

named the new ruler. During his reign, Wenceslaus attempted to reduce the oppression of the peasants by the nobility and promoted Christianity.

His younger brother, Boleslaus joined a group of dissenters after he lost succession to the throne as a result of the birth of Wenceslaus' son. Boleslaus invited his brother to a religious festival, and while Wenceslaus was on his way to mass on the morning of September 28, 929, Boleslaus and a group of followers ambushed him. Wenceslaus' last words were, "My God forgive you, brother." Wenceslaus was immediately venerated as a martyr, and was celebrated as the nation's patron saint by the end of the century.

Today, St. Wenceslaus is remembered for his concern for the poor in a popular Christmas carol, where he leaves his castle with a page during a winter storm to deliver food and wood to a peasant. As the storm worsens, the page follows in Wenceslaus' footsteps which miraculously warm his freezing feet. By following the path of righteousness the two were led out of their respective storms. Wenceslaus was led into sainthood, and the page was led out of the storm. The parishioners of Our Lady of Lourdes also try to follow the path of righteousness and St. Wenceslaus' example. They are celebrating his feast day this weekend with a mass and a traditional Czech meal.

#### A TRIBUTE TO TAKIS SALPEAS

#### HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 25, 1998

Mr. LANTOS. Mr. Speaker, I rise today to pay tribute to Mr. P. Takis Salpeas, an extremely talented and capable manager with the San Francisco Bay Area Rapid Transit District (BART) who recently resigned his position in Millbrae, California, to take a position with the Washington Metropolitan Transportation Authority (WMATA) in Washington, DC.

Mr. Salpeas has served BART with distinction since 1991, first as project manager for the BART Colma Station Extension, then as Executive Manager of West Bay Extensions, and was in charge of the extension of BART to the San Francisco International Airport, which lies in my Congressional district.

Under Mr. Salpeas' leadership, the BART rapid rail system cleared numerous political and financial hurdles in order to begin construction of the important 8.7 mile BART Extension to the San Francisco International Airport. The BART Extension to the airport will connect the existing 95-mile multi-county BART system with a new international terminal at the airport.

Mr. Salpeas has more than 25 years experience in rail transit planning, engineering and construction, and he has been an invaluable leader at BART. Mr. Salpeas has been selected for the position of Assistant General Manager of Transit System Development at WMATA.

Prior to coming to BART in 1991, Mr. Salpeas worked for the Southeastern Pennsylvania Transit Authority (SEPTA), which serves the Philadelphia metropolitan area. At SEPTA, he was project manager for reconstruction of elevated rail guideways and stations, and later directed its engineering development program.

Mr. Salpeas is a member of the American Society of Civil Engineers; the Transportation Research Board of the National Research Council, the American Public Transit Association (APTA) and the APTA Construction Committee; and the Federal Transit Administration's Construction Roundtable. A graduate of Athens University and the University of Pennsylvania, Mr. Salpeas holds two masters's degrees in systems engineering and civil engineering. He is the author of more than 30 professional papers on rail transit topics, and has taught civil and transportation engineering at Widener University in Chester, Pennsylvania.

Mr. Speaker, I appreciate having the opportunity to recognize Mr. Takis Salpeas and in wishing him well in his new position at WMATA. Mr. Salpeas has served our community well and made a difference in the lives of Pennsylvania residents. Takis will be missed by those who worked with him, he will be missed by his friends in the Bay Area, and he will be missed by countless others in our community who do not know him, but who have benefitted from Takis' work and dedication in bringing BART to the airport.

I would like to place a copy of an article which appeared in the San Francisco Chronicle last year, which I believe captured the essence of Mr. Salpeas' character and accomplishments at BART.

[From the San Francisco Chronicle, Sept. 1, 1997]

HE'S HELPING DRIVE BART'S TRAIN TO SFO  
ENGINEER AIMS TO GET IT DONE FAST, INEXPENSIVELY

(By Benjamin Pimentel)

While politicians take credit for BART's grand plan to go to San Francisco International Airport, many say an engineer named Takis Salpeas—known to few outside BART and local political circles—is the project's real driving force.

Part commander and part cheerleader, the 47-year-old Greek immigrant has spent the past five years working out details for BART's eight-mile march to SFO and Millbrae, one of the biggest transit projects in Bay Area history.

In many ways, Salpeas is just the person to lead BART's bulldozers when construction begins next month: a dedicated railroad-builder full of brashness and bravado who hasn't lost his optimism in the face of dozens of obstacles.

"BART is one of the best systems in the world. There will be no margin of error," Salpeas said. "Everything will be efficient. We have to go for it."

The airport project is the biggest in Salpeas' career—and the most controversial. It has been the target of lawsuits, opposition from local groups and the airlines and political battles in Congress.

At a time when few believe the line will open by the early 21st century, Salpeas says he's sure he can complete the job on schedule in 50 months.

And even though critics predict that the extension will cost more than its projected \$1.2 billion price tag, the feisty engineer claims he can do the job efficiently enough to save up to \$240 million.

Salpeas' gung-ho attitude has rubbed some people the wrong way.

Although local leaders are excited about the economic benefits of the BART extension, many complain that BART planned the extension without adequately consulting them—and that Salpeas has tried to steamroll them. But few are willing to publicly criticize a man they will have to negotiate with in the coming years.

"You're either on his side or (you're) the enemy," one government official said. "We have this love-hate relationship with the man."

Others, like San Bruno Mayor Ed Simon, say they appreciate Salpeas' directness.

"He's a straight shooter," he said. "Some people think he's abrasive because he doesn't try to sugar-coat things."

Salpeas acknowledges that he has been blunt in dealing with cities.

"Whatever I tell them is the truth, the honest, professional truth," he said. "I never promise anything I can't deliver."

Born and raised in Athens, Salpeas is the son and grandson of railroad engineers. His family sent him to study civil engineering at the University of Pennsylvania in the early '70s, hoping he would return to become director of Greece's national railroad system.

Salpeas decided to build his career in the United States instead. After a stint with Philadelphia's rail transit agency, Salpeas moved to the Bay Area in 1991 to build BART's Colma station.

He was later tapped to head BART's SFO extension team.

Until recently, when BART finally got a federal funding commitment, it was unclear if the project would ever get started.

The weekend before the Federal Transit Administration signed the agreement, Salpeas said he was nervously scribbling plans for radically cheaper alternatives.

Because the line will pass through several cities, Salpeas has had to calm fears about how construction will affect communities. Along the way, he's had to contend with cities' demands, such as extending a sidewalk or building tracks underground—demands that usually get turned down.

"Everybody wants something out of this project—and yet I have fixed resources," he said.

BART board member Dan Richard, who negotiated with cities for the agency, said there were times when he wished Salpeas would take a softer approach.

"There's a reason why there are few engineers in public office," he said. "They sometimes use the direct approach, which is what you need to build things—but isn't always the most politic way. Every once in a while, we have to guide the missile in a different direction."

Simon recalled how Salpeas would fidget with his tie whenever discussions seemed to be reaching a stalemate.

"It's like he wants to take his tie off and put on another shirt to start working," Simon said. "He just wants to build the darn train."

And Salpeas wants to build it fast and cheap.

To do this, BART is changing the way it issues contracts. In the past, BART dealt with dozens of contractors whose job was to build whatever BART had designed. BART's recently completed East Bay extensions, roughly the length of the airport project, involved 51 contractors.

By contrast, the SFO extension will involve four contractors in charge of both designing and building the line. Fewer contractors will likely mean fewer delays and shorten construction by more than a year, Salpeas said.

The process, called design build, is commonly used in private construction projects—but this is the first time it will be used to build a major Bay Area transit project.

Many things could still derail Salpeas' game plan. BART must lobby Congress every year for its annual appropriation, and some local groups still think the project is too expensive and impractical.

But he remains optimistic.

"If we are successful, this is how railroads will be built in the 21st century," he said.

And let no one doubt that Salpeas intends to keep building railroads in the new century. Even before the digging for the airport extension begins, he's already thinking of what he hoped would be BART's next big project.

"What about crossing the bay one more time?" Salpeas said, laughing.

#### A TRIBUTE TO MARILYN BERGER, CONTRA COSTA CENTRAL LABOR COUNCIL

#### HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 25, 1998*

Mr. MILLER of California. Mr. Speaker, I rise today to invite my colleagues to join me in recognizing Marilyn Berger, the retiring office manager for the Contra Costa Central Labor Council. Ms. Berger has held together the operations of our country's organized labor for almost 20 years. Her outstanding service is being recognized in my district at a Labor-to-Labor banquet held on Tuesday, October 8, 1998 in Concord.

I wish to express my sincere gratitude for a job well done. Marilyn has kept the Central Labor Council on the cutting edge of technology and is self-taught in her computer skills. Her talents as office manager saw her through the terms of three Secretary-Treasurers of Labor Council.

Marilyn Berger has been a member of the Office and Professional Employees Union, Local 29 since August 1, 1979. She held two positions before coming to the Central Labor Council. As a teenager, she worked for the FBI in San Francisco, and she was a secretary for the Inlandboatmens Union, also in San Francisco.

She has led a full life as a working woman and a devoted mother of two sons and two daughters. Marilyn has many interests outside of work including biking, and attending opera, theatre and film presentations.

I know everyone associated with the Central Labor Council and all of us who need to call their office from time to time are going to greatly miss Marilyn Berger when she retires. I wish her the very best retirement has to offer.

#### 100TH ANNIVERSARY OF JAMESTOWN CITY LIBRARY

#### HON. JERRY MORAN

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 25, 1998*

Mr. MORAN of Kansas. Mr. Speaker, I rise today in recognition of the 100th anniversary of the Jamestown City Library in Jamestown, Kansas. The community of Jamestown recently celebrated this historic milestone with a parade and book sale on September 12.

In 1898, the Current Literature and History Club established the Jamestown Library through the voluntary efforts of the women club members. Initially, they secured a traveling library housed in a spare room in the house of Frank Lane. Soon after, they raised

enough money to obtain the plot of land that became the present site of the library through an initial \$100 donation from Jamestown resident James Pomeroy.

The Club was incorporated in 1900 and the building that housed the new library was completed in January of 1901. The total cost of the project was \$1,098.75 and was named the Pomeroy Library.

In 1911, a fire burned down much of the main street of Jamestown, including the library. What remained of the library's book collection was housed temporarily in the basement of the First United Methodist Church. Again the Current Literature and History Club women went to work for the community of Jamestown. With insurance money and local donations made from 46 charitable events such as box suppers, foods sales, plays and musicals, they again raised the needed funds to construct a new library.

In 1925, the club transferred ownership of the library to the city of Jamestown and gave it its present name, the Jamestown City Library.

Of particular importance to the Jamestown City Library was Ms. Ora Good, who later became Mrs. Ora Ansdell. In 1904, she volunteered to serve as the first librarian. Weathering fire, drought, the depression, two world wars, the beginning and end of the cold war, men landing on the moon, and the bicentennial celebration of our nation, she served for 72 years until her retirement in 1976.

In later years the library has experienced several renovations and alterations, but continues to serve as a reminder of Jamestown's hard fought beginnings and the commitment put forth by its early founders. Jamestown is a community rich in history and long on accomplishments.

I congratulate the community of Jamestown in light of this special celebration. Further, I am confident that another proud Congressman will read a similar such statement 100 years from now on the 200th anniversary of this historic library.

#### TRIBUTE IN HONOR OF SAM FLORES AS THE SEGUIN HISPANIC CHAMBER OF COMMERCE'S HU- MANITARIAN OF THE YEAR

#### HON. CIRO D. RODRIGUEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 25, 1998*

Mr. RODRIGUEZ. Mr. Speaker, I rise today to honor one of Texas' true humanitarians, Seguin City Councilman Sam Flores. On August 29, 1998, Councilman Flores was recognized for his dedication to the people of his community when he was selected as the Seguin Hispanic Chamber of Commerce's Humanitarian of the Year. Councilman Sam Flores's career only begins to tell the story of his devotion to his community and the people in it.

Born in San Marcos, Texas, during the midst of the country's worst depression, a young Sam Flores learned the value of hard work at an early age. As soon as he was old enough to perform manual labor Sam began his adult life as a migrant worker, traveling as far north as Michigan to work the fields. Although he recognized the value of education,

Sam dropped out of school during his sophomore year to serve his country in the Far East as a member of the U.S. Marines. He served in the Marines for six years as a Platoon Sergeant in the Korean War and also helped evacuate Americans from Shanghai during the communist revolution in China.

Upon returning home he enrolled at Southwest Texas State Teacher's College where he earned his teacher's degree in 1955. In 1959 he earned his Master's degree in school administration. It was in 1959 that Sam and his wife, Velia, moved to her hometown of Seguin. Sam took a position with the Harlandale Independent School District in San Antonio. He served the Harlandale ISD for 35 years teaching education and special education to elementary and secondary school students. For ten years he held the position of Director for Special Education for six different school districts. He also served as Principal of the Harlandale School District for eleven years. Even after retirement Sam stays involved with education by serving as the Attendance Officer for Seguin High School.

Community leadership defines Sam Flores' life. As a member of the Seguin City Council for 33 years, Sam championed community improvement. He was one of the founders and the President of the Seguin Boys Club. He held a leading role in the establishment of the Seguin Housing Authority and the agreement to build a new Seguin Post Office. His leadership brought about the completion of the Walnut Creek Flood project and the paving of 22 miles of Seguin's gravel streets. He has also provided leadership in the fight against the discrimination of minorities through full integration of the Seguin Independent School District and service on a special committee which brought Mexican American Studies to Texas Lutheran University. Sam Flores now serves the community of Seguin as the Chairman of the "Seguin Memorial Committee," a group developed to honor the city's namesake, Juan N. Seguin, with a statue in the downtown city park.

Sam Flores has made tangible and intangible contributions to the city of Seguin. All those whose lives he has touched, from his students to other council members, can attest to his true humanitarianism. Their description of him is more accurate: "Sam is a soldier for the people of his community and state." We need more soldiers in our communities like Sam Flores.

#### SALUTE TO JOHN M. LANGSTON BAR ASSOCIATION AFRICAN AMERICAN HALL OF FAME HON- OREES

#### HON. JULIAN C. DIXON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 25, 1998*

Mr. DIXON. Mr. Speaker, I rise today to pay tribute to five outstanding and distinguished African American legal legends who on Saturday, October 17, 1998, will be inducted into the John M. Langston Bar Association's Hall of Fame. The celebrated honorees are retired Los Angeles Superior Court Judges Gilbert C. Alston and Dion Morrow; former Congresswoman and currently a member of the Los Angeles County Board of Supervisors Yvonne