

resolution permanently renames these famous offices off of the House floor for all Americans today, and years to come, to honor his work for freedom in this hallowed Chamber.

I thank Speaker JOHNSON, Chairman GRAVES, Representatives ANDRÉ CARSON, BURGESS OWENS, STEPHEN HORSFORD, WESLEY HUNT, and JOHN JAMES for their leadership on this resolution.

I also thank my former staffer, Luke Diel, for all of his hard work and dedication in this effort. I urge my colleagues to support H. Res. 137.

Mr. LARSEN of Washington. Mr. Speaker, I reserve the balance of my time, and I am prepared to close.

Mr. GRAVES. Mr. Speaker, I yield myself such time as I may consume. I will take a moment to recognize someone who has made a particular impact on myself and this body, and that is Transportation and Infrastructure Republican Staff Director Jack Ruddy, who is leaving the Hill after 15 years.

Jack started out in my office as an intern. He liked it so much he decided to come back as an intern four more times. No matter what we did or how hard we tried, we just could not get rid of him. I am incredibly thankful that he stuck it out because this entire body has benefited from his public service and his expertise.

Jack has come a long way from his days as an intern. He went on to serve as my legislative director in my congressional office. For the last 6½ years, he has been with me at the T&I Committee, first as deputy staff director and, most notably, as staff director, which he led my entire team since 2022.

It is uncommon in this Chamber that a staff member makes such a lasting impact, but Jack is a very uncommon staffer. He is a trusted adviser, not only to me but to many members on the Transportation Committee on both sides of the aisle.

Over the years, he has played an integral role in shepherding through Congress numerous major legislative priorities to improve America's transportation network and build our infrastructure. This includes: the FAA Reauthorization Act of 2024 and other important aviation safety legislation; multiple water resources development acts; Coast Guard authorizations; public buildings and Federal office space reforms; and pipeline safety reauthorizations, just to name a few of the things that are out there.

It takes hard work, skill, extensive knowledge, and a deep understanding of the legislative process to get these things across the finish line, and Jack has all of those qualities.

It also takes sacrifice, and Jack, his wife, Paige, and their two boys, Joel and Barrett, know that all too well. I thank Jack and his entire family for the sacrifices that they have contributed in more ways than I can describe. Their sacrifices over the last 6½ years have contributed to the success of the T&I Committee and the House of Representatives.

Mr. Speaker, I close by saying that anybody who has ever worked with Jack knows that these things are very true: He is fair, he is pragmatic, and he knows how to get the job done. The most important thing that we know is that Jack is a true friend, and I can say that from personal experience. We are all going to miss him, and I wish him the best of luck as he begins his new chapter in life.

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

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume. I will also take this time to recognize Republican Staff Director of T&I, Jack Ruddy, who is leaving at the end of the week, after more than 6½ years of work on the committee and, of course, an additional 9 years directly with the chair.

During Jack's 3 years as staff director, 2½ of which I have been the ranking member of the committee, the T&I Committee has passed impactful, bipartisan bills that have moved the ball on a number of issues. From our work on the FAA Reauthorization Act of 2024 to the WRDA Act in 2024, which included the first reauthorization of the Economic Development Administration in more than 15 years, Jack has proven to be a trusted partner and effective negotiator.

Just to show you how much work he does do, one of the issues we had to settle on the FAA Reauthorization Act occurred when I was in my district on Whidbey Island, while Sam was on Midway Island in the middle of the Pacific—I don't even know which day it was on Midway at the time—but Jack helped facilitate the phone call that helped the chair and me resolve a sticky wicket issue that we had to get done to get the bill done. I appreciated Jack's help in making that happen.

Even when we disagreed, Jack was never disagreeable, and he worked to find common ground. We are actually sad to see Jack go. I know Jack will do well and we wish him great luck in his future endeavors.

Mr. Speaker, I support the resolution and encourage my colleagues to do the same.

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

Mr. GRAVES. Mr. Speaker, in closing, naming the House Press Gallery after Frederick Douglass is going to honor his commitment to the free press, his legacy, and his work reporting on the official business of Congress.

I urge support of House Resolution 137, and I yield back the balance of my time.

Mr. CARSON. Mr. Speaker, I rise in support of H. Res. 137, which was approved unanimously by the Transportation and Infrastructure Committee in April.

It has been a pleasure to work with my Transportation and Infrastructure colleague, the gentleman from Utah (Mr. OWENS), to help advance this bill through our markup and to the floor today. We are both original cosponsors of this resolution from the gentleman from Florida, Mr. DONALDS.

H. Res. 137 will rename the House Press Gallery for an amazing American, Frederick Douglass.

Many know Douglass as an abolitionist and orator. Formerly enslaved, he emancipated himself.

Yet many don't know Douglass as a journalist. He first worked with William Lloyd Garrison's abolitionist newspaper, *The Liberator*.

Then, he founded and published his own newspaper, *The North Star*. The title recognized the way so many former slaves found liberation—by following the *North Star* to freedom. After the Civil War, Douglass published other newspapers, like *The New National Era*, a Black weekly newspaper. Douglass and his sons covered Congress for this publication.

Frederick Douglass was the very first Black man to report on Congress and be allowed into the Capitol press gallery, where he was a member from 1871 to 1875. He covered the critical debates in Congress during reconstruction, including developments on the 13th, 14th and 15th Amendments to the Constitution.

There is a plaque and a painting of Douglass in the Press Gallery. But it's past time for a permanent recognition of his groundbreaking and legendary work by renaming the House Press Gallery the Frederick Douglass Press Gallery.

Mr. Speaker, I urge all of my colleagues to join me in supporting passage of this resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and agree to the resolution, H. Res. 137, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

The title of the resolution was amended so as to read: "Resolution designating the House Press Gallery (Rooms H-315, H-316, H-317, H-318, and H-319 of the United States Capitol) as the 'Frederick Douglass Press Gallery'."

A motion to reconsider was laid on the table.

BABY CHANGING ON BOARD ACT

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 248) to require Amtrak to install baby changing tables in bathrooms on passenger rail cars.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 248

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Baby Changing on Board Act".

SEC. 2. INSTALLATION OF BABY CHANGING TABLES ON AMTRAK TRAINS.

(a) IN GENERAL.—Chapter 243 of title 49, United States Code, is amended by inserting after section 24313 the following:

"§ 24314. Baby changing tables

"(a) DEFINITIONS.—In this section:

"(1) ADA-COMPLIANT RESTROOM.—The term 'ADA-compliant restroom' means a restroom

that complies with the requirements set forth in section 242(a) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12162(a)).

“(2) BABY CHANGING TABLE.—The term ‘baby changing table’ means an elevated, freestanding structure generally designed to support and retain a child with a body weight of up to 30 pounds in a horizontal position for the purpose of allowing an individual to change the child’s diaper, including pull-on or drop-down changing surfaces.

“(3) COVERED PASSENGER RAIL TRAIN.—The term ‘covered passenger rail train’—

“(A) means a passenger rail train that—

“(i) is owned and operated by the National Railroad Passenger Corporation (commonly known as ‘Amtrak’); and

“(ii) was solicited for purchase after the date of the enactment of the Baby Changing on Board Act for use by Amtrak; and

“(B) does not include any passenger rail train that Amtrak operates, but does not own.

“(b) BABY CHANGING TABLES.—

“(1) IN GENERAL.—All covered passenger rail trains shall have a baby changing table in at least one restroom in each car, including in an ADA-compliant restroom.

“(2) SIGNAGE.—Each restroom described in paragraph (1) shall clearly indicate with signage the presence of a baby changing table and such baby changing tables shall be clearly identified with signage.”

(b) CLERICAL AMENDMENT.—The chapter analysis for chapter 243 of title 49, United States Code, is amended by inserting after the item relating to section 24313 the following:

“24314. Baby changing tables.”

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

The Chair recognizes the gentleman from Mississippi.

GENERAL LEAVE

Mr. EZELL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material into the RECORD on H.R. 248.

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

There was no objection.

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

Mr. Speaker, H.R. 248, the Baby Changing on Board Act is effective, bipartisan legislation intended to help parents better care for their children when traveling.

The bill requires Amtrak to install baby changing tables in all ADA-accessible restrooms on trains owned by Amtrak. These facilities are common on other transportation modes, including airlines. They are likewise necessary on intercity passenger rails.

The bipartisan bill is a long, overdue improvement to Amtrak service.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, I am pleased to support the Baby Changing on Board Act. This bill requires Amtrak to install baby

changing stations in accessible bathrooms on new passenger rail cars and include clear signage indicating the availability of changing stations. This will ensure that parents with young children on Amtrak trains can use accessible, safe, and comfortable changing facilities.

Mr. Speaker, I am pleased to support this legislation to create a safer, cleaner, and more accessible experience for parents and caregivers traveling with young children. I urge my colleagues to support the Baby Changing on Board Act, and I reserve the balance of my time.

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

Mr. LARSEN of Washington. Mr. Speaker, at this time I yield 5 minutes to the gentlewoman from Illinois (Ms. UNDERWOOD), the prime sponsor of the bill.

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Ms. UNDERWOOD. Mr. Speaker, I rise today in support of my bipartisan bill, the Baby Changing on Board Act. This is a simple, commonsense bill, and it is long overdue.

Every parent deserves the basic dignity of a clean, safe space to change their baby’s diaper, no matter how they travel. Right now, many long-distance trains can go for hours without a single stop.

Families riding Amtrak shouldn’t have to change their babies on the floor of a train car or in unsafe, unsanitary conditions. It is simply unacceptable, and it is avoidable.

Mr. Speaker, my bill ensures that every new Amtrak train includes a baby-changing table in at least one restroom per car, including ADA-compliant restrooms, because, let’s be real, babies don’t wait for layovers when they need to be changed.

Mr. Speaker, I will paint the picture: You are holding your baby in one arm, a diaper bag in the other, and probably some other stuff, too. You make your way to the restroom with your kids and your bags, only to realize there is no changing table. What are you supposed to do?

This is not a hypothetical. Millions of Americans ride Amtrak every year, so those trains should work for everyone, including families with young kids. Yet, on many of those trains, parents, usually moms, are forced to make an impossible choice: change their child on a dirty floor or seat, or just sit there and hope for the best.

Mr. Speaker, I have heard from families and parents in my northern Illinois community who rely on Amtrak, and they are tired of getting stuck in this impossible position on trains that don’t have safe facilities for the littlest riders.

Since this is a safety issue for these children, it is a public health issue. Frankly, it is about dignity. These parents aren’t asking for luxury. They are asking for a clean, flat surface and some basic respect.

Mr. Speaker, we all know diaper changes are not optional, which is why safe baby-changing stations shouldn’t be optional, either.

The Baby Changing on Board Act is about building a country where every family has what they need to thrive. That starts with recognizing that caregiving matters, parenting matters, and infrastructure should actually support it.

This bill will not solve every challenge that parents face, but it is a meaningful step toward a more family-friendly future.

Mr. Speaker, I thank my colleagues on both sides of the aisle for their support of this bill. In particular, I thank the gentleman from New Jersey (Mr. VAN DREW) for working to introduce it with me. I urge everyone in this Chamber to vote “yes.”

Let’s make changing a diaper on a train a little less gross and a lot more humane.

Mr. EZELL. Mr. Speaker, I have no further speakers. I am prepared to close, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I am pleased to support the Baby Changing on Board Act, and I encourage my colleagues to do the same. I yield back the balance of my time.

Mr. EZELL. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, H.R. 248 is long overdue. It provides help for American families traveling with young children. It simply makes sense for Amtrak to comply with ADA requirements, especially as a recipient of Federal funding.

I was glad to see the Committee on Transportation and Infrastructure favorably report this measure, and I look forward to the House doing so, as well.

Mr. Speaker, I urge support of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Mississippi (Mr. EZELL) that the House suspend the rules and pass the bill, H.R. 248.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

COMPRESSED GAS CYLINDER SAFETY AND OVERSIGHT IMPROVEMENTS ACT OF 2025

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1182) to require the Secretary of Transportation to promulgate regulations relating to the approval of foreign manufacturers of cylinders, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1182

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,