

and a master's degree in public policy from Georgetown University. In addition, he is a distinguished graduate of the United States Naval War College where he earned a master's degree in National Security and Strategic Studies.

Colonel Reisinger's lifetime of service to the United States Army and to the citizens of our great country is to be highly commended. The Colonel served as a platoon leader and executive officer in the 14th Engineer Battalion from 1994 to 1998. From 2000 to 2002, he was a company commander in the 299th Engineer Battalion at Fort Hood, Texas. Later, from 2012 to 2014, Colonel Reisinger commanded the 84th Engineer Battalion at Schofield Barracks, Hawaii. In addition, he has served as a trainer at the National Training Center in Fort Irwin, California, an action officer for the Joint Staff, Plans and Strategy within the Deputy Directorate for the War on Terrorism, as military transition team chief within an Iraqi infantry battalion, operations officer in the 65th Engineer Battalion and 130th Engineer Brigade, and chief of operations for the 8th Theater Sustainment Command. He also completed two combat deployments to Iraq and one operational deployment in the South Pacific.

For his distinguished service, Colonel Reisinger is the recipient of two Bronze Star Medals, three Meritorious Service Medals, two Joint Service Commendation Medals, two Army Commendation Medals, one Joint Service Achievement Medal, five Army Achievement Medals, a Meritorious Unit Commendation, and multiple Iraq campaign stars.

Colonel Reisinger assumed command of the USACE-Chicago District in 2017. During his time as District Commander in Chicago, his leadership has played an integral role in the agency's accomplishments, most notably in Northwest Indiana. In partnership with local municipalities, the USACE implemented more than \$14 million in stormwater and sanitary sewer infrastructure projects designed to improve water quality throughout the region and ultimately improve the quality of life and place in these communities. Colonel Reisinger's command saw the completion of the Little Calumet River Flood Control and Recreation Project, protecting residents from the devastating effects of flooding and providing the opportunity for increased economic development. Dredging continues within the Indiana Harbor Ship Canal to remove contaminated sediment and to restore its navigable depth, benefitting local industry as the improvements within the canal allow industrial users to increase efficacy in shipping along the Great Lakes.

As our country continues to grapple with the uncertainty and strain of the COVID-19 pandemic, I would be remiss for not praising Colonel Reisinger for his dedicated effort this spring to coordinate the large-scale operation to convert Chicago's McCormick Place Convention Center into an alternative care facility.

Finally, I would like to offer my deep appreciation for his efforts, alongside officials at the Division and HQ, to successfully complete the realignment and expansion of Chicago District in the last few months, ensuring continued mission stability and the long-term partnership between the Corps and our local communities. These projects and others stand testament to Colonel Reisinger's commitment to the USACE's mission to work with its partners to

energize the nation's economy through its civil works projects and to respond to the toughest challenges. I am grateful for his generosity of spirit, his meticulous work ethic, and his dedicated life of service.

Madam Speaker, Colonel Reisinger has selflessly served his country and his fellow Americans, and he has been unwavering in his leadership and commitment to our great country. I respectfully ask that you and my other distinguished colleagues join me in honoring Colonel Aaron W. Reisinger for his exceptional service to the United States and for his outstanding command of the United States Army Corps of Engineers—Chicago District.

IN RECOGNITION OF JOHN "JACK" FRANCIS DWYER (1921–2015) FOR HIS SERVICE AS PART OF THE OFFICE OF STRATEGIC SERVICES (OSS) DURING WWII AS PART OF OPERATION CARPETBAGGER

HON. JAHANA HAYES

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Friday, September 11, 2020

Mrs. HAYES. Madam Speaker, I rise today to recognize the late Sergeant John Francis Dwyer and his service to our country. As a member of the Office of Strategic Services (OSS) during WWII as part of Operation Carpetbagger, Sergeant Dwyer was among the men and women who comprised America's first spy agency, a predecessor to the CIA. On March 21, 2018, Congress bestowed its highest civilian honor upon the group by presenting them with the Congressional Gold Medal.

The archivists of the Air Force Historical Research Agency, the repository of the United States Air Force's official unit histories, have researched their files and found that after enlistment on August 5, 1942, Sergeant John F. Dwyer arrived in England on March 18, 1945 and was subsequently assigned to the 406th Bombardment Squadron at Harrington Air-drome. After theater and aircrew orientation, Sergeant Dwyer and his crew, under the command of Captain Maurice W. Freeman, became operational on May 17, 1945. Captain Freeman and his crew flew eight successful missions between May 17 and June 9. Sergeant Dwyer was honorably discharged on November 10, 1945.

In addition to the dangers from German night fighters and flak, the Carpetbaggers always ran the risk of crashing into hillsides as they made low-level parachute deliveries to the resistance forces waiting below. From January 1944 to May 1945, they completed 1,860 sorties and delivered 20,495 containers and 11,174 packages of vital supplies to the resistance forces in western and northwestern Europe. Overall, more than 1,000 parachutists were dropped into enemy territory.

The OSS Congressional Gold Medal Act states that the group was America's first effort to implement a system of strategic intelligence during World War II and provided the basis for the modern-day American intelligence and special operations communities. At its peak in late 1944, it employed almost 13,000 individuals, a third of whom were women.

The OSS organized, trained, supplied, and fought with resistance organizations through-

out Europe and Asia which played an important role in America's victory during World War II. The OSS invented and employed new technology through its Research and Development Branch, inventing new weapons and revolutionary communications equipment. Its X-2 branch pioneered counterintelligence with the British and established the modern counterintelligence community. The network of contacts built by the OSS with foreign intelligence services led to enduring Cold War alliances. OSS "Mercy Missions" at the end of World War II saved the lives of thousands of Allied prisoners of war.

Present-day Special Operations Forces trace their lineage to the OSS. Its Maritime Unit was a precursor to the U.S. Navy SEALs. The OSS Operational Groups and Jedburghs were forerunners to U.S. Army Special Forces. The 801st/492nd Bombardment Group were progenitors to the Air Force Special Operations Command. The Marines who served in the OSS were predecessors to the Marine Special Operations Command. U.S. Coast Guard personnel were recruited for the Maritime Unit and its Operational Simmer Group. Ultimately, the OSS spawned the Central Intelligence Agency.

Madam Speaker, I ask my colleagues to join me in honoring Sergeant John Francis Dwyer as he rests in peace after such extraordinary service to the United States of America.

CELEBRATING THE CENTENNIAL ANNIVERSARY OF NEW HAVEN'S UNION STATION

HON. ROSA L. DeLAURO

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Friday, September 11, 2020

Ms. DeLAURO. Madam Speaker, it is with my heartfelt congratulations that I rise today to join the Connecticut Department of Transportation and the City of New Haven to celebrate the Centennial Anniversary of our very own Union Station—a remarkable milestone for this community treasure.

Union Station holds a special place in my heart as it has been of my life for many years. Having attended Lauralton Hall in Milford, I was at Union Station every day to catch the train to school. Today, as a Member of Congress, the train is how I commute to work every week. In fact, I would be remiss if I did not extend a special note of gratitude to the Red Caps of Union Station who have helped me with all of my luggage getting to and from the train on numerous occasions—without them I may have missed many trains. Designed by famed architect Cass Gilbert, with its vaulted ceilings and marbled brick, decorated with oblong benches upon which model trains are showcased, Union Station is not only a bustling intermodal center, it is a work of art. And though the original flip-card scheduling board has been replaced with an electronic version, that unique ticking sound of the flip-cards can still be heard throughout the Grand Hall as trains arrive and depart.

Now in its centennial year, Union Station is one of the busiest rail facilities in the State of Connecticut along one of the busiest rail lines in the United States. It serves more than one hundred-twenty-five thousand passengers weekly and more than forty million a year,