

EXTENSIONS OF REMARKS

NATIONAL INSTITUTE FOR
ELECTROMEDICAL EDUCATION
CELEBRATES 13TH ANNIVERSARY

HON. GARY L. ACKERMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 20, 1997

Mr. ACKERMAN. Mr. Speaker, I rise today to join with my constituents of the Fifth Congressional District in extending a most welcome congratulations to the members of the National Institute for Electromedical Education [NIEE] in celebrating its 13th anniversary. Founded in 1984, by Stanley H. Kornhauser, Ph.D., the NIEE has diligently served the Borough of Queens as an advocate and educator of electromedicine and has been most effective as a medium for the exchange of information on advances in new diagnostic and therapeutic devices in all areas of medicine.

Since its founding, the NIEE has been an active source of informational distribution to the field of medicine and has emerged as a major facilitator in establishing training and seminar programs in electromedical education. Its impact has been guided and nurtured by the organization's advisory board. The board's strong interdisciplinary members have distinguished themselves in diverse fields of medical and scientific research significantly impacting on the field of health care.

Therefore, Mr. Speaker, I ask my colleagues to rise in recognizing the National Institute of Electromedical Education, its founder, Stanley H. Kornhauser, Ph.D., its advisory board and membership as leaders in enhancing the level of understanding and knowledge regarding electromedical education, electromedical technology development, and the effective use of electromedical technology throughout our Nation.

ON THE OCCASION OF THE
NATIONAL DAY OF GREECE

SPEECH OF

HON. MICHAEL R. McNULTY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 18, 1997

Mr. McNULTY. Mr. Speaker, in the 1820's, when the Greeks fought for their independence—after 400 years of domination by the Ottoman Empire—they were inspired by the American Revolution.

In an 1821 appeal to the American people, a Greek Commander—Petros Mavromichalis—declared:

Having formed the resolution to live or die for freedom, we are drawn toward you by a just sympathy since it is in your land that liberty has fixed her abode, and by you that she is prized as by our fathers. Hence, honoring her name, we invoke yours at the same time, trusting that in imitating you, we shall imitate our ancestors and be thought

worthy of them if we succeed in resembling you . . . it is for you, citizens of America, to crown this glory.

Greek intellectuals translated our Declaration of Independence and adopted it as their own. And many Americans sailed to Greece to join in the Greek fight for independence.

However, in reality, it is we, the American people, who are indebted to Greece for their great contributions to American democracy.

Thomas Jefferson acknowledged this when he stated:

To the ancient Greeks . . . we are all indebted for the light which led ourselves [American colonists] out of gothic darkness.

American democracy was born in Greece. Two thousand years ago, Pericles declared:

Our Constitution is called a democracy because power is in the hands not of a minority but of the whole people. When it is a question of settling private disputes, everyone is equal before the law . . . And when it is a question of putting one person before another in positions of public responsibility, what counts is not a membership of a particular class, but the actual ability an individual possesses.

It was to preserve our mutual way of life that Greece stood shoulder to shoulder with the United States in every major international conflict in the 20th century.

We owe so much to Hellenic civilization, to the people of Greece and to the Greek American community for their contributions to virtually all aspects of American life.

In a broad sense, as the English poet Percy Bysshe Shelley put it:

We are all Greeks! Our laws, our literature, our religion, our art, have their roots in Greece.

To the people of Greece and to the Greek American Community, I extend heartiest congratulations on the national birthday of this great nation.

PUTTING AMTRAK BACK ON
TRACK

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 20, 1997

Mr. WOLF. Mr. Speaker, in 1971, the National Railroad Passenger Corporation—Amtrak—began operations, taking over intercity passenger rail service from freight railroads. The freight railroads were eager to get out of the passenger rail service which had been unprofitable for many years. So eager in fact, that these freight railroads even donated equipment and provided financial assistance to help launch Amtrak. The Federal Government agreed to assist Amtrak in starting intercity passenger rail service and provide financial help.

Amtrak currently provides almost 20 million intercity rail passenger trips per year in 45 States. While this sounds like an impressive number, these trips constitute less than 1 per-

cent of all intercity travel in the United States. Automobiles account for the bulk of intercity travel, about 80 percent. Another 17 percent of travel between cities is on commercial or private aircraft. Even intercity buses provide more service—and have quadruple the ridership—than Amtrak.

How much assistance has the Federal Government provided to Amtrak for its 1 percent market share? Since 1971 and through fiscal year 1997, the Federal Government has provided over \$19 billion for Amtrak operating and capital expenses. That's \$19 billion to help this fledgling corporation take over intercity passenger rail service from the freight railroads and provide less than 1 percent of all intercity travel. What have we gotten for our money? Far too little, I'm afraid.

Despite this massive infusion of Federal dollars, Amtrak route miles have increased a mere 1,000 miles since 1971. Moreover, Amtrak has had an operating loss each and every year since it began in 1971, before paying to buy or maintain equipment. None, not a single one, of Amtrak's routes are profitable when equipment costs are included. And the outlook for the future is equally bleak.

The fiscal year 1996 budget resolution approved by Congress assumes a phaseout of Amtrak operating assistance by the year 2002. However, Amtrak is ill-prepared to operate without Federal assistance. In fact, according to the General Accounting Office, Amtrak needs increased operating assistance—above current levels—rather than decreased funding. In addition, \$4 billion is needed to replace worn out equipment. On top of the needed operating assistance, on top of the needed equipment assistance, Federal dollars will be needed to repair deteriorating track and signal equipment along the Northeast corridor.

As I mentioned previously, none of Amtrak's routes are profitable, when equipment costs are included. Amtrak's Northeast corridor—the 450 mile route between Boston and Washington, DC—which accounts for about half of the 20 million intercity trips, covers only about 65 percent of its operating and equipment costs. Other routes cover much less, on average, just about 50 percent of the operating and equipment costs.

In 1994, the GAO set off alarm bells about Amtrak's future. In its testimony to Congress, GAO warned that Amtrak's financial condition had deteriorated so significantly, that its projected future costs made recovery difficult. Since then, GAO has continued to warn of Amtrak's precarious financial position. Despite these dire predictions, over the past 2 years, Congress and the administration have indicated that if Amtrak is going to survive, it cannot be dependent upon Federal operating subsidies beyond the turn of the century.

How can we reconcile Amtrak's enormous Federal assistance needs with the congressional mandate to eliminate its operating subsidies? How do we respond to the growing demands for capital assistance in the face of budgetary constraints.

Quite honestly, I don't know. Amtrak remains heavily dependent on Federal support

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