

says David Laney, Amtrak's chairman. "We have to demonstrate what we can do on our own before it is taken out of our hands."

Last year, the Bush administration proposed eliminating subsidies to Amtrak, which has been kept afloat with \$30 billion in federal aid since 1971, according to the Department of Transportation. While Congress approved \$1.3 billion in funding for the current fiscal year, the Bush administration latest budget request includes \$900 million—a 31% cut—for fiscal 2007. And the DOT would hold back nearly half of the money until Amtrak demonstrated continued progress on reform. Yesterday, Amtrak said it would ask Congress for \$1.598 billion for fiscal 2007, almost all the increase for capital spending.

As part of the do-or-die overhaul, Mr. Laney fired Amtrak President David Gunn last November. Mr. Gunn had been widely praised for stabilizing Amtrak's finances, jumpstarting repairs to the Northeast Corridor and restoring credibility with Congress. But Mr. Laney, a Dallas lawyer and Republican loyalist appointed to the Amtrak board in 2002, concluded that Mr. Gunn was standing in the way of more-drastic reforms. Mr. Gunn says he was fired because he opposed the Bush administration's Amtrak strategy.

Mr. Laney says the next crucial step for Amtrak is to fix some notorious customer-service problems, ranging from dirty cars to unhelpful and rude onboard employees. About 30% of all Amtrak trains are late. Rep. John Mica, a Republican from Florida and longtime Amtrak critic, complains Amtrak can "rival some of the Third World and former Soviet Union rail experiences." Mr. Laney acknowledges that passenger service by Amtrak is "in some cases superb and in some cases miserable."

The restructuring likely puts Amtrak on a collision course with its 17,000 unionized workers, two-thirds of whom haven't had a new contract for about five years. Amtrak officials estimate union restrictions cost the railroad about \$100 million a year. Edward Wytkind, president of the AFL-CIO union's Transportation Trades Department, said in a statement that the Bush administration's reform effort is an attempt to "scapegoat workers for the failures of the federal government and the current Amtrak board."

Some of Amtrak's worst problems are beyond its control. Formed to relieve freight railroads of money-losing passenger trains, Amtrak shares nearly 22,000 miles of track with the freight trains, and congestion is worsening. Still, Amtrak believes better service will lure riders and shrink losses on long-distance lines. On long-distance routes that are primarily used by passengers for basic transportation, starting with the Texas Eagle and the City of New Orleans, the railroad is rolling out a new type of dining service that makes greater use of precooked meals and introduces disposable plastic plates. Those changes are designed to cut the number of dining-car employees to three per train from five or six.

Meanwhile, Amtrak is replacing mandatory meal-serving periods with more flexible hours. Over the next few years, it plans to rebuild dining cars to replace traditional table seating and allow passengers to sit at the bar or watch passing scenery from crescent-shaped booths that face the windows. Meal service will then be available as much as 18 hours a day, up from about eight hours now, allowing Amtrak to serve more people and boost revenue. Amtrak hopes to cut \$32 million from its annual food-service loss of \$123 million.

The Empire Builder is the rolling laboratory for some of the changes. The train, which made its first trip in 1929, is one of Amtrak's most popular, carrying nearly

500,000 riders a year. During the daily 2,200-mile trek between Chicago, Seattle and Portland, Ore., the Empire Builder chugs past spectacular scenery. Its on-time record is about 68%, and it posted an average loss of \$78.57 per passenger in the fiscal year ended Sept. 30.

While the Empire Builder is so far sticking with the traditional dining-car format, staffing level and made-to-order food, its added amenities and upgraded service are noticeable. Amtrak put a small fleet of rebuilt passenger cars with hip blue-and-white interiors on the line—a big improvement over the drab orange and brown that dominated older cars. Employees now must introduce themselves to passengers. Conductors must stay up all night in the dining car in case they are needed.

So far, the Empire Builder makeover appears to be enticing more passengers, particularly during the off-season when ridership typically declines. But David Hughes, Amtrak's acting president, says it is impossible to ever make long-distance trains like the Empire Builder profitable. Those trains are expected to generate \$382 million in fiscal 2006, or about one-fourth of overall Amtrak revenue, but post losses of more than \$493 million, or about \$125 for every passenger.

IN MEMORY OF PERRY
RICHARDSON BASS

HON. KAY GRANGER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 14, 2006

Ms. GRANGER. Mr. Speaker, I rise today to honor one of the leading citizens of District 12 and the Fort Worth community that I serve, Perry Richardson Bass. On June 1, 2006 Mr. Bass died at his home at the age of 91. The Fort Worth Star-Telegram aptly described Mr. Bass as "a Texas oilman who turned his riches into philanthropic gold for Fort Worth, the state and the nation." Mr. Bass's legacy continues in his four sons—Sid, Ed, Robert and Lee—who, in their own right, are business leaders and philanthropists.

Those of us who knew Mr. Bass had an incredible opportunity to see how a man who had worked in the West Texas oil fields had come to be a legend not only in the oil business, but also in the world of high finance, civic and public service endeavors, and the arts. Mr. Bass touched the lives of millions of people in Fort Worth, in Texas and in the United States. Sometimes he did this in dramatic fashion, as with the creation of the marvelous Bass Performance Hall in Fort Worth to which he and his family made a major financial contribution, and other times, he did it in untold ways so people's lives could be bettered.

Mr. Bass was born on November 11, 1914 in Wichita Falls, TX. He was the son of Dr. E.P. Bass, who left an East Texas medical practice for the oil industry, and Annie Richardson Bass. After attending a boarding school in Pennsylvania, Mr. Bass earned a science degree in geology from Yale University in 1937. Mr. Bass became enamored with the Texas oil business as a teen when he assisted his uncle, Sid Richardson, also a legendary Texas oilman. After Yale, Mr. Bass joined his uncle as a business advisor and they formed the Richardson & Bass Co. Upon

the death of Mr. Richardson, Mr. Bass created Bass Brothers Enterprises which he operated on behalf of himself and his four sons until 1991 when his oldest son, Sid, took control of the company. Bass Brothers Enterprises flourished into one of American's most successful companies with a wide array of business interests that at one time included a major stake in the Walt Disney Companies. Mr. Bass also was chair of the Sid Richardson Foundation, created by Mr. Richardson, which has been a generous benefactor of District 12, Texas and the Nation.

While he will be remembered for many accomplishments as a superb businessman, Mr. Bass said his proudest accomplishment was his service on the Texas Parks and Wildlife Commission that he chaired. During his tenure on the commission, he was instrumental in the creation of numerous wildlife conservation efforts. Mr. Bass and his family rightfully are credited with transforming downtown Fort Worth into one of the most vibrant downtowns in the U.S. through the construction of high-rise office buildings, the renovation of turn-of-the-century storefronts and by introducing innovative downtown housing. Mr. Bass demonstrated his love of the arts by not only generously funding the arts, but also by serving as a member of the National Gallery of Art's Trustees' Council.

Mr. Bass's life will be best remembered for two things: the love of his family and his generosity. Mr. Bass described his beloved wife Nancy Lee Bass and their four sons as the greatest treasures of his life. He also called his sons Sid, Ed, Robert and Lee his greatest accomplishment. His sons have followed in their father's footsteps by their generosity, creativity, sharp business sense and love of community. Mr. Bass also felt that he should share his successes through his generosity. Nothing epitomizes this deeply held belief than a decision by Mr. and Mrs. Bass to mark their 50th wedding anniversary by contributing \$50 million to 50 institutions and organizations.

Mr. Bass's great business skills, his love of wildlife, his generous philanthropy, his absolute devotion to his wife Nancy Lee Bass and sons Sid, Ed, Robert and Lee and their families, and his visions have resulted in a better Fort Worth, a better Texas and a better United States. It is with humility that I honor Perry Richardson Bass as a great American who used his skills and treasures wisely. Mr. Bass will be missed but not forgotten.

RECOGNIZING CODY NICHOLS FOR
ACHIEVING THE RANK OF EAGLE
SCOUT

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 14, 2006

Mr. GRAVES. Mr. Speaker, I proudly pause to recognize Cody Nichols, a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 102, and in earning the most prestigious award of Eagle Scout.

Cody has been very active with his troop, participating in many Scout activities. Over the many years Cody has been involved with scouting, he has not only earned numerous