

long overdue. It certainly will be a strong endorsement of the kind of broad-based security required for our millions of airline passengers, for those who use our ports, for those who come in and out of our transportation network, and for the 20 million passengers who rode Amtrak last year.

Over a week ago—it is hard to keep track of time in the last weeks—40 of our colleagues took the train to New York City. I am so grateful. For some, it was the first time they had been on the train. It was fun to see their surprise and enjoyment provided by the ride to and from New York City. They were, in a sense, following in the footsteps of the hundreds of thousands of people who either have used trains out of necessity or out of choice for years or who were forced to use trains in the wake of September 11. And, thank goodness, the trains were there.

I cannot even begin to calculate the economic and psychological costs we would have suffered had we been totally shut off. We could not have moved people as easily as we did if Amtrak had not responded as well as it did in putting on additional equipment and personnel.

I hope my colleagues will remember this picture of this spiral staircase. I hope they will think about everyone they have ever known who perhaps has been a passenger, as I have been many times on these trains, through these tunnels. I hope they will join in the commitment we must make to every single American that we will guarantee the highest possible level of security for all transportation. It is the least we can do. I look forward to working with my colleagues to make sure it happens.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Before the Senator leaves the Chamber, I appreciate the invitation from her and Senator SCHUMER to travel to New York. Having traveled on the train on a number of occasions, I have always enjoyed it. That day it was not a time of enjoyment but a time for learning. It is a trip I will never forget. We have seen and understand a little bit better the devastation, the hardship, and the sorrow of the people of New York.

I express publicly my appreciation and the appreciation of the people of Nevada for the great work the Senator has done representing the State of New York in these events following September 11. What a pleasure it is to serve with her in the Senate.

EXTENSION OF MORNING BUSINESS

Mr. REID. I ask unanimous consent that the Senate stand in a period of morning business until 4 o'clock today, with Senators allowed to speak for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from Wyoming.

AVIATION SECURITY

Mr. THOMAS. Mr. President, I will talk about where we are with regard to aviation security. I appreciate very much the comments of the Senator from New York and her information about railroad security. I certainly agree with her that we have to look at all our transportation systems and, indeed, we have an opportunity to look at it all. If it is different in different parts of the country. Of course, we don't have to have Amtrak trains in Wyoming. Nevertheless, I fully understand the importance of railroads.

I raise the question of how we complete the work before the Senate. Hopefully we will have back this afternoon a bill to improve aviation security. It is called the Aviation Security Act, and it has been developed for that very purpose. It has to do with the Deputy Administrator for Aviation Security. It has to do with the Aviation Security Coordinating Council. It has to do with training and improving flight deck integrity.

This bill is an aviation bill. We have a number of things on which we have not quite yet come together on this bill, but I think our challenge is to pass this bill. I don't think there is anyone who would argue on the point of the Senator from New York that we need to do that and we need to get to railroads, but I guess there is a question as to whether those issues will hold up doing what we want to do with regard to aviation. That is the question before the Senate. Hopefully, it will be resolved shortly so we can move forward.

Obviously, there are unique aspects to airlines and airports. There needs to be changes made in their operation. And there have been. We have already made a great deal of progress in terms of security. There is a great deal more to make. I hope that not only this issue but other issues that have been suggested become a part of this air security bill could be handled on a free standing bill so we move this bill as soon as it is possible to do that.

We have before the Senate that challenge. There is no question about the safety aspect of other modes. We have not come together on this one yet. There is a difference of view as to the proper agency to do this work, whether it ought to be a law enforcement agency, whether it ought to be the FAA. There are fairly strong feelings about that. But that has not been resolved.

There are questions as to staffing and what supervision and criteria will be required in order to have people who are, indeed, qualified to do the kind of work that is necessary to be done, and whether or not these persons ought to be supervised by a law enforcement agency of the Federal Government,

which I happen to think is probably the better way to do it, and do some contracting so we can move more quickly.

We do have questions and problems. We are talking about that now. I am hopeful we can settle a couple of those disputes. One is the idea of bringing in other issues into this bill through amendments and changes that would then require the same kind of consideration, or whether we can move this package, designed for airline security and aircraft safety, and turn to the others that are equally as important. Which is the better way?

There are other fairly unrelated issues having to do with health care, unemployment compensation, all of which are very important, but they are not part of this issue and not part of the considerations.

I am hopeful we can deal with these issues as they come forward. We are slowed by the idea of bringing more and more issues into the same base bill when it is designed to be specifically oriented toward airline safety. I suggest we move with this bill and come in as soon as possible with the other issues that are equally important, but we not hold this waiting to try to make other proposals fit into this bill.

I suggest the absence of a quorum. The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. CARPER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. DAYTON). Without objection, it is so ordered.

RAIL SERVICE SECURITY

Mr. CARPER. Mr. President, I rise today during this period of time when we are discussing the need for additional security for airports and airlines to again voice my strong support for the measures included in the legislation that is soon to be before us.

Having said that, I also observe that this country has shown it is pretty good at fighting the last war in preparing to fight the next war. Those of us who are students of the history of World War I know that World War II was a lot different from World War I, and we only have to think of the Maginot Line to know how different it was. Korea was different from World War II; Vietnam was different from Korea; the Persian Gulf was different from Vietnam.

We are now struggling in this war against terrorism to make sure the kinds of tragedies that occurred on September 11 do not occur again, and we should do that. If we look back at the history of the last several years with respect to terrorism, we had the bombing of the World Trade Center in 1993, the bombing of two U.S. embassies in East Africa in 1998, the bombing

of the U.S.S. *Cole* last year as it was at anchor, and now the use of our own aircraft as guided missiles to be used against the Pentagon and the World Trade Center.

Now as we prepare this fight against terrorism to fight the last war, to make sure no other hijacked aircraft can be flown into other targets, we need to remember there is a different element to this war, a different front to this war, and it is not just airplanes; it is not just airlines; it is not just airports.

As the Presiding Officer knows, I travel to my State of Delaware most mornings and nights on the train. We are mindful of trains in our State. We do not have a commercial airport. We use Philadelphia or BWI for most of our commercial flights. A lot of people take the train. It is not just in Delaware. It is a lot of folks up and down the Northeast corridor; indeed, a lot of people around the country.

During a given day, we have people who get on the trains in my State and some head south toward Washington and others head North toward New York City where they work or go for business or pleasure.

In order to get into New York City, a train has to go through tunnels. There is a network of tunnels underneath New York City, underneath the waterways. Some of those tunnels are used by Amtrak, some are used by New Jersey Transit, some by the Long Island Railroad. Amtrak is a minority user of those tunnels.

All told, I understand between 300,000 and 400,000 people a day ride trains, whether they are intercity passenger rail trains of Amtrak or commuter rails, transit trains—between 300,000 to 400,000 people a day go through those tunnels into New York City.

Those tunnels were built during the Great Depression, between World War I and World War II. We have tunnels that are even older than that around Baltimore and indeed right here in our Nation's Capital, some of which go back to the administration, not of FDR, but of President Grant.

I would like to stand before you and say each of those tunnels through which trains pass carrying hundreds of thousands of people every day is not a target for terrorists, but if they were, they are tunnels that are well ventilated, well lit, there are adequate provisions to detect those who might want to do damage to the tunnels or to people who use the trains. Unfortunately, that is not the case. The tunnels are not well ventilated. They are not well lit. They are not tunnels with good surveillance that would enable security officers to detect the movements of suspicious persons or materiel.

As we prepare to fight the last war that grew out of the tragedies of September 11, I hope we will not forget those hundreds of thousands of people

who are in those tunnels every day going in and out of New York City. I hope we will not forget the thousands of people who are in those tunnels every day beneath this city and beneath Baltimore.

I am told, as far as passenger capacity aboard airplanes is concerned, there are about 150 people who can be seated aboard a 727 jetliner. The new Acela Express trains carry over 200 people. I am told the seating capacity aboard a 737 is roughly 150 people. The Metroliners that go up and down the Northeast corridor carry 225 people. A 747 aircraft can seat maybe 400 people. A conventional train, the Acela regional trains that go up and down the Northeast corridor, can seat up to 500 people. And a new 767 airliner can carry as many as 500 people. The Auto Train that goes from Lorton, VA, to Sanford, FL, near Disney World, carries 500 people and some 600 cars.

My hope and my fervent prayer is that nothing ever happens to any of those people on any of the airliners again or any of the trains I talked about or the other commuter trains that work their way through the Northeast corridor and the cities around the country. I hope that is the case.

That may not be the case. As we prepare to fight this next war, we need to keep in mind the Achilles heel with respect to security of passenger rail.

A package has been put together addressing some of our biggest concerns for the safety of folks who are using trains. I will tell my colleagues one of the reasons I think this is important.

Think back to what happened on September 11. One of the first things that happened was the airplanes that were ready to take off did not take off, and those in the air were ordered to land. As that happened, in the Northeast corridor Amtrak kept working.

The first trains heading north from here pull out at 3:30 a.m. The first trains coming out of New York City heading south pull out at 3:30 a.m. As aircraft were downed across the country, Amtrak was running and carrying hundreds of people. When people could not get out of Montreal, Amtrak made provisions to get them where they needed to go in the United States. When O'Hare and Los Angeles shut down and the Postal Service was grounded, Amtrak carried over 200,000 carloads of mail, I am told.

When people and planes around this country—Raleigh and Pittsburgh—were grounded, Amtrak stepped in to move emergency personnel and equipment from one end of the country to the other where it was needed.

My colleagues know the two Senators from Delaware are big supporters of passenger rail service. We think that is an important component of our national transportation policy.

This is not an effort during this time of distress and fear to try to obtain

extra funding for passenger rail service, although some suggest this is an appropriate time to do that. Instead, what we have in mind is to try to strategically pick a handful of items that need to be fixed in order to ensure, just as we are making travel for airline passengers safer, that we simultaneously make travel for rail passengers safer.

What we are proposing to do is to rehabilitate those seven tunnels that go into Manhattan. We have, as was said earlier, old tunnels in Baltimore and in Washington as well. They all have the same problems. They need to be fixed, and we ought to get started fixing them.

I have been riding trains lately that have Amtrak police officers on them. They are working extra shifts. They are working doubles. They are working a lot of extra hours. They cannot continue to do that forever. We need additional Amtrak police officers to meet the security burdens that are placed on them. We are going to have sky marshals on aircraft, and we ought to. We ought to have, in many cases, Amtrak police officers on our trains. We do not have enough of them to go around.

More people are taking the train these days. It is not just here; it is the Texas Eagle, trains out on the west coast. It is trains all over the United States. It is the Acela Express trains, the Metroliners, conventional trains in the corridor and conventional trains all over the country. More people are riding rail, and my guess is more people will ride rail as we go forward. We need to make sure they are safe.

In addition to more police officers, we need more canine and we need training for those officers who are going to be using the dogs. We need video equipment that allows Amtrak to monitor sensitive points along rail lines. We can do that remotely. We can do it effectively. It makes sense. We can use, and ought to have some beefing up of, the aerial inspections that are available to use with Amtrak. We can do it by day; we can do it by night.

Some people have said to this Senator and to Senator BIDEN and others that they support making travel by rail safer; that it sounds like a good idea. But what they also say is this is not the time and place to do that.

I say to my friends and colleagues who have made the offer of supporting legislation like this sometime further down the line, we have heard similar promises, literally, right in this Chamber about a year ago. We are now doing something for passenger rail further down the line, and we are a year further down the line. That which was supposed to have been done has not been done.

What was supposed to have been done was the creation of high-speed rail corridors in places all around the country. It makes no sense to put people on an

airplane to fly 150 miles, 200 miles in densely populated corridors where they could as efficiently, or more efficiently, take a train. That would make easier the security job, the safety job of the people running the airports. We ought to do that.

We have not come back and addressed that question raised a year ago to enable us to work with State and local governments to create high-speed rail corridors. That is another issue. We are not going to talk about that. We are going to stay away from that. This is a different argument, but this is the right day, and this is the right place, to raise that argument.

Passenger rail utilization is up probably 30 to 40 percent since September 11. Any number of the trains I have ridden in the corridor, every seat is full—Acela Express, Metroliners, conventional trains as well. We are seeing a similar kind of jump in ridership around the country. A lot of the people riding those trains used to fly airplanes. They are now on a train because they feel safer, maybe because it is more convenient.

I want to make sure they feel safer, not just continue to feel safer but to make sure they are safer because we will take right now the kind of steps to protect their safety, just as we are taking steps to protect the safety of those who would fly in their 727s, 737s, 747s, or 767s.

This is the time, this is the place, this is the legislation on which we should debate these issues and we should approve them. We should affirm them and we should put these safety precautions in place for passengers on rail as we do the passengers of airlines.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. DORGAN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

(The remarks of Mr. DORGAN of S. 1504 are printed in today's RECORD pertaining to the introduction under "Introduction of Bills and Joint Resolutions.")

Mr. DORGAN. Mr. President, I ask unanimous consent to be recognized in morning business on another subject.

The PRESIDING OFFICER. Without objection, it is so ordered.

AIRPORT SECURITY

Mr. DORGAN. Let me ask a question in the largely empty Senate on a Thursday afternoon. It is now 4:05. We came to the Senate this week dealing with Defense authorization at a time when defense is critically important to this country. This country was at-

tacked. Thousands of Americans tragically were killed by mass murderers who committed the most heinous crime that any of us have ever seen.

The issue of defense at a moment when we are sending American men and women who wear our country's uniform into harm's way is a very important issue. Our first order of business in dealing with the Defense authorization bill in the Senate was to have to vote on cloture to shut off debate so we could complete this bill.

What does that say about our priorities? We had a cloture vote, we got through that, we finished that bill, finally, and now it is Thursday at 4:05 in the afternoon, and the subject is airport security. When those commercial airliners hit the Trade Towers in New York, and that commercial airliner hit the Pentagon, it is something that none of us will ever forget—the image of the airplanes hitting the Trade Towers in New York, seeing the fire at the Pentagon, seeing the crater dug into the ground in Pennsylvania by the United Airlines jet. When all of that happened, immediately the FAA shut down all air service in the United States. Every single airplane was ordered grounded. All commercial airlines flying and private airplanes flying in this country were ordered grounded and, as I understand it, moved to the nearest airport they could find.

At that moment of that day, September 11, the only thing in the skies over Washington, New York, and other parts of the country were F-16s, armed, flying combat missions over American cities.

Our commercial airlines were ordered grounded. None flew for a number of days. And then commercial airlines were allowed to come back with added security and they began to fly once again.

What has happened in this country is people have not been coming back to the airports to use commercial air service because they are concerned about the issue of security. Last week I boarded an airplane and flew to North Dakota for the weekend and came back. I appreciate the air service. I appreciate the added security at the airports. I hope all Americans will understand a substantial amount is being done in this country to try to make sure we will not see airplane hijackings once again. It is important.

But the Congress is moving to do more with an airport security bill that we have been considering for a number of days on the floor of the Senate, but we cannot move forward. The issue of the Congress of the United States to put sky marshals on virtually every flight in this country, hiring a lot of sky marshals to say to the American people, when you fly, someone will fly with you, a sky marshal, trained and armed and ready to take over that

plane if needed. That is an important message to the American people.

When you fly, you will go through baggage screening that is not haphazard as it is in some airports but screening by somebody who is trained and following procedures. When you fly, that the airport perimeter, at airports in this country, will be a perimeter that is guarded, in which law enforcement understands what is happening around that airport perimeter.

When you fly in the future, you will be on an airplane in which someone is not going to be able to get through that cockpit door because it is a hardened cockpit, as it is on some carriers overseas. All of these things relate to the question, Do we provide confidence to the American people that we have taken the steps as a country to protect ourselves against hijackers?

So we bring a bill to the floor of the Senate, largely agreed to, negotiated over a long period of time—and it is now Thursday at 10 minutes after 4—and we have a motion to proceed to the bill on airline and airport security, a motion to proceed to the bill that we cannot advance. There is a filibuster on the motion to proceed.

There is something fundamentally wrong with that. The last thing in the world you would expect, in my judgment, is stalling on a motion to proceed to the airport security bill in the Congress in the aftermath of the September 11 tragedy.

If there are things people object to, if there are things they do not like in this bill, things they want to change—if they have heartache about something, let the bill come to the floor and offer an amendment. Just offer it, grab a microphone, stand up, and have at it. We will be here. We do not have to go anyplace real soon. There is nothing, in my judgment, that has a higher priority than this at the moment.

If we do not get people back in the air, if we do not get commerce going again in this country—business travelers and travelers for vacations, pleasure travelers and so forth—if we do not have people back in the air, we will not have a commercial aviation system left in this country. They are hemorrhaging in red ink, and we did a bill to try to provide some support for that, but that bill only lasts a very short period of time. We must give people confidence that when they get on an airplane, they are not going to have substantial risk of hijacking, that the security procedures in place are going to protect them. We must give them that confidence. That is what this legislation is about, and it is just unfathomable to me that there is nothing happening here because we have an objection on the motion to proceed.

My colleague from Nevada, Senator REID, said if you will not agree to go to the airport security bill, we have five appropriations bills that should have