

SEYBOURN H. LYNNE FEDERAL COURTHOUSE

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DECEMBER 18 (legislative day, DECEMBER 15), 1995.—Referred to the House  
Calendar and ordered to be printed

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Mr. SHUSTER, from the Committee on Transportation and  
Infrastructure, submitted the following

R E P O R T

[To accompany S. 369]

The Committee on Transportation and Infrastructure, to whom was referred the Act (S. 369) to designate the Federal Courthouse in Decatur, Alabama, as the “Seybourn H. Lynne Federal Courthouse”, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the Act do pass.

Judge Lynne is the country’s longest-serving Federal judge. He has served on the United States District Court for the Northern District of Alabama for forty-nine years.

Judge Lynne was born in Decatur, Alabama, in 1908. He earned his bachelor’s degree from the Alabama Polytechnic Institute, now known as Auburn University, and his law degree from the University of Alabama in Tuscaloosa, in 1930.

Judge Lynne was first elected to serve on the bench in 1934, as the judge of Morgan County. He later served on the Eighth Judicial Circuit Court of Alabama until stepping down in 1942 to volunteer for service in the United States military.

In 1946, Senators Lister Hill and John Bankhead recommended Judge Lynne for appointment to the United States District Court. He was selected for the post by President Harry S. Truman. Judge Lynne became chief judge of the Federal court in 1953, and senior judge in 1973.

Judge Lynne is known and respected for his wisdom, integrity and perseverance. The growth and success of this district are due in part to his ability to mediate and reconcile competing interests. Even as a senior member, he continues to work long hours to carry out the court’s enormous caseload in a timely and efficient manner.

S. 369 is a fitting tribute to a man who has dedicated so many years of tireless work to the State of Alabama and the Federal courts. The Seybourn Lynne Federal Courthouse will serve as a permanent reminder of his legacy of service, for future generations.

COMPLIANCE WITH RULE XI

With respect to the requirements of clause 2(l)(3) of rule XI of the Rules of the House of Representatives:

(1) The Committee held hearings on this legislation on December 7, 1995.

(2) The requirements of section 308(a)(1) of the Congressional Budget Act of 1974 are not applicable to this legislation since it does not provide new budget authority or new or increased tax expenditures.

(3) The Committee has received no report from the Committee on Government Reform and Oversight of oversight findings and recommendations arrived at under clause 4(C)(2) of rule X of the Rules of the House of Representatives.

INFLATIONARY IMPACT STATEMENT

Under clause (2)(l)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of S. 369 will have no significant inflationary impact on prices and costs in the operation of the national economy.

COST OF LEGISLATION

Clause 7(a) of rule XIII of the Rules of the House of Representatives requires a statement of the estimated cost to the United States which will be incurred in carrying out S. 369, as reported, in fiscal year 1996, and each of the following five years. Implementation of this legislation is not expected to result in any increased costs to the United States.

COMMITTEE ACTION AND VOTE

In compliance with clause (2)(l)(2) (A) and (B) of rule XI of the Rules of the House of Representatives, at a meeting of the Committee on Transportation and Infrastructure on December 14, 1995, a quorum being present, H.R. 369 was unanimously approved by a voice vote and ordered reported.