

I am proud to be a co-sponsor of this measure and I applaud the dedicated leadership that has brought this legislation to the floor today.

Particular attention should be given to the measures included in H.R. 2095—and in the manager's amendment also under consideration—that address the unique safety concerns associated with railroad tunnels and bridges.

On July 18, 2001, a CSX train traveling through the Howard Street Tunnel in my district in Baltimore derailed, puncturing several tank cars and igniting a flammable liquid that created a massive fire.

Following that terrible accident, I joined Chairman OBERSTAR in requesting the Government Accountability Office (GAO) to undertake a study on railroad tunnel and bridge safety. This study was released on August 30th of this year.

In brief, the study found that Class I railroads own and maintain more than 61,000 bridges and more than 800 tunnels—while Class II railroads own and maintain more than 15,000 bridges. These are staggering numbers that clearly demonstrate how important the safety of these pieces of infrastructure is to the operation of our Nation's rail network.

The legislation and manager's amendment before us today address concerns raised both in the GAO report and in the National Transportation Safety Board's (NTSB) report on the Howard Street Tunnel fire.

Section 609 of the underlying bill, which I offered as an amendment during the Committee markup of this legislation, is intended to ensure that the first responders called to incidents in rail tunnels have all of the information they need to provide an effective response to the situation they encounter.

Section 609 responds directly to the NTSB's findings in its investigation of the Howard Street Tunnel fire that Baltimore City first responders did not have adequate information on hazardous discharge procedures in the Tunnel or on ingress and egress pathways into and out of the Tunnel.

To ensure that such a situation is never repeated, Section 609 requires railroads to make available to local jurisdictions information on rail tunnel ingress and egress pathways and on the types of cargoes transported through long tunnels or tunnels through which more than 5 passenger trains per day or more than 500 carloads of toxic inhalation materials per year are moved.

The manager's amendment before us responds directly to the findings of the recent GAO report by imposing significant new safety requirements on railroads regarding the assessment of bridge weight bearing capacity and bridge inspection procedures.

Additionally, it imposes new requirements on the review of bridge inspection data by the Federal Railroad Administration.

Through these measures, the manager's amendment seeks to create a comprehensive safety regime for railroad bridges—which is long overdue.

The measures in H.R. 2095 on railroad tunnels and bridges are just two of the many safety improvements that this bill would make in the operation of our Nation's railroad network—but are examples of how this bill responds directly to the safety concerns that have been identified since the last reauthorization of the Federal Railroad Administration.

I am confident that enactment of H.R. 2095 will significantly improve the safety of rail operations in the United States. I again thank Chairman OBERSTAR—and Chairwoman BROWN—for their work on this measure and I urge its passage.

CELEBRATING THE WORLD-CLASS
PIEROGIES OF CLIFTON, NEW
JERSEY

HON. BILL PASCRELL, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 18, 2007

Mr. PASCRELL. Madam Speaker, I rise today to inform Congress what so many people in my district have known for years—that Clifton, New Jersey is indeed a pierogi lover's heaven.

Clifton has a rich history of Eastern European ancestry, and this delicacy is indeed one of the many fine contributions made by those of that region in the world.

And in the Eighth District of New Jersey—one of the most diverse in the country—people from all cultures and walks of life can agree that the city of Clifton has some of the finest pierogies in America.

Indeed, the pierogi has reached almost mythical status in Clifton. It is sold in restaurants and delis, churches and schools. One would be hard pressed to find the dish absent from a single menu in the city.

The people of Clifton possess a genuine love for the pierogi, more so than anywhere else I have seen, whether stuffed with the traditional potato and cheese, or more exotic fillings, like papayas and blueberries.

Showing their true dedication, last month the City Council of Clifton decreed that every day of the year in Clifton is now officially "Pierogi Day."

And it has now come to my attention that Clifton is one of five cities vying for the title of pierogi capital of the Nation. The public can vote online at www.pierogypocket.com. I could not recommend Clifton more strongly.

In the Eighth District, we are proud of the strong cultural ties that each of us has to our heritage. The City of Clifton's love for the pierogi truly embodies this spirit.

Clifton desires neither the fame nor fortune that would come with being named pierogi capital of the world. They only seek to confirm the obvious. The title would be the sour cream and fried onions on top.

TRIBUTE TO THE REVEREND
CANON RICHARD LIVINGSTON
MARQUESS-BARRY

HON. KENDRICK B. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 18, 2007

Mr. MEEK of Florida. Madam Speaker, I rise today to pay tribute to The Reverend Canon Richard Livingston Marquess-Barry, Pastor of the Historic Saint Agnes' Episcopal Church in Miami, Florida.

A native of Miami, Florida, Reverend Barry obtained his early education from the Miami-Dade County Public Schools. He is a proud

graduate of Miami Northwestern Sr. High School Class of 1958 where his portrait still hangs in the school's Hall of Fame. He furthered his education at Saint Augustine's College, in Raleigh, North Carolina and went on to get his Doctor of Human Letters degree from Barber-Scotia College, Concord, North Carolina in 1995.

Married to Virla Rolle Barry, Reverend Barry has been blessed in this holy matrimony for over 40 years. Also blessed to this union is one daughter Diana, who is married to Ronald Frazier, II, and two grandsons Richard and Ronald.

This visionary of a pastor became God's shepherd par excellence under the anointing of the Holy Spirit, as he continues to guide his Congregation. He has led Saint Agnes' Episcopal Church with a good mixture of old-time religion and civic responsibility that continues to encourage the members not only to become spiritual and moral leaders, but also responsible and conscientious guardians of good government and community pride.

Reverend Barry has dedicated his life to making the lives of those around him better. Further demonstrated, as one of the many programs under his leadership, the church adopted a HUD project, Rainbow Village Housing Development and lobbied the Miami-Dade Housing Authority to completely renovate the complex. As a result of this action, the tenant council of Rainbow Village and the Vestry of this parish formed the Saint Agnes' Rainbow Village Community Development Corporation (CDC). Through the CDC, 80 two-story, three and four bedroom/two and one-half bath, single-family homes for ownership were built for low and moderate income families.

An ordained priest of the Episcopal Church and having served as a Priest for 39 years, Father Barry's leadership is genuinely admirable. As a servant of God and as a spiritual leader immersed in Scriptural commitment, he has earned the community's deepest respect. This is the legacy with which he now guides his Church.

Indeed, it is fitting and proper to give praise to Almighty God for blessing the Saint Agnes' Episcopal Church with the longevity of leadership through Reverend Barry. His service to his Congregation and to all those who seek comfort and solace in its Church sanctuary leaves an everlasting mark.

Today, I honor Reverend Barry for the years of dedication and commitment to his church and the community.

A TRIBUTE TO THE GUARDSMEN
OF COAST AIR STATION ELIZABETH
CITY SEARCH AND RESCUE

HON. G. K. BUTTERFIELD

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 18, 2007

Mr. BUTTERFIELD. Madam Speaker, it is with tremendous pride that I rise today to pay a sincere tribute to the Search and Rescue Team of Lieutenant Marc Tunstall, Ensign Jason Evans, Petty Officer 2nd Class Mike Ackermann and Petty Officer 3rd Class Steven Acuna. These men of Coast Guard Air Station Elizabeth City rescued a downed Navy fighter pilot from the Atlantic Ocean this past Thursday.