

HONORING THE MEMBERS OF THE ARMY MOTOR TRANSPORT SERVICE THAT SERVED DURING WORLD WAR II FOR THEIR SERVICE AND CONTRIBUTION TO THE ALLIED ADVANCE FOLLOWING THE D-DAY INVASION

Mr. HUNTER. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 439) honoring the members of the Army Motor Transport Service that served during World War II and participated in the trucking operation known as the Red Ball Express for their service and contribution to the Allied advance following the D-Day invasion, as amended.

The Clerk read as follows:

H. CON. RES. 439

Whereas June 6, 2004, the 60th anniversary of the World War II D-Day invasion of Normandy, France, was observed by Americans with numerous commemorations of the sacrifices of those who fought to preserve the liberty and freedom of the people of the United States;

Whereas commemoration of those sacrifices and the recollection of those who served should include all who served, including those who performed critical logistics functions;

Whereas after the breakout from the beachheads at Normandy following the D-Day landings, Allied forces began a rapid advance across France, with the result that advancing units in many cases began to outrun their supplies of fuel, food, and ammunition;

Whereas on August 21, 1944, in response to the need for resupply of rapidly advancing forces, the Army Motor Transportation Service created a trucking operation called the Red Ball Express which began operations on August 25, 1944;

Whereas the Red Ball Express was a massive convoy effort to speed supplies to the Allied armies advancing across France;

Whereas the convoy system stretched from Normandy to Paris and eventually to the front in the northeastern borderland of France;

Whereas by ensuring that United States and other Allied soldiers were properly resupplied, the Red Ball Express played a major role in the defeat of Nazi Germany;

Whereas members of the Red Ball Express persevered through arduous driving conditions and constant threats of ground and aerial ambushes and performed their duties with precision and efficiency;

Whereas the Red Ball Express was in operation for 82 days and, by the time Red Ball Express operations were concluded in November 1944, Red Ball Express truckers had delivered over 410,000 tons of fuel, ammunition, food, and other essential supplies for the Allied forces to succeed in Europe;

Whereas, during World War II, many commanders believed that African-Americans were not suitable for combat duties and relegated them to service, support, and supply missions;

Whereas the majority of Red Ball Express drivers were African-Americans;

Whereas the success of the Allied advance through France was made possible by the soldiers who drove the supply trucks; and

Whereas the members of the Army Motor Transport Brigade who participated in the Red Ball Express contributed unselfishly to the war effort despite the indignities and double standards that they endured: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress honors the

members of the Army Motor Transport Brigade who during World War II served in the trucking operation known as the Red Ball Express for their service and contribution to the Allied advance following the D-Day invasion in Normandy, France.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. HUNTER) and the gentleman from Washington (Mr. LARSEN) each will control 20 minutes.

The Chair recognizes the gentleman from California (Mr. HUNTER).

GENERAL LEAVE

Mr. HUNTER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. HUNTER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, when called to prosecute a war, Americans have always brought a number of important qualities to the war fight. Leadership, courage, teamwork and commitment are but a few examples of the inherent characteristics of American warriors that make us a feared adversary. One only has to look at the record of our forces fighting in Iraq today to understand that our society is still producing men and women who have the "right stuff."

I would suggest that another vital warfighting skill that is a great American strength is the ability to organize. While the present day military can cite many examples of superb achievements in organization, House Concurrent Resolution 439 reminds us of one of the great examples of military organization from World War II, the Red Ball Express, and the great Americans who made it work to defeat Nazi tyranny.

The Red Ball Express was the massive effort to resupply Allied armies as they advanced through Europe after D-Day. Following the breakout from Normandy and the French hedgerow country at the end of July 1944, the First Army under General Bradley and the Third Army under General Patton began to race north and east from St. Lo, France. I might add, Mr. Speaker, that Helen Tracy, who was General Patton's secretary in World War II and was with him when he died in Germany shortly after the war, is a member of my staff and we are very proud of Helen. I hope that she is watching this order with respect to the Red Ball Express.

In this first 100 percent internal combustion engine war, gasoline was the key to continued success on the battlefield. As U.S. and French troops entered Paris at the end of August 1944, the two armies were consuming 800,000 gallons of gasoline each day and had exhausted their reserve supplies.

On August 21, 1944, the Army Motor Transport Service responded to the

challenge with a trucking operation called the Red Ball Express. Within days, over 900 trucks were trekking the 700 miles round trip from St. Lo to Paris and the front lines to the north-east carrying the gasoline, ammunition and other supplies needed to keep the armies on the move. At a speed of 25 miles per hour and distance of 60 yards apart, the trucks moved 24 hours a day along the dedicated route marked with red balls, an old railroad symbol for priority freight. By mid-November, when the operation ended, the Red Ball Express truckers had delivered over 410,000 tons of gas, oil, lubricants, ammunition, food and other essentials using nearly 6,000 vehicles at the peak of operations. This amazing example of organization only became a reality because those 6,000 trucks were driven by men who possessed all those other qualities I mentioned earlier, leadership, courage, teamwork and commitment. Fatigue, weather and enemy ground and air attacks all took their toll, but these men were determined not to let General Patton or General Bradley down. They knew what was at stake and they were in the fight as much as any combat soldier.

Three-quarters of those soldiers driving that hazardous route were African Americans serving in segregated truck companies and quartermaster units. Most of these dedicated men would have preferred to be assigned combat duties, but they were denied that opportunity. Notwithstanding having been dealt a hand not of their own choosing, they accepted the role they had been given and did it with a warrior's spirit, a spirit that we would now recognize as authentically American.

The men that refused to allow the Red Ball Express to fail, and particularly those who were African American, deserve more than a footnote in our military history. The outstanding performance of the African Americans who endured the dangers and hardships of the Red Ball Express was a source of great pride and reflected credit on their race during a time when few chose to acknowledge their immense contribution to the war effort.

Mr. Speaker, I commend the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) for introducing this resolution. The Red Ball Express was a great moment in our country's military history. I am grateful for the opportunity to speak on the issue.

Mr. Speaker, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I rise in support of this concurrent resolution.

Mr. Speaker, I rise in support of House Concurrent Resolution 439. Introduced by the gentlewoman from Texas, Ms. EDDIE BERNICE JOHNSON, this bill honors the participants of the "Red Ball Express", an Army Motor Transport Brigade that served during World War II.

The Red Ball Express was the code name of a huge convoy operation which began on August 21, 1944, to provide provisions and

supplies to American and Allied soldiers fighting their way across Europe following their successful landing at Normandy.

The convoy system stretched from Normandy to Paris and eventually to the front of the northeastern borderland of France. The 82-day convoy got its name because the route that was used was marked with red balls.

Members of the Army Motor Transportation Brigade that comprised the Red Ball Express were constantly on the road. An average day for these dedicated troops meant 900 fully loaded vehicles driving around the clock. These trucks often traveled during the night in blackout conditions at speeds higher than 25 miles an hour to meet the growing demand for food and supplies, all while facing constant threats from ground ambushes and aerial bombing by the enemy.

What is most remarkable about the Red Ball Express are the soldiers who served in this brigade. Nearly seventy-five percent of the drivers were African-Americans who were denied the opportunity to serve in combat units, and whose families and loved ones were being denied the very freedoms and rights that they were fighting for in Europe.

Yet, these patriotic Americans persevered and succeeded. Many stories were written about their achievements, and their ability to overcome obstacles. These dedicated soldiers truly "shocked and awed" all those who depended upon them. At the peak of the Red Ball Express a round trip took nearly 54 hours and stretched nearly 400 miles to the First army.

When the Red Ball Express ended in mid-November 1944, over 412,000 tons of fuel, ammunition, food and other essential supplies had been delivered to troops on the front line. The success of the American and Allied offensive in France was due to the achievements of these outstanding soldiers.

Mr. Speaker, I urge my colleagues to support this resolution that honor the members of the Red Ball Express for their service during World War II.

Mr. Speaker, I yield such time as she may consume to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON), the prime sponsor of this resolution.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, let me thank the leadership of this committee for facilitating the bringing of this resolution to the floor. I rise in strong support of House Concurrent Resolution 439 and encourage my colleagues to join me.

June 6 marked the 60th anniversary of D-Day, the Allied invasion of World War II that marked a decisive moment in the defeat of Hitler and Nazi Germany. While we commemorate the valiant heroics and sacrifices of the individuals who fought to preserve our liberty, I ask my colleagues to join me in recognizing a group whose contributions have existed in the shadows since 1944, the Army Motor Transport Service, code named the Red Ball Express. The Red Ball Express, a predominantly African-American outfit, was a massive 82-day convoy effort that supplied the Allied armies moving through Europe. The convoy system expressed from St. Lo in Normandy to Paris and eventually to the front along France's northeastern borderland.

Persevering through arduous driving conditions and ambushes, members of the Red Ball Express performed their duties with utmost precision and efficiency. Their dedication sustained thousands of Allied troops during some of the most difficult periods of World War II. When the program ended in mid-November 1944, Red Ball truckers had delivered nearly 500,000 tons of fuel, lubricants, ammunition, food and other vital essentials needed for Allied success within the European theater.

In spite of the indignities, putdowns and double standards that they endured, members of the Red Ball Express contributed unselfishly to winning this century's greatest fight for freedom. I met several of them during the World War II celebration here this past Memorial Day holiday who are very proud of being a part of this group. Historically, no group of Americans endured what African Americans endured in uniform during World War II. They proudly defended America with no guarantee that their own freedom would be defended on their return home. This Nation's debt to African-American servicemen and women who served under those conditions can never be fully repaid but at a minimum we should certainly honor their service.

I urge my colleagues to join me in bringing this group's contributions out of the shadows and support House Concurrent Resolution 439.

Mr. LARSEN of Washington. Mr. Speaker, to reiterate, I do also urge support on our side of the aisle for H. Con. Res. 439.

Mr. Speaker, I yield back the balance of my time.

Mr. HUNTER. Mr. Speaker, I yield myself such time as I may consume.

I want to thank the gentleman from Washington and the gentlewoman from Texas for such an articulate description of what these great public servants did for our country.

I am reminded also, Mr. Speaker, I checked with our contractors the other day. In Iraq right now, we have private contractors like the gentleman who just escaped from the terrorists driving those trucks through Ambush Alley as they come up through Iraq facing those deadly IEDs, and RPG and AK-47 attacks. I am reminded that some 37 of those contractors from one company, from Halliburton, who were bringing supplies and food to our people up in northern Iraq have been killed in action so far. That is a dangerous, deadly run.

By the same token, it was a dangerous and deadly run in World War II. Keeping that gasoline in those tanks so that that spearhead of steel could continue to drive the Nazis back was everything. Being able to continue the momentum from the landing at Normandy and the hedgerow fighting was an absolute key to our victory. Once again, I want to thank the gentlewoman for her very articulate support of this resolution and the gentleman from Washington.

Mr. RODRIGUEZ. Mr. Speaker, this year commemorates the 60th anniversary of D-Day, a pivotal point in World War II and a unique moment in time when coordination and valor forged unprecedented advancement of the Allied forces against the Axis powers. As we remember the courageous veterans whose foresight and sacrifice brought about a landmark in the struggle for Democracy, I rise today to honor the Motor Transport Service, code named the "Red Ball Express." The heroism of the lesser-known group of veterans has been under-celebrated, but their impact is eternally felt.

For 82 long days, fighting adverse driving conditions and sleep deprivation, the men of the Red Ball Express transported 500,000 tons of fuel and ordinance to forward depots throughout France. Though this immense effort lasted only three months, from August 25 to November 16, 1944, the mission of the Motor Transport Service was perhaps the most crucial to the capture of occupied France. This massive convoy effort afforded the Allied troops the means and mobility to successfully complete the campaign in the European Theater.

Composed of 80 percent African Americans, the men of the Red Ball Express met the most uncertain of risks to defend the freedom we cherish today. The altruism of these men in service is astounding. Their vision and hope for all humanity, during those 82 days, broke through barricades of tyranny and ignorance to bring liberty to new heights.

Colonel John S.D. Eisenhower wrote of their noble behavior; "the Spectacular nature of the advance was due in as great a measure to the men who drove the Red Ball trucks as to those who drove the tanks."

It is when extraordinary conflict has plagued our Nation, that we have witnessed the most astonishing acts towards peace—when the ideals of country have been tirelessly challenged, that the firmest of principles have forged a clear path. And it is when soldiers have faced disheartening adversity, that patriots have shown unabated courage of heart. Despite hardship and slight, the men of the "Red Ball Express" acted bravely in a time of fear and unselfishly in this unique moment in history when they were needed the most.

Mr. HUNTER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. HUNTER) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 439, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution, as amended, was agreed to.

The title of the concurrent resolution was amended so as to read: "Concurrent resolution honoring the members of the Army Motor Transport Brigade who during World War II served in the trucking operation known as the Red Ball Express for their service and contribution to the Allied advance following the D-Day invasion of Normandy, France."

A motion to reconsider was laid on the table.

CONGRATULATING TAMPA BAY
LIGHTNING FOR WINNING 2004
STANLEY CUP

Mr. PUTNAM. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 668) congratulating the Tampa Bay Lightning for winning the 2004 National Hockey League Stanley Cup championship and for their outstanding performance during the entire 2003–2004 season, as amended.

The Clerk read as follows:

H. RES. 668

Whereas the Tampa Bay Lightning hockey team has been in existence for 12 seasons;

Whereas on June 7, 2004, the Tampa Bay Lightning won their first National Hockey League Stanley Cup championship by defeating the Calgary Flames hockey team, 4 games to 3;

Whereas head coach John Tortorella led the team to the pinnacle of success;

Whereas John Tortorella was awarded the Jack Adams Award as the National Hockey League's coach of the year after guiding the Tampa Bay Lightning to the Southeast Division title and a top seed in the Eastern Conference with a franchise-best record of 106 points;

Whereas team player Brad Richards was awarded the Conn Smythe Trophy as the most valuable player of the 2004 Stanley Cup playoffs, leading all scorers this postseason by scoring 12 goals and assisting on 14 others;

Whereas Brad Richards, who was the tenth highest scorer in the National Hockey League's regular season, scoring 79 points with 26 goals and 53 assists and incurring just 12 penalty minutes, also was awarded the Lady Byng Trophy for combining sportsmanship with a high standard of play;

Whereas team captain Dave Andreychuk is a symbol of inspiration and greatness to the entire Tampa Bay Lightning organization and fans everywhere by winning the Stanley Cup for the first time during his 22 years in the National Hockey League;

Whereas team player Martin St. Louis was awarded the Hart Trophy as the National Hockey League's 2003–2004 most valuable player during the regular season and the Art Ross Trophy as the League's highest scorer during the regular season, amassing 94 points with 38 goals and 56 assists;

Whereas the Tampa Bay Lightning hockey team is the first hockey team from the State of Florida to win the Stanley Cup; and

Whereas the entire Tampa Bay community is proud of the Tampa Bay Lightning and their extraordinary season and tremendous accomplishment: Now, therefore, be it

Resolved, That the House of Representatives—

(1) congratulates the Tampa Bay Lightning hockey team for winning the 2004 National Hockey League Stanley Cup championship and for their outstanding performance during the entire 2003–2004 season;

(2) recognizes the achievements of the Tampa Bay Lightning players, coaches, owners, and staff who were instrumental in bringing the Stanley Cup to Tampa Bay; and

(3) congratulates the Tampa Bay community as it celebrates its second major sports championship in less than two years.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. PUTNAM) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Florida (Mr. PUTNAM).

GENERAL LEAVE

Mr. PUTNAM. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. PUTNAM. Mr. Speaker, I yield myself such time as I may consume.

I want to thank my good friend and colleague from Tampa, Florida (Mr. DAVIS) for authoring this resolution and on behalf of the entire Florida delegation and frankly the entire State of Florida, we are delighted to be here to honor an outstanding team.

Mr. Speaker, today I rise to pay tribute to the Tampa Bay Lightning organization, Coach John Tortorella, general manager Jay Feaster, owner Bill Davidson and the entire team on their victory in the Stanley Cup finals.

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They all deserve credit for this remarkable achievement, made all the more remarkable by the fact that it is a hockey team in Florida, Mr. Speaker.

The Stanley Cup is North America's oldest professional trophy, but this year's final belonged to the NHL's youngest generation. The Tampa Bay Lightning had won just one playoff series before this season and is the first of the eight franchises added since 1991 to win the coveted cup.

The Tampa Bay Lightning entered the National Hockey League in 1992; and 12 years later, through hard work, class, a strong work ethic, and determination, they are Stanley Cup champions.

Two years ago, few could have imagined the Lightning making the playoffs, much less winning the cup. Before last season, Sports Illustrated rated Tampa Bay as the worst of the NHL's 30 teams. Defying the experts, the Lightning went on to win the Southeast division and accumulated the second most regular season points in the NHL. Now the Lightning has proven itself to be the best team in all of hockey.

Many deserve credit for this remarkable achievement and for turning this team into world champions: Coach John Tortorella for his brilliant leadership and ensuring the team remained focused, motivated, and prepared; owner Bill Davidson for having invested the resources necessary to put a winner on the ice; Captain Dave Andreychuk, who at the age of 40 had played the most games in the NHL without winning the cup; Brad Richards, who won the Conn Smythe Trophy as the playoffs' most valuable player; goal tender Nikolai Khabibulin, also known as the Bulin Wall, for his countless saves; Martin St. Louis, for winning the Hart Trophy as the league's Most Valuable Player; and all the Tampa Bay Lightning players and

personnel who worked tirelessly on and off the ice all year to make their dreams become a reality.

Most importantly, I congratulate the fans who have given so much to this team. Through years of suffering, the Lightning fans' determination and patience have paid off. This is truly a victory for the fans.

I commend the champion Tampa Bay Lightning for a wonderful and magical run this year and for all their achievements this season. The people of Florida and the entire Tampa Bay region are proud of them. They have demonstrated to us all that hard work, perseverance, and unity are the foundation of success.

Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

It is my great pleasure to take the time today to congratulate the Tampa Bay Lightning for winning the 2004 National Hockey League Stanley Cup championship and to salute them for their outstanding performance throughout the season.

Though only in the league for 12 seasons, the Lightning have quickly ascended to the pinnacle of their sport and won the hearts not only of their hometown fans in Tampa Bay but of fans all over the world. Tampa Bay fans respect that the team plays hockey the way it is supposed to be played, with hard work, discipline, and teamwork.

Special mention must be made of team captain Dave Andreychuk. After playing in one of the roughest professional leagues in the world for 21 years, retiring must have seemed the logical step to take. Instead, this true team leader rejoined his teammates for an outstanding 22nd season.

It is not always the case in sports that the most deserving team wins. Fortunately, the Lightning of Tampa Bay have been awarded the Stanley Cup for their valiant play. The Tampa area is famous for its scorching lightning and the Tampa community sure hopes this Lightning will strike twice.

Mr. Speaker, I yield such time as he may consume to the good gentleman from Florida (Mr. DAVIS), the author of the resolution.

Mr. DAVIS of Florida. Mr. Speaker, I am here with the gentleman from Florida (Mr. PUTNAM) on behalf of several representatives from the Tampa Bay area to add a few words of pride and satisfaction at this remarkable achievement. Yes, we heard that right. A Florida hockey team in the Tampa Bay area is taking the Stanley Cup home, a truly remarkable feat.

The Tampa Bay area is also considered the lightning capital of the world. Not many people know that. And this victory in the Stanley Cup confirms that we are a capital of the world now in hockey because of the Tampa Bay Lightning. In just 12 seasons, this team has succeeded after 23 games in a playoff series in 2 months in winning the Stanley Cup.