

behalf of the Man Mound serves as an ideal example of its dedication to local communities and to the enrichment of society through historical preservation.

The society's fight to preserve the Man Mound began in 1907, only a few years after H.E. Cole founded the organization. While surveying the Man Mound, Cole discovered that the structure would soon be completely demolished and then plowed as farmland, like almost 900 other Native American mounds in the area. Cole and the historical society took immediate action to save the Man Mound by leading a collaborative, community-oriented effort. The Sauk County Historical Society, in conjunction with the Wisconsin Archaeological Society and the Wisconsin Federation of Women's Clubs, raised enough money to purchase the Man Mound and protect it from cultivation and further destruction. The surrounding park was then dedicated in August of 1908.

The Sauk County Historical Society's commitment to the stewardship of this landmark demonstrates an impressive appreciation of the past and of history's value to modern society. The historical society truly recognizes the importance of using resources like the Man Mound to spread knowledge and educate our society. By preserving the Man Mound, the Sauk County Historical Society allows us to connect with the past and provides us with a tangible link to the Native Americans who preceded us as stewards of this land.

Even as we take this opportunity to look back in appreciation, the historical society is planning ahead for the future of the Man Mound and Man Mound Park. With support from the Wisconsin Archeological Society, the Wisconsin Archeological Survey, the Wisconsin Historical Society, the Ho-Chunk Nation, and the General Federation of Women's Clubs—Wisconsin, the Sauk County Historical Society is initiating a comprehensive study of the structure and working to ensure the future of this invaluable artifact.

For their commitment to the people of Wisconsin and to the enrichment of their community through historical conservation and preservation, I congratulate the Sauk County Historical Society. The 100th anniversary of the society's stewardship of the Man Mound marks a truly remarkable, well-deserved milestone.

THANKING BRADLEY DALE
MATTAN

HON. BILL FOSTER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 31, 2008

Mr. FOSTER. Madam Speaker, I am submitting this statement to offer gratitude to one of my constituents, Mr. Bradley Dale Mattan of Geneseo, Illinois. I am very pleased that Mr. Mattan has decided to serve as a Peace Corps Volunteer in Ecuador.

The Peace Corps was designed to encourage mutual understanding between Americans and other cultures of the world. For the past 47 years over 190,000 Americans have served as Peace Corps Volunteers in 139 countries.

In his statement upon signing the Order that established the Peace Corps, President John F. Kennedy said, "Our Peace Corps is not de-

signed as an instrument of diplomacy or propaganda or ideological conflict. It is designed to permit our people to exercise more fully their responsibilities in the great common cause of world development." I'd like to take this opportunity to thank Mr. Mattan for his dedication to this responsibility, and for helping to restore America's image in other parts of the world. Our country has truly been enriched by the experiences of the Peace Corps volunteers.

I offer my best wishes to Bradley Dale Mattan in his endeavors both here and abroad and look forward to seeing great work from him in the future.

INTRODUCTION OF THE TAKING
RESPONSIBLE ACTION FOR COMMUNITY SAFETY ACT

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 31, 2008

Mr. OBERSTAR. Madam Speaker, today I join the gentlewoman from Illinois, Ms. BEAN, and 19 of our colleagues in introducing the Taking Responsible Action for Community Safety Act.

The bill will ensure that the Surface Transportation Board ("STB") has the legal authority and policy direction to deal with railroad mergers that have the potential to cause serious safety, environmental, and other quality of life problems for affected communities.

A recently filed merger application has called attention to the need for enhancing the authority of the STB.

The application was filed by the Canadian National Railway ("CN"), seeking the Board's approval to acquire control of the 198-mile Elgin, Joliet, and Eastern ("EJ&E") rail line.

Communities affected by the merger have alleged serious impacts from the new operations which are planned for the merged carrier. This acquisition could adversely impact more than 40 communities along the EJ&E line, and result in rail traffic increases of 15 to 24 trains per day. For example, in Barrington, Illinois, the number of freight trains will increase from 5 to 20. In Plainfield, Illinois, the CN train total will reach 42 per day.

The communities impacted by the proposed acquisition have raised significant concerns related to public safety, grade crossing safety, hazardous materials transportation safety, noise, and economic job loss. For example, the EJ&F line includes 133 grade level crossings that intersect with existing roadways. Increased traffic on the line may not only adversely impact motorist safety but emergency response time and vehicle access, a growing concern for many communities across the nation.

Under current law, the STB has very limited power to consider these concerns. The STB is now required to approve all mergers and consolidations between a Class I railroad (such as CN) and a Class II railroad (such as EJ&E) unless the Board finds that the merge is likely to cause a substantial lessening of competition, create a monopoly, or restrain trade in freight surface transportation in any region of the United States; and that the anticompetitive effects of the transaction outweigh the public interest in meeting significant transportation needs.

The STB does have authority to impose conditions to address community concerns on any approval of a merger between a Class I railroad and Class II railroad. However, the STB has decided to significantly limit the types of conditions it will impose. Under its regulations, the STB will not impose conditions that may "undermine or defeat" a transaction, even if those conditions are critical to ensuring the safety and health of communities.

The bill we are introducing today will enable the STB to thoroughly consider the public interest when evaluating a proposed railroad merger or consolidation which includes at least one Class I railroad.

Specifically, the bill requires the STB to consider, in a merger or consolidation proceeding, the safety and environmental effects of the proposed transaction, including the effects on local communities, such as public safety, grade crossing safety, hazardous materials transportation safety, emergency response time, noise, and socioeconomic impacts. It also requires the STB to consider the effects of the proposed transaction on intercity passenger rail and commuter rail.

The bill prohibits the STB from approving or authorizing a merger or consolidation if it finds that the transaction is inconsistent with the public interest because the transaction's impacts on safety and on the affected communities outweigh the transaction's transportation benefits. Further, the bill authorizes the STB to impose conditions to mitigate the effects of the transaction on local communities when such conditions are in the public interest.

With these new powers and policy directives, the STB will have greatly enhanced ability to protect local communities against the adverse effects of rail mergers. I urge my colleagues to support this important legislation.

EXTENDING MY DEEPEST GRATITUDE TO NOON ROTARY CLUB OF MUNCIE, INDIANA, A DEDICATED GROUP OF VOLUNTEERS WHO WENT OUT OF THEIR WAY TO HELP HOOSIERS IN NEED

HON. MIKE PENCE

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 31, 2008

Mr. PENCE. Madam Speaker, I rise to thank the Noon Rotary Club of Muncie, Indiana for their invaluable service to the residents of my hometown of Columbus, Indiana following catastrophic flooding that city experienced in early June.

An article published in the Columbus Republic on July 25, 2008 outlined the tremendous support this group provided:

Three Saturdays ago, carloads of Muncie Rotarians descended on Eastside Community Center, determined to help prepare and deliver meals to survivors and volunteers.

They've been coming back ever since. "This Muncie group is awesome," said Celeste Racette, a member of the Columbus Sunrise Rotary Club who worked with the Delaware County group in coordinating the volunteer effort. "They not only helped prepare and deliver meals but they have kept coming back and they even set the folks at Eastside up with Gleaner's Food Bank out of Indianapolis to deliver a week's supply of food."

They'll need it. Lenore Hollowell, who is coordinating the meal delivery program