

on the line to save two Concordia, Missouri, boys' lives.

Recently, Admiral Thompson made the difference between life and death for two Lafayette County 10-year-old boys during a driving rain storm. Cameron Holsten and Gregory Kueck were playing in a ditch near downtown Concordia, with Cameron's twin brother, Kendall, when they were swept into a storm sewer by floodwaters. Working at a nearby drive-in restaurant, Thompson had no idea he was about to risk his life to save two others.

Shortly after 5:30 p.m. on a Sunday evening, word came that the young boys were trapped in the raging waters in the storm drain below the restaurant. Without a second's thought, Thompson sprang into action and headed for the drain. He waded into the waist-deep pool in front of the drain gate, but was eventually forced to jump into the fast moving current.

Thompson located the boys approximately 50 to 75 feet inside the tunnel. While their feet and legs dangled in the current, the boys hung on to small, wire-like rebar strap protruding from the wall of the tunnel. Thompson then made the decision to assist these young boys, and with the help of Concordia fire and rescue teams, he successfully brought Cameron and Gregory to safety one at a time.

Mr. Speaker, Rear Admiral Stanton Thompson (USNR) is a true hero. I am sure that the members of the House will join me in paying tribute to this outstanding American who risked his life to save two young Missourians from drowning.

TRIBUTE TO CARNEY CAMPION,
GENERAL MANAGER OF THE
GOLDEN GATE BRIDGE, HIGH-
WAY AND TRANSPORTATION DIS-
TRICT

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 1998

Mr. OBERSTAR. Mr. Speaker, I rise today to pay tribute to Mr. Carney J. Campion on the occasion of his retirement as General Manager of one of our Nation's most revered historic landmarks, the Golden Gate Bridge. For more than two decades, Mr. Campion has been admired for his effective leadership in managing the Bridge, the Bridge District's bus and ferry services, and in navigating the political waters connected with running such an important transportation enterprise. He will long be remembered as one of the most effective general managers in the history of the Golden Gate Bridge, Highway and Transportation District.

During an illustrious career, Mr. Campion was instrumental in advancing numerous projects of critical importance to the District. He successfully guided to completion the re-decking of the Bridge in 1986, purchased and preserved for future transportation use an abandoned Northwestern Pacific Railroad right-of-way, and implemented a public safety patrol and installed crisis communication phones to respond to emergencies on the Bridge. He reorganized the District departments to improve environmental health and safety management, and assured the District public transit system attained full compliance

with the Americans With Disabilities Act. Under his leadership, the District obtained federal funding for the seismic retrofit of the Bridge, deployed new capacity transit coaches on long haul trips from Sonoma County, and purchased a new high-speed catamaran placed in ferry service in 1998.

Perhaps District Board Member Ginny Simms said it best in a recent issue of the Metropolitan Transportation Commission's Transactions report: "I don't know of anyone . . . who can state they took a bridge and turned it into a bus and ferry line. That really says something about . . . Carney's ability to look into the future and say, 'Why not?'"

Mr. Speaker, I am pleased to recognize Mr. Campion for his steadfast commitment to excellence over such a long and distinguished career. We sincerely appreciate his 23 years of dedicated public service with the Bridge District and extend to him our best wishes for an active and enjoyable retirement.

TRIBUTE TO RUTH LUBIC

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 1998

Mr. RANGEL. Mr. Speaker, I rise today to pay tribute to a woman whose commitment and unselfish devotion, has helped countless women and their children have a better life as well as a more promising outlook to the future. The woman with a heart of gold of whom I speak is Ruth Lubic.

Ruth Lubic, who until recently made her home on Manhattan's Upper West Side, is a nurse-midwife who has come to the nation's capitol with a vision of opening a birthing center in one of the District's poorest neighborhoods. Her need, her aspiration of personally doing something about the city's high infant mortality rate, is evident in her drive, her tenacity, and in her faith in humanity.

Allow me to share with you this article about Ruth which recently appeared in The Washington Post. It's a heartwarming story which speaks of how Ruth is truly "fulfilling a dream."

[From the Washington Post, Sept. 30, 1998]

A BATTLE WON, A CENTER BORN
NURSE-MIDWIFE TO OPEN BIRTHING FACILITY
FOR D.C.'S POOR
(By Cindy Loose)

To explain how she came at age 71 to be opening a birthing center in a poor District neighborhood, Ruth Lubic first has to tell about the things that have been bothering her for decades.

The sickly babies she saw in tenement houses during a nurse-midwife career that began in 1961. The child sitting on the floor of a Mississippi sharecropper's cabin, covered with flies, her hair reddened by malnutrition.

That visit to Mississippi was 30 years ago, but Lubic chokes on her words and actually cries when she quotes the state health official who told her not to worry so much, that "some Negroes got red hair."

When the phone call came five years ago telling her she'd won a MacArthur "genius grant," she knew right away what she would do. She would come to the nation's capital and build a model of infant mortality prevention.

Never mind that she was a white-haired grandmother from New York City, a carpet-

bagger without a building, or millions to run such an operation, or staff, or permits, or city connections. She did have her MacArthur grant of \$75,000 a year for five years; she had the power of her convictions.

And she's actually pulling it off.

This month, the new nonprofit she formed began a \$1.2 million renovation of an empty supermarket donated by John Hechinger Sr. and her family partnership. The D.C. Developing Families Center will open on Benning Road NE, across from the Hechinger Mall, in early spring.

For the price of a hospital delivery, she and her partners can deliver a baby, offer a wealth of services to the mother and nurture the child for three years.

Although it is a far commute from her life and home on Manhattan's Upper West Side, Washington was an easy choice for Lubic. The city's infant mortality rate of 14.4 per 1,000—double the national average—"has always been on my professional conscience," Lubic said. Besides a center here would be only a cab ride away from policymakers who might be persuaded to replicate the model nationwide.

At a time of life when even the most driven type-A personalities are slowing down, Lubic took on one of her biggest projects ever. Those who have come into her path describe her as single-minded, forceful. She calls herself a "stubborn old woman."

Asked why she would take on what seemed an impossible task, she answered: "People are used to the idea that Ruth is a little crazy. But I'm the age I am. I've had my career, I've been honored and all that. I have nothing to lose."

Soon after being awarded the MacArthur grant, Lubic quit her job as director of the Maternity Center Association in Manhattan. She and her husband took turns flying between cities for visits. She settled in an apartment in Southwest Washington and launched her assault.

Hechinger still seems amazed that he let Lubic talk him out of the building and 1.2 acres of property—land he had planned to develop. He gave it up only after Lubic had badgered him and his real estate manager, Jim Garabaldi, for three solid years.

"We both told her over and over again it would never, never, ever happen," Garabaldi said. "We explained this was our business entity, that as individuals we give charitable contributions, but this is our business here."

But Lubic quite simply wore them down.

"She can soften you up because she's so intellectually and emotionally sure of the rightness of her cause," Hechinger said. "When she's through with you, you have this guilt feeling. Plus you're shocked at the statistics which prove she's right."

While she was working on Hechinger, Lubic also was banging on doors all over town.

"The women we'll reach have been put down and let down their whole lives," she would say. "The doors of this building are going to be an escape hatch from despair."

She haunted the hallways of the Department of Health and Human Services hoping for a chance encounter with Secretary Donna E. Shalala—a tactic that actually worked.

Through a friend of a friend, she wrangled a meeting with former HHS secretary Louis W. Sullivan. Over breakfast, she turned him into a major fund-raiser who helped her match a \$785,000 grant within a three-month deadline.

She made city contacts from the bottom up. When a taxi driver protested that it was too dangerous to drive her to an evening community meeting in a tough neighborhood, she told him, "If I can go, then you can go, so let's go."

Over the course of the years, people mighty and small fell under the spell of her vision—or in some cases simply gave up trying to thwart her.

As Hechinger put it, "I personally was a victim of her strongest characteristic: tenacity. She's a bulldog who envelops you in the rightness of her cause."

Thick wire cables dangled in the dark, empty shell boarded up with plywood. Glass crackled underfoot as fellow visionary Delores Farr walked a few paces and paused.

"I want you to know I'm standing in my office," she said.

"Your office is closer to that window, isn't it?" Lubic asked, pointing toward a blank concrete wall.

Down there on one end, where the store's dairy section once was located, will be the entrance for pregnant women coming for delivery or pre- or postnatal care. Women needing social services and day care will enter on the other side. High-risk patients will deliver at Howard University Hospital, where nurse-midwives will have admitting privileges.

It's not surprising that Lubic and Farr can visualize in the dark shell a bright center bustling with patients and clients. Both could see it in their minds before they'd even identified a site.

In 1994, a friend told Lubic that she should look up Farr, director of the Healthy Babies Project, a private nonprofit group. Farr and her workers walk the streets of tough neighborhoods. They visit crack houses, liquor stores, beauty shops—anywhere they might find a pregnant woman and persuade her to get prenatal care. They offer parenting classes, counseling, help with obtaining addiction treatment. Lubic's birthing center, Farr agreed, would be a perfect place to relocate.

"Meeting Ruth was like a dream come true," Farr said. "We immediately saw eye to eye on the needs and issues. We've been joined at the hip ever since."

There were so many obstacles—getting a place and raising millions of dollars was just the start. They needed all kinds of permits from D.C. health officials, building officials, zoning officials. They needed assurances of Medicaid reimbursement, legal help, partnership with a hospital.

People told them it would never happen. You can't even get potholes around here fixed, they said. You'll never get a big, complicated project like this rising out of nothing.

But they kept on pushing with the plan. They will get to pregnant women early through the Healthy Babies outreach. The birthing center, Lubic hopes, will give women more control over their pregnancies. And because birthing center deliveries cost 30 to 60 percent less than hospital deliveries, she said, the savings could help fund other services.

Lubic managed to persuade city officials to designate her still-imaginary center as a future welfare-to-work site. Still, they would need day care for the clients for whom they found jobs.

So in 1996, Lubic and Farr met with Travis Hardmon, of the National Child Day Care Association. At that point, the center lived only in their imaginations, but how would he feel, they asked, about organizing child care for infants and toddlers?

"His eyes lit up," Lubic said. "Since then, he's been the answer to a maiden's prayer."

And although Lubic had been told 100 times that she couldn't have the Hechinger property, that didn't stop anybody on the new team.

"Travis brought in Bill Davis, and things then really started coming together," Lubic said.

Davis, a project manager with nonprofit development experience, couldn't get inside

the building, but from outside the chain-link fence, he studied the property and pictured the renovations. And Lubic turned up the heat on Hechinger and Garibaldi.

Initially, the property manager refused even to put her in touch with Hechinger. But she kept coming back, and coming back. "One day, somehow, she got me to see her vision," Geribaldi said. He began to lobby members of Hechinger Enterprises, the family partnership, as did Lubic's new friends.

"Things were constantly cropping up where I'd say, 'Oh no, Ruth Lubic again,'" Hechinger said. "Donna Shalala called and said, 'I'm really not in a position to tell you what to do with your property, but this is a tremendous thing Ruth Lubic is up to.'"

While the Hechinger family considered various proposals at quarterly meetings, Lubic handed planning grants from two national foundations and an anonymous donor.

The first big breakthrough came about a year ago when city officials discovered that millions in unspent grants were about to revert to the federal government unless quickly allocated.

"We ran like crazy" to put together a proposal, Lubic said. The city awarded \$785,000 on the condition that the money be matched within a few months—a seemingly impossible goal. But Sullivan, the former HHS secretary, soon became the second answer to a maiden's prayer.

Sullivan now president of the Morehouse School of Medicine, had agreed to a friend's request to meet with Lubic. "I was immediately impressed and began introducing her to people I know," he said.

He contacted a friend at Bristol-Myers Squibb Co., Dick Thompson, who secured a donation from his company. Thompson then got his friends at other drug companies to arrange corporate donations.

Sullivan said a lawyer friend set up a meeting for him with Katharine Graham, chairman of the executive committee of The Washington Post Co. Two foundations set up in honor of her parents and husband donated a total of \$100,000. Lubic's former employer in New York kicked in another \$100,000, law firms helped and the match was made.

Sullivan is still working on the case. "A few days ago on Martha's Vineyard, I ran into a few people and asked for their help. [Del.] Eleanor Holmes Norton, for one, indicated she'd follow up."

A \$1.2 million grant awarded last month by the Robert Wood Johnson Foundation will help with operating costs. The building donated by the Hechinger family came with a contingency clause—that Lubic would run the center for at least three years.

"I laughed when I heard the condition and answered, 'God willing, Lubic said.

Her son, Douglas, a New York lawyer said Hechinger can count on Lubic to persevere.

"The day she stops working for what she believes is right," he said. "will be the day she dies."

U.S. PARK POLICE AVIATION UNIT CELEBRATES 25 YEARS OF SERVICE TO OUR NATION'S CAPITAL

HON. CHARLES H. TAYLOR

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 1998

Mr. TAYLOR of North Carolina. Mr. Speaker, last month, the United States Park Police Aviation Unit celebrated its 25th anniversary of service to the nation's capital. We all remember the vivid heroics of the unit in the Air Flor-

ida crash rescue on the Potomac River in 1982, and the valiant effort here at the Capitol earlier this summer. I know all Members will want to join me in congratulating Park Police Chief Robert Langston and the Unit on this important anniversary of service. As the Washington Times puts it "Park Police take to the air in any and all emergencies."

PARK POLICE TAKE TO THE AIR IN ANY AND ALL EMERGENCIES

[By Kristan Trugman]

A 36-year-old man on a motorcycle collides with another motorcycle as the two men swerve to avoid a piece of wood in the road near Crofton. The man slides across Route 450 and is in need of medical help.

Within minutes, the phone rings about 5:20 p.m. Saturday at the U.S. Park Police Aviation Section—called the Eagles Nest—at Anacostia Park.

Sgt. Kevin Duckworth, 36, a pilot, and Officer Doug Bullock, 32, a rescue technician, look at a map, grab their helmets and climb into Eagle 1, a twin-engine helicopter. They head to Crofton to fly the victim to Prince George's Hospital Center in Cheverly.

The helicopter lands in a grassy field at Crofton Middle School and waits about 10 minutes for an ambulance to arrive from the accident scene about 6 miles away. At 5:55 p.m., Sgt. Duckworth lifts the helicopter off the ground; five minutes later, doctors at the hospital are examining the man, who will recover.

The Saturday mission is one of more than 6,000 medical evacuations performed by the helicopter section since 1973.

The section is best known for its rescue of passengers in the January 1982 crash of an Air Florida jet into the 14th Street Bridge and Potomac River.

Most recently, it flew a mortally wounded Special Agent Officer John M. Gibson, 42, to the Washington Hospital Center on July 24 after the shooting at the U.S. Capitol that also killed Officer Jacob J. Chestnut, 58.

While those missions highlighted the aviation unit in the news, its primary role and about half of its work is law-enforcement operations. The officers in the sky patrol assist officers on the ground almost daily.

Since the demise of the Metropolitan Police Department's helicopter branch in 1996, the Park Police has the only law-enforcement aviation unit in Washington. Its main function is to assist the U.S. Park Police, but it also helps medical and law enforcement agencies across the metro area.

At the crew's discretion and depending on the number of hours the helicopters have flown in a month, officers can patrol in the air, usually for about an hour.

"You fly for an hour and you feel you've been through the wringer. It can be fatiguing," says Officer Ronald Galey, 49, who has been a member of the unit since 1977 and a pilot since 1987. A few minutes later, he and Officer Bullock take Eagle 1 up for patrol about 9 p.m. Saturday night.

The helicopter whirls past the U.S. Capitol, the Washington Monument and the Lincoln Memorial, all glowing in the night.

The officers let dispatchers know they are in the air and available for assistance.

"Let's see if we can find an aggressive driver or two," Officer Bullock says.

In the next few minutes, the officers spot aggressive drivers along the Baltimore-Washington Parkway and again on the Capitol Beltway near the American Legion Bridge. The officers shine a spotlight on the drivers, who quickly slow down.

"It lets them know someone is watching them," Officer Bullock says.

The rain and chill in the air Saturday night apparently kept criminals indoors.