

sooner. My hope is it will be in a number of trains before that date, but it should be on all trains by that date. In the situation in California, apparently the engineer may have been text messaging and missed a stop signal, ran the stop signal and ran right into a freight train, killed a lot of people, including him. Had we had this positive train control system in place, all that damage and heartache would have been spared.

Another major provision of this legislation on the rail safety side deals with hours of service. I used to think we flew a lot of hours. I spent a lot of time when I was on Active Duty in the Navy. People who work on trains spend a lot of time operating the trains as well. Currently, they are able to work up to 400 hours per month. Under current law, they are allowed to work up to 400 hundred hours per month compared to about 100 hours for commercial airline pilots. This legislation drops that limit by about a third, down to around 275 hours per month. That is still a lot of hours to work in a month but better than what they had been working with for years.

The last piece I want to mention on rail safety deals with the highway-rail grade crossing. This is a case where you don't have a rail overpass or a road going under a railroad bridge but a situation where you have the rail and the highway meeting at the same level. This legislation requires the 10 States with the most highway-rail grade crossing collisions to develop plans to address the problem within a year of enactment. It also requires each railroad to submit information to an inventory of highway-rail crossings, including information about warning devices and signage.

In short, this legislation is going to save lives. It is going to save money. It is going to provide a much better situation for people who are running and operating trains, people who are traveling on trains, and for those of us who are driving around in our cars, trucks, and vans, trying to get across a rail crossing.

Next I would like to turn to Amtrak, an issue that is near and dear to my heart. In our State, we have a lot of folks who take the train. Amtrak has a train station in Wilmington, DE, and that train station is about the 11th or 12th busiest in the country. A lot of people depend on Amtrak in my State, as they do up and down the Northeast corridor.

I used to serve on the Amtrak board of directors when I was Governor of Delaware. I rode Amtrak as a passenger. As someone who represents a State where we do a lot of repairs on locomotives, we do a lot of the repair work on the passenger and dining cars and so forth, I wanted to talk in sort of broad terms about this legislation.

Mr. President, what is the situation with the time?

The PRESIDING OFFICER. The Senate has an order to recess at 1:30.

Mr. CARPER. In that case, we better recess. I will have the opportunity later to pick up my remarks and talk about the Amtrak provisions in this bill.

I thank the Chair.

#### RECESS

The PRESIDING OFFICER. The Senate stands in recess until 2:30.

Thereupon, at 1:33 p.m., the Senate recessed until 2:30 p.m. and reassembled when called to order by the Presiding Officer (Mr. TESTER.)

#### FEDERAL RAILROAD SAFETY IMPROVEMENT ACT OF 2007

Mr. BARRASSO. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. WEBB. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. WEBB. Mr. President, I ask unanimous consent to speak as in morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### TRIBUTE TO SENATORS

Mr. WEBB. Mr. President, I know this afternoon at some point the majority leader intends to speak about the service of a number of the Members of this body who are going to be retiring at the end of the year. But seeing that people are elsewhere right now, I thought I might seize this moment and say a few words about two of my Republican colleagues with whom I have had long relationships, and both of whom I respect a great deal, and to wish both of them success as they leave this body.

#### SENATOR JOHN WARNER

The first is Senator John Warner. Right now, with the situation facing this country, we are in more turmoil, we are facing greater problems than at any time, probably, since the combination of the Great Depression and the end of World War II. We need people who are willing to work to solve the problems of this country rather than simply falling back into partisan rhetoric or simple party loyalties.

I think it can fairly be said that throughout his lifetime of service, and particularly his service in politics, there is one thing everyone can agree on about JOHN WARNER: He has always put the interests of the people of Virginia and the people of this country ahead of political party. He has been very clear at different times that he and I are in different parties. But this is an individual who has served this body with great wisdom and a deeply ingrained sense of fairness, and someone who has the temperament and the moral courage of a great leader.

Our senior Senator has a history and a family heritage involving public service. If you go into Senator WARNER's office, you will see a picture of a great-uncle who lost his arm serving in the War Between the States. His father was an Army doctor who participated in some of the most difficult campaigns of World War I. Senator WARNER himself enlisted at the age of 17 in the Navy toward the end of World War II and was able to take advantage of the GI bill to go to college. Then when the Korean war came about, he joined the Marine Corps, went to Korea as an officer of marines, and, in fact, remained as a member of the Marine Corps Reserve for some period of time.

He, as most of us know, gave great service in a civilian capacity in the Pentagon. He had more than 5 years in the Pentagon, first as Under Secretary of the Navy, and then as Secretary of the Navy, and after leaving as Secretary of the Navy, was the official responsible for putting together our bicentennial celebrations in 1976.

I first came to know JOHN WARNER my last year in the Marine Corps when I was a 25-year-old captain and was assigned, after having served in Vietnam, as a member of the Secretary of the Navy's staff. JOHN WARNER was the Under Secretary at the time. John Chafee—later also to serve in this body—was the Secretary. Then, toward the end of my time in the Marine Corps, JOHN WARNER was the Secretary of the Navy and, in fact, retired me from the Marine Corps in front of his desk when he was Secretary of the Navy. I have been privileged to know him since that time.

I was privileged to follow him in the Pentagon, when I spent 5 years in the Pentagon and also was able to serve as Secretary of the Navy.

Shortly after I was elected to this body, Senator WARNER and I sat down and worked out a relationship that I think, hopefully, can serve as a model for people who want to serve the country and solve the problems that exist, even if they are on different sides of this Chamber. We figured out what we were not going to agree upon, and then we figured out what we were going to be able to agree upon. I think it is a model of bipartisan cooperation on a wide range of issues, ranging from the nomination of Federal judges, to critical infrastructure projects in the Commonwealth of Virginia, to issues facing our men and women in uniform, to issues of national policy.

It has been a great inspiration for me, it has been a great privilege for me to be able to work with Senator WARNER over these past 2 years.

Last week was a good example of how bipartisan cooperation, looking to the common good, can bring about good results when Judge Anthony Trenga made it through the confirmation process, an individual whom Senator WARNER and I had interviewed and jointly recommended both to the White House and to the Judiciary Committee.