2007 DISCLOSURE—Continued

Common & Preferred Stock	No. of shares	$ per share	Value
Qwest	571	8.99	5,133.29
Reliant Energy	300	20.32	6,096.00
RH Donnelly Corp.	500	70.89	35,445.00
Sandusky Voting Trust	26	1.00	26.00
Solutia	1672	0.68	1,138.63
Tenneco Automotive	182	25.46	4,633.72
Unisys, Inc.	167	8.43	1,407.81
US Bank Corp.	3081	34.97	107,742.57
Verizon	1373.891	37.92	52,097.95
Vodaphone	323	26.86	8,675.78
Weenergies (Wisconsin Energy)	1022	48.52	49,587.44
Total Common & Preferred Stocks and Bonds			$7,136,650.77

Life Insurance Policies	Face $	Surrender $
Northwestern Mutual #4378000	12,000	75,412.27
Northwestern Mutual #4574061	30,000	181,284.03
Massachusetts Mutual #4116575	10,000	11,520.97
Massachusetts Mutual #4228344	100,000	286,415.27
American General Life Ins. #5–1607059L	175,000,00	40,950.00
Total Life Insurance Policies		$595,582.54

Bank & Savings & Loan Accounts	Balance
JP Morgan Chase Bank, checking account	8,098.33
JP Morgan Chase Bank, savings account	43,935.47
M&I Lake Country Bank, Hartland, WI, checking account	10,236,24
M&I Lake Country Bank, Hartland, WI, savings	368,64
Burke & Herbert Bank, Alexandria, VA, checking account	1,998.58
JP Morgan, IRA accounts	118,610.24
Total Bank & Savings & Loan Accounts	$183,247.50

Miscellaneous	Value
1994 Cadillac Deville—retail value	$3,700.00
1989 Cadillac Fleetwood—retail value	2,475.00
1996 Buick Regal—retail value	3,100.00
1991 Buick Century automobile—retail value	1,750.00
Office funiture & equipment (estimated)	1,000.00
Furniture, clothing & personal property (estimated)	180,000.00
Stamp collection (estimated)	100,000.00
Interest in Wisconsin retirement fund	377,350.61
Deposits in Congressional Retirement Fund	175,108.36
Deposits in Federal Thrift Savings Plan	273,226.53
Traveler's checks	7,800.00
17 ft. Boston Whaler boat & 70 hp Johnson outboard motor (estimated)	7,000.00
20 ft Pontoon boat & 40 hp Mercury outboard motor	13,000.00
Total miscellaneous	$1,145,510.50
Total Assets	$11,676,284,67

Liabilities	Amount
None	
Total Liabilities	$0.00
Net worth	$11,676.284.67

Statement of 2006 Taxes Paid	Amount
Federal income tax	$12,694.00
Wisconsin income tax	$36,794.00
Menomonee Falls, WI property tax	$2,343.00
Chenequa, WI property tax	$23,791.00
Alexandria, VA property tax	$12,177.00

I further declare that I am trustee of a trust established under the will of my late father, Frank James Sensenbrenner, Sr., for the benefit of my sister, Margaret A. Sensenbrenner, and of my two sons, F. James Sensenbrenner, III, and Robert Alan Sensenbrenner. I am further the direct beneficiary of five trusts, but have no control over the assets of either trust. My wife, Cheryl Warren Sensenbrenner, and I are trustees of separate trusts established for the benefit of each son.

Also, I am neither an officer nor a director of any corporation organized under the laws of the State of Wisconsin or of any other state or foreign country.

GRANDMOTHERS AND CHICKENS

HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 10, 2007

Mr. POE. Madam Speaker, my grandmothers were remarkable women. I enjoyed the time I spent with them up until they died late in years—one at 88; the other at 99.

They lived during times when there were few if any modern conveniences. No air conditioner. No microwaves. No electricity. They forged lives for their families out of sheer will and determination. My Grandmother Poe was of Scots-Irish decent. My mom's mother, Meme, was of German heritage. Both were wonderful cooks, and I always showed them utmost respect.

Sundays were special. When we visited them we would go to Church, and then back to one of my grandmother's house for the big Sunday lunch that was all home cooking.

The summer that I was 5 years old, I visited Grandmother Poe, and on one particular Saturday she was preparing for Sunday lunch. Fried chicken was the meal. I never made the connection between the chicken we ate on Sunday and the chickens that ran loose around my grandmother's house.

I soon learned that connection and one of those chickens was the next day's meal. Grandma Poe told me on that Saturday afternoon that we needed a chicken for Sunday lunch. So I eagerly and happily followed her out to the yard and was unaware of what was about to happen. I saw her small, petite hands latch on to the neck of a hen, and with the slightest of movements she popped the head off that chicken. I was horrified. I had never seen anything so ghastly. She calmly waited for the chicken to stop "running around with its head cut off," plucked the feathers off of it, and put it in a big 5-gallon bucket to be fried and eaten the next day. I don't think that I ate chicken on Sunday, but I learned respect and a little bit of fear of my Grandmother Poe that afternoon.

About a year later, a similar situation occurred with Grandmother Meme, when I stayed with her.

Sunday was to be another meal of fried chicken. So on Saturday, I was emotionally prepared in my youthful mind for the "chicken hunt"—ready to see the neck pop off of another unsuspecting chicken—just to be devoured by humans.

But this time, my Meme did not go wring a chicken's neck. Instead, just as calm as my Grandmother Poe had been, she picked up her 22 rifle, stepped out of the back porch, took aim at the moving, head-jerking hen, and pulled the trigger. She shot that chicken in the head and it flopped over with no movement at all. One shot—one dead hen. I was stunned. She picked up the carcass and fried it, just as my other grandmother had done.

I gained a lot of respect for my gun-totin' grandmother that Saturday.

After those two incidents occurred early in my life, I was always careful on how I treated my grandmothers—careful never to anger either one of them—and remembering in a childlike way, the fate of those chickens. I admired my grandmothers and cherished all those special lessons they taught me for numerous years.

This Mother's Day, we pay tribute to those wonderful, hard-but-soft ladies like the generation of my grandmothers.

We praise and respect all of the American mothers this Sunday that have made us who we are and taught us about respect and honor of these remarkable women. And Madam Speaker, I still don't eat chicken. And that's just the way it is.

INTRODUCING THE RAILROAD COMPETITION AND SERVICE IMPROVEMENT ACT OF 2007

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 10, 2007

Mr. OBERSTAR. Madam Speaker, on May 3rd, I joined with the gentleman from Louisiana, Mr. Baker, and ten of our colleagues, to introduce the "Railroad Competition and Service Improvement Act of 2007."

Twenty-six years ago, Congress voted to deregulate the Nation's railroad industry and enacted the Staggers Rail Act. The railroad industry was in crisis: Years of low profits, deferred maintenance, and ill-conceived regulatory policies had resulted in a very debilitated industry. We were assured that deregulation was the cure. We were told that economic regulation had outlived its usefulness; that it was preventing the industry from competing effectively with trucks, barges, and pipelines; and that there were a sufficient number of rail carriers to provide significant rail-to-rail competition. Congress voted to deregulate the industry.

Deregulation did produce some of the benefits predicted: America's railroads are financially much stronger today than they were in 1980. Industry rates of return that hovered in the 1–2 percent range in the 1970s were up in the 6–9 percent range in the 1990s. Today, U.S. railroads account for 42 percent of intercity freight ton-miles, more than any other mode of transportation. U.S. Class I railroads move three times more freight than all of Western Europe's freight railroads combined.

The 40 Class I railroads that existed in 1980 have consolidated into just seven Class I railroads serving the entire United States, four of

which control over 95 percent of the railroad business. This unprecedented consolidation has resulted in entire States, regions, and industries becoming captive to a single Class I railroad.

Example: Laramie River Station is served by a single railroad—BNSF—that delivers 8.3 million tons of coal annually from Wyoming's Powder River Basin to Laramie River Station, a distance of approximately 175 miles. When a long-standing contract for that service expired in 2004, BNSF published new rates for the same service that more than doubled the prior rate. Without Federal intervention, these increased rail rates are estimated to cost consumers $1 billion over the next 20 years.

Example: Dairyland Power Cooperative, a generation and transmission cooperative located in LaCrosse, Wisconsin, has experienced similar problems. The Cooperative asserts that failure by the Union Pacific Railroad to deliver 25 percent of scheduled shipments of Utah coal resulted in Dairyland's overall fuel budget increasing by roughly 10 percent. Dairyland is also bracing for a 49 percent increase in rail rates later this year.

Example: Montana grain producers advise me that their counterparts in Nebraska—where a limited amount of rail competition exists—pay less in transportation costs than do Montana farmers to ship grain to Portland, Oregon, despite the 200 miles in additional distance the Nebraska grain must travel. The Montana farmers estimate that this disparity has cost them about $60 million a year.

This lack of competition has resulted in record profits for railroads. North American railroads earned $42 billion in revenue in 2006. In 2006, BNSF achieved $15 billion in revenues, a 15 percent increase over 2005, exceeded $5.10 in earnings per share, and attained $712 million in free cash flow after dividends. The railroad's net income was $1.89 billion, compared to $1.53 billion in 2005.

BNSF's 2006 intermodal revenues increased to a record $5.14 billion, an 18 percent increase from 2005's then-record levels. Consumer products revenues climbed to $5.61 billion, a 14.6 percent increase. Agricultural products revenues were up 14 percent to $2.43 billion. Industrial products revenues increased by 15 percent to $3.60 billion. And coal revenues rose $480 million—or 19 percent—to $2.92 billion.

Union Pacific Railroad achieved $14.9 billion in revenues in 2006, a 15 percent increase from 2005 revenues. The railroad's net income was $1.6 billion or $5.91 per diluted share, versus $1 billion, or $3.85 per diluted share, in 2005. Energy revenues increased by $376 million, or 15 percent, to $2.95 billion. Agricultural revenues were up 22 percent to $2.4 billion. Industrial products revenues were up 13 percent to $3.17 billion. And intermodal revenues were up 14 percent to $2.81 billion.

CSX's revenues for 2006 were $9.57 billion, a 12 percent increase over 2005 revenues. CSX's net income was $1.31 billion in 2006, a 14 percent improvement from 2005, and the $2.82 earnings per share is a 31 percent improvement over 2005. Metals revenues were up 18 percent to $673 million. Forest products revenues were up 8 percent to $773 million. Coal, coke, and iron ore revenues were up 14 percent to $2.38 billion.

Norfolk Southern's net income for 2006 was a record $1.5 billion, or $3.57 per diluted share, an increase of 15 percent compared with net income of $1.3 billion, or $3.11 per diluted share, for 2005. General merchandise revenues for 2006 climbed to a record $5.1 billion, an 11 percent increase from 2005's then-record levels. Coal revenues increased 11 percent to a record $2.33 billion. Intermodal revenues rose 9 percent to a record $1.97 billion.

All of these gains for the railroads have come at a price for captive shippers, who look to the Surface Transportation Board (STB) for help. They quickly realize that they can't afford the $178,200 filing fee or the millions of additional dollars necessary to fight their rate cases. Shippers see that the Board is more concerned about the financial health of the railroads than with the financial health of railroad customers, and they decide it's not worth the effort and cost to protest a rate case. Instead of alleviating the problems shippers face, the STB is actually discouraging captive shippers from filing rate cases.

This is hardly the competitive environment envisioned when Congress voted to deregulate the railroad industry, and when Congress tasked the STB's predecessor, the Interstate Commerce Commission, to ensure that rail rates remain reasonable when there is an absence of effective competition.

That is why I introduced legislation in the past four Congresses to reform STB's policies and procedures. Other Members of Congress, including Congressman BAKER, introduced similar legislation to reform railroad regulation. But to date Congress has failed to act upon these bills.

The ''Railroad Competition and Service Improvement Act of 2007'' will preserve existing rail-to-rail competition in areas of the United States where competition is working, and take action to reduce impediments to competition that adversely affects rail customers. The bill provides directives to the STB for implementing current law. It requires the STB to: (1) Ensure, to the maximum extent possible, effective competition among rail carriers at origins and destinations; (2) ensure reasonable rates for rail customers in the absence of competition; and (3) ensure consistent, efficient, and reliable rail transportation service for rail customers, including the timely provision of rail cars requested by rail customers.

The bill will also:

Eliminate ''bottlenecks.'' Under the bill, on the request of a shipper, the carrier must establish a rate for any two points on the carrier's system where traffic originates, terminates, or can be interchanged. In addition, the reasonableness of the rate would be subject to challenge. This bill will give shippers access to competitive rail service even if a single carrier has monopoly control over a short, bottleneck portion of a route.

Create competitive rail service at switching points. The bill requires rail carriers to enter into reciprocal switching agreements where the STB finds that such agreements are in the public interest or where agreements are needed to ensure rail service is competitive. The bill also prohibits the STB from requiring that the petitioning carrier show conduct inconsistent with antitrust laws.

Eliminate ''paper barriers.'' These barriers are contractual agreements that prevent short-line railroads that cross two or more major rail systems from providing rail customers access to competitive service on one of these systems. The agreements require the short-line railroads to deliver all or most of its traffic to the major carrier that originally owned the short line facilities. Under the bill, the STB must terminate these restrictions, upon request, unless the STB finds that the termination would be inconsistent with the public interest or materially impair the ability of an affected rail carrier to provide service to the public.

Establish a new regulatory process for ''Areas of Inadequate Rail Competition.'' The bill allows the STB to designate a State or substantial part of a State as an Area of Inadequate Rail Competition (AIRC), upon petition of a Governor or Attorney General of a State, or the Rail Customer Advocate of the Department of Transportation. Upon the designation, the STB has 60 days to provide remedies authorized by current law to resolve the anticompetitive conduct. The bill also requires the Rail Customer Advocate to conduct an oversight study of AIRCs within 1 year of the date of enactment.

Address rail service problems. The bill clarifies the railroad's obligation to provide reliable and efficient service, and allows rail customers to hold railroads liable for damages sustained due to poor service. The bill also requires the STB to post on its website a description of each complaint from a customer about rail service, and how and when the STB ultimately resolved the complaint. The STB is also required to submit an annual report to Congress regarding rail service complaints, and the procedures the STB took to resolve them.

Create an arbitration process for certain rail disputes. The bill allows one party to submit a dispute over rail rates, rail service, and other matters involving any agricultural product, including timber, paper, and fertilizer under the jurisdiction of the S11B for ''final offer'' binding arbitration.

Reduce fees for filing rail rate cases. Shippers are now required to pay a $178,200 fee for filing a rate case. This rate is expected to rise again this year. Under this legislation, filing a rate case would cost the same as filing before a federal district court, about $500.

Improve the rate reasonableness standard. The bill prohibits the STB from using their current practice of requiring shippers challenging rail rates to submit estimates of the costs, or constructing and operating a new, hypothetical railroad that carries only the commodity that the shipper transports. The STB currently compares the expense of the hypothetical railroad with existing rates to determine whether the challenged rates are reasonable or not. Under the bill, the STB would be required to adopt a new method based on the railroad's actual costs, including a portion of fixed costs and an adequate return on debt and equity.

Create an Office of Rail Customer Advocacy in the Department of Transportation. The Rail Customer Advocate would accept rail customer complaints; collect, compile, and maintain information regarding the cost and efficiency of rail transportation; and participate as a party in STB proceedings. The Rail Customer Advocate may also petition the STB for action.

Direct the 5TB to investigate complaints over service. Our bill directs the STB to follow up on complaints over rail carrier service, and suspend the action in dispute if it finds the allegation has merit.

I join with my colleagues from both sides of the aisle in introducing this bill. Together, we

will work to ensure passage of this important legislation.

PERSONAL EXPLANATION

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 10, 2007

Mrs. MALONEY of New York. Madam Speaker, on May 7, 2007, I missed rollcall votes Nos. 302, 303, and 304. Had I been present, I would have voted ''yea'' on rollcall votes Nos. 302, 303, and 304.

RECOGNIZING HOLY TRINITY CROATIAN CHURCH

HON. PETER J. VISCLOSKY

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 10, 2007

Mr. VISCLOSKY. Madam Speaker, it is with great honor and enthusiasm that I recognize Holy Trinity Croatian Church in East Chicago, Indiana, as its members celebrate the church's 90th anniversary. The festivities for the celebration begin on Sunday, June 3, 2007, with the celebration of Mass, followed by a dinner and dance reception at Villa Cesare in Schererville, Indiana to celebrate this exceptional milestone.

On February 14, 1910, a group of men met to discuss building a church for the Croatian people in East Chicago. Holy Trinity Lodge became one of the main supporters of this project, and it appears to be the reason for the church being dedicated to the Most Holy Trinity. The first church board, assembled on April 14, 1914, consisted of President Nikola Mihalic, Secretary Mate Zivcic and Treasurer Peter Skefich. It was at this time that Father Judnic, the first pastor of the parish, made arrangements to come to East Chicago on Sundays and offer the Holy Sacrifice of the Mass for the Croatian people. With the church beginning to grow, the first Baptismal celebration took place on November 12, 1916, the first burial on November 22, 1916, and the first marriage on November 26, 1916.

With the completion of the church, the next undertaking was the school. The first enrollment in 1918 was 140 children for the first six grades. In September 1918, Sisters Anges, Stanislaus, and Catherine, the Sisters Adorers of the Most Precious Blood, arrived at Holy Trinity. On June 1, 1921, Confirmation was administered for the first time in the parish by Bishop Alerding. Father Judnic continued as pastor until August 1922, when he was succeeded by Father Francis Baboric, who served the congregation until March 1924. On April 15, 1924, Reverend Francis Podgorsek took over as the new pastor of the parish. It was through his leadership that the present rectory was erected in 1925. Due to Father Podgorsek's failing health, Father Paul F. Bogovich arrived as the first assistant to the parish and served in that capacity until he was appointed Acting Pastor on February 6, 1946.

A monumental event took place at Holy Trinity in 1951, when the First Solemn High Mass was offered by the first son of the parish ordained to the Holy Priesthood, Father Benjamin Domsich. On March 17, 1963, Father Bogovich was vested the title of Very Reverend Monsignor by high recommendations from the Most Reverend Andrew G. Grutka. Another important historical event for Holy Trinity was the visit made by Cardinal Franjo Seper, Archbishop of Zagreb, Yugoslavia, on May 2, 1966.

Monsignor Bogovich lived his life for the church. His last Sunday Mass took place on May 26, 2002, and was offered in honor of his 62nd anniversary in the priesthood. Following his death, Father Matthew Kish stepped in and performed the Mass until October 2006. Holy Trinity now relies on a number of priests and senior priests to say Sunday Mass.

On November 19, 2006, the parish family came together to celebrate a First Communion Mass, the first of its kind in over a decade. Over the years, Holy Trinity has become home to a Girl Scout Troop, has actively participated in food drives for various local parishes, and at Christmas, has supported Catholic Charities helping needy families. Today, Holy Trinity follows in the footsteps of its founders. While Holy Trinity still treasures its Croatian customs, it has come to reflect the diversity of the surrounding community. Holy Trinity looks forward to a bright future and is proud of their many accomplishments.

Madam Speaker, I ask that you and my other distinguished colleagues join me in honoring and congratulating Holy Trinity Croatian Church on its 90th anniversary. Throughout the years, the clergy and members of Holy Trinity have dedicated themselves to providing spirituality and guidance through the protection of the Croatian traditions and faith. Their constant dedication and commitment is worthy of our admiration.

SUPPORTING THE GOALS AND IDEALS OF A NATIONAL SUFFRAGISTS DAY

SPEECH OF

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 8, 2007

Ms. WOOLSEY. Mr. Speaker, I rise today in support of this resolution honoring women suffragists. How fitting that the House should consider this legislation just a few days before our Nation will celebrate Mother's Day.

Our foremothers, who fought so courageously for a woman's right to vote, passed on to us a precious gift: the gift of citizenship, of having a stake in our government. Imagine it: when Susan B. Anthony started the campaign for women's suffrage, one of her acts of ''civil disobedience'' was to cast a vote in the 1872 presidential election. Voting was her crime, and she was fined for it.

This seems so unbelievable to us now since our Nation has finally lived up to some of its early ideals—ideals such as ''all persons are created equal'' and that all of us have a right to elect our representatives.

We have even had the privilege of electing the first woman Speaker of the House—NANCY PELOSI—quite a milestone, especially considering the long and difficult struggles suffragists faced in their efforts to win the right of women to vote.

I am proud to pay my deepest respects to these amazing women who fought for our right to stake a claim to our government and earn a seat at the table. Thank you.

STUDENT LOAN SUNSHINE ACT

SPEECH OF

HON. YVETTE D. CLARKE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 9, 2007

Ms. CLARKE. Mr. Speaker, I want to commend Chairman Miller for his leadership, promptness, and thoroughness on this issue and for bringing this bill to the House floor.

H.R. 890—The Student Loan Sunshine Act, establishes requirements for lenders and institutions of higher education in order to protect students and other borrowers receiving educational loans.

The key to both socio-economic mobility and stability has traditionally been through education. Education is critical to our economy as our global society transitions from an industrial to a technological society.

There have been an increasing number of students enrolling in colleges, even though college costs are escalating. Students are particularly hard hit by the increasing cost of college attendance. As a result, the majority of college students rely on some form of student loans to finance their education.

However, recently New York State Attorney General Andrew Cuomo has uncovered many unscrupulous lending practices and conflicts of interests in the student loan industry.

In light of Mr. Cuomo's discoveries, a bill such as the Student Loan Sunshine Act is desperately needed. This bill amends the Higher Education Act of 1965, and requires each lender entering into an educational loan arrangement with a postsecondary school to:

(1) Report annually to the Secretary of Education specified information concerning their arrangements with schools;

(2) inform borrowers of their loan options under title IV (four) before extending private educational loans for attendance at schools; and

(3) be barred by the school from marketing student loans in a manner implying the school's endorsement.

For the protection of students and their families, I cast an aye vote in support of H.R. 890, the ''Student Loan Sunshine Act'' and I urge my colleagues to protect the integrity of the student loan program.

IN CELEBRATION OF THE 25TH ANNIVERSARY OF THE INDUCTION OF THE ''MIGHTY 33'' INTO THE GREATER CLEVELAND ALUMNAE CHAPTER OF DELTA SIGMA THETA SORORITY

HON. STEPHANIE TUBBS JONES

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 10, 2007

Mrs. JONES of Ohio. Madam Speaker, I rise today to honor the 33 African American women, including myself, who were initiated into the Greater Cleveland Alumnae Chapter of the Delta Sigma Theta Sorority, Inc., on April 3, 1982. This month, we celebrate 25