

## AMTRAK

Mr. DURBIN. Mr. President, at 12:30 today the Senate will consider a procedural motion to go to the Amtrak reauthorization bill. I am urging my colleagues on both sides of the aisle to support it.

For a long time Amtrak has been a question mark in Washington—will it survive? Do we need it? It will survive if we have the will to support it. The question whether we need it has been answered convincingly. All across the United States, not just in the northeast corridor, in my State of Illinois, Amtrak has become an affordable alternative for people who cannot afford to pay for gasoline for their cars. Amtrak ridership is higher now than it has been for decades in Illinois. It is very difficult for a person in my State to get a reservation for a seat on an Amtrak train. Clearly it is a popular means of transportation and in demand. Friends of mine who tried to travel from downstate to Chicago say unless you think weeks in advance to make a reservation, you can't get on the train—and of course I think that is the wave of the future, and a good one. More and more people taking this affordable alternative are leaving their cars behind and are leaving congestion and pollution behind. That is a positive development.

But we cannot have an Amtrak moving forward that serves the needs of America without an authorization bill. The last time we passed an Amtrak authorization bill into law was in 1997. It has been 11 years since we passed an authorization and, as a result, this agency has been languishing, surviving from year to year, lurching from one inadequate budget to the next, trying to stay alive. The Amtrak trains you see on the tracks today are rolling stock that is pretty ancient by travel standards.

By travel standards, it has been around 20, 30, 40 years. It has been pushed to the limit. Now we need it more than ever, and we need to pass this authorization bill.

Our leader on the Democratic side is Senator LAUTENBERG. FRANK LAUTENBERG of New Jersey has really made a name for himself in the field of transportation during his service in the Senate, and he has worked so hard to make sure Amtrak moves forward in the 21st century.

We need to pass this authorization bill today. This bill does so many things that are absolutely essential: increases capital grants to Amtrak so it can start rebuilding its trackage, making sure it is safe and that trains can move faster so they can have better ontime performance.

They also develop State passenger corridors. Illinois has a terrific program and a lot of demand for expansion of Amtrak. Downstate, we now have three different corridors: St. Louis to Chicago, Quincy to Chicago, and the route that runs through Champaign and Carbondale. But we have requests

from northern Illinois, Rockford, Galena, into Dubuque, IA. We have requests from Chicago to the Quad Cities and into Iowa, even farther. All of these communities begged me for the opportunity for Amtrak service.

Many of these same communities have been coming to Congressmen and Senators over the years asking for air service. They still want it, but they are realistic in realizing short-haul service is now better served by passenger rail or at least can be supplemented with passenger rail, and so they are asking for that alternative too. We need to expand that opportunity around the United States.

If you want to order a new Amtrak train and cars, get on a waiting list in Canada or Europe. We don't make many, if any, here in the United States. That has to change too. With Amtrak with a clear and bright future, I believe there can be more investment in capital in Amtrak here in the United States. I would like to see facilities in my State of Illinois or some adjoining State building the train cars we need for the future instead of heading off to Canada or Europe and trying to bid for them.

We also have to come to a better relationship with the freight railroads. You see, with very few exceptions, Amtrak doesn't own the railroad track, the freight railroads do, and there was a long-standing agreement that Amtrak would have priority to move passengers over that freight rail track. Well, of course, that means Amtrak is at the mercy of dispatchers who will put a loaded passenger train on a siding or a passing track and let it sit for long periods of time waiting for a freight train. That is not the way it is supposed to work. The passenger rail, Amtrak, is supposed to have priority. In this bill, we give the Surface Transportation Board the ability to take a look and see if the freight railroads are discriminating against Amtrak in terms of service and whether damages should be awarded.

Finally, after all of these years, we put some teeth into the enforcement of a law that has been on the books for a long time saying that the freight railroads have to work to give the passenger rails this kind of opportunity. This is an important piece of legislation, long overdue. It has been held up for so many years, and it is so important that we do it now.

We believe, as I think most Americans do, that high-speed rail is part of our future. It is not just a nostalgic view of the past with passenger trains; it is part of our future as well.

This bill has important investments in Amtrak, important improvements when it comes to rail safety.

One of the provisions in this bill will require, over time, that they put on the engines of trains what they call positive train control. What that means is we would have avoided the accident in Los Angeles that killed people recently. When a train would ap-

proach a red light, the engineer would have to give a positive force to change the train or it would automatically shut down and slow down. So it really creates a safety measure that could have saved lives in California and will save lives across America if it is instituted. That and several other things here will make a big difference in passenger service.

I hope this bill gets a strong bipartisan rollcall of support. I know there are Republicans who feel strongly, as I do, that this is an important step forward for the 21st century for passenger service on trains for Americans and that Amtrak is part of America's future.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from New Mexico.

Mr. DOMENICI. I know we don't have a lot of time, so I will try, if it is all right, to ask for 5 minutes. Is somebody controlling our time here?

The ACTING PRESIDENT pro tempore. Without objection, the Senator is recognized.

## ECONOMIC BAILOUT

Mr. DOMENICI. Let me thank the distinguished Senator from Tennessee, LAMAR ALEXANDER, for his eloquent remarks here this morning. I would say to anyone who wants to try to understand the situation we are in, in terms that everybody can see and feel, they ought to read his speech.

I also thank him because he used a metaphor I developed with some of my staff to try to explain this, and he has added to it and amplified it. He has taken the idea that we came up with in my office—I asked my staff to sit down with me and talk, and the only thing we could think of about the clogging of this passageway was a word that didn't sound as though it was a very good word to use, which was "constipation." I said: Could we not think of some metaphor that is better than that?

After 20 minutes or so, the idea came forth of a superhighway, with four or six lanes loaded with cars traveling at full speed, 65, 70 miles an hour, and then there was a crash that took all lanes and stopped all of them and the cars piled up for miles back.

As the good Senator from Tennessee, a wonderful friend of mine, has gone on from that simple beginning I just described to analogize the entire problem we have, that accident where—these cars that are all cracked up are the toxic assets we are buying. They are toxic because they are all broken down, they are not worth anything anymore, and we are going to buy them. That is why we are setting up this rescue fund. When we buy them, eventually get them, all of the cars will be loosened from that long 20, 30 miles that they are blocked by this accident, which is the toxic assets, but it is really the cars stopping movement. And then he went on to explain what all those cars were, because so many people think

this is Wall Street. This rescue plan is not Wall Street. Some of the large institutions that hold this paper that is clogging the highway, some of them are in New York, but we read today that some of them are in Europe. So we should understand that it is where the money moves, where the money comes from, and as it moves out into our country, to the hinterland, that is where the problem is because these assets, these cars that end up in a wreck, these toxic assets, were purchased by banks and institutions all over the country and all over the world, apparently. Some countries bought a lot of them, from what is coming out now, and their banks are having the same kinds of problems thousands of miles away from the United States.

So we are going to be called upon as Senators to decide whether we want to rescue this American financial system which was the greatest delivery system for money that the world has ever seen. The reason we live in such high prosperity with so many material things of wealth, so much wealth that is material, from the number of houses—you might own two of them—from cars to appliances to everything that is there, it is financing; it is the financial system that is so magnificent in America that permits all of that to happen. And it is breaking down. We better rescue it if we can or look what we will be saying to our people: We are unable, in the worst kind of crisis as it pertains to the material wealth of our country, with that breaking down in front of our eyes, so that as my friend the Senator from Tennessee said, the things we want to have—will not be available. In essence, we will be a country that is bankrupt. You do not know where the money will be, you do not know what notes and instruments will be valid, you do not know who will deliver money to whom, and you will have a literal fiscal mess, a literal financial money mess.

Fix it or be charged with letting it break down. Vote for this and fix it. Do the rescue plan or walk out of here as a Senator who can claim no victory, can claim they didn't see fit—

The ACTING PRESIDENT pro tempore. The Senator's 5 minutes has expired.

Mr. DOMENICI. I ask unanimous consent for 1 additional minute.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. DOMENICI. That they didn't see fit to lend their vote to a rescue plan of this type. And I believe, no matter how much guff you are getting from your constituents, no matter how much they are talking to you on the phone and in letters and other ways, you have to explain it to them right and then you have to vote what is right for the United States. That is why we are here.

Now, some will say: It is easy for you, DOMENICI; you are leaving the Senate after 36 years. But I hope that I could tell you that in my mind, I can

carry back and say: I have only been here 12 years and I am still going to stay here, and I would vote this way if I were a Senator who had to go back and try to run again. It is unequivocal that my responsibility is to produce a rescue plan, and I hope the House passes it soon, and I hope our majority leader sees fit to call it up soon—sooner rather than later. With each day, more damage is being done here and around the world.

I think we are lucky to have two good people managing the affairs of the United States, and I want to close on that note. We could certainly have had leaders in the Treasury and in the Federal Reserve who were not as good as ours on this subject, and that is helpful because most of us who are studying this can go back to our offices and then talk to our families and our constituents and say: We are understanding it, and we think we are being dealt the right information and a good plan.

With that, I once again thank Senator LAMAR ALEXANDER, my good friend, for his excellent speech this morning. I say to anybody who wants to understand it, read it—to understand our problem, read it. I thank him for using a little bit of my thinking in his speech. Once again, thank you.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Connecticut.

#### TRIBUTE TO SENATORS

Mr. LIEBERMAN. Mr. President, while the Senator from New Mexico is on the floor, I want to, one, thank him for his characteristically lucid and honorable put-the-national-interest first statement and also to say that I gather, this afternoon, colleagues will be coming to the floor to pay tribute to some who are not running again, as Senator DOMENICI is not running. I have to go to Connecticut to join my family for a celebration of Rosh Hashanah right after the vote, so I wish to take this moment to thank Senator DOMENICI for his extraordinary service and to say to him what an honor and a pleasure it has been. Sometimes it is an honor to work with some people but not a pleasure; sometimes it is a pleasure and not an honor. With you, it has been both.

You just spoke to our responsibility to our country in this economic crisis, and you spoke from your inner characteristically American core of optimism, that we have the best financial system in the world and we have every reason to be optimistic, but we are really in a crisis. To me, that is the kind of service you have given our country. And you are a characteristic American story because your family does not go back to the Mayflower, as we used to say in my family, like yours. Your family came from Italy to this country, and they gave you a love for this country, a confidence that if you worked hard and used the abilities God gave you, there was no limit to how far you could go.

Like so many others, you have served your country with extraordinary honor and effect across a wide range of subject areas. I think particularly of the great work you have done in trying to regularize and make orderly and efficient and responsible our budget process; from that kind of nuts-and-bolts dollars-and-cents to the passionate advocacy you have given for equal treatment in our insurance system for those who need assistance from our medical system for mental illness, to treat mental illness exactly as physical illness.

So, Senator DOMENICI, it has been an honor to serve with you. If I may get a little ethnic, which you and I usually do, I would say, in leaving the Senate this year, you are following in the footsteps of another great Italian-American hero whom I grew up admiring in a different field of endeavor, Rocky Marciano. Remember, Rocky retired undefeated, and you are too.

Mr. DOMENICI. It has always been a pleasure working with you and being with you, and I wish you the very best. I know you are heavily involved in another kind of campaign and you are doing something very difficult, and I know you must go through difficult times even though you are enthusiastic about what you are doing. That must be difficult because it is, in fact, very different, and you choose these situations and you handle them well.

I compliment you, wish you the very best, and hope after the Presidential election, whatever happens, you come back and have a very good life in the Senate.

Mr. LIEBERMAN. I thank my friend.

I offer thanks and best wishes to other colleagues who are leaving—Senators ALLARD, HAGEL, and CRAIG.

I particularly wish to say a word about a colleague of the occupant of the chair, Senator WARNER of Virginia. Senator WEBB was kind enough to ask me to join him in a tribute to JOHN WARNER, and I wish to say a few words about him because our lives have intersected so much in service here.

I begin by quoting another great Virginian, Thomas Jefferson, who, when he arrived in Paris as U.S. Minister to France—what we would now call an Ambassador—presented himself to the French Minister of Foreign Affairs. The French Minister of Foreign Affairs asked Jefferson, because he was replacing Benjamin Franklin:

Do you replace Monsieur Franklin?

Jefferson replied:

I succeed him. No one can replace him.

I would say of another great Virginian, JOHN WARNER, that no one can replace JOHN WARNER. He is a Senator's Senator, a patriot, a true servant of our country and of his beloved State, the Commonwealth of Virginia, all of which will be forever grateful for his lifetime of service and dedication.

Senator WARNER began his service to our country at the age of 17. Let me say, generally, without revealing his