

Mr. Speaker, that is what the Paycheck Protection Act is all about and designed to help, those hard workers throughout the country who are union members who believe they ought to have some say in where their political cash goes, which kind of candidates they might decide to support, and which kinds of political causes they identify with.

Mr. Speaker, it is an interesting battle that is about to begin here in Congress over the Paycheck Protection Act. This is an issue that divides the labor bosses from the rank-and-file union members. The Republican party stands firmly behind rank-and-file union workers, and we hope to get this legislation passed.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 1997, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida [Mr. GOSS] is recognized for 5 minutes.

[Mr. GOSS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

MERGERS AND LOGJAMS ON THE RAILROADS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from West Virginia [Mr. WISE] is recognized for 5 minutes.

Mr. WISE. Mr. Speaker, as ranking member of the Subcommittee on Railroads, I want to talk a little about the problems that I believe many Members, particularly western Members, are going to be hearing about, if they have not already, and those are the increasing tie-ups in the Union Pacific lines dealing from the recent merger of Union Pacific and Southern Pacific.

In some ways it is estimated, if continued under the present direction, this could end up causing as many problems to our economy as the UPS strike. There are many reasons for this. The purpose of my talk is not to point fingers but mainly to look at what are the causes and, more importantly, what can be done about them.

Mr. Speaker, there are many reasons, but basically it stems from the takeover of Southern Pacific by Union Pacific, two large railroads now having to merge their operations, and the logistics have proved to be overwhelming in some cases.

The Wall Street Journal yesterday estimated that there are 10,000 railroad cars a day stuck in limbo; 300,000 cars normally operating under UP and SP have now grown to 340,000, further increasing the congestion.

What has compounded the problems, the slowdowns in deliveries, in some

cases the nondeliveries for many days, if not weeks, what has compounded the problem has been the oncoming Christmas season as many manufacturers try to get their products to market.

Also, the predicted good harvests in the Midwest, the fact that the chemical industry has had a good year, particularly along the Gulf Coast, as well as the plastics industry, all of this has overloaded a system that was going through significant transition.

Union Pacific reports some good news, that on September 1, where there were 145 trains a day caught on sidings, that number has been reduced to over 90. However, the speed at which trains have been able to move now has been significantly reduced. That, in turn, means they have to use more locomotives, more crews, to get trains to where they are supposed to go. All of this has resulted in significant economic hardship and could result in more.

Mr. Speaker, the Surface Transportation Board will hold oversight hearings. This has implications for my State of West Virginia because, of course, while we are not a Union Pacific service area, we do have a merger under consideration, an acquisition, as Norfolk Southern and CSX have applied to the STB to take over Conrail.

There are obviously significant differences. Here we are not having one system completely take over another, but at the same time this should be a warning to the Surface Transportation Board and to those who will be involved in that process, the shippers, the consumer groups, and others, to look carefully at this.

Members should be aware that there are significant issues at stake here. What is it exactly that the Federal Government could be doing today, if anything, to improve the situation? How do we deal with this logistical snafu? Also, the adequacy of the Surface Transportation Board.

This body will be renewing and reauthorizing the Surface Transportation Board next year. Is the staffing adequate to do a number of different functions, to review a merger that is presently before the board such as the Conrail-Norfolk Southern-CSX acquisition or merger, and also to review past mergers such as the Union Pacific-Southern Pacific merger in which there is a 5-year ongoing review period? Is there adequate staffing and resources to review pricing issues and also abandonment issues?

This Congress is going to get firsthand a laboratory experiment that it can view in terms of how UP, SP, and the Surface Transportation Board all work their way through this.

As I say, it becomes important because now the Surface Transportation Board has in front of it another significant merger, this one in the East, unlike the one in the West with Norfolk Southern, Conrail, and CSX. There are some similarities, and yet there are also some great differences.

I do urge all shippers and consumer groups and others who might be involved to look closely, since it is presently in the public comment period, about what role they want to play, because what we are learning today is that once this merger is done, we cannot put the genie back in the bottle and we cannot undo it.

It is important that all parties in this situation of Union Pacific, Southern Pacific, Burlington Northern, Kansas City, and the others, be involved in helping resolve the short-term economic problem that is being caused, logistical problems that are being caused, and then look to see how they can be avoided in the future.

It is very likely that when the Congress comes back in another week, Mr. Speaker, there are going to be significant rail issues before it. Amtrak reauthorization will be one, perhaps the Amtrak PEB, but certainly we need to be paying attention to this as well.

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The SPEAKER pro tempore (Mr. THUNE). Under a previous order of the House, the gentleman from Michigan [Mr. SMITH] is recognized for 5 minutes.

[Mr. SMITH of Michigan addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

TRIBUTE TO THOMAS R. BROWN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas [Mr. RODRIGUEZ] is recognized for 5 minutes.

Mr. RODRIGUEZ. Mr. Speaker, I rise today to honor Mr. Thomas R. Brown, Chief of Recreation Therapy Service at the Veterans Administration Medical Center in San Antonio and national advisor to the National Veterans Wheelchair Games, for receiving the 17th annual Olin E. Teague Award for outstanding work with disabled veterans. The Teague Award, named for the late Texas Congressman Olin E. "Tiger" Teague, is given once a year to the VA employee or group of employees whose work benefits veterans with service-connected problems.

Mr. Brown has been involved with recreational therapy at the VA since 1976. A world-class athlete in his own right, he served from 1986-89 as Chairman of the VA's National Sports and Recreation Committee, which oversees the National Veterans Wheelchair Games, the Disabled Veterans Winter Sports Clinic, the National Veterans Golden Age Games, and the National Veterans Creative Arts Festival. Each year, these events inspire thousands of veterans to get out of the hospital and be active and competitive in the community. Mr. Brown continues to serve as national advisor of the Wheelchair Games, which he helped found in 1980.

Mr. Brown's work in the daily therapy of veterans at the VA Medical Center and his leadership in organizing events for disabled veterans at the national level serve as an inspiration, not only to disabled veterans, but to all of our citizens. In dealing with those who have