

hundreds of people. When people could not get out of Montreal, Amtrak made provisions to get them where they needed to go in the United States. When O'Hare and Los Angeles shut down and the Postal Service was grounded, Amtrak carried over 200,000 carloads of mail, I am told.

When people and planes around this country—Raleigh and Pittsburgh—were grounded, Amtrak stepped in to move emergency personnel and equipment from one end of the country to the other where it was needed.

My colleagues know the two Senators from Delaware are big supporters of passenger rail service. We think that is an important component of our national transportation policy.

This is not an effort during this time of distress and fear to try to obtain extra funding for passenger rail service, although some suggest this is an appropriate time to do that. Instead, what we have in mind is to try to strategically pick a handful of items that need to be fixed in order to ensure, just as we are making travel for airline passengers safer, that we simultaneously make travel for rail passengers safer.

What we are proposing to do is to rehabilitate those seven tunnels that go into Manhattan. We have, as was said earlier, old tunnels in Baltimore and in Washington as well. They all have the same problems. They need to be fixed, and we ought to get started fixing them.

I have been riding trains lately that have Amtrak police officers on them. They are working extra shifts. They are working doubles. They are working a lot of extra hours. They cannot continue to do that forever. We need additional Amtrak police officers to meet the security burdens that are placed on them. We are going to have sky marshals on aircraft, and we ought to. We ought to have, in many cases, Amtrak police officers on our trains. We do not have enough of them to go around.

More people are taking the train these days. It is not just here; it is the Texas Eagle, trains out on the west coast. It is trains all over the United States. It is the Acela Express trains, the Metroliners, conventional trains in the corridor and conventional trains all over the country. More people are riding rail, and my guess is more people will ride rail as we go forward. We need to make sure they are safe.

In addition to more police officers, we need more canine and we need training for those officers who are going to be using the dogs. We need video equipment that allows Amtrak to monitor sensitive points along rail lines. We can do that remotely. We can do it effectively. It makes sense. We can use, and ought to have some beefing up of, the aerial inspections that are available to use with Amtrak. We can do it by day; we can do it by night.

Some people have said to this Senator and to Senator BIDEN and others that they support making travel by

rail safer; that it sounds like a good idea. But what they also say is this is not the time and place to do that.

I say to my friends and colleagues who have made the offer of supporting legislation like this sometime further down the line, we have heard similar promises, literally, right in this Chamber about a year ago. We are now doing something for passenger rail further down the line, and we are a year further down the line. That which was supposed to have been done has not been done.

What was supposed to have been done was the creation of high-speed rail corridors in places all around the country. It makes no sense to put people on an airplane to fly 150 miles, 200 miles in densely populated corridors where they could as efficiently, or more efficiently, take a train. That would make easier the security job, the safety job of the people running the airports. We ought to do that.

We have not come back and addressed that question raised a year ago to enable us to work with State and local governments to create high-speed rail corridors. That is another issue. We are not going to talk about that. We are going to stay away from that. This is a different argument, but this is the right day, and this is the right place, to raise that argument.

Passenger rail utilization is up probably 30 to 40 percent since September 11. Any number of the trains I have ridden in the corridor, every seat is full—Acela Express, Metroliners, conventional trains as well. We are seeing a similar kind of jump in ridership around the country. A lot of the people riding those trains used to fly airplanes. They are now on a train because they feel safer, maybe because it is more convenient.

I want to make sure they feel safer, not just continue to feel safer but to make sure they are safer because we will take right now the kind of steps to protect their safety, just as we are taking steps to protect the safety of those who would fly in their 727s, 737s, 747s, or 767s.

This is the time, this is the place, this is the legislation on which we should debate these issues and we should approve them. We should affirm them and we should put these safety precautions in place for passengers on rail as we do the passengers of airlines.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. DORGAN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

(The remarks of Mr. DORGAN of S. 1504 are printed in today's RECORD pertaining to the introduction under "Introduction of Bills and Joint Resolutions.")

Mr. DORGAN. Mr. President, I ask unanimous consent to be recognized in morning business on another subject.

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

AIRPORT SECURITY

Mr. DORGAN. Let me ask a question in the largely empty Senate on a Thursday afternoon. It is now 4:05. We came to the Senate this week dealing with Defense authorization at a time when defense is critically important to this country. This country was attacked. Thousands of Americans tragically were killed by mass murderers who committed the most heinous crime that any of us have ever seen.

The issue of defense at a moment when we are sending American men and women who wear our country's uniform into harm's way is a very important issue. Our first order of business in dealing with the Defense authorization bill in the Senate was to have to vote on cloture to shut off debate so we could complete this bill.

What does that say about our priorities? We had a cloture vote, we got through that, we finished that bill, finally, and now it is Thursday at 4:05 in the afternoon, and the subject is airport security. When those commercial airliners hit the Trade Towers in New York, and that commercial airliner hit the Pentagon, it is something that none of us will ever forget—the image of the airplanes hitting the Trade Towers in New York, seeing the fire at the Pentagon, seeing the crater dug into the ground in Pennsylvania by the United Airlines jet. When all of that happened, immediately the FAA shut down all air service in the United States. Every single airplane was ordered grounded. All commercial airlines flying and private airplanes flying in this country were ordered grounded and, as I understand it, moved to the nearest airport they could find.

At that moment of that day, September 11, the only thing in the skies over Washington, New York, and other parts of the country were F-16s, armed, flying combat missions over American cities.

Our commercial airlines were ordered grounded. None flew for a number of days. And then commercial airlines were allowed to come back with added security and they began to fly once again.

What has happened in this country is people have not been coming back to the airports to use commercial air service because they are concerned about the issue of security. Last week I boarded an airplane and flew to North Dakota for the weekend and came back. I appreciate the air service. I appreciate the added security at the airports. I hope all Americans will understand a substantial amount is being done in this country to try to make sure we will not see airplane hijackings once again. It is important.

But the Congress is moving to do more with an airport security bill that we have been considering for a number of days on the floor of the Senate, but we cannot move forward. The issue of the Congress of the United States to put sky marshals on virtually every flight in this country, hiring a lot of sky marshals to say to the American people, when you fly, someone will fly with you, a sky marshal, trained and armed and ready to take over that plane if needed. That is an important message to the American people.

When you fly, you will go through baggage screening that is not haphazard as it is in some airports but screening by somebody who is trained and following procedures. When you fly, that the airport perimeter, at airports in this country, will be a perimeter that is guarded, in which law enforcement understands what is happening around that airport perimeter.

When you fly in the future, you will be on an airplane in which someone is not going to be able to get through that cockpit door because it is a hardened cockpit, as it is on some carriers overseas. All of these things relate to the question, Do we provide confidence to the American people that we have taken the steps as a country to protect ourselves against hijackers?

So we bring a bill to the floor of the Senate, largely agreed to, negotiated over a long period of time—and it is now Thursday at 10 minutes after 4—and we have a motion to proceed to the bill on airline and airport security, a motion to proceed to the bill that we cannot advance. There is a filibuster on the motion to proceed.

There is something fundamentally wrong with that. The last thing in the world you would expect, in my judgment, is stalling on a motion to proceed to the airport security bill in the Congress in the aftermath of the September 11 tragedy.

If there are things people object to, if there are things they do not like in this bill, things they want to change—if they have heartache about something, let the bill come to the floor and offer an amendment. Just offer it, grab a microphone, stand up, and have at it. We will be here. We do not have to go anyplace real soon. There is nothing, in my judgment, that has a higher priority than this at the moment.

If we do not get people back in the air, if we do not get commerce going again in this country—business travelers and travelers for vacations, pleasure travelers and so forth—if we do not have people back in the air, we will not have a commercial aviation system left in this country. They are hemorrhaging in red ink, and we did a bill to try to provide some support for that, but that bill only lasts a very short period of time. We must give people confidence that when they get on an airplane, they are not going to have substantial risk of hijacking, that the security procedures in place are going to protect them. We must give them that

confidence. That is what this legislation is about, and it is just unfathomable to me that there is nothing happening here because we have an objection on the motion to proceed.

My colleague from Nevada, Senator REID, said if you will not agree to go to the airport security bill, we have five appropriations bills that should have been done by October 1 but we did not get them done. Let's have an appropriations bill on the floor this afternoon. Let's work on that. We can be here until midnight. Hard work is not something that is a stranger to most people in this Chamber.

Do you know what? We have five appropriations bills that should have been done already, and we cannot get one to the floor of the Senate today because when the Senator from Nevada makes a unanimous consent request—if you will not go to airport security, then let's go to an appropriations bill—and the words "I object" are heard.

So who is objecting, and for what purpose? And how does it advance this country's public policy interests, in a range of critically important issues—notably airport security, which I think ought to rank near the top, given what happened on September 11? How does it advance this country's interest to shut this place down?—just stop it. It doesn't seem to me to be the mood that ought to exist.

Post-September 11, we have had a period unprecedented, at least in my judgment, here in the Congress. President Bush came to speak to a joint session. I thought he gave a strong and powerful speech. I thought he spoke for this country, saying this country is unified, this country has one voice. That is a voice of determination saying to the rest of the world that what happened in this country was a heinous act of mass murder. We will find those who did it, and we will punish them, and we will take all steps necessary to prevent that sort of thing from happening again in America.

One part of that, and I must say a very important part of that, is dealing with security in the area of commercial airlines and commercial aviation. This legislation dealing with sky marshals, airport screening, perimeter law enforcement, hardening of the cockpit, and so many other issues—the appointment of an Assistant Secretary of Transportation whose sole authority it is to deal with security—all of that is in this legislation. So, on Thursday afternoon we sit in a spooky quiet Chamber because somehow this cooperation is not there.

I am not here just to point my finger. I haven't named anybody or talked about sides here. All I say is those who say "I object" when we say at least let's move to the motion to proceed to the airport security bill, when they say "I object," I think they retard rather than advance this country's interests on something so important and so timely and so necessary at this moment.

The reason I wanted to speak beyond the piece of legislation I introduced here is to say how disappointed I am this afternoon. I think many of my colleagues feel the same way. I am not angry about it, I am just disappointed. This is not what we should do. We know how to do good public policy. We do good public policy by getting together and getting the best of what everybody has to offer, not the worst of each. If you have an objection, if you have a burr under your saddle someplace about something, if you are cranky about something, got up on the wrong side of the bed, didn't have sugar in your cereal, good for you. That doesn't mean you have to hold up the whole place. If you have a problem with something, come offer an amendment. These microphones work at every single desk. Come offer an amendment, and if you have enough support, you are going to win, and God bless you, that is the way life is here in the Senate.

I understand people say we have a right to use the rules and the rules allow us to object to a motion to proceed. That is true, absolutely the case. But there are times, unusual times, in my judgment, in this country, when the American people do not want to see business at usual; when what the American people want to see is cooperation and people coming here to say, we know we have a problem, and when this country has a problem, we are one; we are going to work together and solve it.

That doesn't mean every voice has to be singing exactly the same note. Someone said when everyone in the room is thinking the same thing, nobody is thinking very much. I am not asking for a unison of thought, but I am asking that we decide to take some action in this Congress. This is the opposite of action, and it is not the best of what Congress has to offer the American people so soon after the tragedy that occurred on September 11.

I express my disappointment as only one Member of the Senate. But I hope very much others will join and we will begin next week—the Senate has no votes tomorrow, and Monday is Columbus Day. The Senate will not have votes on Monday. My hope is when we come back Tuesday, we will see a series of actions on the part of the Senate with a new determination to cooperate, to say, yes, let's do these things. We know they need to get done; let's do them. Bring up the airport security bill, offer some amendments, agree to some limitation on time on debate. If you don't want to do that, that is fine, but it seems to me it makes sense to get these things done. Bring the appropriations bills up. Let's get these done. Let's work in a spirit of cooperation.

I am not saying one side is bad and the other side is good. I am saying all of us are on the same side. There is only one side in America at this point, and that is the side of trying to get the right thing done at the right time for the American people.

I yield the floor, and I make a point of order a quorum is not present.

The PRESIDING OFFICER (Mr. DORGAN). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent the quorum call be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered. The Senator from Florida.

BIPARTISAN RESPONSE TO THE CRISIS

Mr. NELSON of Florida. I was so inspired by the comments of the Senator from North Dakota that I felt compelled to rise to offer my additional comments to the thoughts the Senator from North Dakota has offered.

I have gone home each weekend and heard my people respond that they are so proud that they have seen a unanimity of purpose, a unity of leadership, unity of the executive and legislative branches of Government, and they are so proud that they have seen bipartisanship as America has responded to the crisis we now face.

In the midst of that unity and that bipartisanship, we have seen swift action on a number of pieces of legislation:

First of all, the emergency supplemental that would appropriate \$20 billion to respond to the terrorists and another \$10 billion to respond to the crisis in New York;

Then, as the Senator pointed out, the quick action on the financial package for the airlines so that we can get people back into the air and help shore up this major component of our economy.

But in the midst of all this unity, I think that partisanship and ideological rigidity is beginning to raise its ugly head again, for as the Senator from North Dakota has pointed out, there was an objection offered last week when we needed to pass a Department of Defense authorization bill that held it up some 5 days more. Finally, we got an agreement after a tortuous process of trying to explain to others that you couldn't load down the Department of Defense authorization bill with everybody's agenda, that you had to keep it pure and address the defense needs of this country, particularly at a time such as this.

We came to a point yesterday late in the day where the majority leader—and I believe the minority leader—wanted to agree to the unanimous consent request of the majority leader to proceed on this airline security bill, and yet there were objections—perhaps for some partisan reasons, perhaps for some ideological reasons, perhaps for some parochial reasons. But as so eloquently pointed out by the Senator from North Dakota, are we forgetting what is in the interest of the country, which is to get the American public flying again, and to help all of these myriad of industries that are depend-

ent upon a healthy airline industry with lots of passengers?

My State is clearly one that is so desperately affected by the lack of airline travel and its spillover into the hotels, restaurants, and the visitor attractions. You can go on with car rental companies, on and on.

The majority leader, our wonderful leader, Senator DASCHLE—I think with the concurrence of the minority leader certainly in wanting to be there—wants a bill that would put sky marshals on the planes, that would strengthen the cockpit doors, that would have enhanced and federalized screening of passengers, that would help train the crews for anti-hijacking procedures, that would require background checks on those who are not citizens who want to learn to fly in our flight schools, and all of those things that are unanimously embraced in this country and that we want to pass.

As so adequately pointed out by the Senator from North Dakota, it is 4:25 on Thursday and we can't proceed to the bill. We can't even proceed to the motion to proceed because it is going to be filibustered.

We will pass the motion to proceed next Tuesday. But then there are 30 hours of debate on the motion to proceed before we can ever get to the airline security bill unless people will come to their senses as to what is in the national interest, putting aside their partisan concerns, putting aside their parochial concerns, and coming together again in what has been a bright, shining moment for America in the unity and bipartisanship that has been displayed in the last 3 weeks.

I was sufficiently moved by the comments of the Senator from North Dakota that I wanted—I thank him for taking my place in the chair as the Presiding Officer—to offer these remarks.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CORZINE). Without objection, it is so ordered.

(The remarks of Mr. NELSON of Florida pertaining to the introduction of S. 1506 are printed in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. NELSON of Florida. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. CORZINE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. NELSON of Florida). Without objection, it is so ordered.

RAIL SECURITY

Mr. CORZINE. Mr. President, I rise today to speak with strong support for an amendment that I know my colleague from Delaware, the senior Senator, JOE BIDEN, will be offering which deals with the issue of rail transportation up and down the east coast—actually across the country, an amendment that provides about \$3 billion to enhance the security of our rail transportation network.

This happens to be an amendment that I think fits extraordinarily well and is extraordinarily important in providing a comprehensive security package for our transportation network in this country.

The tragic events of recent weeks have focused attention on our need to improve the safety and soundness of our transportation network, in particular our airlines. I congratulate the leaders of the Senate, our majority leader, TOM DASCHLE, and the minority leader, TRENT LOTT, along with Senators HOLLINGS and MCCAIN, for their outstanding work to bring forward a package that I believe our Nation is asking for, is demanding: that we recognize we need to improve the safety of our aviation system in this country.

We need to be a little more forward looking. We need to think outside just the events that have occurred to what could occur and where the next tragedies might very well occur.

While we are tightening aviation security, we need to address problems that may very well exist in other parts of our transportation system.

Just yesterday we experienced a serious problem in our country's bus network. Fortunately, it was not of the same tragic proportions, but we saw, once again, a criminal taking over a bus and attacking the driver, leading to the death of five innocent passengers.

We have a vulnerable transportation system in this country. Unfortunately, our rail system may be the most vulnerable. That is why we need the Biden initiative, hopefully with a number of Senators from across the country supporting it. We need to address this issue before a problem occurs.

Talk about proportionality. In fiscal year 2000, Amtrak provided ridership for 22.5 million folks. Out of New York City, there were 8.5 million boardings. It is an enormous contributor to the transportation system in this country. It is an important one.

We learned that it is complementary to our transportation system as we saw the shutdown of Reagan National and we saw the aftermath of the events.

It is not just passenger traffic. Freight traffic feeds one of the most important ports in our country, the New York-New Jersey port. Up and down the east coast, there is tremendous interconnectivity of our society through rail traffic. This is one of our most vulnerable spots, and I think it needs to be addressed on an emergency basis. I think a lot of my colleagues do,