

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