

Business Development and Manager of the word processing center, was approached by two of his employees in the word processing center who wanted to stagger their work hours and give themselves a day off every other Friday. He agreed, and the women were not only happier, their productivity in their high stress jobs has increased. Now they work longer 4-day weeks one week, followed by a regular 5-day work week the next.

Mr. President, First Tennessee's efforts have paid off. They were recently named the number one family-friendly company by Business Week magazine. This is a fine example of how change and risk-taking are beneficial to the growth of companies. First Tennessee has seen the benefits of its Family Matters program and other family friendly programs in elevated company morale, improved productivity and increased employee tenure.

First Tennessee's interest in improving itself from the inside out is an example to us all that every organization can make improvements. Taking a proactive approach and involving employees in the learning process is a greatly admired advance toward company improvement. First Tennessee has been innovative and is sure to continue to see added improvements and benefits due to its responsibility to its employees as well as its customers.●

TRIBUTE TO DR. BILL WILEY

● Mr. JOHNSTON. Mr. President, I have been privileged in my career in the U.S. Senate, through my work on the Energy and Natural Resources Committee and on the Appropriations Subcommittee on Energy and Water Development, to work with many of the great scientific minds of this country. I rise today to pay tribute to one of those scientists with whom I worked especially closely and who was a long-time close personal friend before his death last summer.

Dr. Bill Wiley of the Battelle Memorial Institute built a monumental career and left a huge legacy first and foremost because of his special gifts and training as a fine scientist. His achievements over his 31-year career with Battelle, beginning as a staff research scientist and ending with his position as vice president for Science and Technology, contributed significantly to this country's scientific understanding.

But I believe that the work for which Bill Wiley should and will be best remembered is the concrete result of his vision which is now nearing completion on the banks of the Columbia River in Richland, WA, the Environmental Molecular Sciences Laboratory [EMSL], which will be the jewel of the Pacific Northwest National Laboratory and which may very well hold the key to this country's Herculean effort to the cleanup of the Hanford Nuclear Reservation and other, similar sites around the country.

Armed only with this vision and his irresponsible charm and enthusiasm, Bill Wiley came to see me several years ago to lay out his plans for EMSL, undaunted by skeptics who had told him at every turn that it might be a good idea, but the Congress was unlikely to embrace such a costly project. I must say that had it been anyone other than Bill Wiley pushing the dream, the skeptics probably would have been right. But Bill not only convinced me that it was worth doing, he persuaded all the other relevant players that not only was it something we could do, but that it was something a great nation should not fail to do. I visited the EMSL facility in its late stages of construction shortly before Bill's death last summer. Anyone who ever harbored doubts about the wisdom of this research facility should go have a look when it opens its doors next month. It will be home to America's finest scientists employing the latest tools doing the best research in the world today. And it is a point of special pride to those of us who were his friends that they will be doing so in the building named in memory of William R. Wiley.

This African-American son of an Oxford, MS, cobbler served his Nation well professionally and as a humanitarian who was never too busy in his career to help the less fortunate who were trying to work their way up the ladder or merely to get to the first rung of the ladder. I know many colleagues join me in expressing our condolences to Bill's loving wife Gus and to his daughter Johari Wiley-Johnson and in expressing our deep gratitude for the paths that Bill Wiley charted and the mark he left behind.●

THE WILDFIRE SUPPRESSION AIRCRAFT TRANSFER ACT

● Mr. KEMPTHORNE. Mr. President, late last night the Senate acted to adopt S. 2078, the Wildfire Suppression Aircraft Transfer Act. Senator BINGAMAN of New Mexico and I introduced this bill, along with Senator CRAIG with the support of the administration 2 weeks ago. Senator KYL has joined us as a cosponsor, and the bill has been cleared by the Armed Services Committee.

This summer, more acres have burned than in any other fires season in the past 50 years, and unfortunately, this fire season is not over yet. Forest scientists warn us that severe fire seasons are becoming more and more frequent, which is a real cause of concern when rural populations growth is increasing the number of private homes that come into direct contact with fires on Federal lands.

The Forest Service has determined that the existing fleet of aircraft is inadequate to meet Federal obligations to control fire to protect lives, property and resources. The fleet available to them consists currently of 39 planes, two thirds of which are World War II and Korean war era aircraft. An aver-

age of one plane a year is lost to old age or accidents. In meetings with the Armed Service Committee, to which the bill was referred, the Forest Service estimated that they will need access to 20 additional planes over the next 3 to 5 years to maintain service and meet increasing demands.

The most obvious source of these planes is surplus military equipment. But the Forest Service and the Department of Defense have found that the planes are not making it through the system to be available for purchase by private contractors. In response, this bill would give the Secretary of Defense the option of making fire fighting needs a priority for the sale of aircraft excess to the needs of the Department. The Secretary of Defense would do so only in response to a request from the Secretary of Agriculture. The legislation ensures that aircraft could only be available for purchase by companies certified to have Forest Service contracts to fight fires, and requires the Secretary of Defense to develop regulations to enforce restrictions that the aircraft sold would only be used for fire fighting purposes.

We do not have time to waste. It will take an estimated 1 to 2 years to retrofit a plane to be used to fight forest and range fires. By Forest Service estimates, we are already two planes short of an adequate fire fighting fleet. The 1996 fire season has already burned nearly 6 million acres across the country. That is three times the 10 year average, but it is not much more than we saw burn in 1994. These fires are burning more intensely, with devastating effects on the environment, and creating dangerous situations for our citizens. In my own State, local and Federal officials are working around the clock to ensure that the scorched hillsides above Boise to try to minimize the devastating mudslides that are only a few inches of rain away. In the way of those mudslides are schools, homes, the downtown district, and our State capitol building.

I am pleased my colleagues recognized the urgency, and agreed to adopt this legislation to make it possible for the Forest Service to have access to the equipment they need to keep our citizens, their property and our natural resources safe from catastrophic fires.●

TRIBUTE TO CHARLES M. PIGOTT

● Mr. GORTON. Mr. President, at the end of this year Mr. Charles M. Pigott will step down as chairman and chief executive officer of PACCAR, Inc. Today I would like to recognize Mr. Pigott for his superb achievements and to pay tribute to a thoughtful and considerate friend.

Guided for nearly three decades by Mr. Pigott's steady hand, PACCAR is now America's largest domestically owned truck manufacturer. His pursuit of quality and innovation has left a lasting imprint on the company and American industry as well.

Mr. Pigott began at PACCAR with a summer job in 1945. He went on to receive an engineering degree from Stanford University, then served as a Navy aviator in Korea. When his tour of duty ended, he rejoined PACCAR. In 1967 he became chief executive officer. He oversaw a period of great change in the industry, a period in which trucks became safer, more efficient and longer-lasting.

The technical center Mr. Pigott built has brought forth many new products and innovations. They include the aerodynamic Kenworth T600, which was so widely acclaimed and imitated it changed the look of heavy-duty trucks; the Kenworth T2000, PACCAR's newest edition; and the more than 330 patents PACCAR has garnered under Mr. Pigott.

The market, of course, rewards quality. Nearly one out of four class 8 trucks sold in America today is a Peterbilt or Kenworth. And company sales have, on Mr. Pigott's watch, grown from \$320 million to \$4.5 billion annually. Net income increased almost sixteen-fold, and shareholders' equity from \$88 million to well over \$1.2 billion. It is remarkable that every year in which Mr. Pigott was CEO, PACCAR, recorded a profit.

Mr. Pigott has made his mark in the community as well. For nearly five decades he has worked with the Boy Scouts of America, serving as president of both the Chief Seattle Council and the National Council. He has been general campaign chairman and trustee for United Way of King County, chairman of the Washington Roundtable and in leadership positions for many other cultural and civic organizations. He also heads the PACCAR Foundation, which distributes approximately \$3 million yearly to civic, cultural, educational and health and welfare causes in communities where PACCAR does business.

Mr. Pigott has been blessed with a wonderful family. He and his wife Yvonne have raised seven fine children.

When Mr. Pigott steps down on December 31, 1996, he will continue family tradition and hand leadership over to his son. I congratulate him on a splendid career, thank him for his contributions to American industry, and wish him all the best in his retirement.●

TRIBUTE TO DAVID EHRENFRIED

● Mr. COHEN. Mr. President, recently, Dave Ehrenfried retired after 40 years as an editor and cornerstone of Lewiston, ME's Sun-Journal.

He began at the paper in 1956, where he quickly showed his talent for newspaper reporting. Dave held many positions throughout his tenure at the Sun-Journal. Most notably, his work was recognized by the New England News Executives Association with a first place award for editorial writing in 1982. In 1988, Dave was named the assistant executive editor at the Sun-Journal and in 1991 he became a rep-

resentative, advocating for readers of the daily and Sunday papers. He was once again recognized by his peers for his dedication to journalism by being asked to serve as president of the New England Society of Newspaper Editors in 1993.

Dave has always been a hard worker, a requirement when you work for one of Maine's leading newspapers. His coworkers hold him in the highest esteem, including one member of the Sun-Journal staff who referred to him as a quiet leader with sound judgment. Dave gave himself and his time to all who asked and the people who turned to him who knew that they were heard. Dave is a remarkable person who has dedicated his life to journalism and integrity.

I commend his commitment to his family, his coworkers, and to Maine journalism.●

THE CALENDAR

Mr. NICKLES. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of the following bills, en bloc: Calendar Nos. 369, 488, 235, 238, 371, 233, 236, 237, 368, 232, 370, 372, and 373.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. NICKLES. Mr. President, I ask unanimous consent that the bills be deemed read the third time, passed, the motion to reconsider be laid upon the table, that any statements relating to these measures be placed at this point in the RECORD, and that the preceding all occur en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 2501) to extend the deadline under the Federal Power Act applicable to the construction of a hydroelectric project in Kentucky, and for other purposes, was considered, ordered to a third reading, read the third time, and passed.

THE ILLEGAL IMMIGRATION CONTROL ACT OF 1996

The bill (H.R. 1014) to amend the Immigration and Nationality Act and other laws of the United States relating to border security, illegal immigration, alien eligibility for Federal financial benefits and services, criminal activity by aliens, alien smuggling, fraudulent document use by aliens, asylum, terrorist aliens, and for other purposes, was considered, ordered to be engrossed for a third reading, read the third time, and passed.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 1290) to reinstate the permit for, and extend the deadline

under the Federal Power Act applicable to the construction of a hydroelectric project in Oregon, and for other purposes, was considered, ordered to a third reading, read the third time, and passed.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 657) to extend the deadline under the Federal Power Act applicable to the construction of three hydroelectric projects in the State of Arkansas, was considered, ordered to a third reading, read the third time, and passed.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 2695) to extend the deadline under the Federal Power Act applicable to the construction of certain hydroelectric projects in the State of Pennsylvania, was considered, ordered to a third reading, read the third time, and passed.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 1011) to extend the deadline under the Federal Power Act application to the construction of a hydroelectric project in the State of Ohio, was considered, ordered to a third reading, read the third time, and passed.

HYDROELECTRIC PROJECT EXTENSION

The bill (H.R. 1335) to provide for the extension of a hydroelectric project in the State of West Virginia, was considered, ordered to a third reading, read the third time, and passed.

FERC-ISSUED HYDROELECTRIC LICENSE TIME LIMITATION EXTENSION

The bill (H.R. 1366) to authorize the extension of time limitation for the FERC-issued hydroelectric license for the Mt. Hope Waterpower Project, was considered, ordered to a third reading, read the third time, and passed.

FEDERAL POWER ACT DEADLINE EXTENSION

The bill (H.R. 2773) to extend the deadline under the Federal Power Act applicable to the construction of two hydroelectric projects in North Carolina, and for other purposes, was considered, ordered to a third reading, read the third time, and passed.

FERC LICENSED HYDRO PROJECTS

The bill (H.R. 680) to extend the time for construction of certain FERC licensed hydro projects, was considered, ordered to a third reading, read the third time, and passed.