What Can Bring U.S. Manufacturing Back?

by EIR Staff

Against the background of early June's new government reports of still-declining U.S. manufacturing activity, employment, and real wages—and the associated loss of more and more industrial pension plans—the responsibility for "recreating our economy" is falling upon the Congress. The President's priorities—more tax cuts, more budget cuts, replacing Social Security with 401(k)s, tax breaks for energy speculation—are completely remote from the real economy. And the Senate agreement of May 23 has ended his ability to give orders to the Legislature. Congress must take the reins of an economic recovery.

A new, national high-speed rail grid is "ready-to-go" infrastructure of the greatest importance to the productivity and wealth of the United States. The major high-speed corridors have already been defined by regional coalitions of elected officials and planners; feasibility studies have been done on many of these corridors, both for conventional high-speed rail and even for the ultra-high-speed technological frontier, magnetic levitation railroads. In his November 2002 *Emergency Infrastructure Program,* Lyndon LaRouche showed how the collapse of our national *air and rail travel carriers simultaneously, could break up the United States as a national economy.*

Of the major high-speed corridors, (below), we focus on the overlap of two of those corridors through Western Pennsylvania, Ohio, and Indiana, and how constructing the new rail grid can bring back steel production and electric power capacity, and reverse the collapse of manufacturing employment, county by county.

FIGURE 1

United States: High-Speed Rail Corridor Designations

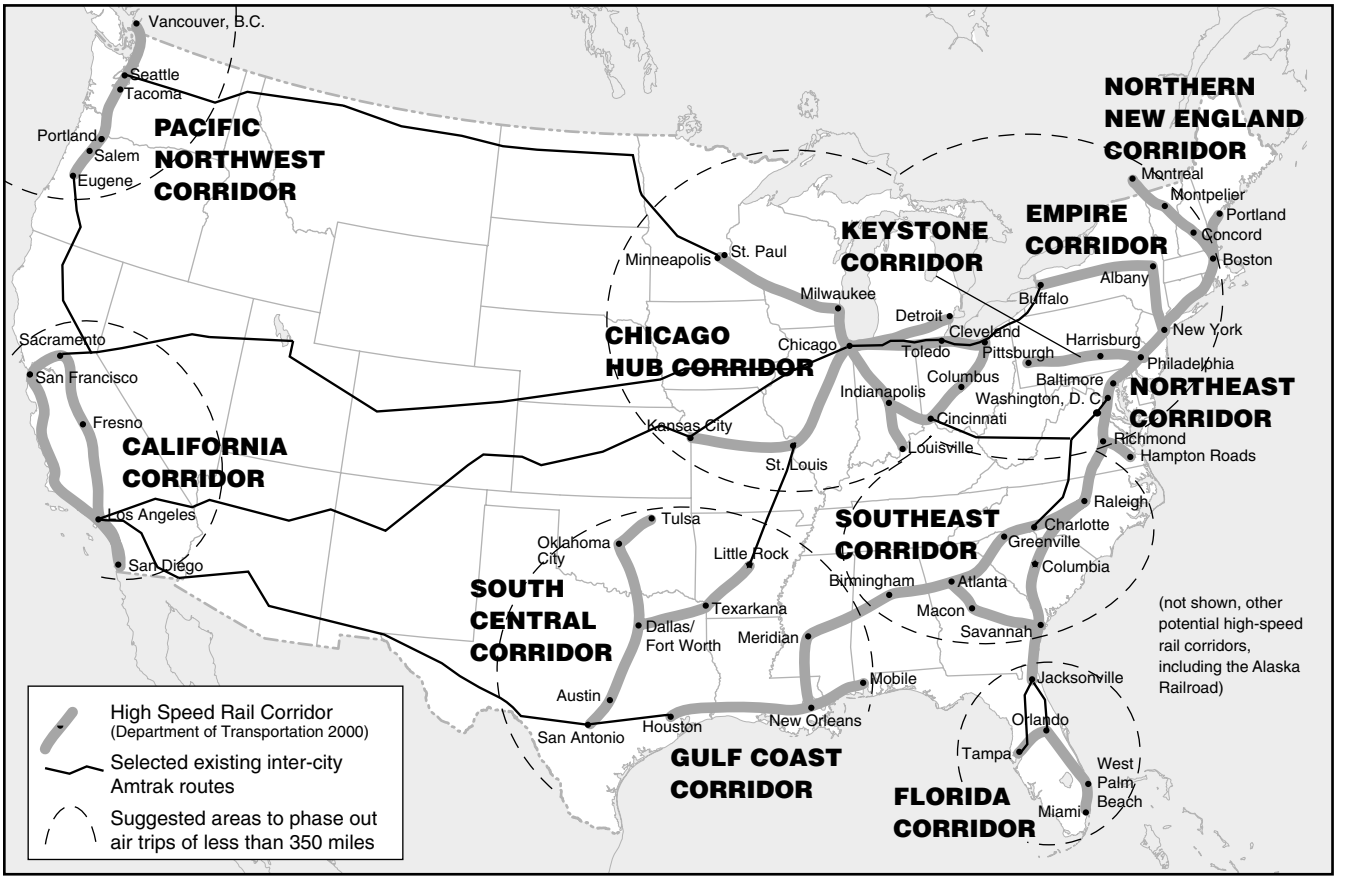
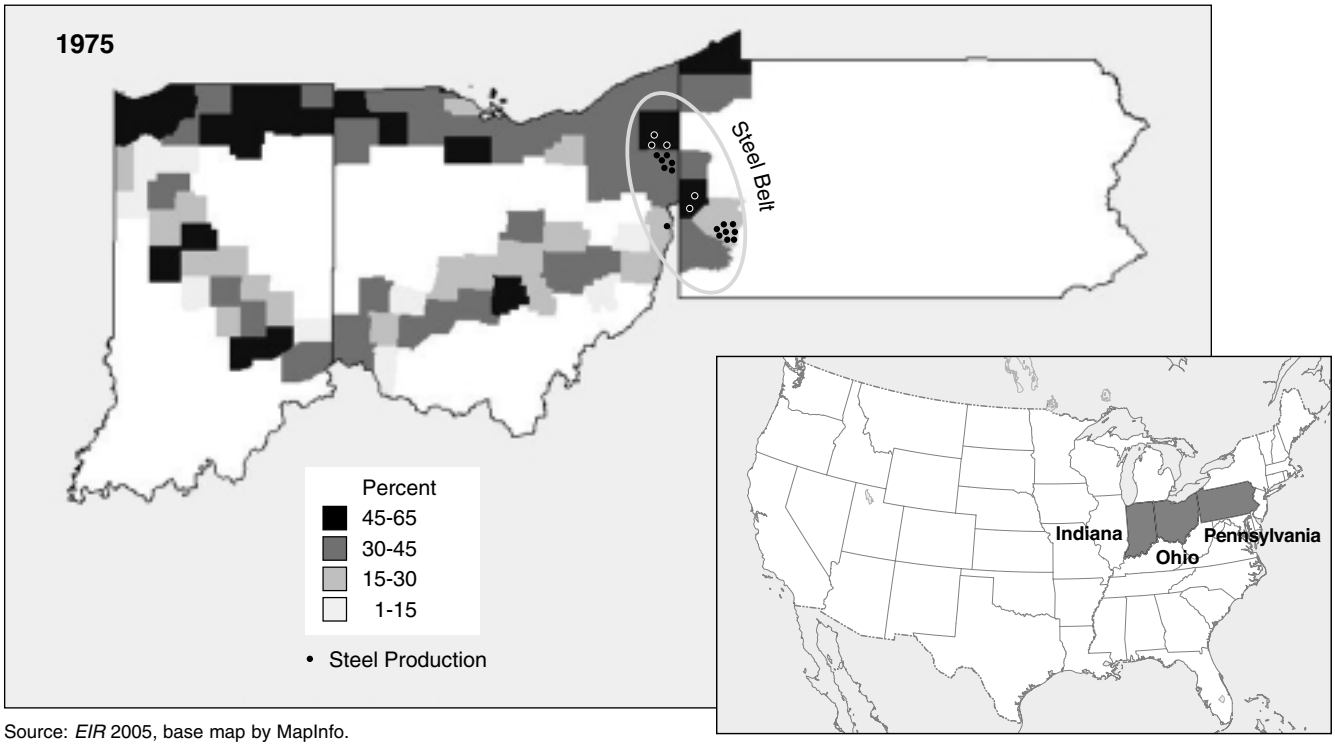


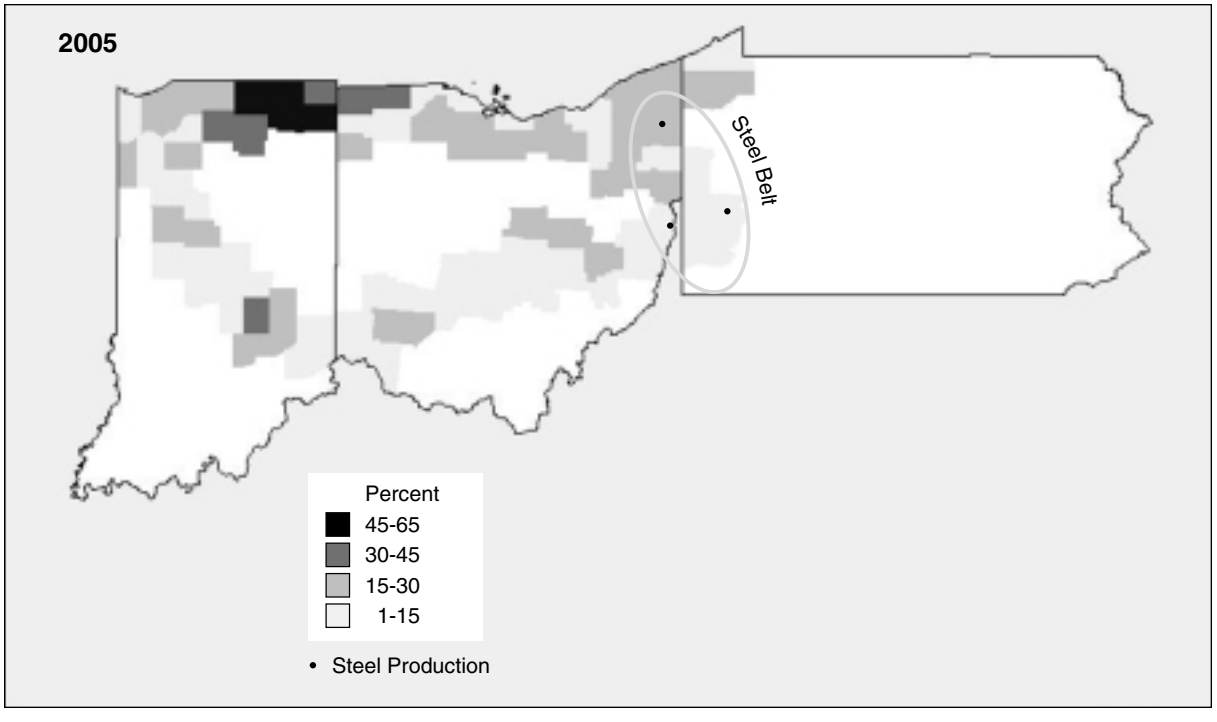
FIGURE 2

Decline and Revival of Manufacturing Share of Total Workforce, by County Along Two Main Corridors for High-Speed Rail

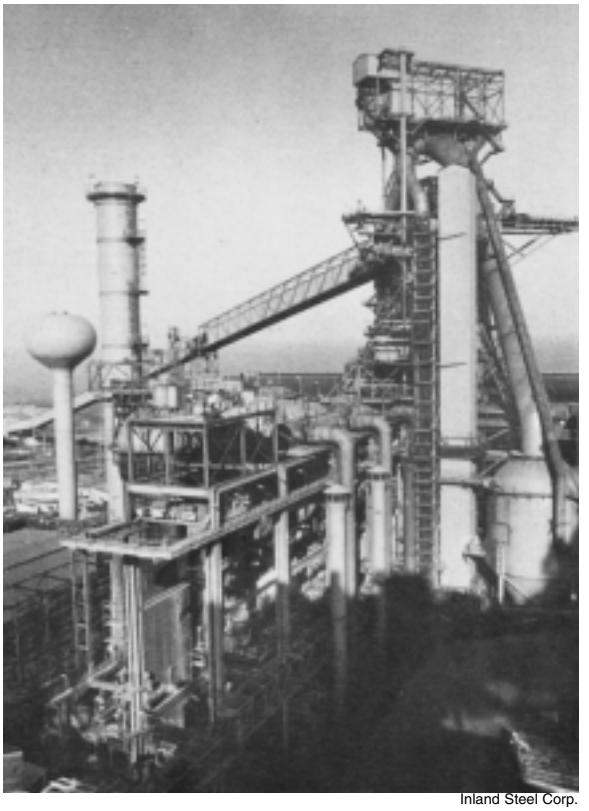


Source: *EIR* 2005, base map by MapInfo.

FIGURE 3



Source: *EIR* 2005, base map by MapInfo.

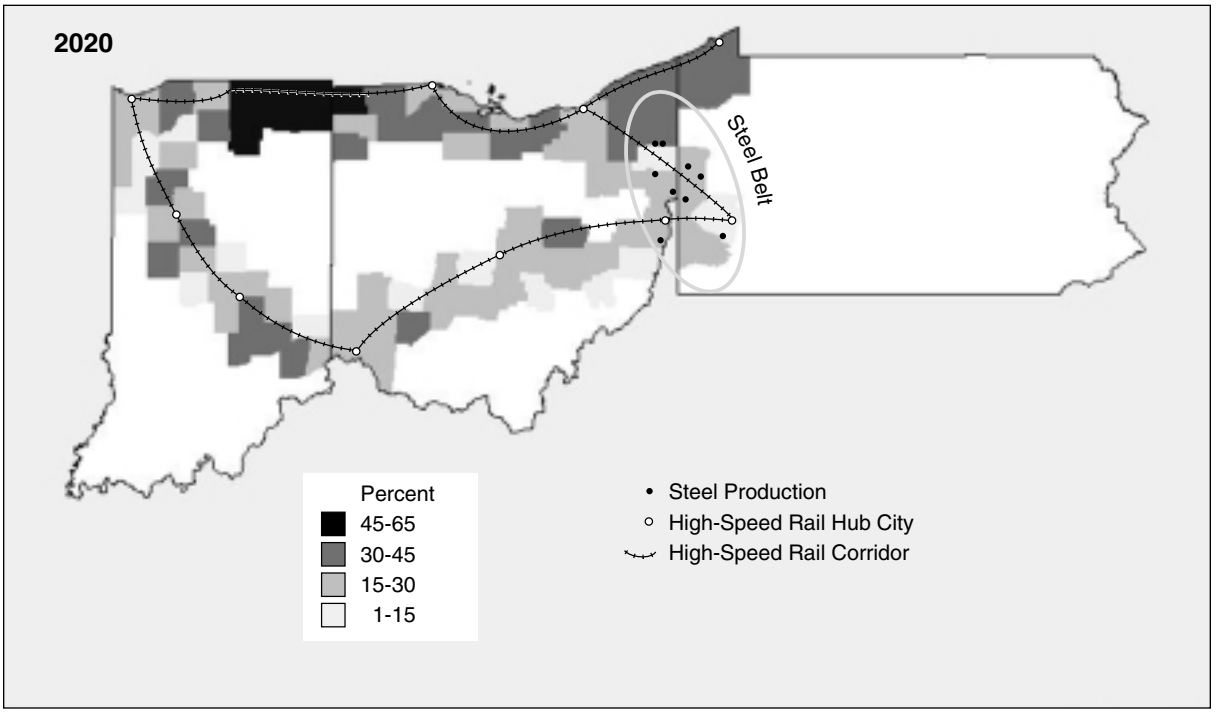


Inland Steel Corp.

High-tech upgrading of blast furnaces like this one at Indiana Harbor, Indiana, was undertaken at very few sites in the Midwest steel-belt over the past 30 years. Instead, as shown in the Pittsburgh-to-Youngstown, Ohio region, there was a drastic shutdown of integrated steel centers. Building a high-speed, electrified rail grid requires large quantities and many qualities of steel, re-opening production with the most advanced technologies. An animation of this process is available on www.larouchepub.com.

European Railway website

FIGURE 4



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