

reached the Persian Gulf by ship. . . We also activated the Ready Reserve Force for the first time. By late February, there were some 500 merchant marines employed by the Military Sealift Command serving in the Gulf on the high seas. . .

The war in the Persian Gulf is over, but the merchant marine's contribution to our nation continues. In war, merchant seamen have long served with valor and distinction by carrying critical supplies and equipment to our troops in far away lands. In peacetime, the merchant marine has another vital role—contributing to our economic security by linking us to our trading partners around the world and providing the foundation for our ocean commerce.

The United States today remains the world's leader, with global interests and responsibilities. We are a maritime nation. Our strategy demands that we have access to foreign markets, to energy, to mineral resources, and to the oceans. We must be able to project power across the seas.

This means that not only do we need a strong Navy, but a strong maritime industry as well. For, as the brilliant naval strategist Alfred Thayer Mahan once wrote, "Sea power in the broad sense . . . includes not only the military strength afloat, that rules the seas or any part of it by force of arms, but also the peaceful commerce and shipping from which a military fleet naturally and healthfully springs, and on which it securely rests." . . .

Our strategy requires us to be able to project power quickly and effectively across the oceans to deal with the crisis we couldn't avoid or protect. Sealift will be critical to fulfilling this strategic requirement. We learned a lot of valuable lessons from our lift operations in support of Desert Shield/Desert Storm. Many of these were incorporated into our new Mobility Requirements Plan—a blueprint for what we believe is needed to fulfill our armed forces' lift requirements in support of our new strategy. . . The plan also acknowledges that the merchant marine and our maritime industry will be vital to our national security for many years to come. . .

The key to investment, the one that really matters, is our investment in quality people. . . Few occupations require the high standards U.S. seamen must meet and the demonstrated skills they must acquire to pursue their career. It is your skills and those of your buddies in the Armed Forces that will help America maintain its position of leadership in the world.

I am here to tell you that we still need you. Do not let anyone suggest to you otherwise.

Mr. Speaker, General Powell was right when he said that America needs a strong merchant marine fleet to maintain our position as a world leader on the oceans. I urge every Member of this House to work toward strengthening our merchant marine fleet.

#### TRIBUTE TO GERALDINE GEORGE-FOUSHEE

### HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, June 30, 1995

Mr. PAYNE of New Jersey. Mr. Speaker, I rise today to join my constituents in paying tribute to a longtime friend and a dedicated public servant, Mrs. Geraldine George-Foushee. Gigi, as we all know her, has dedicated her professional life to law enforcement

and service to her community. A Newark resident who graduated from Newark's public schools, she went on to earn a masters degree in social work. Gigi served her community as a police officer with the Newark Police Department and later as a detective in the Essex County Sheriff's Office.

Gigi Foushee was the first African-American woman to serve as deputy mayor for the city of Newark and the first to serve as executive director of Newark's Alcohol Beverage Control Board. In 1991, Gigi achieved another first, she became the first African-American woman in New Jersey's history to be appointed warden of the Essex County Jail, the largest jail in New Jersey.

She was recently appointed by Chief Justice Robert N. Wilentz, of the New Jersey Supreme Court, to serve as a member of the New Jersey Supreme Court Task Force on Minority Concerns. Gigi continues to participate in numerous committees and task forces which are committed to addressing the concerns of the people of this community. As a result of her activities and accomplishments, she has received numerous community and law enforcement awards.

Gigi Foushee is a mother, a wife, and an excellent role model for our young people. Her service to this community will always be appreciated and remembered. She is an inspiration to us all. Mr. Speaker, I ask that all of my colleagues join with me in recognition of a truly extraordinary woman, Mrs. Geraldine "Gigi" Foushee.

#### AMTRAK NEEDS LABOR REFORM

### HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, June 30, 1995

Mr. SHUSTER. Mr. Speaker, I commend to my colleagues the following editorial, which appeared in the Altoona Mirror, a newspaper in my 9th Congressional District of Pennsylvania. Concise and to the point, the piece describes why, without significant and immediate labor reforms, Amtrak may well find itself without any Federal funding this year. This editorial is a solid enunciation of the issue and I commend it to my colleagues and anyone else interested in the future of Amtrak.

#### AMTRAK NEEDS LABOR REFORMS

The freedom to make good business decisions, not government subsidies, offers Amtrak the best chance at long-term survival.

Despite Sen. Arlen Specter's words of support for Amtrak in Altoona, the nation's passenger railroad could derail without the reforms being supported by U.S. Rep. Bud Shuster. Those reforms would reduce Amtrak's overgenerous severance package and allow the railroad to contract out for non-food services, such as equipment repair.

Amtrak has an absurd severance package under which workers are eligible for each year they work, up to a total of six years, if they are laid off or moved more than 30 miles from their current job assignment.

This means Amtrak wants to abandon an unprofitable line, it may wind up paying employees for six years even though they are not working.

A bill backed by Shuster would reduce the maximum severance package to six months.

The other major reform would allow Amtrak to contract out work, other than food

service. Currently the passenger railroad is prohibited by hiring outside contractors if it would affect a member of the bargaining unit.

Amtrak's repair facilities need to be upgraded at a cost of hundreds of millions of dollars. The General Accounting Office estimates \$260 million is needed for Amtrak's primary maintenance shops in Beach Grove, IN.

This is money that Amtrak doesn't have and the Federal government does not need to spend. The nation's freight railroads, such as Conrail, have the capacity to do some of Amtrak's repairs on a contract basis.

Why should American taxpayers be forced to fork over \$260 million to complete a major upgrade at just one of Amtrak's repair facilities when private companies should do their work?

Unfortunately, not everyone sees the need for immediate changes.

Shuster last week stopped discussion on the reform legislation after 38 members of the committee moved to give Amtrak and its unions 270 days to negotiate new contract provisions.

This would just continue to drag Amtrak's problems out. If Amtrak and its unions can not reach an agreement in 270 days, then President Clinton would appoint a Presidential Emergency Board, which would have 60 days to review the matter. Then the dispute would go to Clinton. He can take whatever time is needed, possibly years, before making a decision.

Amtrak may not have that long. The passenger railroad's federal funding is \$993 million for the current fiscal year. The House Appropriations Subcommittee on Transportation has cut the amount to \$728 million for the next year and made the money contingent on passage of legislation offering significant labor reforms.

Without changes, Amtrak could find itself without any federal money, which would virtually kill the passenger rail service and undermine the unemployment and retirement systems for all railroad employees. This could be disastrous.

We agree that the United States needs a passenger railroad, but the only way to guarantee that is to free Amtrak of the shackles that keep it from making the best business decisions. That's what the legislation supported by Shuster does and why it should be enacted.

#### INTRODUCTION OF THE EFFICIENT FLEET MANAGEMENT ACT OF 1995

### HON. BOB FRANKS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, June 30, 1995

Mr. FRANKS of New Jersey. Mr. Speaker, spread throughout Washington, DC., and roaming in all corners of our country are more than 250,000 cars and trucks that make up the civilian Federal motor fleet. Last year, the GAO reported that only the IRS was in compliance with existing law which requires agencies to take advantage of the most cost-effective fleet management practices available.

Today, I am introducing a bill to require the Office of Management and Budget to supervise the awarding of competitive contracts in acquiring and operating the Federal fleets. This bill will save taxpayers at least \$1 billion over 5 years.

Mr. Speaker, this Congress must demand that Federal agencies account for all the costs

of their fleets and be held accountable to minimize those costs. I urge all of my colleagues to join me in supporting this legislation.

PERSONAL EXPLANATION

SPEECH OF

**HON. JANE HARMAN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Ms. HARMAN. Mr. Speaker, I was unavoidably detained and missed rollcall vote Nos. 445 and 446 on H.R. 1868.

Had I been present, I would have voted "aye" on rollcall No. 445, and "no" on rollcall No. 446.

PERSONAL EXPLANATION OF  
VOTE ON HOYER AMENDMENT  
ON H.R. 1561

**HON. WILLIAM F. CLINGER, JR.**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, June 30, 1995

Mr. CLINGER. Mr. Speaker, on June 8, I voted "No" on rollcall No. 362, an amendment offered by Mr. HOYER to the American Overseas Interests Act of 1995. Mr. HOYER's amendment declares that the United States supports the efforts of the Government of the Republic of Bosnia and Herzegovina to defend itself against aggression, and directs the President to lift the arms embargo against the Bosnian government. As you recall, the amendment passed 318-99.

Like my colleagues in the House, I am troubled by the horrific violence and blatant human rights abuses in the Balkans and frustrated by the continued failure to find a peaceful resolution to the conflict. Furthermore, I share my colleagues' good intentions of seeing the devastating war in Bosnia come to an end or at least allowing the Bosnian government to defend itself against Serbian aggression.

However, I feel it would not be wise to act on this matter over the objections of our NATO allies in Europe who remain opposed to lifting the arms embargo against Bosnia. Given that it is their troops who are on the line and that a rapid escalation in fighting would put our friends in Europe in harm's way, I cannot support lifting the arms embargo at this time. In all, I am convinced that the United States should work with NATO before making any dramatic shift in our policy toward Bosnia. To do otherwise will only weaken our valuable alliance with NATO.

HONORING JOSEPH PICKLE, CLYDE  
McMAHON, SR., JOHN TAYLOR,  
AND OWEN IVIE

**HON. CHARLES W. STENHOLM**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, June 30, 1995

Mr. STENHOLM. Mr. Speaker, the Texas State Senate recently passed resolutions honoring four of its native sons who reside in Big

Spring, TX. Big Spring is in the 17th District of Texas which I am privileged to represent here in the House.

Joseph "Joe" Pickle, a retired editor of the Big Spring Herald who, for more than 46 years, has chronicled the history of the Colorado River Municipal Water District. Joe has worked very hard on behalf of the water district, and has served as the only secretary-treasurer they have ever had. In addition, he has been a tireless advocate for the Big Spring community and plays an active role in civic affairs.

Clyde McMahan, Sr., a long-time Big Spring resident who served as the operator of McMahan Concrete for more than 25 years. During Clyde's service with the Colorado Municipal Water District, no city under its jurisdiction ever had to curtail or ration the use of water. In addition to his invaluable service to the water district, he has donated his time and leadership skills to numerous civic and community activities.

After 31 years of loyal service to the public, John L. Taylor is retiring as a member of the board of the Colorado River Municipal Water District. With John's guidance, the district underwent a \$40 million expansion, and he provided outstanding leadership when he served as president during the completion of the Lake Ivie Reservoir and pipeline project. John has given generously of his time to other worthy community activities.

Owen H. Ivie is a well-known engineer and public servant, and has garnered numerous awards relating to his profession. His leadership in obtaining a permit for a reservoir was so appreciated by the Colorado River Municipal Water District board of directors that they named the reservoir the "O.H. Ivie Reservoir" in his honor. His knowledge and expertise, as demonstrated by a long and successful career, have certainly made him worthy of legislative recognition.

Mr. Speaker, I respectfully request that the Texas Senate resolutions honoring these four outstanding individuals be included in today's CONGRESSIONAL RECORD. I would also like to thank and commend them for their dedicated service to Big Spring and to the great State of Texas.

SENATE RESOLUTION

Whereas, The Senate of the State of Texas is proud to pay tribute to Owen H. Ivie on the auspicious occasion of his retirement from the position of general manager of the Colorado River Municipal Water District; and

Whereas, The Colorado River Municipal Water District was created in 1949; since that time, with no local, state, or federal taxes involved in the funding of any district project, the Colorado River Municipal Water District has developed three reservoirs along the Colorado River in West Texas to help ensure a long-term water supply for the region; and

Whereas, As a promising young man Owen Ivie joined the water district on January 1, 1953, after having served as project superintendent for Freese and Nichols on the Lake Thomas project; his talents and abilities were quickly recognized, and he rose rapidly through the ranks; and

Whereas, He became assistant general manager in 1958; on April 22, 1965, this exemplary public servant was named general manager; and

Whereas, Characteristics of his tenure are ability, responsiveness, and commitment to do what is best for the citizens of Texas; and

Whereas, Noted for his honesty and integrity, Mr. Ivie has earned the respect and friendship of his colleagues; and

Whereas, Well known in his profession, he has been honored several times: he was named Engineer of the Year by the Permian Basin Chapter of the Texas Society of Professional Engineers in 1964; Conservationist of the Year for 1986 by the Texas Water Conservation Association and Man of the Year in 1986 by the Big Spring Area Chamber of Commerce; and

Whereas, This distinguished gentleman was presented the Service to the People Award by the Texas Section of the American Society of Civil Engineers in October, 1986, was named president of the Texas Water Conservation Association in 1988, and in 1990, was named Outstanding West Texan by the Texas Chamber of Commerce; and

Whereas, Upon completion of the district's Stacy project in 1990, the Colorado River Municipal Water District's Board of Directors named the reservoir in honor of Mr. Ivie, who had overseen the arduous process relating to the permitting of what is now known as the O. H. Ivie Reservoir; and

Whereas, Throughout his long and successful career, he has been supported and sustained by his lovely wife, Yvonne, and their three daughters; and

Whereas, The State of Texas has benefited enormously from the wisdom and expertise of this illustrious public servant, and he is certainly deserving of legislative recognition; now, therefore, be it

*Resolved*, That the Senate of the State of Texas, 74th Legislature, hereby commend the life of service of Owen H. Ivie and congratulate him on his well-deserved retirement; and, be it further

*Resolved*, That a copy of this Resolution be prepared for him as an expression of the highest esteem of the Texas Senate.

SENATE RESOLUTION

Whereas, The Senate of the State of Texas is pleased to recognize Joseph "Joe" Pickle on the momentous occasion of his retirement as secretary-treasurer of the Colorado River Municipal Water District; and

Whereas, The Colorado River Municipal Water District was created by the 51st Legislature on May 31, 1949; since that time, with no local, state, or federal taxes levied for the funding of any district project, the Colorado River Municipal Water District has developed three reservoirs along the Colorado River in West Texas to help ensure a long-term water supply for the region; and

Whereas, For more than 46 years, this outstanding gentleman has chronicled the history of the water district; he has served as the only secretary-treasurer of the Colorado River Municipal Water District and has attended 316 out of a total of 324 meetings; and

Whereas, He attended the first organizational meeting of the district in 1946 as an employee of the Big Spring Herald; Joe Pickle has been on the job ever since; he retired from the newspaper as its editor in 1975 and continued to serve the district by taking on the additional duties of media liaison as well as serving as secretary-treasurer; and

Whereas, Concerned about the well-being of the residents of West Texas, he has been active in the on-going promotion of Big Spring, West Texas, and the Colorado River Municipal Water District; and

Whereas, A former president of the Big Spring Area Chamber of Commerce, he has also been recognized by that organization as Man of the year; and

Whereas, A man who believes in giving back to his community, he has been instrumental in many community projects; and

Whereas, A longtime supporter of Boy Scouts, he has been presented the Silver Beaver Award, scouting's highest honor; he is