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that marked climatic changes could occur. We don't really know what these changes would be, but they could be comparable to those which history tells us have occurred before.

I give these examples not to frighten you, but to suggest how incomplete our knowledge is of the long-term effects of what we do with the technology science makes possible. Scientists must pay increasing attention to these kinds of problems, but so must every thinking citizen. And knowledge is not enough. Even when we can see the implications of technology, our political and social institutions respond very slowly to them. Perhaps it is a law of political science that the rapidity of technological change will always exceed the capacity of government to respond. We continually fall short in grasping opportunities or solving problems because our institutions of government are not flexible enough.

We have found ways, though, to bring science and scientists to Washington to work on national problems. The President's Science Advisory Committee is a remarkable social invention which has brought the leading technical talent of the nation to work part-time on national problems. There is a continuing flow of people and ideas back and forth between the Federal Government, industry, and the universities.

These talents have been brought to bear successfully on national programs such as defense, the space effort, and atomic energy development, and now they are turning to pollution, urban problems and even crime. But many of our nation's most pressing problems today are regional and local in nature. There is no single national solution for an improved urban environment, for slum rehabilitation, for better methods of waste disposal, or for improvement of a city's educational system. While the Federal Government can be of significant help, each metropolitan area and region has individual problems of its own.

What is required now, it seems to me, is to educate all of our people—to make them aware of the promise of science, the perils of its misuse, and the possibilities it offers for totally new approaches to many of the problems which beset us. We need to use the talents of our able people at all levels of government—but in a democratic society the experts can achieve nothing except in collaboration with the people, who make the final choices and pay the taxes.

Just as Benjamin Franklin did in 1743, we need to set down a new agenda for action, action to "improve the common stock of knowledge," and to put it to work on the problems of achieving a prosperous and peaceful world, of maintaining our environment, and of making our cities a good place to live.

Fortunately, our colleges and universities increasingly understand these things. New science facilities and new science programs promote the understanding our next generation needs. A new awareness of the social needs of our nation is, at the same time, turning them to the solution of the problems on which my generation has failed. We will, I hope, train a new generation of scientists who focus their talents on the social use of science as well as on science itself.

This, I am sure, will be true of the students trained in Thompson Hall of Science. It is not the Hall alone, but those students, who will be the real monument to President Thompson.

Thank you.

URBAN INSTITUTE

Mr. MONDALE. Mr. President, the establishment of an urban institute is an impressive contribution in our present efforts to revitalize American cities. In-

corporated as a private nonprofit corporation, the institute will be in a unique position. It will not be constrained by Government policies but at the same time it can enjoy a close working relationship with Government agencies. From that posture the institute can undertake studies to determine which programs are more durable and which programs will perform the greatest good for the greatest number.

Further, the institute can act in a number of capacities. It can study the problems common to all cities and suggest alternative solutions to them. It can study the particular problems of individual cities and supply technical assistance in developing strategies for action. And it can make this body of knowledge available to cities all across the country. These cities will have the benefit of evaluations of Federal, State, and local programs—whether or not they are applicable in meeting a given urban problem.

In contrast to commissions and special task forces the institute will not fade into the background. It will be a continuing organization. As such the institute will be able to attract first-rate talent to study the overlapping problems confronting the cities—unemployment and underemployment, lack of education, substandard housing, congestion, and the apathy and despair that are bred in the isolation of the ghetto.

Of particular importance, the institute can bring these talents to bear on the problems of individual cities. By establishing cooperative centers in a dozen or more cities the institute's staff will be available to help city officials attack local problems.

This arrangement is especially relevant at a time when local manpower is scarce. Also, it will develop experienced teams of analysts with knowledge that can be transferred to other communities.

The institute will be supported by contracts and grants with a number of Federal departments and agencies, among them the Department of Housing and Urban Development; Health, Education, and Welfare; Labor; Transportation; Commerce, and the Office of Economic Opportunity.

The level of support will be about \$5 million for the first year, growing to \$10 to \$15 million annually as the institute gets underway. The degree of support expected from private foundations will, of course, strengthen the institute's status as an independent body.

I cannot let this occasion pass without commenting on the high quality of the members elected as the first board of trustees. Truly they represent a cross-section of industry and academe, government and civic groups. I am confident they will carry out President Johnson's charge "to encourage establishment of an institute—that would look beyond immediate problems and concerns to future urban requirements, and engage in basic inquiries as to how they may be satisfied."

For the above reasons, I add my voice to those commending the institute and its newly elected board of trustees. And I wish them well as they approach this difficult mission.

PASSENGER RAILROADS

Mr. RIBICOFF. Mr. President, those of us in this body who represent States with substantial numbers of commuters are unusually alert to the problems of the Nation's passenger railroads. But the report of an Interstate Commerce Commission examiner recommending that the ICC set standards regarding the quality of service that railroads provide passenger train travelers should be of interest to all of us.

There is more to this report than recommendations or a judgment about operating procedures of the Southern Pacific Railroad. There is a candid explanation of the sorry conditions most train passengers travel in—and a constructive outline for improving those conditions and getting passenger service back on the right track.

Mr. John S. Messer, the ICC examiner, has written a perceptive and imaginative report and deserves commendation for his work. It is my hope that the full Commission will give serious consideration to his recommendations regarding minimum service standards—and that the broad scope of his report will serve as a guideline for the future development of passenger train travel in this Nation.

The recommendations themselves are not at all extraordinary. All they require is that passengers on trains receive certain minimum standards of service.

Too many railroads, for example, have allowed their passenger cars to become dirty beyond belief. They should be cleaned up.

Restrooms are often filthy and violate the most fundamental rules of sanitation. They should be put in order.

Food on many trains is a disappointment. Sandwiches composed of stale bread and one thin slice of cheese highlight an otherwise uninspiring menu.

One rarely has the feeling that a railroad is eager to serve its passengers. Most railroads are concerned about maintaining passenger service only because the Government demands it.

This begrudging mood permeates every aspect of railroad passenger service. And a businessman who does not make his product attractive does not attract much business.

The ICC examiner sums up many of the reasons why passenger service has declined when he cites "the stream of discontinuances, infrequent service, broken connections, lack of service facilities, inconsiderateness, too slow transit time and the options of air, bus, and automobile travel."

In short, there must be a better way to run a railroad.

I do not think it is too much to ask the railroads to have air conditioning and heating facilities in good operating order. And I think we should insist that the air conditioning be used in the summer months and that the heat be turned on in the cooler months.

Nor is it unrealistic to expect passenger trains that travel more than 250 miles to include a meal service of greater diversity and quality than a sandwich bar.