

saw action in the South Pacific in the Invasion of the Philippines and in the Battle of Okinawa, among other campaigns.

I pay tribute to Mr. James Clark, Sr., of Bowie, Maryland, who, as a teenager in the U.S. Navy before World War II, was on duty in Pearl Harbor on the morning of December 7, 1941, and raced to his battle station during the surprise Japanese attack on the American fleet. Young Mr. Clark defended his nation that Sunday morning with the valor and spirit that we solemnly honor on Memorial Day and on June 6.

I pay tribute to Corporal Francis McDonough of Bowie, aged 20 in 1944, who, with 10,000 other young American soldiers, boarded the English liner, Aquitania, in New York Harbor on January 29, 1944. The ship had been refitted into a troop ship, was as swift as the German U-boats, and sailed unescorted without convoy protection on a risky voyage across the cold North Atlantic.

Once fully loaded with troops, Aquitania steamed out of New York Harbor. Corporal McDonough and other soldiers lined in the decks of the huge liner and stared at the Statue of Liberty until it disappeared from view. For much of the first three days of the journey, a Navy seaplane, the PBY Catalina, watched for enemy submarines as it accompanied Aquitania to the extent of the plane's range of fuel. The PBY signaled the ship with its findings, and finally had to turn back as the liner sailed beyond the perimeter of the plane's range. After a harrowing voyage, the U.S. troops disembarked safely in Scotland a week later.

Several months later, after hazardous amphibious training off of England's coast at Slapton Sands, the Allies launched the invasion of Europe against Nazi enslavement, on D-Day, June 6, 1944, landing on five code-named beaches in occupied Normandy, France: Gold, Sword, Juno, Utah, and Omaha.

Long before crossing the English Channel to Utah Beach in Normandy on D-Day, Corporal McDonough had been trained in the United States as an anti-aircraft gunner on a half-track vehicle equipped with four 50-calibre machine guns. A half-track had a truck cab and front wheels, and tank-like tracks in the rear.

On D-Day, while on the English Channel, the young corporal felt encouraged when the nearby battleship, *USS Nevada*, opened fire on the German batteries along the French coast ahead. The booming of the ship's huge guns sent flaming projectiles above in the dim light, yet the young soldier considered the ship's presence reassuring.

Previously, *USS Nevada* had been heavily damaged when attempting to proceed under way during the Japanese attack at Pearl Harbor on December 7, 1941. But due to the innovation of her valiant crew, she was beached in shallow water there to avoid sinking. The *USS Nevada* was among the ships returned for later service.

On the early morning of June 6, 1944, Corporal McDonough's outfit saw that at Utah Beach in Normandy, many of the forward observers—radio men—were dead, and their radios were gone, lost underwater only three U.S. tanks out of about 30 made the shore (that they saw) during the morning landings. Thus, there was no one to coordinate the

ships' firepower, no one to tell the ships' crews where to direct their powerful artillery. U.S. crews on the Navy destroyers, 1,000 yards offshore urgently wanted to help those Americans trapped under German fire on the Normandy beach, but didn't know where to direct their gunfire.

Then, suddenly, on Utah Beach, the outfit of a disabled American tank began firing at the Germans entrenched on a cliff above. The crew of a U.S. destroyer saw where the tank was firing, determined the coordinates, and directed its artillery towards the Nazi pillbox on the cliff. Then a second destroyer also aimed its guns on the same target, and that increased firepower helped the Americans on the beach to move inland.

The tide was coming in fast on Utah Beach; therefore, wounded men who were able to do so crawled inland to avoid drowning. But many young men who were able to do so crawled inland to avoid drowning. But many young Americans died on the beach, too injured to escape the tide. After serving in the U.S. First Army in the D-Day landings, in the Battle of Normandy, in the Battle of France, in the Battle of the Bulge, and in the battles in Germany, Corporal McDonough later recalled quietly how heartbreaking it had been at Utah Beach on D-Day to see the American bodies floating on the waves. Yet, years afterwards, we know that their ripples had built a current.

As Senator Robert Kennedy later noted, such an American current was capable of sweeping down the mightiest walls of oppression and resistance. It is this spirit of Americans who love freedom that we honor on Memorial Day and on the 55th anniversary of D-Day, June 6, 1944. It is a privilege to pay tribute to American soldiers, sailors, and airmen of all wars who have given the noble example of handing over their country not less ut even greater and better than they received it.

RAILWAY SAFETY AND FUNDING EQUITY ACT OF 1999

HON. ROBERT E. (BUD) CRAMER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. CRAMER. Mr. Speaker, I rise today to join my friend and colleague, Congressman BILL LIPINSKI to introduce the Railway Safety and Funding Equity Act of 1999, also known as RSAFE.

This legislation addresses the dangerous lack of adequate safety infrastructure, such as crossing gates, at highway and railroad grade crossing across the country. At many grade crossings, the only safety infrastructure between motorists and oncoming trains is a stop sign or a crossbuck. In my state of Alabama, only about 30 percent of the grade crossings are signalized with gates, lights, or bells. All too often, the end result of this lack of adequate safety infrastructure is a tragic accident in which someone is horribly injured or killed. Last year alone, 428 people died in accidents at railroad grade crossings. Indeed, my home state of Alabama ranks ninth in the nation in terms of vehicle train crashes.

These statistics are appalling and unacceptable, especially when we have the resources

and know how to greatly reduce them. That's why I've joined with my colleagues, BILL LIPINSKI, in introducing RSAFE. This legislation would almost double the current federal grade crossing improvement program, thereby allowing states to invest heavily in constructing adequate safety infrastructure at railroad crossings. RSAFE does this by setting aside the 4.3-cent per gallon diesel fuel tax that railroads currently pay toward deficit reduction and transfers it into the Federal Highway Administration's Section 130 grade crossing safety program. This will increase the monies available through this program by approximately \$125 million, raising the total level from \$150 million to approximately \$275 million for the next 5 years.

Dedicating the monies derived from this fuel tax toward railroad safety infrastructure will have a real and tangible impact on countless communities across the country. However, while installing new crossing gates and lights will help decrease the number of tragic accidents we've seen so many times in the news, this alone is not enough. In addition to putting up more physical barriers at railroad crossings, we also need to put more money toward educating motorists. That's why RSAFE sets aside five percent of this new funding for education and awareness campaigns, such as those conducted by Operation Lifesaver. Operation Lifesaver is a unique, non-profit organization that works with local law enforcement officials and others to make pedestrians and motorists aware of the dangers of railroad crossings. It is through these combined efforts that we will have the most impact on communities and save the most lives.

I know that my friends in the railroad industry will argue that even the imposition of the 4.3-cents tax is unfair and punitive. They will argue that they have already invested billions of dollars in maintaining and improving their infrastructure. Well, I applaud the investment the industry has put into improving grade crossing infrastructure. But, I say to my friends in the railroad industry, more needs to be done.

RSAFE does more. Rather than using the revenue raised by this 4.3-cents tax on deficit reduction, RSAFE plows the money right back into railroads, making them safer for the public. Furthermore, after five years of increased investment in making our nation's railroad crossings safer, RSAFE repeals the 4.3-cents tax. Therefore, with this bill, my colleague and I are not trying to penalize or unfairly burden the railroad industry. On the contrary, through this bill we are simply trying to use the funds the railroad industry is already paying wiser. We believe it is far wiser and fairer to use these funds to improve railroad grade crossing safety over the next five years and then put in place a mechanism by which this tax is repealed, than to put it toward deficit reduction.

The Railroad Safety and Funding Equity Act of 1999 is a good bill which strikes a good balance between industry and public safety. I urge my colleagues and my friends in the railroad industry to join Representative LIPINSKI and I in moving this legislation forward. Each day we wait, is another day a life is needlessly put at risk.