

Service Office West Detachment, Bremerton, WA. In July 1997, he reported to Commander Seventh Fleet in Yokosuka, Japan, as the Fleet Judge Advocate. Vice Admiral MacDonald assumed command of Naval Legal Service Office, Northwest, in August 1999, serving as commanding officer until June 2002. He was assigned to the Pentagon as the Special Counsel to the Chief of Naval Operations from June 2002 through October 2004. In November 2004, Vice Admiral MacDonald became the Deputy Judge Advocate General of the Navy and Commander, Naval Legal Service Command. In July 2006, Vice Admiral MacDonald assumed his current position as Judge Advocate General of the Navy.

Vice Admiral MacDonald is admitted to practice before the courts of the State of California and the U.S. District Court for the Southern District of California. His military decorations include the Navy Distinguished Service Medal, the Legion of Merit with two Gold Stars, the Defense Meritorious Service Medal, the Navy Meritorious Service Medal with Gold Star, the Navy Commendation Medal with Gold Star, and the Navy Achievement Medal with Gold Star.

It is through the commitment and sacrifice of Americans such as Vice Admiral MacDonald that our Nation is able to continue upon the path of democracy and strive for the betterment of mankind. I am proud to thank him, his wife Karen, and daughter Erin for his honorable service to our nation in the U.S. Navy. I wish him fair winds and following seas as he concludes a distinguished naval career.●

COMMENDING VINCE NESCI

● Mr. CARPER. Mr. President, today I recognize Vince Nesci who, in a few months, will retire from Amtrak after 33 years as its chief mechanical officer. Vince has dedicated his adult life to improving passenger rail transportation in America, and I wish him the very best in retirement.

Railroaders are not employed; they serve, and Vince's retirement will culminate a lifetime of service to the railroad and country. He began his service in the Air Force as a flight engineer, flying on the remarkably durable C-130 Hercules transports. He performed aerial delivery missions of every kind—paratroop drops, low altitude equipment and cargo drops, and heavy equipment drops.

After leaving the Air Force, Vince went to work on the Penn Central Railroad in 1974. Since that day, he has never drawn a paycheck that wasn't issued by a railroad. He began in the traditional way, as a laborer in the mechanical department, working on the famous GG-1 class electric engines that Penn Central had inherited from its 1930s-era predecessor, the Pennsylvania Railroad. He qualified as an electrician and a machinist, putting his natural engineering aptitude to the task of

learning the tics and tricks of 40-year-old locomotives with millions of miles on them.

His skill was rewarded, and he rose through the ranks. Promotion followed promotion, and he soon became a foreman and then a general foreman with Penn Central. When Amtrak took over its labor force from the freight railroads, Vince continued the unforgiving job of making sure that engines and cars would be ready to roll when the minute hand touched the top of the hour in Washington, Boston, or New York each day. He was there to work on each generation of new engines and to supervise the men and women who were working on them. He witnessed the end of the GG-1s and saw three new generations of locomotives emerge for Northeast Corridor service.

When the time came to rebuild the 20-year-old AEM-7 locomotives in 2001, Vince took on the job as the company's chief mechanical officer. This was a demanding job, and the shops accomplished it in large part because Vince was there to keep the process moving, to wade into a problem on the shop floor, and to figure out the answers to tough technical questions that manuals and instructions couldn't answer. He was no mere manager—he was that very traditional combination of expert practical mechanic, engineer, and operating man that railroad chief mechanical officers have always had to be. And through some of the toughest times Amtrak has ever faced, when money to keep the trains on the road was scarce, he kept things moving. He was famous on the railroad for his good humor, his skill, and his understanding of how locomotives worked. He was liked, but more importantly, he was respected, and his opinion carried weight in both the board room and on the shop floor.

Vince begins almost every day of his work with a smile. There is hardly ever a time that, when you talk to Vince, he does not greet your questions or begin his answers without a smile. When he talks about the cars and locomotives in his care, he speaks quickly because he is enthusiastic and wants you to feel the enthusiasm he has for the work he does. Whether the temperature is 100 degrees or 10 below zero, Vince always wears a short-sleeved white cotton shirt. If one asks him why he only wears a short-sleeved shirt, he will tell you without a moment's hesitation that when you wear short sleeves, you don't have to roll up your sleeves when you get to work.

People like Vince Nesci don't come along very often, and when they do, we should be thankful that we get to spend time with them and learn from them. The railroad is a better and safer place because of Vince, and the good news is that he has helped train a cadre of people who will be there after he leaves to carry on the work that needs to be done.

Now he has come to the end of his long career, and will soon depart into a well-earned retirement. His working

life has encompassed the transformation of the Northeast Corridor, from a tentative experiment to a modern, high-speed intercity passenger rail system. Nobody has worked harder than Vince to build the railroad that may one day become a model for transportation in our country, and no one can take more justified pride in the safe, reliable, and frequent passenger rail service that travelers enjoy today than Vince Nesci.

I thank Vince for the warm friendship that we share, and I congratulate him on a truly remarkable and distinguished career. I wish him, his wife Donna, and their family the very best in all that lies ahead for each of them. As we say in the Navy on occasions like this, "fair winds and a following sea."●

150TH ANNIVERSARY OF JEFFERSON, SOUTH DAKOTA

● Mr. JOHNSON. Mr. President, today I pay tribute to the 150th anniversary of the founding of Jefferson, SD. This community in southeastern South Dakota has a rich heritage, as well as a promising future.

Jefferson was first settled in 1859 by three families on the site of Lewis and Clark's first settlement in South Dakota. Its original name was Adelescat after young girl, Adele, lost her cat and all the settlers joined together to find it. In 1876, the town built their Grasshopper Cross to keep their crops safe after 2 particularly hard years. The town was formally organized in 1885 after the arrival of the railroad and renamed for President Thomas Jefferson.

The people of Jefferson celebrate this momentous occasion on the weekend of July 10-12, 2009. South Dakota's small communities are the bedrock of our economy and vital to the future of our State. One hundred and fifty years after its founding, Jefferson remains a progressive community and a great asset to the wonderful State of South Dakota. I am proud to honor Jefferson on this historic milestone.●

REMEMBERING MARIA CAROLINA HINESTROSA

● Ms. MIKULSKI. Mr. President, on behalf of the people of Maryland, and breast cancer fighters worldwide, I wish to express my heartfelt condolences to the family and friends of Ms. Carolina Hinestrosa, who passed away last week after battling soft tissue sarcoma, a side effect of past breast cancer treatment. Ms. Hinestrosa served for 5 years as the executive vice president of the National Breast Cancer Coalition, in which capacity she fought passionately for the coalition's work to eradicate breast cancer. My thoughts and prayers are with Ms. Hinestrosa's family and friends during this difficult time.

After a 1994 breast cancer diagnosis, Ms. Hinestrosa turned her suffering into an opportunity when she joined