for a much more productive economy, in a situation right now, where I believe that the speed of most rail traffic, even where it exists, is extremely slow—1926 technology, or something, maybe 55—.

Dr. Cooper: It was better in 1926.

Spannaus: It was better in '26, okay. Fifty-five miles miles per hour at most. I remember personally going on a trip from New York to Chicago, and I swear we went 13 miles per hour all the way—it took 24 hours by train. This is crazy.

Not only will you be improving the efficiency in that way, but you're also going to be creating jobs. Productive jobs, that in some cases we will not have people at the skill required to carry out those jobs, so we can train people to do that.

In fact, the intent of moving our economy out of the depression that it's in, and into a prosperity once again, will probably require, Mr. LaRouche estimates, essentially 50% of our new investment going into infrastructure. Not just rail infrastructure. Also, we have a lot to do, as the pamphlet will indicate to you, in our waterways, in our urban water systems, which are collapsing, in power, and other areas as well. But, you're going to have a massive jobs program here—you're talking millions [of jobs]; and billions, or trillions of dollars in order to actually get all the work done. You're talking about opening factories that have been closed. You're talking about an actual boom on the scale of such a dramatic shift, that hasn't been seen since the beginning of World War II, where all of a sudden, people who—factories which had been dead-idle for years were bursting at the seams with raw materials and workers.

So, that's what we're actually talking about. The other aspect of this kind of transportation construction program is what it will actually do for the productivity of the workforce and the industry all along the way. Once you have a sane, high-state-of-the-art rail system going through a lot of these areas where it's now like a cow-catcher going through the field, you have the capability of transmitting higher technology and a higher quality of workforce to those areas as well, and getting into developing what Dr. Cooper will go through, of more of a development-corridor approach to the railroads. We're not just talking railroads here; we're talking—as we did in the time of Lincoln's Transcontinental Railroad—of actually opening up areas for potential development. Opening the capability to have factories, to have farms, to have higher technology farms, which can be serviced with the technology that they require. Because you can't just stick a factory out in the middle of nowhere, with no sustenance, with no supply of power, with no supply of the kind of raw materials, or machine tools that are required. You have to be on a transmission belt of technology in order to actually be able to carry this out.

A Technological Leap

The last aspect I want to deal with on this question, is another aspect of that technological leap, and cultural leap, which is what's required; and which we're really on the cusp of, in terms of changing our technology of rail into magnetically levitated trains. And on this, I have a series of things that will give you an idea of this new technology.

Now, what you should be aware of is: There is no such thing as a working magnetically levitated train. This is a new technology which eliminates the steel-on-steel, the wheel on the track, and uses magnets to float the train on top of the track. That kind of technology moves a lot faster; it's a lot more capable of more rapid acceleration and deceleration; it is able to go around curves more easily, go over mountains more easily; and so forth. It also can go a lot faster, anyhwere from 150 to 350 kilometers per hour. And in some—I can't translate that immediately into miles, but I'm sure someone else can—has been tested up to 450 to 500 kilometers per hour, in the form that it's being pioneered in Germany.

The irony is, that this technology is being developed in Germany in particular, and they've decided not to do anything with it, because they have some anti-technology people over there who objected. So it's been exported to China; and China—which I will show you—intends to implement this as a means of transporting people through their country.

We do also have, as you will see, a company in the United States called American Maglev Technology, Inc., which is a relatively small company, which is working on a pilot project for this in the United States. It happens to be in Virginia, and

FIGURE 7

FIGURE 8

it also—but they aspire, if and when the project in Virginia—which is very small, it basically goes across from one side of a college campus to the other—but they aspire, by 2007, which is the 300th anniversary of the founding of Jamestown, to go from Norfolk to Washington, D.C.

But, that will all depend upon having the political decision made in Washington to have this emergency rail program, emergency infrastructure program, funded in the way that FDR funded these programs. This is not going to happen by small pilot projects; it's going to happen because there's a decision made, as FDR did, to provide the credit to mobilize the resources both corporate and individual and technological, to build this. It's going to be a decision to issue that credit.

So, let me know show you, have a little bit of fun with the maglev technology. This is from Siemens, which is the company that has developed the Transrapid maglev in Germany. And you see—this is the test track, clearly, it's not actually functioning—that it's a very narrow track, it's not taking up all the space that highways take up. It allows farming and such to continue, right next to it. And you'll see very shortly (**Figure 7**), that it also allows for you to have contented cows, producing their milk just as the train goes by—very quiet technology.

Then you have, next I have the Norfolk experiment (**Figure 8**). This is a little video which they've produced, which shows you the tiny little maglev that will go from one side of the campus of Old Dominion University in Norfolk, to the other. This shows you the magnet structure, and how that works, and then you're going to see it move from one side to the other. There you go. And it actually looks very nice, because they built this little track on columns; you would think you're in Greece, right? It fits in with the academic atmosphere quite well.

So, the next that we have: As I indicated to you, the Transrapid technology has been exported to China. They did, on Sept. 17, the first test run of that. But on the basis of that, as you would expect, and as we want, the Chinese themselves

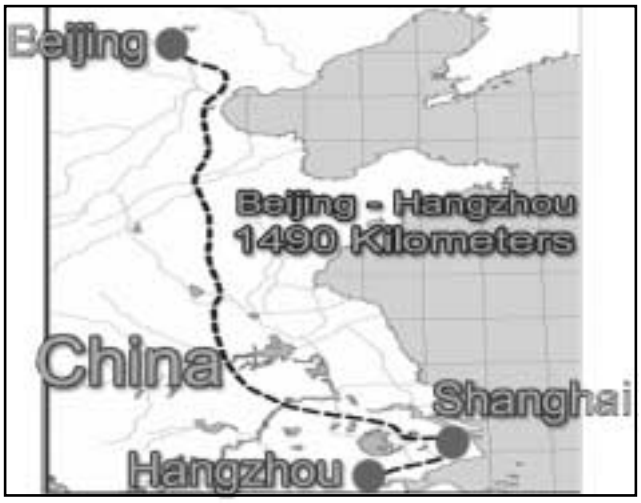
FIGURE 9

have started developing their own maglev technology, for their own use. Because it is an abomination, in fact, to have this technological apartheid.

(**Figure 9:**) China's first-ever magnetic suspension train appeared in the country's northeast industrial city of Changchun on Tuesday. The train, weighing 16 tons, has the capacity of 28 persons. It can run as fast as 60 kilometers per hour, which is much slower than its German and Japanese counterparts. The train is due to get a comprehensive testing in Chengdu, the capital of Sichuan province, in the next few weeks. China has recently speeded up the construction of high-speed railways. Earlier this year, China signed a contract with Germany's Transrapid International to build a 30-kilometer-long, Shanghai Airport-to-city, magnetic-suspension railway. The project will cost over 1 billion euros.

Now, the next slide (**Figure 10**) is the actual plan for the Transrapid in China. This is where it intends to go. From Hangzhou to Shanghai, up to Beijing. That's a relatively long distance, and it's by no means as ambitious as what the Chinese government, and even the Sun Yat-sen government back

FIGURE 10



Source: EIRNS.

FIGURE 11

Source: EIRNS.

in the early part of last century, anticipated for connecting China. But it's a start of a very high-technology corridor through that area.

Now, that project looked like an isolated project there. In fact those projects, as well as those here in the United States and elsewhere, have to be conceived from the standpoint of the global transportation corridor network defined, as I mentioned earlier, by the Eurasian Land-Bridge idea—the grand project of world development—Particularly of the inner parts of nations, of continents around the world—which is really

FIGURE 12

in progress, as a result of the work which has been done by the LaRouche movement, by people like Dr. Cooper; and also the tremendous hunger which, particularly, the people of Asia have, for economic development and getting out of poverty. They realize that this is necessary. So, it's critical that there be a global perpective and that the U.S. system link up, as Dr. Cooper will go through, and that the Chinese system hook up.

Land-Bridge Development And Peace

Now, we just had a major development in that direction—the direction of sanity—in the Koreas, where there has also been a plan on the boards for quite some time, to link South Korea and North Korea by what the President of South Korea calls, the "Iron Silk Road," i.e., a railroad. And this (**Figure 11**) shows you how this will connect North Korea and South Korea to Europe, and over across the other way. You see the trans-China railway, and the Trans-Siberian Railway taken there.

And, what you have here, really—this is the last point I want to make—is a real demonstration of how this kind of economic development thrust, based on the reality of solving the economic problems that we have, can create peace. Because what occurred, simply, two weeks ago, the 19th of September, is the opening of the rail line between North and South Korea—countries which are still occupied by UN forces and U.S. forces. In order to move this railroad, they had to cut down a barbed-wire fence of separation in the demilitarized zone between the two nations (**Figure 12**). And there was just tremendous excitement about the fact that it is possible to collaborate, to overcome the ideological blocks, to collaborate between these two nations.

This is the kind of model—it could have happened in the Middle East if Mr. LaRouche's policies had been followed—that can and must happen throughout the entire world, around the Eurasian Land-Bridge conception.

So, I turn it now over to Mr. Eurasian Land-Bridge, Dr. Cooper.

Urgent Rail Reconstruction in North America

Dr. Cooper: Could we have the first slide, please (**Figure 13**)?

This is the proposal for the worldwide rail network. Some parts of this already exist, to at least some degree on all the continents, but there is a great deal that is not done, that needs to be done.

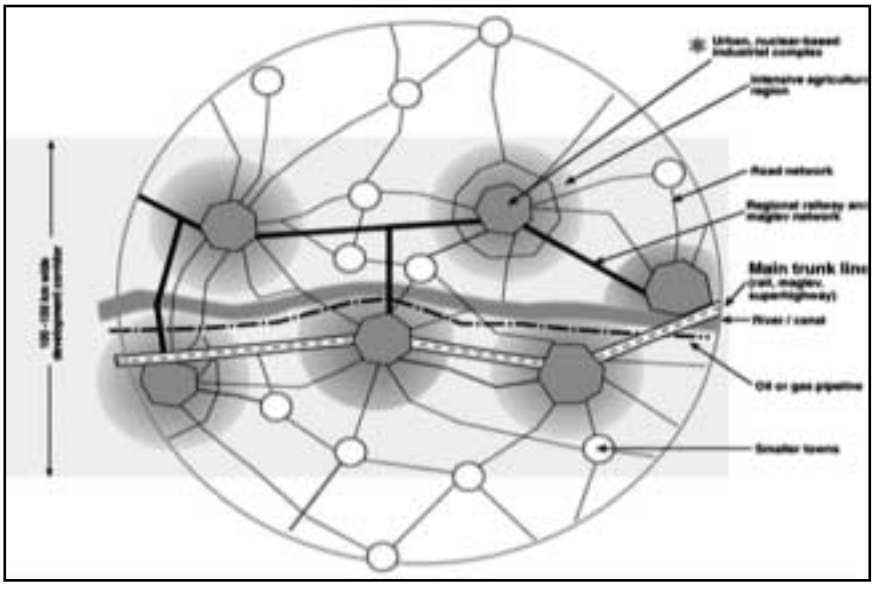
The LaRouche organization has been promoting this concept, starting with the Eurasian Land-Bridge, for some time, and this is the basis of economic development. And as you know, as Nancy has just mentioned, they have achieved a very significant victory by the connection of the North and South Korean rail lines. But, they are proposing numerous other connections—to Japan by rail, Sakhalin Island to Japan, at the Strait of Molucca; at the Suez Canal; the Strait of Gibraltar; between North and South America; and, of course, untimately, to connect Eurasia with the Western Hemisphere at the Bering Strait, between Chukotka, Russia, and the state of Alaska.

And this serves as the basis for the development of a worldwide rail network, as the basis of promoting trade and commerce and of course peace—very much the opposite of the present policy of the Bush Administration.

FIGURE 13

Source: Cooper Consulting Co.

FIGURE 14

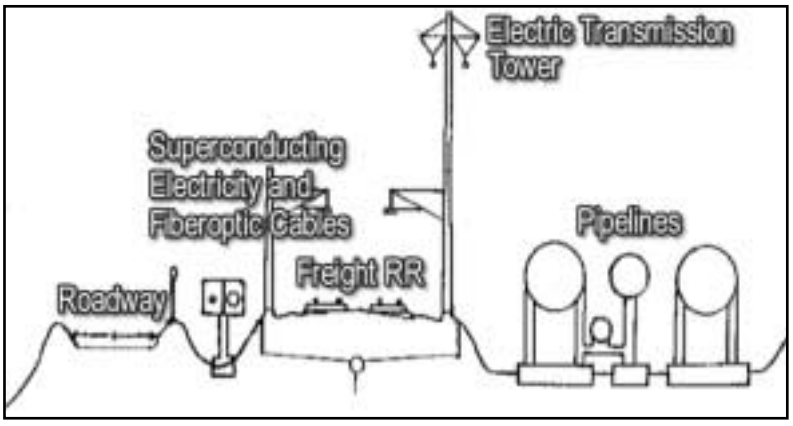


Source: EIRNS.

Next slide, please (**Figure 14**): The LaRouche organization has proposed and promoted the concept of the development corridor, where we have a series of integrated and interfaced economic activities which all link together. This is transportation, this is energy, this is water, this is communications, this is mining, this is agriculture. And all these things have to fit into a corridor concept, and their proposal is based on the work of Dr. [Jonathan] Tennenbaum with the "Eurasian Land-Bridge" report, published by the *EIR* in 1997, of economic development corridors of 100 to 150 kilometers (60 to 100 miles) wide, promoting economic development.

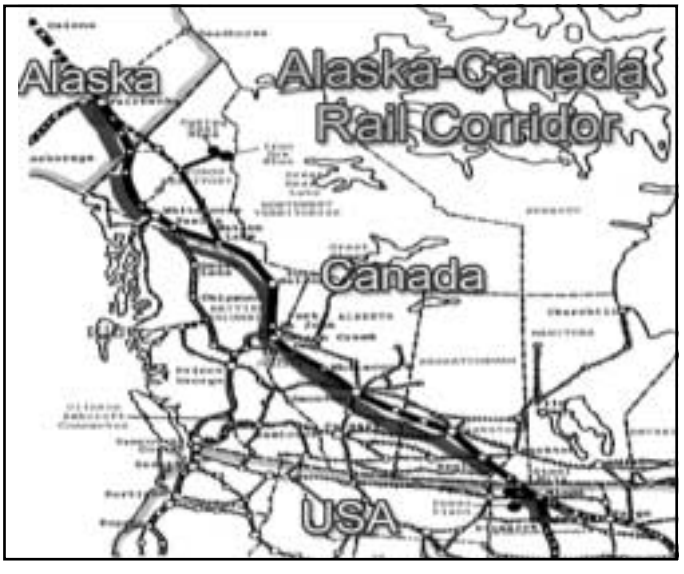
And when those are developed, of course, they bring linkages elsewhere. And all these things link together and they promote economic integration, and, of course, this leads ulti-

FIGURE 15



Source: Cooper Consulting Co.

FIGURE 16



Source: Cooper Consulting Co.

mately to prosperity, employment and peace. And again, very much the opposite of the present Bush Administration.

Alaska-Canada Rail Development Corridor

Next slide, please (**Figure 15**). Now, carrying this concept to a specific corridor—and this is based on some work I'm doing right now, developing a feasibility study to build a railroad line from northern British Columbia to Alaska, so that Alaska's railway system is connected to the rest of the continent—a road on the side, in this case would be like the Alaskan Highway; fiber-optic communications; and perhaps, when we have it, superconductivity; freight rail line. In this case, electric: doesn't use oil; doesn't emit air pollutants. Electric transmission along it. And then, various pipelines, in this case natural gas, oil, water, and perhaps carbon dioxide. All these fitting into a corridor, anywhere from 200 to 1,000 feet wide, over a large distance. And of course, on the side of this are warehouses, distribution centers, factories, farms, mines, all tie into this in one central corridor, going back exactly to the concept of Dr. Tennenbaum.

Next slide (**Figure 16**). Now, a week ago today, I was in Alaska. Seems hard to believe. We drove from Vancouver, to Fairbanks, and were looking at potential sites for the building of this railroad. A lot of our driving was along the existing Alaskan Highway; and we found, indeed, that a large part of that can be used for the construction of the railroad. And our proposal, would be to look at going from—actually the place called Dease Lake in northwest British Columbia, up to Fairbanks, is the initial corridor, because some of this already exists. It was started by former British Columbia Premier W.A.C Bennett, whose ideas very much followed the ideas of the LaRouche movement: a believer in economic development, integration, industrial development and prosperity. Creating employment opportunities in areas where there were none before he became premier.

Unfortunately, this railroad was stopped and was never completed, and now there are efforts, going back to finish it up to Alaska. There's an alternative route through the northeastern part of British Columbia to Fort Nelson—we see that as a second line—but it also can extend up into the Northwest Territories [in Canada], to access oil and gas-coal, a number of minerals. There's some large iron ore and coal deposits here in the northern part; there's a lot of lead and zinc and gold, and what have you. Many, many minerals.

And of course, this corridor would ultimately go down to Minneapolis and to Chicago. And it would be the site, not only of a rail, but of course, the road's already there, natural-gas pipelines and others.

The next slide please (**Figure 17**). Now, this diagram shows the railroad. But it shows something else, where we can develop integrated corridors incorporating both the rail and focusing on natural-gas pipelines. There are large reserves of natural gas in northern Alaska, and in the far northwest of Canada, along the Arctic Ocean. At the present time, natural gas is being taken out the ground with the oil at the Prudhoe Bay field, but it's being re-injected, because there's no use for it. Building a pipeline—well there's been a lot of publicity in the newspaper recently about this, and of course, unfortunately, the cost that they were talking of—$15-25 bil-

lion for the pipeline—seemed to be, in my opinion, created to maximize the cost of the project, and minimize the potential for its being implemented. And, actually with a smaller-diameter pipeline, and a different configuration, they can indeed build the pipeline. My feeling is, that gas can come from Alaska down to Chicago, through the central corridor, and of course on the existing pipeline network to the West Coast. And there also should be a pipeline up into the MacKenzie River Valley, and to the delta.

Why is this important? The infrastructure that is going to be required to build this—not just the rail, but the pipeline and all the other things in the communities; energy development, towns, industries, farms, mines—all go along with Dr. Tennenbaum's concept. And this is a real-world example of what he's taking about. And you would create a hundred-mile-wide development corridor all the way through here. You'll need new power plants, you'll need new industries, you'll need more farms, so we'll have to drain the Muskeg. When you go up to Alaska, you'll understand what I'm taking about.

But, in any case, we have lots of additional markets. And you know there's a lot of focus now on natural-gas development in the coal-bed methane in Wyoming. But what isn't being told is that each of those will probably last two years, then you need a new well. In the meantime you've made a water problem.

Efficiency of the Corridor Approach

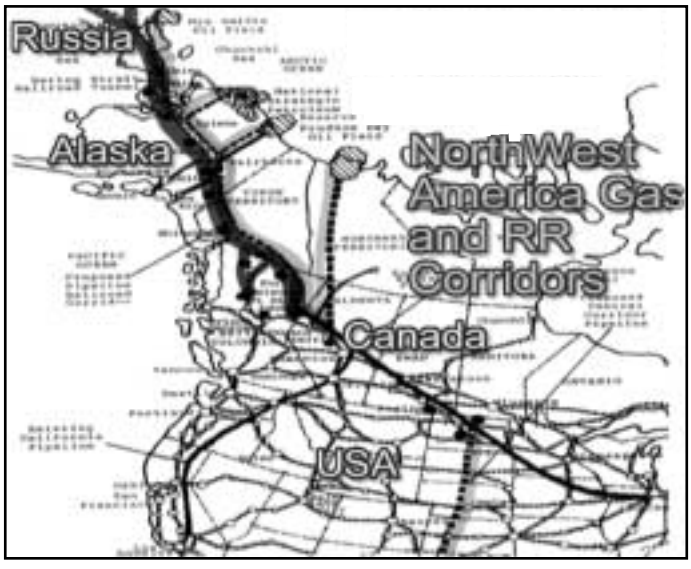
But anyway, the development-corridor concept applied here, with the natural gas pipelines and the railroad—and if the railroad is build first, before the pipeline, the reduction in the capital costs of the pipeline—having the railroad there, as compared to not having the railroad there—is sufficient to pay for the cost of the railroad.

Now, what's the attitude of the oil and gas companies to this? They're all working on cost-plus contracts, they don't want any efficiency. They'd just as soon there be as sky-high price as you can get it. And of course, with the energy bill now before the Congress, and the tax credit, well, the idea is, get some very favorable terms from the government. Those may, or may not be needed. But, in any case, we are really going to need this.

And, I think there's something else that—can I have the next slide (**Figure 18**), that'll sort of illustrate it. This is the central corridor extension of this Alaska-Canada corridor going down to Mexico, ultimately to Central and South America: railroad, gas pipeline, industries, lots of things, and transporting water to the drought-laden regions of the Great Plains.

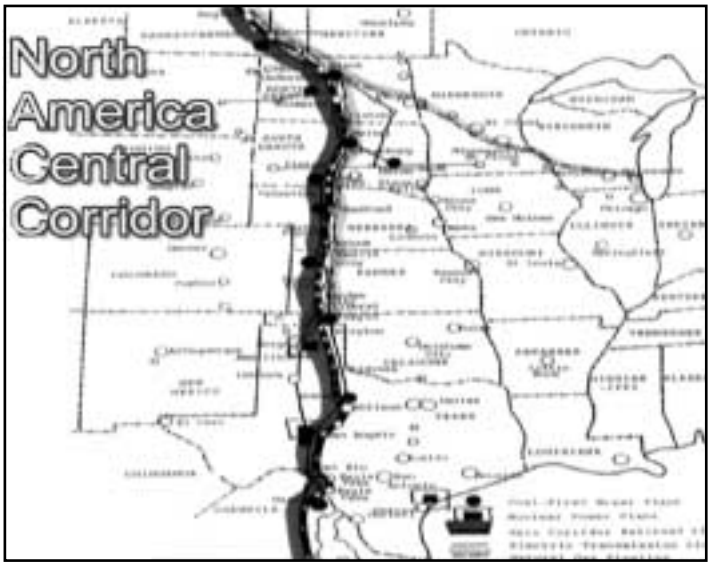
Now, in Texas, Governor Perry has proposed a program, which I'll talk about in a few minutes, that actually takes us to a further step, and his idea, in many respects, parallels that of the LaRouche movement. And I think that's a positive step. Governor Perry in Texas, Governor Holman in North Dakota, are two of the very few governors in this country, who are in any way promoting any kind of infrastructure development.

FIGURE 17



Source: Cooper Consulting Co.

FIGURE 18



Source: Cooper Consulting Co.

FIGURE 19

Source: Alameda Corridor Transportation Authority.

Certainly very much in contrast to the philosophy of Governor Warner, here in the state of Virginia, which I'll talk about in a minute, also.

But all this can fit into an integrated corridor, and the advantage of this particular corridor is that you have an area right now which is suffering severe population decrease; not increase, but decrease. And this is what needs to be changed, we need to convert to a policy of economic expansion, as compared to one of economic contraction.

Next slide (**Figure 19**). A very successful example of this transportation corridor concept, that just started in operation in April of this year, is the Alameda Corridor in Los Angeles. It's named the Alameda Corridor, because its built along Alameda Street from the San Pedro Bay Harbor up to downtown Los Angeles. So, the purpose of it was to consolidate a lot of freight-train travel from the ports to the downtown, eliminate a great number of grade crossings, reduce air pollution, get the trains moving faster, get rid of the congestion, and make it possible to greatly expand trade and commerce through, between the ports of Los Angeles and Long Beach, and the rail system.

And what is it? It's a trench—50 feet wide, 30 feet deep, three tracks down in the trench. Four truck lanes on the west side, two truck lanes on the east side, a large number of warehouses and factories on the sides of Alameda Street. And this whole area, between the Harbor Freeway on the west, and the Long Beach Freeway on the east, really now, basically, has become an economic development zone for an area that has had a great deal of poverty and all the problems that go with that for a very long time, in Los Angeles, in Southgate, in Huntington Park, in Vernon, in Compton, in Lynwood, and of course, Carson and Long Beach.

Any of you that have been through South Central Los Angeles know what I'm talking about. Of course, it was the scene of the riots in 1992. But the idea here is, we've taken the rail, from Long Beach, San Pedro, and Terminal Island, consolidated it into one corridor, going along this trench for 11 miles, and then dropping the traffic into either the Union Pacific Yard, or the Santa Fe Yard, and then the trains are made up, and then they go to the East.

Now, it isn't stopping here. This is a two-and-one-half-billion-dollar project, that was completed on time, and on budget; it was in the planning stages for 15 to 20 years. It is now being extended to San Bernardino, 60 miles to the east. And the reason is, if you just build this, and you don't build anything else, all you've done is move the congestion point. You haven't done anything to eliminate it, you've just moved it. You've got to take all the other things. The Burlington Northern/Santa Fe, has three tracks on its main line, from Fullerton all the way out to Riverside and San Bernardino. The Union Pacific, which is somewhat further behind—Nancy was talking about that, because of the purchase of Southern Pacific by Union Pacific and the problems afterwards—it's in the process of building up its lines, and there'll be a whole series of overpasses created. There'll be a lot of traffic consolidated; there'll be more tracks added; there'll be more signaling; and in Colton, between San Bernardino and Riverside, there's going to be a big train overpass, where the Burlington Northern/Santa Fe trains will go over the Union Pacific trains going in.

Because at some time in the not too distant future, there'll be about 300 trains a day. And with those big, long freight trains, there just isn't enough capacity with the present system, so they're having to build an overpass. And all that line will be double-tracked out to El Paso on the Union Pacific. It basically already is double-tracked on the Burlington Northern Santa Fe from Barstow.

Where Does Maglev Fit In?

In fact, what must be done in this country, can be personified today by the operation of the Burlington Northern Santa Fe Railroad between Barstow, California, and Berlin, New Mexico, near Albuquerque. It's a double-track line, 900 miles long, that the trains are going at 90 miles per hour. If you go out there on the freeway, and try to follow them, you can't keep up with them. Every 15 minutes there's a train. Now, it's hauling about 5,000 trucks a day, plus lots of containers, back and forth on that road. And there are many grade separations. There are advanced signaling systems.

Now unfortunately, we only have two passenger trains a day on the route, of the Southwest Chief, which Amtrak is proposing to eliminate. But this is a model of what we should do, it's a starting point.

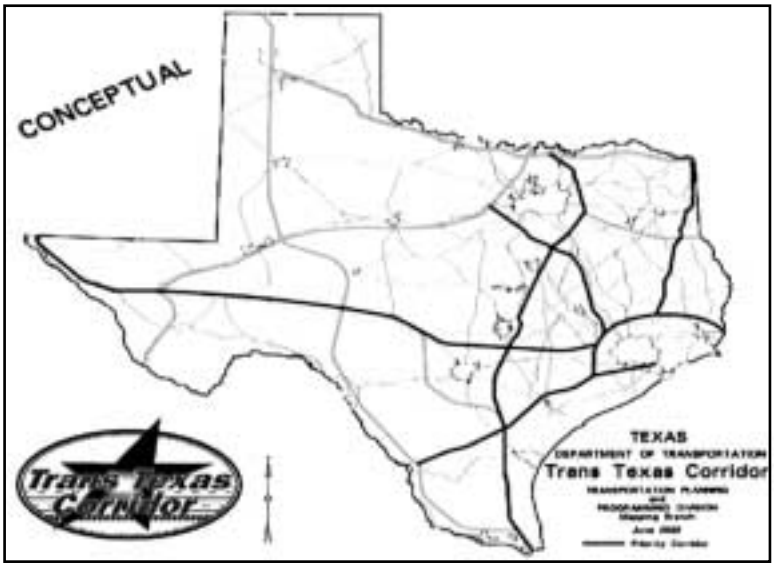
Now, where does maglev fit in? Build it on top. Now, my personal opinion is—I'll have to say, I don't necessarily agree

with, completely, with some of the other people in the organization. My belief is, magnetic levitation is not a replacement for trains. It's a replacement for planes. You've got to be able to go long distances at high speeds with no stops. Let the train take care of all the little places in between; let the maglev go the long distance.

Now, it can handle light freight, and it can handle passengers. Now you can't handle heavy freight: But, coal and intermodal containers and grain, the numbers aren't going work out from a power standpoint. Let it do what it does best. The stuff that will go on the plane, that's what should go on the maglev. That's the people and the high-value goods—that means stuff like Airborne Express, Federal Express, U.S. Express Mail, United Parcel. Those are where the markets are, and the market's huge. It really is! And it would work. We just need to get on with it.

Now, interestingly enough—and again Dr. Tennenbaum, and the others at the Wiesbaden center of the LaRouche organization, in the late 1980s, proposed a system where actually we were going to have [high-speed rail] TGV train tracks and freight trains inside, in the median strips of freeways, and maglev on top. And that's what we're really probably talking about as the long-term solution. It's already there.

FIGURE 20



Source: Trans-Texas.

Means of Financing

Next (**Figure 20**). Now, in the great state of Texas, Governor Perry has proposed the trans-Texas corridors program: 4,000 miles of corridors going near, but not through cities. They're not going to make the same mistake of the Interstate Highway system, in using that as a way of urban removal for people. One hundred-seventy-five billion dollars in toll roads, railroads, electric transmission lines, gas pipelines, and water. They're even talking about building desalination plants, nuclear-, gas-, coal-powered. But anyway, just so they're doing it, because ultimately, water's the limiting constraint.

And one of the reasons they're proposing to build this corridor system, is to cause businesses and industries to be relocated from other states to Texas because of their efficient transportation system. Because, up until now, Texas is the *only* state that has proposed a comprehensive transportation infrastructure program.

Now, they're proposing private financing. Toll roads, railroad lines. Now, when you look at the numbers, what comes up is, the railroad works, the pipelines work, and the transmission lines work. What doesn't work are roads. The numbers don't come out. Now, they're going to want to build toll highways, and they will. They really need to. But, I mean, you know, you've got 7,000 trucks a day crossing the border there at Laredo, that are going up to the Midwest. And you have as many as 20,000 trucks a day on Interstate 20. There's a lot of traffic, so there's really a need, and this concept can be applied all across the country; but, as Nancy said, Texas is doing this, because it's a big place, and it has people who believe that they are going to go ahead and do this; not just doing this because they want to improve transportation; they want to take everyone's businesses and industry and move them there. What's going to limit them? Water.

And that's why they have to build water infrastructure. I mean, you know, if we had a hurricane every week, and it was going out to West Texas, it's no problem; but there are not that many hurricanes, and typically they go to East Texas. And unlike California, where the water went from a high elevation to a low elevation, the water's all at the low elevation, and the dry places are where it's high. So you've got to pump everything.

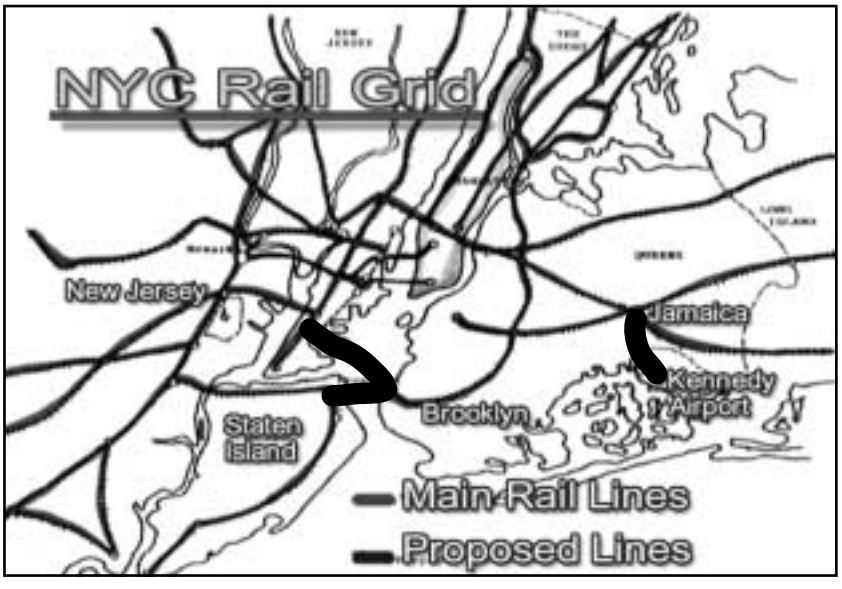
Believe it or not, in the 1960s, Governor Connally proposed a system to do that—the Texas Water Plan. But it wasn't approved by the voters. Maybe this was just an initiation of the myopic thinking, which has not become such a pervasive cancer in this country. And I think Nancy's campaign is a way of starting the way to change that. Bringing the ideas of Mr. LaRouche and his policies forward, emphasizing the infrastructure development bank.

Next slide (**Figure 21**). Which brings us to the great state of Virginia. Four years ago—four years and 20 days—the Norfolk Southern Railroad proposed, to the state of Virginia, after the state of Virginia announced that it was looking at expanding the capacity of Interstate 81 because

FIGURE 21

Source: Cooper Consulting Co.

FIGURE 22



Source: Cooper Consulting Co.

four years. But, we want you to pay for the track.

Now, what did Governor Gilmore do? He went to sleep, he didn't do anything.

Spannaus: He built a prison.

Cooper: Yes, he built a prison instead, right; that's for the trucks, so the trucks can all go there and deliver food to the prison, right? Now, what did Governor Warner do? He said we've got to cut the budget, right? And we aren't going to be building any infrastructure, forget the benefits.

What's happening to your economy, folks? It's collapsing. It's all because of the inertia mentality. And unfortunately, the leadership that has been shown by the governors of your state, has just personified the problem we have nationally, which Nancy's campaign is proposing to try to change.

Now, this is a good starting point. But, it's only one—and you first build railroad track, and it would certainly help. But unfortunately, we have not had this imaginative leadership, nor the support. And let's go to the next slide, because we have to get past Harrisburg.

New York Bottleneck In Virginia

Now, this is a great theory (**Figure 22**). You know we get all these 15,000 trucks, then we take 5,000 off the road, and we reduce the maintenance costs, by over $100 million a year, by the way. And where's that traffic going? Most of it's going to New York. Twenty-five thousand trucks a day cross the Hudson River. There's 70,000 trucks a day on the New Jersey Turnpike—sounds like a lot of trucks. Now, I can build that rail system with the present infrastructure, and I can add that second track, and I can add the yard in Harrisburg, and I can fix things in Philadelphia, but ultimately I've got a problem. How do I get the trains into New York?

of all the trucks on it—15,000 a day or so, out of 40,000 vehicles. And the state said it's going to cost $4.5 billion to build these two new lanes, and it's going to take 20 years because of the nonsense of environmental impact, review, and all the rest. And they [Norfolk Southern] said, we can build you a second track for $980 million, and it'll take us

Well, the answer is I can run the passenger trains into Penn Station, can't I? But what do I do with the freight trains? And the answer is: They stop in New Jersey, right? Guess what folks—it won't work. And that's why it hasn't been done.

Now, the cross-harbor tunnel: Actually the feasibility

studies are completed, the economic studies have been done, and they're looking for a way to finance it. It's about a $2.5 billion project, to double-track the tunnel—either from Bayonne to Brooklyn, or from Staten Island to Brooklyn. There's an old, existing rail line here, which is actually the Staten Island Rapid Transit, which is now part of the New York City Rapid Transit Authority; it's now the Staten Island Railway. Many of you have ridden it, all the way out to Tottenville.

So this is necessary. Now, New York City wants to redevelop the old Brooklyn Army Terminal into an intermodal terminal. They're going to have to do some dredging, to dredge the harbor out to 48 or 50 feet, and they'll get that done. But we still have to get this link built. There was a conference a couple of months ago in New York, and the railroad that happens to be operating, under contract, the freight service on Long Island, said, we can't make the numbers work. Well, if all you're looking at is the short-term profit, they won't. You've got to look the longer-term investment benefits associated with it, and not all of them are going to show up in a company's balance sheet.

But it would certainly improve the economic development.

But there is a problem. All through here, there used to be a whole lot of warehouses, freight yards, distribution centers, and guess what happened to them all? They were all taken out. And now there's no room. So, they're going to have a real rebuilding job to get this done. Sad, but again it shows you the impact of short-sightedness.

You know, Nancy mentioned this project was first proposed in 1920. This was the project which led to the Port Authority of New York being formed. And it was stopped by Robert Moses. Unfortunately, but you know and he also redesigned the Van Wyck Expressway over the objection of his engineer, so you could not put a rail line in there, and that's why, now, it has to be 70 feet above the ground. It had these problems, and that goes back to the legacy of Robert Moses from many years ago.

But we really need to rebuild the rail infrastructure. And it's interesting: New York City, which probably has by far, the highest [number] of urban trips taken by rail in this country, of any city; it's about the lowest when it comes to traffic of freight. It's because you don't have the infrastructure. It gets back to Nancy's point, Mr. LaRouche's point, we've got to build the infrastructure, and go back to those programs of the 1930s.

The Reconstruction Finance Corporation of course built the electrification of the Pennsylvania Railroad, from New York to Washington and Harrisburg—well actually, they started in 1928, in Pennsylvania, but they ran out of money in 1932 with the Depression. And they had to ask the government to help, and President Roosevelt helped them, and it was built and completed by 1938. But why was it never extended? Guess who stopped it? And when you think about it today, it doesn't make any sense at all—but this is what happened—the coal industry in Pennsylvania said: Oh, my gosh, you're going to have electric trains and we aren't going to be able have any more steam engines with coal, and we don't want that. So, they made sure it was never extended. And the railroad tried to tell them: Look, guys, if you electrify the railroad, you'll burn coal in the power plants, right? The coal industry said, "No, no, there's cheap hydroelectric power." And of course at the time, you know, the TVA was being built, the Bonneville Power Administration was being built, and there were power plants—they looked large at the time, but today they're not very much.

But it was that short-sighted thinking. Why don't we have rail lines to Kennedy Airport and LaGuardia? Because the Port Authority says, we don't want our parking lot revenues reduced. I mean we're really looking at the region's overall economy, aren't we? But, that's the thinking that we have to overcome in what we're doing today.

And I think this is starting very much with Nancy's campaign.

We're back to the world. We're in little pieces working to put the whole thing together. But the only way we're going to do this, is to follow Mr. LaRouche's program and his policies, starting with Nancy's campaign.