

On December 24, 1991, Governor Robert Casey appointed Charles President Judge of the Philadelphia Traffic Court. Charles became the first African-American President Judge to serve in either the Traffic Court or the Commonwealth of Pennsylvania. Prior to this appointment, he had served as an elected Traffic Court judge since 1982.

Early in his tenure, President Judge Cuffeld established goals to improve the Court's productivity, increase public accessibility, and foster public respect for the law. Most would agree that great strides were achieved in each of these areas. For instance, President Judge Cuffeld modernized the Court's operations. Internal communication was enhanced through technological improvements. A clear chain of command was established for the Traffic Court departments. Supervisors were educated on personnel regulations. Several departments were reorganized, and employees were cross-trained in all departments. Even the judges were sent to annual training and recertification programs. Likewise, the Traffic Court under President Judge Cuffeld developed working relationships with other law enforcement agencies, interdepartmental units, and the local media. Other initiatives made Traffic Court more accessible. Expanded payment operations, night court, motion court, and outreach court, in which surrounding neighborhood police stations hosted Traffic Court, were among these important programs. Finally, President Judge Cuffeld strengthened traffic law enforcement programs. In fact, some initiatives have been so successful that Canadian and other foreign officials have expressed interest in duplicating them.

Beyond his judicial service, Charles has participated in many community-oriented organizations. He has served on the Mayor's Office of Community Services Advisory Board and the Boy Scouts Unity District Council. Currently, Charles is a member of the Salvation Army Advisory Board and a Director of Concerned Black Men, Inc. I am also very proud to note that Charles serves on my own Military Academy Review Board.

An even more revealing testament of Charles' commitment to public service is the fact that organizations across the political and ideological spectrum have honored him. Both the V.F.W. and the N.A.A.C.P. named him Man of the Year. For outstanding community service, he received a Congressional Certificate of Merit. He is a two-time recipient of the Governor of the Commonwealth of Pennsylvania Highway Safety Award. WCAU-TV Channel 10 presented him the Spirit of Philadelphia News Award. He has received a Certificate of Appreciation from the Philadelphia Police Department. Finally, Charles has also been honored with the North Philadelphia Youth Investment Award.

In closing, Mr. President, Charles Cuffeld set a new standard for the

Philadelphia Traffic Court. He worked to raise awareness of the law, to enforce the law, and to bring justice to the people. During his tenure as President Judge, Charles bought the same passion for the law to his work as an administrator. He skillfully modernized the court, handled personnel matters, ensured his judges kept up to date on legal developments, and improved communication operations. Equally important is the care and compassion he has shown for the community. Charles is the product of hard work, focused determination, and a strong sense of civic responsibility. He is a fine role model for those who have been fortunate enough to know him. As President Judge Charles Cuffeld retires from public life, I ask my colleagues to join me in extending the Senate's best wishes to him and his family.●

TOUGH, SMART WOMEN WORKING TO BETTER IRAN

Mr. LEAHY. Mr. President, it has been almost twenty years since the overthrow of the Shah of Iran and the year-long ordeal of the American hostages in Tehran. The U.S. swiftly responded to those incidents by isolating Iran diplomatically, militarily, and economically. Today our policy of isolation continues.

The U.S. has legitimate, serious concerns about the Iranian Government's support for international terrorism, its efforts to undermine the Arab-Israeli peace process, and its acquisition of weapons of mass destruction. We must continue to vigorously pressure Iran to modify its conduct in each of these areas.

However, rather than adhere blindly to all aspects of a policy that was conceived in response to events in 1979, it is time to reevaluate our relationship with Iran and its people and consider the advantages that might result from a more open dialogue.

Too often our antagonism toward Iran obscures the fact that many Iranian citizens desire better relations with the United States. On January 7, 1998 Iranian President Mohammad Khatemi said in an interview with CNN that he wanted people-to-people exchanges to "crack the wall of mistrust" between the United States and Iran. A December 10, 1997 article in the "International Herald Tribune" by Ms. Catherine O'Neill, who recently visited Iran on behalf of UNICEF, entitled, "Tough, Smart Women, Working to Better Iran," illustrates that there are many similarities between us and the Iranian people and that citizens of both countries could benefit from the regular sharing of ideas and academic and professional advances if only the opportunity were there.

Mr. President, I ask that excerpts from Ms. O'Neill's article be printed in the RECORD.

The excerpts follow:

[From the Herald Tribune, Dec. 10, 1997]
TOUGH, SMART WOMEN, WORKING TO BETTER IRAN

(By Catherine O'Neill)

TEHRAN.—Somehow I had always felt that women who adopted the chador had shut me out. That black cloak seemed a way of saying: "Don't approach! My values are different."

A recent visit to Iran has proved how wrong I was. It also has taught me something about not imposing my values on tough, smart women who are working to make changes in their country.

At the invitation of Unicef, I went to Tehran to attend a conference on the UN Convention on the Rights of the Child. The conference was organized by a group of Iranian women who want to change some of Iran's laws affecting children and women.

Almost no non-Iranians were present in the hotel ballroom as several hundred chador-clad women, and some men, discussed, debated and criticized aspects of Iran's laws.

One speaker criticized Iranian companies that profit from cheap child labor.

Another talked about the illogic of a 30-year-old woman professor's being unable to choose a spouse without the approval of a father or grandfather—while a 15-year-old boy needs no approval to get married.

Speakers noted Iran's effective village health care programs, universal immunization for children and the high percentage of girls and boys attending school.

But the speakers wanted more for Iran's children and women.

During breaks, women approached me to talk. They were doctors, lawyers, teachers, psychologists, professors, child education experts and mothers. We cared about the same things: drug abuse among young people, child custody issues, child abuse, juvenile delinquency, homeless children, foster care and child labor.

My experiences in Iran should not be so rare for Americans. A new generation has arrived and almost two decades have passed since the hostage crisis of 1979-80. The United States is the only major power with no contact with Iran. But the Iranian people have given a signal: They voted in a new president against the recommendations of their religious leaders.

It's time for us in the United States to reach out to the 70 million children, men and women in Iran, who, I've found, have much in common with us.●

NATIONAL RADIO MONTH

● Mr. GRAMS. Mr. President, I rise today to recognize the role of the radio broadcasting community in my home state of Minnesota. I cannot think of a more appropriate time to reflect upon how radio affects our daily lives than during "National Radio Month."

This year marks the 78th anniversary of radio in the United States. Throughout this time, radio has become an influential medium in the lives of most Americans. Today, there are over 12,200 radios in the U.S. According to the Radio Advertising Bureau, people listen to radio an average of 3 hours and 12 minutes on weekdays, and 4 hours and 42 minutes on weekends. Four out of five motorists are listening to the radio while driving, and 61.7 percent are tuned into radio during TV's prime-time hours.

As a former broadcaster, I certainly understand the extraordinary influence

and unselfish nature of radio. Radio broadcasts serve a variety of purposes. Radio communicates with listeners during time of emergency, informs them of noteworthy community events such as fundraising drives, educates them about developing stories and current events, entertains during long drives across our states, and serves as a calming influence during the most trying times in our lives. Finally, radio plays a key role in preserving our vibrant democracy by encouraging their audiences to vote, and running special segments about candidates and their platforms.

The public affairs activities of Minnesota's radio stations have been underscored by a recent Minnesota Broadcasters Association survey of radio executives in which 50 percent of radio stations responded. First, 95 percent of radio stations have helped charities, charitable causes or needy individuals through fundraising and other types of support. Second, radio stations run a median of 100 public service announcements each week, highlighting issues such as flood and disaster relief efforts, AIDS awareness, safety campaigns, drunk driving, and drug and crime education programs. Finally, 71 percent of radio stations aired a local political affairs program or segment dealing with the 1996 elections.

Mr. President, there are 242 radio stations in Minnesota. Each of these stations has made unique and vital contributions toward serving their communities and interacting with listeners. I am proud to say that in some instances, these efforts have been recognized by the Minnesota Broadcasters Association through their "Media Best Awards" and by the National Association of Broadcasters (NAB) annual "Crystal Radio Awards."

The "Crystal Radio Awards" have been issued by NAB since 1987 to shine the national spotlight on those radio stations that have demonstrated a year-round commitment to providing responsive, individual service to the cities, counties and towns they serve. I am pleased to note that since 1989, Minnesota radio stations have received this great honor on eleven different occasions. These stations are WJON-AM in St. Cloud, KBHP-FM in Bedmidji (twice), KSJN-FM in St. Paul, WWTC-AM, WCCO-AM, KQRS-FM/AM in Minneapolis (twice), KCUE-AM in Red Wing, KWOA-AM in Worthington, and WLTE-FM in Minneapolis.

The Minnesota Broadcasters Association recently recognized public service announcements broadcast by KAUS and KDWB, the "Flood of '97" community service program by KDMA/KMGM, and MNN Radio Networks hard news coverage during this past years' floods which disrupted the lives of hundreds of thousands of Minnesotans. And for those fans who have agonized over a potential departure of our beloved Twins, WMNN provided an important venue for people to voice their opinions through the station's "Twins Stadium Open Forum."

Additional past noteworthy accomplishments include efforts by WJON-AM and its two sister stations in St. Cloud to raise money to buy bullet-proof vests for the police departments. Its goal was \$50,000, but ultimately raised \$75,000. And stations 92 KQRS-FM and 93.7 KEGE-FM in Minneapolis have worked with Minnesota Job Services to set up a free interactive telephone hotline to connect employers with qualified applicants. Amazingly, this service registers 10,000 calls each month. Last year, Minnesota radio and television stations raised \$1.6 million for flood relief efforts and produced a video titled "Beyond the Flood" donating the profits to flood victims.

Through disaster relief efforts, holiday safety initiatives, fund-raising drives, school announcements, and weather emergencies, Minnesota radio broadcasters have demonstrated their commitment and dedication to public service. I am proud of the leadership shown by each of these stations, and am pleased to have shared their accomplishments with the Senate.●

UNIVERSITY OF SOUTH DAKOTA MEN'S CROSS COUNTRY TEAM WINS NATIONAL CHAMPIONSHIP

● Mr. JOHNSON. Mr. President, I want to take this opportunity today to recognize an extraordinary group of young athletes from my alma mater, the University of South Dakota. The University of South Dakota Men's Cross Country Team recently won the 1997 NCAA Division II Men's Cross Country Championship held on Saturday, November 22, 1997 in Kenosha, Wisconsin. This victory was accomplished against a talented nation-wide field of competition and was the second national athletic championship ever won by USD athletes.

All the time, effort, and dedication these talented student athletes put into this winning season reaped great rewards for the team and USD. This honor is a result of a great team effort along with individual commitment, talent, and perseverance.

I would also like to commend head coach Scott Munsen for providing outstanding leadership to the USD men's cross country team during the last four years.

The State of South Dakota has much to be proud of. I want to again congratulate all of our fine young athletes and the University of South Dakota on this great accomplishment.●

TRIBUTE TO PAUL HOLLOWAY ON BECOMING PRESIDENT OF THE NATIONAL AUTOMOBILE DEALERS ASSOCIATION

● Mr. SMITH of New Hampshire. Mr. President, I rise today to congratulate Paul Holloway, a distinguished individual and good friend, on being selected to become the President of the National Automobile Dealers Association (NADA). As a friend of Paul's for

over a decade, I commend his outstanding achievement and compliment him on this well-deserved honor.

Paul will be the first New Hampshire automobile dealer to serve as President of NADA. This is a great honor not only for Paul, but for the Granite State. It is Paul's strong work ethic and Yankee ingenuity that have catapulted he and his wife, Anna Grace, from the first Buick-Pontiac dealership they bought in 1967 to the five dealerships they have today.

Paul's strong drive and spirit was exhibited forty years ago when Paul passed up a career in professional football to finish his bachelor of science degree in business at Temple University in Philadelphia. Paul was drafted as a linebacker by several teams, but instead decided to pursue his career in the automobile industry. New Hampshire is fortunate that he made the choice he did.

I am certain Anna Grace, along with their children Scott and Debra, are as proud of Paul's achievements as are his friends and colleagues in New Hampshire. Paul's commitment and dedication to excellence will benefit the members of NADA as much as it has the people of New England. Paul Holloway will be a vibrant and effective leader for NADA.

Congratulations, Paul, on this outstanding recognition by your colleagues in the industry. I know you will meet this new challenge with honor and distinction. I am proud to represent you in the U.S. Senate and proud to call you a friend.●

Y2K, THE FAA, AND INFRASTRUCTURE IN THE UNITED STATES

● Mr. MOYNIHAN. Mr. President, today's New York Times has confirmed what many on the forefront of fixing the Year 2000 Computer Problem have already learned. Namely, that the problem is not just a programming glitch within software (programs run on the computer), but a larger crisis of identifying and renovating hardware (the computer itself).

As the Times story relates: "The problem was first thought to be a programming glitch. But as the F.A.A. is demonstrating, the line between hardware and software is not so clear, because of computer instructions, called micro-code, that are built in and are more basic than the programs the computer runs. In some instances, the answer may be the wholesale replacement of computers that might otherwise have run for years. Early indications are that many airlines will also throw out numerous computers."

Like many private sector businesses, the FAA is finding that it may have to replace the interrelated computer systems themselves—in this case, systems that provide for the safety of air flight in America. While some programmers at the FAA believe the systems can be debugged without replacing them, the company which built the hardware,