

ADDITIONAL STATEMENTS

COMMEMORATION FOR THE TOWN OF OAKLAND, MARYLAND

• Ms. MIKULSKI. Mr. President, I rise to extend my sincerest congratulations to the town of Oakland, Maryland, as it enters its Sesquicentennial Year on October 10, 1999. Oakland, the county seat of Garrett County, enjoys a long and proud history in the State of Maryland.

Nestled in the Appalachian Mountains, Oakland is blessed with a natural beauty all four seasons, from snowy hills in winter to pastel flowers in spring to lush foliage in summer to gorgeous red, orange and gold trees in autumn. Even Oakland's early name, "Yough Glades," conjures up images of river and forest, natural beauty and abundant resources.

Oakland's rich history tells a story of a small farming community which grew with the opening of the first sawmill, expanded with the arrival of the railroad and continues to grow with old and new livelihoods alike, all the while treasuring those qualities which make it special—beauty, peacefulness and small town charm.

"A Brief History of Oakland, Maryland" by John Grant describes the people, forces and events which shaped the town of Oakland. Three Indian trails met in a meadow on the western edge of Oakland and formed an entrance into the Yough Glades where Native Americans hunted in the forest and fished in the Youghiogheny River for hundreds and hundreds of years. White settlers followed in the 1790s as the fertile soil in "Glades" country attracted more and more farmers.

Around 1830, the first combination gristmill and sawmill provided lumber for the homes and shops in the growing community. On October 10, 1849, the town which had been known by several different names including Yough Glades became "Oakland."

The arrival of the Baltimore and Ohio Railroad in 1851 triggered a growth spurt in Oakland. Business and tradesmen frequented the newly built Glades Hotel and more people moved to the town. In 1862, Oakland incorporated a regular town government and in 1872 Oakland was selected as the County Seat of the newly formed Garrett County. The B&O Railroad continued its influence on the growth of the town with its construction of the Oakland Hotel in 1875. The hotel attracted many summer visitors, several of whom later built summer homes in Oakland.

Tragedy has struck Oakland more than once, and each time the town bounced back. The Wilson Creek flooded in 1896 and periodically over the next 70 years before a series of dams built in the late 1960s controlled the flooding. A devastating fire destroyed the business section of Oakland in 1898. The town used brick fire walls when re-

building the downtown area, a far-sighted decision which paid off in 1994 when fire struck again. This time only two buildings were destroyed.

Natural resources and beauty have long contributed to Oakland's economy and continue to do so today. The lumber industry, which began in the late 1800s, still provides jobs in Oakland. Coal, another natural resource, is found in the mountains near Oakland and adds to the economy of the town. And Oakland's natural beauty, which drew visitors to the Oakland Hotel in 1875, continues to attract people from all over the country seeking not only its beautiful vistas, but also its myriad of recreational opportunities all year round. Today, visitors to Oakland can choose from a variety of activities including hiking, biking, fishing, boating and skiing.

The town of Oakland reminds us of all that is good in our country. Oakland is a place where fire and rescue services are still staffed by volunteers, where folks greet each other with a friendly wave and hello, where people work together to support their schools and community, and where patriotism runs deep. In so many ways, Oakland is truly a "Main Street Community," as the State of Maryland has so fittingly designated it.

Once again, I extend my congratulations to Oakland on their 150th anniversary and I invite all my colleagues to visit this Maryland treasure.●

TRIBUTE TO ALBERT ENGELKEN

• Mr. STEVENS. Mr. President, for 28 years Albert Engelken was the man behind the scenes at the American Public Transit Association (APTA), a Washington-based member organization advocating and representing the interests of public transit systems and industry suppliers across North America.

He was the creative force for the vast majority of APTA's "People Programs," including the innovative International Bus Roadeo, where drivers and mechanics compete in events that test their skills at operating and maintaining public transit vehicles. His efforts at this endeavor also spawned the equally competitive International Rail Roadeo.

Albert Engelken was the originator of "Transit Appreciation Day," which later became "Try Transit Week," an annual fixture that encourages people to ride public transit, and salutes those who make the systems work. His creativity also extended to judging and selecting those systems that demonstrated excellence in transit advertising, a program now known as "AdWheel," an important event held at the Association's annual meeting.

Albert Engelken's education programs developed transit information modules for thousands of grade school teachers throughout the United States.

And, until his retirement in 1997, Albert Engelken produced the American Public Transit Association's Grant Awards Ceremony, an event that honors transit systems, individuals, and achievements in the public transit industry.

That ceremony continues today, and while lacking the unique skills Albert brought to directing the national and local arrangements that publicized the winners, the ceremony this year will honor him by electing him to the prestigious APTA Hall of Fame.

He was also the long-time editor of the Association's "Passenger Transport" weekly newspaper, and directed the industry's successful communications strategy in the important formative years of the federal transit program. Over his entire career with APTA, Albert's behind-the-scenes work—from speechwriting to the orchestration of presentations and the stage management of events—were critical to the success of APTA's member programs and the smooth functioning of APTA's many conferences.

Albert is known by his family, colleagues, and peers as a person who would always go the extra mile to help them out. No task was too small or too complicated to be turned away. He is a gentleman, trusted friend, and caring confidant. Yet he has never sought the spotlight not taken a bow over his work in public transit and APTA.

Those are just some of the reasons to honor Albert Engelken, Mr. President. At work and in the community he has touched thousands of lives, and made life safer and easier for hundreds of thousands of transit users and providers across our nation.

He is also a great family man. His wife Betsy, children Jane, Elizabeth and Richard and their spouses, and his five grandchildren can certainly attest to that.

Mr. President, I join them and his colleagues in congratulating Albert Engelken for a job well done, and in applauding his induction into the American Public Transit Hall of Fame.●

IN RECOGNITION OF JOAN FLATLEY

• Mr. TORRICELLI. Mr. President, I rise today to recognize an outstanding woman in the State of New Jersey. Joan Flatley is being honored with the prestigious Spirit of Asbury Award for her activism and commitment to the Asbury Park community. Joan is recently retired as the Executive Director of the Asbury Park Chamber of Commerce, and her legacy in the community will be felt for years to come.

For over twelve years, Joan used her depth of knowledge and breadth of experience to contribute to the successful functioning of the Chamber. It is through her effort that the Chamber became a dynamic force in the Asbury