

during the summers before coming to work at Cyr with his dad. His memories of working alongside family go even further back—to being with his dad in the office when he was six or seven, driving a company truck when he was 11 and washing buses as a kid. At 15, he was driving buses for the family concern. He also found time to get his degree from Old Town High School and a year of study at University of Maine at Farmington and another year and a half at Husson College. He left school and joined the company full-time in 1962 when a cousin who had been the company bookkeeper died. For a while, Joe was not only the bookkeeper, he served as the company mechanic, secretary and payroll clerk. In just a few years, Joe was running the company, and after his father Harvey died in 1967, he bought the business from his mother for \$25,000.

Looking back, Joe said he has never regretted the decision to spend his professional life at the helm of the family firm and he always has considered himself honored to work alongside his father, son, daughter, brother and cousins. “Frankly, I feel pretty darn lucky,” said Cyr talking from his winter home in Daytona Beach Shores, Florida where there is a small community of Old Town snowbirds. Joe started heading south in the winter 10 years ago, but he still maintains close contact with Mike, Rick Soules—Cyr’s general manager—and others via phone and e-mail several times a day. And he reels off facts about the business in quickfire fashion. How many vehicles in the company fleet? “250.” How many coaches? “22.” How many square feet at the company’s headquarters?

“We’ve got about 20,000 under cover there,” said Cyr, stopping only to calculate the many expansions they have made at the 10-acre site since 1980.

#### MILESTONES AND CHALLENGES

The company has lived through good times and bad. There was 1934 when the family’s two male patriarchs died—John in May and Joseph in August. There were also two devastating fires at the company’s headquarters on French Island. The first was in the early 1950s and the company garage and its full fleet of eight buses were destroyed. The second fire hit in 1970, destroying the company garage, an apartment over the garage and one bus. In both cases, the family and employees came together to get buses back on the road quickly.

There were good times, as well. Nineteen hundred and twenty-two was an important landmark. That was when John and Joseph Cyr helped usher in the era of the automobile. They bought the company’s first motorcars—Studebakers—to transport Old Town children to school. Four years later, after housing the company fleet at several different locations in Old Town, Cyr consolidated its operations at a single location on French Island. The area was growing, and by the early 1930s, cars were no longer large enough to transport all the students traveling to Old Town schools from Stillwater and Gillman Falls. So the city asked Cyr to buy a bus.

Cyr also had a taxi service, begun soon after the company’s founding, as well as freight hauling and storage services. By the late 1930s, brothers Albert, Arthur and Harvey were also operating a regular bus service connecting Old Town, Great Works, Milford and Bradley, with special runs to locations including Trenton and Green Lake. By the mid 1940s, the company’s regular motor coach routes had expanded to include Old Town, Eddington, North Brewer and Bangor.

The company also operated a limousine service, and during the war transported German prisoners of war for the U.S. Govern-

ment to detention camps in the rural reaches of the state. In the late 1950s and early 60s, Harvey, now head of the company, expanded its stake in the school bus business. By 1962, Joe had joined his father, Harvey, in the business full-time, and John T. Cyr & Sons boasted a fleet of 12 buses, several cars and two dump trucks at its headquarters on French Island.

In 1976, Joe purchased the fleet of Pinecrest Bus Service, the company that had been providing school bus service to the city of Brewer (two years later, Cyr bought Pinecrest’s lot and garage). Then, Cyr bid for the contract to serve the Bangor school system in 1978. They won the business. The ramifications were enormous for the small family-run firm. It required purchasing more than two dozen new school buses at a cost of about \$17,000 each. It was one of the few times since Joe had taken the helm they had to borrow money, but it was, Mike recalled, a calculated risk his dad felt he had to take.

“He figured if he didn’t do it, one of the big guys would come in and take the business,” said Mike. That year, there was a 60-cent-per-gallon run up in fuel costs which caused several anxious hours for the Cyrs. At the time, fuel for buses was purchased by the bus company. Now, it is common for school systems to purchase their own fuel, and Joe Cyr said that adds more stability to contracts. Still, it all worked out well. “I still hate to borrow money, though,” admitted Joe recently.

Perhaps the biggest milestone came when the city was in the midst of a two-decade effort to redevelop French Island that had, over the years, become increasingly overcrowded. As a result, Cyr moved its headquarters across the river to its current location at 153 Gilman Falls Avenue in Old Town in 1980. Long-time local residents can still remember the day in late October when the company’s fleet of buses made their way across the bridge from the island to Cyr’s new home on Gilman Falls Avenue.

Over the years, the Cyrs have also been active in the community. The business has been a long-time member of the MBTA where Joe has served as a board member. Joe was for several years president of the Bangor Chamber of Commerce during the 1980s and has sat on several boards, including St. Joseph’s Hospital and Merrill Merchant Bank. The family was a major contributor to the Cyr Family Field House at the Old Town-Orono YMCA completed in 2001.

#### CLOSE AT HAND

In 1984, Cyr took over the Aroostook County route, operated by Bangor & Aroostook Railroad (B & A) since 1957 when the railroad had ceased service to The County. The same day B & A shuttered its service, Cyr bought the firm’s coach bus and hired its driver. Passengers didn’t miss a day of service. Today Cyr continues to run the daily transportation lifeline to the county, connecting Bangor, Caribou, Fort Kent, Houlton, Howland, Limestone, Oakfield, Orono, Madawaska, Mars Hill, Medway, Presque Isle, Sherman and Van Buren. (The service, considered an essential transportation link, receives an operating subsidy from MaineDOT.) A Cyr bus departs Bangor every afternoon and makes the return trip from Presque Isle every morning.

In 1990, the company purchased North-star Tours and began offering charter tours throughout the country and to Canada as Cyr Northstar Tours. In 2003, Cyr purchased Maine Line Tours & Charters, a South Portland-based division of Peter Pan Bus Lines. The move made John T. Cyr Maine’s largest charter operation, and in 2004, the company was honored as Metro magazine’s tour operator of the year. Nonetheless, the long hours

and splitting energies between operations in Old Town and Southern Maine took its toll. The Cyrs sold the South Portland charter operation in 2007.

“It was profitable,” remembered Mike of the decision to sell. “But we just weren’t comfortable being in two places at one time.” Today the company operations have become increasingly complex, with three divisions and increasing federal regulations regarding hours of service for the company’s long-distance drivers and expanded environmental requirements on buses. At the same time, this year, the Cyrs estimate, their buses will log more than 3 million miles. Mike describes the Cyr philosophy as one that has grown from his dad’s unique combination of conservative fiscal approach, a hands-on understanding of the business and a willingness to step up when someone presents a challenge. Much of their business—in both the school bus and tour charter divisions—comes to them through word-of-mouth. “My dad hardly ever says ‘no,’” said Mike. “Someone asks us to do something, and we figure out how to get it done.”

“We could have grown a lot more,” said Joe. “Instead we take what comes and do the best job we can. We’re not trying to be the biggest.” ●

#### TRIBUTE TO LORIN JOHNSTON

● Mr. CORKER. Madam President, I rise today to recognize Master Police Officer Lorin Johnston of the Chataanooga Police Department who was one of ten law enforcement officers honored at the White House on Saturday as a National Association of Police Organizations TOP COP. The TOP COPS awards pay tribute to law enforcement officers for actions above and beyond the call of duty.

The National Association of Police Organizations states:

Officer Lorin Johnston has lived one of a cop’s worst nightmares. On a bright spring morning last April, Officer Johnston, along with three other officers, investigated a silent alarm at a pawn shop, indicating that an armed robbery was in progress. As soon as they arrived, they were spotted by the suspect, who engaged them in a frantic gun battle. During the gunfight, Johnston was struck by a bullet in the middle of the back, despite his vest.

As the perp tried to flee out a side door, Sgt. Tim Chapin, Johnston’s close personal friend, was waiting in his patrol car. The suspect took aim at the car, shooting straight through the windshield. Sgt. Chapin hit the gas and knocked the suspect down, causing him to drop the .45-caliber Glock he was carrying along with a loaded clip of ammunition.

Assuming he had disarmed the robber, Sgt. Chapin jumped out of the car and gave chase. Then, without warning, the suspect pulled out a second gun, turned and fired. His bullet struck Chapin squarely in the face, killing him instantly. Just then Officer Johnston came on the scene as the cop-killer was running around the corner, where he was pursued, and ultimately taken down by two other brave officers. Johnston knelt protectively over his friend, shielding him until help arrived. Not until he received medical treatment did Officer Johnston realize he had taken a second bullet to the leg. Johnston’s courage and loyalty, despite his own injuries, make him a living testament to the outstanding qualities found only in America’s TOP COPS.

Lorin Johnston's acts of selflessness and heroism in the line of duty exemplify the meaning of true public service. As a former mayor of Chattanooga, I am particularly proud and grateful for the bravery and dedication of officers like Lorin Johnston who enter into harm's way in order to keep us safe.

As we honor Officer Johnston, we also remember Sergeant Tim Chapin, a 26-year veteran of the Chattanooga Police Department, for paying the ultimate sacrifice.

I am proud to join my fellow Tennesseans in congratulating Officer Johnston on this well-deserved honor and in remembering law enforcement officers across the country who go above and beyond the call of duty to keep our communities safe.●

#### RECOGNIZING THE NEVADA MILITARY SUPPORT ALLIANCE

● Mr. HELLER. Madam President, today I wish to recognize an organization from my home State of Nevada whose continuous support of military servicemen and women and their families is truly inspiring. Their unwavering commitment to military families across the Silver State is unmatched and demonstrates their passion for those in need.

Members of our military serve the United States to preserve and protect our freedom, and for that I am forever grateful. They dedicate their lives to serving this great nation and constantly make sacrifices to ensure the safety of our country. Generations of Americans enjoy greater peace and security because of the tireless efforts of these brave men and women.

The Nevada Military Support Alliance provides comfort and care, both personal and financial, to the families and survivors of Nevada's fallen and returning patriots. When a soldier does come home from a war zone, returning to civilian life is not an easy task. Both the soldier and their families experience an incredible amount of stress during this transition. This is where the Nevada Military Support Alliance steps in. They offer unprecedented levels of assistance for Nevada military members and their families for the rarities of challenges they face on a day-to-day basis.

We can never do enough for our nation's veterans, but with the help of the Nevada Military Support Alliance, we can ensure that more assistance is provided. Their continued dedication to our active military, veterans, and their families is unparalleled and stands as an example for us all.

As the Nevada Military Support Alliance celebrates their Second Annual Gala this weekend, I want to thank them for everything they have given to Nevada's men and women in uniform and for ensuring that support is provided for these heroes. We owe our veterans and their families a great deal of gratitude for their personal sacrifices.

On behalf of everyone who enjoys the freedoms that are unique to our great nation, thank you.●

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Pate, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

#### MESSAGE FROM THE HOUSE

At 2:03 p.m., a message from the House of Representatives, delivered by Mr. Novotny, one of its reading clerks, announced that the House has passed the following bills, and requests the concurrence of the Senate:

H.R. 5326. An act making appropriations for the Departments of Commerce and Justice, Science, and Related Agencies for the fiscal year ending September 30, 2013, and for other purposes.

H.R. 5652. An act to provide for reconciliation pursuant to section 201 of the concurrent resolution on the budget for fiscal year 2013.

#### ENROLLED BILL SIGNED

The President pro tempore (Mr. INOUE) reported that he had signed the following enrolled bill, which was previously signed by the Speaker of the House:

H.R. 2668. An act to designate the station of the United States Border Patrol located at 2136 South Naco Highway in Bisbee, Arizona, as the "Brian A. Terry Border Patrol Station".

#### MEASURES PLACED ON THE CALENDAR

The following bill was read the first and second times by unanimous consent, and placed on the calendar:

H.R. 5326. An act making appropriations for the Departments of Commerce and Justice, Science, and Related Agencies for the fiscal year ending September 30, 2013, and for other purposes.

#### MEASURES READ THE FIRST TIME

The following bill was read the first time:

H.R. 5652. An act to provide for reconciliation pursuant to section 201 of the concurrent resolution on the budget for fiscal year 2013.

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first

and second times by unanimous consent, and referred as indicated:

By Mrs. FEINSTEIN (for herself, Mr. KYL, Mrs. HUTCHISON, and Mr. LAUTENBERG):

S. 3173. A bill to allow funds under title II of the Elementary and Secondary Education Act of 1965 to be used to provide training to school personnel regarding how to recognize child sexual abuse; to the Committee on Health, Education, Labor, and Pensions.

By Mr. KERRY:

S. 3174. A bill to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a vocational and technical entrepreneurship development program; to the Committee on Small Business and Entrepreneurship.

By Mr. AKAKA:

S. 3175. A bill to amend subchapter III of chapter 84 of title 5, United States Code, to authorize certain employees to be automatically enrolled to increase contributions to Thrift Savings Plan accounts; to the Committee on Homeland Security and Governmental Affairs.

By Mr. WEBB (for himself and Mr. LEE):

S. 3176. A bill to provide that the President must seek congressional approval before engaging members of the United States Armed Forces in military humanitarian operations; to the Committee on Foreign Relations.

#### SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. BEGICH (for himself and Ms. MURKOWSKI):

S. Res. 459. A resolution commending the 1st Stryker Brigade Combat Team, 25th Infantry Division upon its completion of a deployment to Afghanistan in support of Operation Enduring Freedom; to the Committee on Armed Services.

#### ADDITIONAL COSPONSORS

S. 351

At the request of Ms. MURKOWSKI, the name of the Senator from Wyoming (Mr. ENZI) was added as a cosponsor of S. 351, a bill to authorize the exploration, leasing, development, and production of oil and gas in and from the western portion of the Coastal Plain of the State of Alaska without surface occupancy, and for other purposes.

S. 368

At the request of Mr. KOHL, the name of the Senator from Ohio (Mr. BROWN) was added as a cosponsor of S. 368, a bill to amend the Consolidated Farm and Rural Development Act to suspend a limitation on the period for which certain borrowers are eligible for guaranteed assistance.

S. 957

At the request of Mr. BOOZMAN, the name of the Senator from Nevada (Mr. HELLER) was added as a cosponsor of S. 957, a bill to amend title 38, United States Code, to improve the provision of rehabilitative services for veterans with traumatic brain injury, and for other purposes.