

by creating jobs and generating revenues for the Palmetto State, but his efforts to benefit our home state went far beyond what he was able to accomplish as a businessman. Buck was a tireless and enthusiastic advocate for education, and served as a life trustee of both my alma mater Clemson University, and of Converse College, as well as on the boards of the Georgia Institute of Technology, Furman University, Presbyterian College, and Wofford College. Furthermore, he was a member of the Advisory Boards of the South Carolina Foundation of Independent Colleges, the University of South Carolina Business School, and the National Advisory Council. His efforts to promote higher education in South Carolina not only earned him the respect and admiration of citizens, educators, and government officials, but helped to create a better education system in the Palmetto State.

Buck's sense of service certainly must have been instilled in him at a very young age as he served in the United States Merchant Marine during World War II, and then in the Army during the Korean War. This desire to contribute continued throughout his life and manifested itself in many ways, including his commitment to education, and through his philanthropic actions, both as a private citizen and as the Chairman of the Daniel/Mickel Foundation.

On a more personal note, Buck was a devoted friend and supporter who was always ready to help me however he could. He served as an officer on several of my re-election campaigns and played an important role in helping to get the Strom Thurmond Institute built at Clemson University.

Mr. President, it is never easy to summarize the accomplishments of a man such as Buck Mickel who has given so much of himself and achieved so much. That he passed at such a young age only compounds the sadness all who knew him feel at his death, but we all take consolation in the fact that he leaves behind an enviable record of successes as a businessman and of helping others. My condolences go out to his widow, Minor Herndon Mickel; their children Minor Shaw, Buck, and Charles; as well as their five grandchildren. They can be proud of the work their husband, father, and grandfather did, as well as the reputation he leaves behind.

MAJOR PRESTON JOHNSON

Mr. THURMOND. Mr. President, even those who possess essentially no knowledge of military affairs or military history understand the significance of the green beret worn by those who serve in the United States Army Special Forces, as well as what that headgear indicates about the soldier wearing it.

Established in the early days of the cold war, the Green Berets were intended to be a versatile, unconven-

tional force that could do everything from serve as instructors and advisors to carryout both humanitarian and direct action missions. Over the past almost fifty years, those who have served in the Special Forces have established a well deserved and well respected reputation for bravery, dedication to duty, and patriotism. There is ample reason that so many people, not only in the United States but throughout the world, know just how special an individual the man who wears the Green Beret is. Today, I rise to pay tribute to one of those men. Major Preston Johnson, who has left his assignment at the Special Operations Command Office of Legislative Affairs to attend the Marine Corps Command and General Staff College.

Major Johnson began his military career the tough way, by enlisting in the United States Army following his 1985 graduation from Rice University. His ability and leadership skills were obviously apparent from his early days in the Army as a recruit going through basic training, as he was selected to attend Officer Candidate School. A little more than one year after graduating from basic training, Preston Johnson pinned on the gold bar of a Second Lieutenant and the crossed rifles brass of the Infantry and began what has been a career dedicated to not only the Army, but to special operations.

Over the past thirteen years Preston Johnson has accumulated a resume of impeccable credentials in Army special operations. He began his career as an Infantryman in the 3rd Ranger Battalion, in Fort Benning, Georgia, and continued it after OCS as both a Rifle Platoon Leader and Long Range Reconnaissance Platoon leader in Fort Lewis, Washington where he served with the 2nd Battalion/47th Infantry and the 1st Squadron/9th US Cavalry. The Rangers are well known for their toughness, expertise in small unit tactics, and for an impressive record in battle. Certainly, the lessons Preston Johnson learned when he wore the black beret of the Regiment served him well not only as an Infantryman in the deep woods of Fort Lewis, but when he volunteered for Special Forces training in 1990 and in the years he has served in the Green Berets as well.

Over the past eight-years Preston Johnson has held a number of assignments in the Special Forces that have led him around the world and have included serving as: Detachment Commander of Special Forces Operational Detachment A-363 in the 3rd Special Forces Group (Airborne); Company Commander of the Special Forces Selection and Assessment Company; Aide-de-Camp to Major General William Garrison, the Commanding General of the John F. Kennedy Special Warfare Center and School; and as the Battalion Operations Officer of the 2nd Battalion, 1st Special Warfare Training Group (Airborne). Additionally, he has earned recognitions that reflect that Major Johnson is truly a member of

one of the nation's most elite military forces.

Of course, many of us know him from his last assignment with the Special Operations Command Office of Legislative Affairs, where he has worked hard, especially with members of the Senate Armed Services Committee, to assist us with our efforts to create a military force capable of meeting the security challenges of the post-Cold War era. If we are going to protect the citizens, borders, and interests of our nation, we must be prepared to counter possible threats that include nuclear, biological and chemical warfare; ethnic warfare; intranational warfare; and, regional conflicts. Furthermore, we must build strong bilateral ties with the militaries of other nations, and there is no question that we will have to rely increasingly upon those who serve in special operations units to meet these goals. The skills and unique capabilities the special operations community possess will be invaluable in ensuring that the United States enjoys peace and stability into the 21st Century.

On almost every continent around the world, members of the United States Special Operations Command are carrying out missions that help to protect American security and vital national interests. They operate in a world that requires that they rarely acknowledge their purpose, and they almost never receive credit for a job well done. Recognition, however, is not what motivates these "quiet professionals", and we are indeed fortunate to have such selfless individuals who are willing to serve our nation and make the sacrifices they do. Major Johnson is an excellent example of the caliber of individual who volunteers for a career in special operations. He has represented the Special Operations Command well on Capitol Hill and I have every confidence that he will continue to distinguish himself in the years to come.

NATIONAL AIRBORNE DAY

Mr. THURMOND. Mr. President, a few hundred miles south of here, stands Fort Bragg, a sprawling military installation that is the home of the 82nd Airborne Division, and where thousands of paratroopers are ready to go anywhere in the world, "stand in the door", and jump into harm's way in order to protect the national security and vital interests of the United States. Today, I am pleased to remind my colleagues that August 16, 1998 has been designated "National Airborne Day" as a way to honor all those who have worn the winged parachute badge on their uniform.

Though the concept of using airborne troops in warfare is only a little more than fifty years old, the versatility and effectiveness of these forces is above question. In particular, "America's Guard of Honor", the 82nd Airborne Division, has established an especially proud record over the past five decades.

During World War II, the paratroopers of the 82nd Airborne Division participated in the campaigns of Anzio, Normandy—where I landed with the 325th Glider Infantry Regiment—, and the Battle of the Bulge. In the years that have passed since the surrender of the Axis powers, the 82nd Airborne Division has been involved in almost every major military operation undertaken by the United States. Among other places, paratroopers have deployed to the Dominican Republic; Vietnam; Grenada; Panama; and Southwest Asia in order to protect the security, interests, and citizens of the United States. In each and every instance, those who wear the "Double AA" patch on their shoulder have distinguished themselves as brave soldiers, determined warriors, and great Americans.

Mr. President, we are indeed fortunate to have the 82nd Airborne Division as an integral part of the United States Army. That the paratroopers of the 82nd are ready to deploy anywhere in the world with just a few hours notice is testament to the bravery, professionalism, and patriotism of these soldiers. I think it is only fitting that we honor all those who have ever served in the 82nd Airborne Division, or who have ever worn the parachutist badge, by remembering them on August 16, "National Airborne Day". This is a small, but worthy, way to recognize the contributions that the Airborne Soldiers of our Army have made to keeping the United States free and safe.

IN HONOR OF KENTUCKY STATE POLICE 50TH ANNIVERSARY

Mr. FORD. Mr. President. In 1948, back in my home state of Kentucky, Governor Earle C. Clements made the Commonwealth the 38th state to enact a State Police Act. Kentucky was changing rapidly, and Governor Clements saw a need for a statewide police force to support the local authorities. With this measure, Kentucky kicked off fifty proud years of state police enforcement.

For each twist and turn through the last half century, the Kentucky State Police have responded by continuing to push themselves to provide the best service they can to protect Kentuckians. The police motto is "To Serve and Protect," but the Kentucky State Police have another slogan as well—"A Proud Past . . . A Prouder Tomorrow." That says it all about this group of men and women so committed to Kentucky.

The first decade of the agency brought the very first pay raise to state police officers. Their pay went from \$130 to \$150 a month. In the Fifties, the state police took to the air with the first aircraft purchase while they still patrolled the highways in "incognito squads," as they called them, checking for speeders and overweight trucks.

The Sixties put the officers in gray cars just like their gray uniforms, creating an instantly recognizable presence in person and on the roadways. The Kentucky State Police responded to a need they perceived statewide by creating Trooper Island, a cost-free summer camp for underprivileged boys on a former Army Corps of Engineers island in Dale Hollow Lake. To this day, boys and girls who otherwise would be unable to attend a camp come for a wonderful week of fun dedicated to the development of their self-images.

The Seventies brought massive upheaval to the entire country, and Kentucky was no different. A drug enforcement unit became necessary for the agency, and the first female trooper was hired. A computerized network was set up linking state and local law enforcement to crime information.

In the Eighties, the Kentucky State Police coordinated with the Kentucky National Guard to begin a full scale marijuana eradication effort. In response to a national movement, a toll-free hotline for reporting drunken drivers was established. And this decade brought video cameras installed in patrol cars, a centralized laboratory with state-of-the-art equipment, and the 911 phone system in local communities was linked to the statewide network. Today there are sixteen field posts distributed throughout the state, 1,000 officers, and comprehensive law enforcement resources. The Kentucky State Police have responded to each and every change, continually making themselves to be the best force they could be.

In light of recent events at the Capitol, I am more aware than ever of the ways police put themselves on the line to protect our safety each and every day. It takes a special calling and an extraordinary commitment to choose police work as your life's work. They have chosen to get up every day and protect us. They do it even though we often take them for granted, even though the work can be thankless, even though they could lose their life. I am so appreciative of those men and women who serve this country in such a noble way, and today I want to honor the men and women of the Kentucky State Police who have served Kentucky in their own noble way for fifty years.

SURFACE TRANSPORTATION BOARD AND THE CONRAIL ACQUISITION DECISION

Mr. HOLLINGS. Mr. President, I rise today to commend the Surface Transportation Board (Board) for its recent actions approving the application of CSX and Norfolk Southern to acquire Conrail. As the Board's 424-page written decision of July 23, 1998, explains in great detail, this merger transaction as approved will bring railroad competition into the East like no merger has ever done before, and it will provide the opportunity for economic growth

and more jobs both on and off the rail system throughout the Northeast and the South, including my state of South Carolina. I appreciate the way in which the Board acted in this proceeding in the public interest, promoting more competition while preserving the strength of the transaction as proposed.

The Board is the independent economic regulatory agency that oversees the nation's rail transportation industry. Under the leadership of Linda Morgan, the Board's Chairman, who was with us on the Commerce Committee for many years, the Board, with its staff of 135, puts out more work than much larger agencies, issuing well-reasoned, thoughtful, and balanced decisions in tough, contentious cases. In particular I would like to commend the efforts of Linda Morgan, the Chairman of the Surface Transportation Board. Prior to assuming the Chairmanship, Linda worked for the Senate Commerce Committee. Her tireless efforts were integral in completing difficult work in a relatively small time frame. When we eliminated the Interstate Commerce Commission, I think that we underestimated the degree of work and the complexity of issues that continue to be brought before the Board, and in hindsight I believe that we cut personnel too deeply. The Board has recently issued decisions dealing with the rail service emergency in the West; several difficult rail rate cases; matters involving Amtrak; and proceedings initiated at the request of Senator MCCAIN and Senator HUTCHISON to review the status of access and competition in the railroad industry. In each of these matters, it has taken on hard issues and has resolved them fairly and competently.

The CSX/Norfolk Southern/Conrail proceeding is the most recent example of the Board's ability to address difficult issues with broad ramifications and reach a result under the law that promotes the public interest by best addressing the needs of all concerned. In that case, the Board was presented with a merger proposal that was inherently procompetitive. The railroads themselves brought to the Board a transaction that overall would create two strong, balanced competitors in the East with the ability to provide improved and more competitive rail service opportunities throughout the Northeast and the South. The transaction contemplates substantial investment in railroad infrastructure, which we desperately need to accommodate the Nation's expanding economy, and it is expected that, over time, the merger should produce over \$1 billion annually in quantifiable public benefits and numerous other benefits.

Although the overall competitive and other benefits of the merger proposal, which were reflected in several negotiated settlements, were well recognized, various interests wanted the Board to impose conditions to address environmental and safety issues or to