



b'c
Feel Exp
amendment

F A X

TRANSMITTAL

To: Jennifer O'ConnorFax #: 456 2464Date: May 17, 1996Pages: 6, including this cover sheet.

Message:

Copies have been furnished to Dan Tate

From the desk of...

Edward Wytkind

Transportation Trades
Department, AFL-CIO
400 N. Capitol St, NW Ste 861
Washington DC 20001

202-628-9262
Fax: 202-628-0391



CONGRESSIONAL ALERT

May 16, 1996

Dear Representative:

The Transportation Trades Department, AFL-CIO ("TTD"), representing several million transportation workers including more than 700,000 rail and motor carrier employees, urges you to vote against H.R. 2594, The Railroad Unemployment Insurance Amendments Act ("RUIA"), when it comes to the floor next week, possibly under suspension of the rules. Although the underlying bill provides long overdue benefit increases for furloughed and sick rail employees, a non-germaine special interest provision, apparently inserted by the Republican leadership of the Transportation and Infrastructure Committee, would harm motor carrier employees, thus forcing us to strongly oppose this bill.

Enactment of RUIA legislation is a major priority of transportation labor. We have worked in unison with the major railroads to craft a compromise bill that can be universally accepted by Democrats and Republicans alike. While this was achieved in the bill reported out in March by the Committee, we understand that Chairman Shuster now intends to bring the bill to the floor with what some refer to as a "technical" amendment, but which in reality is a substantive measure that we strongly oppose.

Under this amendment, a company that is deemed an "express carrier," that otherwise would fall under the jurisdiction of the National Labor Relations Act, will instead be subject to the Railway Labor Act ("RLA") for purposes of labor relations. In the ICC Termination Act (P.L. 104-88), Congress eliminated this distinction by striking the term express carrier from the RLA and the Interstate Commerce Act. This was done because the term is obsolete and had no relevance under the law. No company falls under the jurisdiction of the RLA simply because of it being an express carrier. Indeed, according to the records of the ICC (now the DOT/STB) no operating company has been registered as an express carrier for two decades. This deletion is thus consistent with the goal of simplifying and updating transportation law as well as with Congress' intent, as expressed in P.L. 104-88, not to expand or contract the reach of the RLA. Congress should not be party to a blatant attempt by certain special interests to manipulate labor laws by invoking some archaic terminology.

Although the removal of this obsolete term from the law was supported by a majority of both chambers of Congress and signed by the President, Chairman Shuster is attempting to reverse this action without so much as a single hearing on this complex issue. By inserting this controversial provision at the eleventh hour to a bill that otherwise has broad bipartisan support, the Majority leadership of the Committee is putting at risk basic unemployment and sick benefits that thousands of rail workers badly need and have waited for patiently.

400 N. Capitol Street, NW, Suite 861
Washington, DC 20001
phone 202.628.9262 . fax 202.628.0391

Ron Carey, President
Sonny Hall, Secretary-Treasurer
Edward Wytkind, Executive Director

Congressional Alert

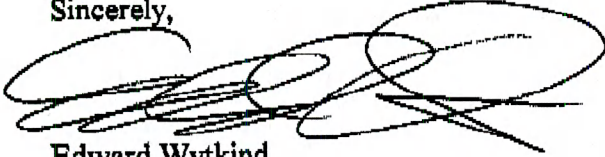
H.R. 2594

Page 2

If the express carrier provision is attached to H.R. 2594, transportation labor strongly urges you to vote against this legislation when it comes to the floor as early as next Tuesday on the Suspension Calendar. Transportation labor will instead work with Members of Congress on both sides of the aisle, as we have in the past, to pass a clean, straightforward RUIA bill that can be enacted without delay.

If you have any further concerns regarding this issue, please do not hesitate to contact me directly or Larry Willis on our legislative staff at 628-9262.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edward Wytkind', with a large, stylized flourish extending from the end of the signature.

Edward Wytkind
Executive Director

**INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA—UAW**

STEPHEN P. YOKICH, President

ROY O. WYSE, Secretary-Treasurer

VICE PRESIDENTS

CAROLYN FORREST • JACK LASKOWSKI • ERNEST LOFTON • RICHARD SHOEMAKER

May 16, 1996

IN REPLY REFER TO
1757 N STREET, N.W.
WASHINGTON, D.C. 20036
TELEPHONE: (202) 828-8500
FAX (202) 293-3457
TELEX 710-822-1941

Dear Representative:

Next week the House is scheduled to take up the Railroad Unemployment Insurance Act (H.R. 2594), possibly under suspension of the rules. Unfortunately, we understand that Representative Shuster plans to attach a non-germane special interest rider to this bill which would effectively remove the Federal Express Company from the jurisdiction of the National Labor Relations Act. The UAW strongly opposes this rider; we therefore urge you to vote against H.R. 2594 when it is considered by the House.

The Federal Express rider effectively provides that any company which is an "express carrier" would be subject to the Railway Labor Act for the purposes of labor relations, not the National Labor Relations Act. When Congress previously passed the ICC Termination Act, it struck the term "express carrier" from the Railway Labor Act and the Interstate Commerce Act in order to simplify and update transportation law, and to make sure that the jurisdiction of the RLA is not expanded or contracted. Now, Representative Shuster is trying to reverse this action by Congress without the benefit of any hearings and without providing adequate opportunity for debate and amendment.

There is no substantive or procedural reason why any company should be excluded from the jurisdiction of the National Labor Relations Act simply because it is an "express carrier". This represents a blatant attempt by Federal Express to block organizing drives by various unions, including the UAW. In effect, Federal Express is trying to ram this rider through Congress in order to frustrate the right of its workers to democratically decide through a secret ballot election whether they want to be represented by a labor union.

The UAW believes it is particularly inappropriate for Representative Shuster to attach this special interest rider to the railroad unemployment legislation, H.R. 2594. This bill would assist laid off and sick rail employees. It represents a bipartisan compromise which is supported by both industry and labor. Thus, we are troubled that Representative Shuster would jeopardize passage of this consensus bill by attaching the controversial, special interest Federal Express rider at the last minute.

Accordingly, the UAW strongly urges you to vote against H.R. 2594 when it is considered by the House. We urge you to insist that the Federal Express rider be deleted from this legislation, so that a clean bill can be brought to the floor which can then be passed with broad bipartisan support.

Thank you for considering our views on this issue.

Sincerely,

Alan Reuther
Legislative Director

AR:car/opeciu494/1032

Committee on Transportation and Infrastructure

Congress of the United States

House of Representatives

Room 2166, Rayburn House Office Building

Washington, DC 20515

TELEPHONE AREA CODE (202) 225-6446

May 17, 1996

**DEFEAT A SPECIAL INTEREST RIDER TO HELP ONE
COMPANY RESIST EFFORTS OF WORKERS TO ORGANIZE
VOTE "NO" ON H.R. 2594!**

Dear Colleague:

The House is scheduled to consider the Railroad Unemployment Insurance Amendments Act of 1995 (H.R. 2594) on suspension on Tuesday.

H.R. 2594, as reported by the Committee on Transportation and Infrastructure, is an excellent bill that provides necessary relief to unemployed rail workers and should be enacted. It revises railroad unemployment and sickness benefits, bringing them into line with benefits provided by State unemployment systems. Republicans, Democrats, rail labor, and rail management strongly support this bill.

Unfortunately, rather than allow a clean vote on this important legislation, the Republican leadership of the Committee plans to include a special interest, killer amendment that would revive an arcane, obsolete term to assist one company's effort to prevent its workers from organizing. If the so-called "Federal Express" amendment is attached, we urge a NO vote on H.R. 2594, as do Rail Labor, UAW and the AFL-CIO!

This is the wrong time and place to consider the "Fed Ex" amendment.

- The amendment would allow trucking companies otherwise subject to the National Labor Relations Act to claim coverage under the Railway Labor Act, making it more difficult for workers to organize. Although the amendment could significantly affect transportation employees, no Committee has held hearings or voted on this important issue.
- The "Fed Ex" amendment is not germane to H.R. 2594.

The amendment is not "technical" or "non-controversial."

- Unions solidly oppose the amendment, including the rail unions who worked so hard for the Railroad Unemployment Insurance Amendments Act. They feel so strongly, they're willing to oppose the basic bill -- a bill which includes reforms in unemployment compensation on which they have been working for years.

We must not allow a poison pill to be attached to bipartisan legislation that would help working families.

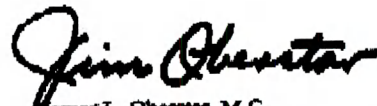
**DON'T ALLOW SPECIAL INTERESTS TO USE THE RAILROAD UNEMPLOYMENT
INSURANCE AMENDMENTS ACT TO UNDERMINE WORKER RIGHTS!**

VOTE "NO" ON H.R. 2594!

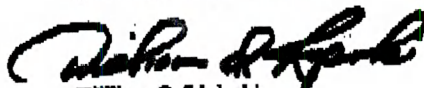
Sincerely,



Robert E. Wise, Jr.
Ranking Democratic Member
Subcommittee on Railroads



James L. Oberstar, M.C.
Ranking Democratic Member
Committee on Transportation
And Infrastructure



William O. Lipinski
Ranking Democratic Member
Subcommittee on Aviation

05/17/96 FRI 13:41 FAX 2281270

T&I Committee

Committee on Transportation and Infrastructure

Congress of the United States

House of Representatives

Room 2165, Rayburn House Office Building

Washington, DC 20515

TELEPHONE: AREA CODE (202) 225-8446

May 17, 1996

"IT'S DÉJÀ VU ALL OVER AGAIN"**Defeat Republican Efforts to Attach an Anti-Worker
Amendment to a Pro-Worker Bill**

Dear Democratic Colleague:

In a repeat of their tactics on minimum wage, the Republican leadership of the Committee on Transportation and Infrastructure plans to attach to a widely-supported bill (H.R. 2594) to improve employment benefits for rail workers, a special interest rider to *help one company resist efforts of workers to organize*.

H.R. 2594 is scheduled for the Suspension Calendar on Tuesday, May 21.

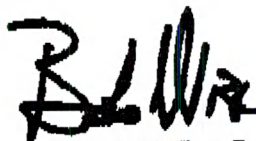
The rider, generally known as the "Federal Express" amendment, would facilitate that company's ability to switch workers who would otherwise be protected by the National Labor Relations Act to the Railway Labor Act. This shift would make it more difficult for these workers to organize.

Apparently, the Republicans hoped that their ploy would split labor -- representatives of railroad workers would support the Federal Express amendment, as the price for getting a long overdue improvement in their benefits, notwithstanding the strong objections of representatives of trucking workers to the Federal Express amendment.

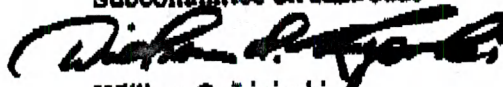
The tactic has not worked. The AFL-CIO is united in opposing the package.

We strongly urge a "no" vote on H.R. 2594 if it includes the Federal Express amendment.

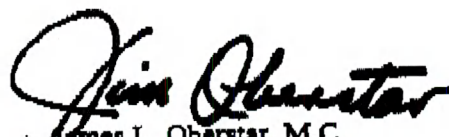
Sincerely,



Robert E. Wise, Jr.
Ranking Democratic Member
Subcommittee on Railroads



William O. Lipinski
Ranking Democratic Member
Subcommittee on Aviation



James L. Oberstar, M.C.
Ranking Democratic Member

OFFICE OF MANAGEMENT AND BUDGET

*Legislative Reference Division
Labor-Welfare-Personnel Branch*

Telecopier Transmittal Sheet

file

FROM: Bob Pellicci -- 395-4871

DATE: 5/20/96

TIME: 11 am

Pages sent (including transmittal sheet): 8

COMMENTS:

Per my conversation with Shana -- please advise.

TO: Jennifer Palmieri
Shana Tesler

6' Connor

what did he
say to you?
(I think they
pulled the
bill)

This was
pulled last
night 5/21

PLEASE CALL THE PERSON(S) NAMED ABOVE FOR IMMEDIATE PICK-UP.

Committee on Transportation and Infrastructure

Congress of the United States

House of Representatives

Room 2165, Rayburn House Office Building

Washington, DC 20515

TELEPHONE: AREA CODE (202) 225-6440

May 17, 1996

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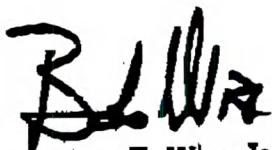
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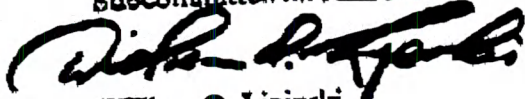
The tactic has not worked. The AFL-CIO is united in opposing the package.

We strongly urge a "no" vote on H.R. 2594 if it includes the Federal Express amendment.

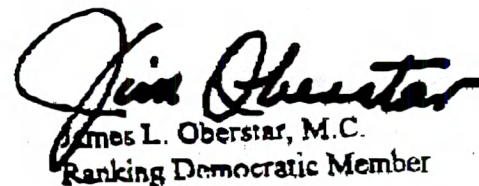
Sincerely,



Robert E. Wise, Jr.
Ranking Democratic Member
Subcommittee on Railroads



William O. Lipinski
Ranking Democratic Member
Subcommittee on Aviation



James L. Oberstar, M.C.
Ranking Democratic Member

Committee on Transportation and Infrastructure

Congress of the United States

House of Representatives

Room 2165, Rayburn House Office Building

Washington, DC 20515

TELEPHONE: AREA CODE (202) 225-8444

May 17, 1996

**DEFEAT A SPECIAL INTEREST RIDER TO HELP ONE
COMPANY RESIST EFFORTS OF WORKERS TO ORGANIZE
VOTE "NO" ON H.R. 2594!**

Dear Colleagues:

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Unfortunately, rather than allow a clean vote on this important legislation, the Republican leadership of the Committee plans to include a special interest, killer amendment that would revive an arcane, obsolete term to assist one company's effort to prevent its workers from organizing. If the so-called "Federal Express" amendment is attached, we urge a NO vote on H.R. 2594, as do Rail Labor, IAW and the AFL-CIO!

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- The amendment would allow trucking companies otherwise subject to the National Labor Relations Act to claim coverage under the Railway Labor Act, making it more difficult for workers to organize. Although the amendment could significantly affect transportation employees, no Committee has held hearings or voted on this important issue.
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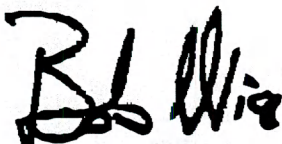
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We must not allow a poison pill to be attached to bipartisan legislation that would help working families.

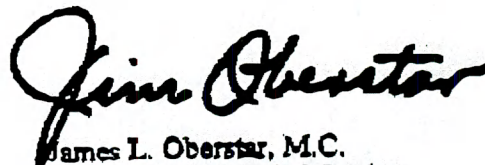
**DON'T ALLOW SPECIAL INTERESTS TO USE THE RAILROAD UNEMPLOYMENT
INSURANCE AMENDMENTS ACT TO UNDERMINE WORKER RIGHTS!**

VOTE "NO" ON H.R. 4374

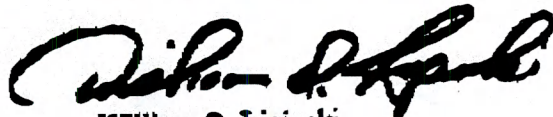


Robert E. Wise, Jr.
Ranking Democratic Member
Subcommittee on Railroads

Sincerely,



James L. Oberstar, M.C.
Ranking Democratic Member
Committee on Transportation
And Infrastructure



William O. Lipinski
Ranking Democratic Member
Subcommittee on Aviation

May 16, 1996

CONGRESSIONAL RECORD — Extensions of Remarks

E839

women will be a victim of a violent crime in their lifetime. For every 5 minutes that passes, another woman is raped. Every 9 seconds another woman is abused.

And don't think it doesn't happen in your community. While most men are respectful toward women, the statistics indicate that in every community there lives at least one weak, cowardly, and spineless man who feels the compulsion to humiliate and torment a woman.

Don't fool yourself into believing that you couldn't know a woman who is suffering. These women are someone's mother, someone's sister, someone's daughter, someone's coworker, someone's friend. This abuse breeds fear, pain, and shame in women.

It's time to alert and educate the public about the violence that is being inflicted on women and how to stop it. Violence is inexcusable in any civilized society. Only by exposing this destructive vile behavior will there be an end to the pain and suffering. Anything less is unacceptable. I urge everyone to do their part to end the violence.

TRIBUTE TO ANNA CHERNEY,
PEACE AND COMMUNITY ACTIVIST

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Ms. WOOLSEY. Mr. Speaker, I rise today to pay tribute to Anna Cherney, one of California's long-time social and peace activists who passed away on April 18, 1996, at the age of 94. Until her death she was active throughout the community as a vigorous worker for civic activities, involved with the peace and labor movements, and supporting the struggle for equality.

Anna is well known for giving generously of herself and her finances. Seldom did she withhold her financial support for her beliefs.

Anna is credited with making her community, the city of Sebastopol, CA, a nuclear-free zone. She has helped raise money for student art scholarships at the local Santa Rosa Junior College, the Sonoma County Peace and Justice Center, and continued fund raising activities, rallies, and peace marches until just recently. Her friends call her "one feisty lady" and it is her spirited nature that will be remembered and cherished by her many followers who will pick up the torch and carry it to the generations who follow.

Mr. Speaker, Anna Cherney's commitment to her community, her legacy of generosity, and her selflessness serve as an example to all Americans. It is people like Anna, working together in communities throughout America who make our Nation so great and bring out the best in us. We can celebrate the power of one individual, Anna Cherney, by waking the giants that live within all of us to help our neighbors, our community, and our Nation. Anna Cherney did, and for this, I say thank you, Anna.

H.R. 2594 AND
CHANGES TO ICC TERMINATION
ACT

★ HON. BUD SHUSTER
OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES
Thursday, May 16, 1996

Mr. SHUSTER. Mr. Speaker, today I would like to announce that H.R. 2594, the Railroad Unemployment Insurance Amendments Act, is scheduled to be considered on the House Floor next week. This bipartisan bill improves unemployment and sickness benefits for rail workers, with no additional cost to the Federal Government.

H.R. 2594 was approved by the Transportation and Infrastructure Committee by voice vote last November. It is a consensus measure, supported by both rail labor and rail management.

Unemployment and sickness benefits for rail workers are handled under a national, employer-financed system that is administered by the Railroad Retirement Board. H.R. 2594 makes a number of changes to railroad unemployment and sickness benefits that will produce a more equitable and up-to-date program.

The reforms contained in H.R. 2594 will bring the railroad industry benefits more into line with the State unemployment benefits that apply to all other industries. Daily benefits will be increased from \$38 to \$42. Currently, most States have higher daily benefits than the railroad unemployment program. In addition, the waiting period before benefits begin to accrue is reduced from 14 days to 7 days. Again, most States have a shorter waiting period than under the railroad unemployment system. The bill also limits the amount of benefits that can be paid based on an individual's outside income, and reduces the maximum number of days of extended benefits.

Because the railroad unemployment system is financed by taxes imposed on the railroad industry, the federal taxpayer will not be saddled with additional costs as a result of this bill. Thanks to the efforts of our colleagues on the Budget Committee, the budgetary impact of the bill has been resolved so that we are able to bring the bill to the floor under suspension of the rules.

In the motion to suspend the rules and pass H.R. 2594, I will also include several technical corrections that are necessary to eliminate minor drafting ambiguities in the ICC Termination Act, which was enacted at the end of 1995. The changes are intended only to restore the status of related laws to the way they were at the time of the enactment, or to correct purely clerical errors in the text of the ICC Termination Act. The text of these technical changes follows.

One of the technical changes is necessary to carry out the explicitly stated intent of the ICC Termination Act that its enactment did not "expand or contract coverage of employers or employees under the Railway Labor Act," 49 U.S.C. 10501(c)(3)(B). The technical correction is drafted merely to restore more clearly the exact legal standards for coverage under the Railway Labor Act that existed prior to the enactment of the ICC Termination Act. Otherwise, the current text of the law could cause needless ambiguity and confusion.

H.R. 2594 will provide for much-needed reform of the railroad unemployment system and I urge your support of this legislation. TECHNICAL CHANGES TO ICC TERMINATION ACT TO BE INCLUDED IN H.R. 2594

SEC. 2. TECHNICAL AMENDMENTS.

(a) REFERENCES.—(1) Section 24307(c)(3) of title 49, United States Code, is amended by striking "Interstate Commerce Commission" and inserting in lieu thereof "Surface Transportation Board".

(2) Section 24308 of title 49, United States Code, is amended—

(A) by striking "Interstate Commerce Commission" in subsection (a)(2)(A) and inserting in lieu thereof "Surface Transportation Board"; and

(B) by striking "Commission" each place it appears and inserting in lieu thereof "Surface Transportation Board".

(3) Section 24311(c) of title 49, United States Code, is amended—

(A) by striking "Interstate Commerce Commission" in paragraph (1) and inserting in lieu thereof "Surface Transportation Board"; and

(B) by striking "Commission" each place it appears and inserting in lieu thereof "Surface Transportation Board".

(b) CLARIFYING AMENDMENT.—(1) The first paragraph of section 1 of the Railway Labor Act (45 U.S.C. 151) is amended by inserting "The term 'carrier' includes any express company or sleeping car company subject to subtitle IV of title 49, United States Code, within the meaning of such terms under this section as in effect on December 31, 1995," after "in any of such activities."

(2) The amendment made by paragraph (1) is made for the purpose of clarifying the policy stated in section 10501(c)(3)(B) of title 49, United States Code, that the enactment of the ICC Termination Act of 1995 did not expand or contract coverage of employees and employers by the Railway Labor Act.

(c) TITLE 49.—Title 49, United States Code, is amended—

(1) in section 13102(10)(A) by inserting after "her dwelling" the following: "and if the transportation is at the request of, and the transportation charges are paid to the carrier by, the householder";

(2) in chapter 151 by striking "CHAPTER 151—GENERAL PROVISIONS" the second place it appears;

(3) in chapter 153 by striking "CHAPTER 153—JURISDICTION" the second place it appears;

(4) in chapter 157 by striking "CHAPTER 157—OPERATIONS OF CARRIERS" the second place it appears;

(5) in chapter 159 by striking "CHAPTER 159—ENFORCEMENT: INVESTIGATIONS, RIGHTS, AND REMEDIES" the second place it appears;

(6) in the table of sections for chapter 159 by striking the item relating to section 15907;

(7) in chapter 161 by striking "CHAPTER 161—CIVIL AND CRIMINAL PENALTIES" the second place it appears; and

(8) in section 41308(b)(2)(B) by striking "common".

(d) TITLE 28.—Section 2342(3)(A) of title 28, United States Code, is amended by striking "part B or (C)" and inserting "part B or C".

(e) ICC Termination Act.—Effective December 30, 1995—

(1) section 308(d) of the ICC Termination Act of 1995 (109 Stat. 947) is amended by striking "30106(d)" and inserting "30106(d)"; and

(2) section 327(3)(B) of such Act (109 Stat. 951) by inserting "each place it appears" before "and inserting in lieu thereof".

(f) ARMORED CAR INDUSTRY RECIPROCITY ACT OF 1993 AMENDMENTS.—Section 5(2) of

E840

CONGRESSIONAL RECORD—Extensions of Remarks

May 16, 1996

the Armored Car Industry Reciprocity Act of 1993 (15 U.S.C. 5904) is amended by striking "is" preceding "registered".

TRIBUTE TO JOYCE BARFUSS

HON. GARY A. CONDIT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Mr. CONDIT. Mr. Speaker, I rise today to pay tribute to Joyce Barfuss, a constituent and friend who has made countless contributions to our community. Joyce has lived her life to make a difference in the lives of others. I am only one of thousands who has been the recipient of her help, her kindness, her expertise, her selflessness, and her apricots. I appreciate this opportunity to honor Joyce's efforts and accomplishments.

Joyce Barfuss has been a resident of Patterson, CA, since 1974. Joyce came to Patterson and immediately made her mark. Out of her various church activities was born, The Clothes Closet, a clothing bank for the needy. The operation grew from Joyce's garage into a full-fledged volunteer organization which provided needy recipients with clothing for nearly 4 years.

After the untimely death of her husband Jim in 1979, Joyce began a new endeavor working for the Census Bureau. She worked tirelessly at the Bureau for 10 years. After retiring from Federal service she worked for the National Association of State Departments of Agriculture adding her experience and expertise to their operation.

Throughout Joyce's distinguished life, no matter what the outlet, she has been involved in the lives of those who need it most. To list every organization, movement, and cause which Joyce has lent her unique mark, would take a tome. I would, however, like to mention some of the most notable endeavors Joyce has undertaken.

Joyce has been active with the Del Puerto Hospital Auxiliary and the American Cancer Society for 20 years. She has assisted the Visiting Nurses Association with flu shots for the elderly and has served as president of the Northern San Joaquin Valley Area Council of Hospital Volunteers. She has been incredibly active in Patterson working with the city to get a senior center built and serving as Secretary of the Patterson Chamber of Commerce. Joyce has represented her community as a member of the Apricot Fiesta Board, Grand Marshall of the 1996 Fiesta Parade, appointee to the White House Conference on Aging, appointee to the Stanislaus County Commission on Aging, and as a member of the California Agency on Aging.

But Joyce is perhaps most well known for her role as the "apricot lady", passing out apricots around the country as a bit of sunshine from the valley. Joyce's apricot network would be the envy of many a corporate executive.

I consider myself very lucky to know Joyce. While we will all miss her here in the Central Valley, I am confident that her contributions to the human family are far from over. Joyce's new neighbors are indeed lucky to have this bright, talented, and dedicated woman in their lives, as are we all.

SALUTE TO COMMACK MIDDLE SCHOOL'S ANTI-TEEN SMOKING PROGRAM

HON. RICK LAZIO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Mr. LAZIO of New York. Mr. Speaker, I would like to take a minute to express my strong support for a program that a school in my district has been developing to combat teen smoking. Mrs. Joan Hanley's eighth grade class at Commack Middle School on Long Island have designated June 4, 1996, as Antiteen Smoking Day.

Mrs. Hanley's class has proposed a non-smoking club for their school, as well as a peer program that will assist teens to stop smoking. The class is also circulating a petition that teens can sign pledging not to smoke.

Last year over 130,000 people died from smoking related illnesses, many of these people began smoking when they were young. The average teenage smoker starts at 14½ years old and every day 3,000 young people become regular smokers. One-third of these will eventually die as a result of their habit. The work of Mrs. Hanley's class is an important way to make teens more aware of the dangers of smoking.

I salute Mrs. Hanley's eighth grade class for their initiative, to prevent teen smoking, and help save many lives. These students from my district are role models. I urge my colleagues to support antiteen smoking programs in their districts similar to this outstanding project being conducted by Mrs. Hanley's class.

EMERGENCY MEDICAL SERVICES WEEK

HON. E. CLAY SHAW, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Mr. SHAW. Mr. Speaker, I rise today to recognize Emergency Medical Services Week. First, let me tell a short story.

Like any healthy 4-year-old boy, Cody was thrilled to be climbing on a shiny red fire engine. He and his brother, Drew, were visiting their local fire department for a special reason. One week earlier, two of the paramedics from this fire department were struggling to save Cody's life.

On that January day in 1996, Drew saw Cody run past the family room and down the hall toward the bathroom. Sensing something was wrong, Drew scurried after his brother, reaching Cody just before he collapsed. Drew yelled for their father, then tried the Heimlich maneuver he recently learned at school. But, whatever was lodged in Cody's throat would not budge. By this time, their father had reached the boys and told Drew to call 911.

The call came in stating that a young boy was having difficulty breathing. Two paramedics responded to the call, arriving on the scene only minutes later. They found Cody pale and no longer breathing. One paramedic took the child's pulse and mentally ran through the training he had received just a few weeks earlier at a special pediatric airway manage-

ment class. At that point he could see that the object looked like a jaw breaker, but it was covered with tissue and blood.

He tried basic measures to remove the object and it seemed to move a little. In his efforts to breathe, however, Cody sucked it back down. Seconds went by. The paramedic then tried a new child-sized piece of equipment he had received during his recent training: A laryngoscope and a pair of McGill forceps, which look something like salad tongs. Again, Cody's attempts to breathe foiled his efforts. More seconds passed.

By this time a senior paramedic arrived on the scene and immediately decided to give the McGill forceps one more try. Working as a team, the two paramedics finally dislodged the object in Cody's throat. Cody began to breathe. It was a save.

I retell this story to emphasize the reality that a child's life not only requires specialized equipment and training, it also takes a thorough understanding of just how different children are from adults, both physically and emotionally. No one understands this more than Dr. Deborah Mulligan-Smith of my district in south Florida. Working tirelessly, Dr. Mulligan-Smith recently inspired the Florida Legislature to pass a bill that appropriates \$200,000 for the training of paramedics in emergency pediatrics.

In 1984, Congress funded a grant program that helps States expand children's access to proper emergency care while also improving the quality of such care. The Emergency Medical Services for Children [EMSC] program encourages States and municipalities to enhance their emergency medical systems to benefit children in ways unheard of just a few years ago. This program enhances emergency care by integrating the needs of severely ill or injured children into existing EMS systems, trains and educates EMS personnel to effectively handle pediatric emergencies, works to prevent pediatric emergencies by supporting injury prevention programs, and saves money by stimulating partnerships between grantees, local agencies, and community organizations.

Mr. Speaker, as our Nation recognizes Emergency Medical Services Week, I want to congratulate Dr. Mulligan-Smith on her efforts to save the lives of our children through the EMSC program. Children do need special attention and treatment, and they need the development of special medical equipment to help save their lives. They also need to have paramedics specially trained in emergency pediatrics. I support Dr. Mulligan-Smith's dedication to accomplishing EMSC objectives, and I encourage my congressional colleagues to do the same.

HEALTHY MEALS FOR CHILDREN ACT

SPEECH OF

HON. PAT ROBERTS

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 14, 1996

Mr. ROBERTS. Mr. Speaker, I am pleased to rise in support of H.R. 2086, the Healthy Meals for Children Act of 1996. I know the Chairman of the Economic and Educational Opportunities Committee, Mr. GOODLING, has sought a remedy for the problems caused by

1 SEC. 6. TECHNICAL AMENDMENTS.

2 (a) REFERENCES.—(1) Section 24307(c)(3) of title
3 49, United States Code, is amended by striking "Inter-
4 state Commerce Commission" and inserting in lieu thereof
5 "Surface Transportation Board".

6 (2) Section 24308 of title 49, United States Code,
7 is amended—

8 (A) by striking "Interstate Commerce Commis-
9 sion" in subsection (a)(2)(A) and inserting in lieu
10 thereof "Surface Transportation Board"; and

11 (B) by striking "Commission" each place it ap-
12 pears and inserting in lieu thereof "Surface Trans-
13 portation Board".

14 (3) Section 24311(c) of title 49, United States Code,
15 is amended—

16 (A) by striking "Interstate Commerce Commis-
17 sion" in paragraph (1) and inserting in lieu thereof
18 "Surface Transportation Board"; and

19 (B) by striking "Commission" each place it ap-
20 pears and inserting in lieu thereof "Surface Trans-
21 portation Board"

22 (b) CLARIFYING AMENDMENT.—(1) The first para-
23 graph of section 1 of the Railway Labor Act (45 U.S.C.
24 151) is amended by inserting "The term 'carrier' includes
25 any express company or sleeping car company subject to
26 subtitle IV of title 49, United States Code, within the

1 meaning of such terms under this section as in effect on
2 December 31, 1995." after "in any of such activities."

3 (2) The amendment made by paragraph (1) is made
4 for the purpose of clarifying the policy stated in section
5 10501(c)(3)(B) of title 49, United States Code, that the
6 enactment of the ICC Termination Act of 1995 did not
7 expand or contract coverage of employees and employers
8 by the Railway Labor Act.

9 (c) TITLE 49.—Title 49, United States Code, is
10 amended—

11 (1) in section 13102(10)(A) by inserting after
12 "her dwelling" the following: "and if the transpor
13 tation is at the request of, and the transportation
14 charges are paid to the carrier by, the householder";

15 (2) in chapter 151 by striking "CHAPTER
16 151—GENERAL PROVISIONS" the second place
17 it appears;

18 (3) in chapter 153 by striking "CHAPTER
19 153—JURISDICTION" the second place it ap-
20 pears;

21 (4) in chapter 157 by striking "CHAPTER
22 157—OPERATIONS OF CARRIERS" the second
23 place it appears;

24 (5) in chapter 159 by striking "CHAPTER
25 159—ENFORCEMENT: INVESTIGATIONS,

1 RIGHTS, AND REMEDIES" the second place it
2 appears;

3 (6) in the table of sections for chapter 159 by
4 striking the item relating to section 15907;

5 (7) in chapter 161 by striking "CHAPTER
6 161—CIVIL AND CRIMINAL PENALTIES" the
7 second place it appears; and

8 (8) in section 41309(b)(2)(B) by striking "com-
9 mon".

10 (d) TITLE 28.—Section 2342(3)(A) of title 28, Unit-
11 ed States Code, is amended by striking "part B or (C)"
12 and inserting "part B or C".

13 (e) ICC TERMINATION ACT.—Effective December 29,
14 1995—

15 (1) section 308(j) of the ICC Termination Act
16 of 1995 (109 Stat. 947) is amended by striking
17 "30106(d)" and inserting "30166(d)"; and

18 (2) section 327(3)(B) of such Act (109 Stat.
19 951) by inserting "each place it appears" before
20 "and inserting in lieu thereof".

21 (f) ARMORED CAR INDUSTRY RECIPROCITY ACT OF
22 1993 AMENDMENTS.—Section 5(2) of the Armored Car
23 Industry Reciprocity Act of 1993 (15 U.S.C. 5904) is
24 amended by striking "is" preceding "registered".