

number of African American officers on the police force.

In 2001, Mr. Nix was inducted into the Montgomery County Human Rights Hall of Fame. After receiving the honor, he said, "So much of what Montgomery County is today is because of struggle. . . . It's hard, especially for young people, to remember how we got where we are today." He noted, "Blessings come to people through someone else's help or through some unknown entity. Because of that, it is our obligation to use whatever it is that one of us has to help those who are less fortunate or who may be afraid to speak for themselves." These guiding words and the legacy and achievements of Roscoe R. Nix will live on in Montgomery County, in Maryland, and across our Nation.

I ask my colleagues to join me in paying tribute to this extraordinary American and in offering our condolences to Mr. Nix's wife of 59 years, Emma Coble Nix; his two daughters, Veretta Nix and Susan Webster; his sister, Anita Jackson; his three brothers, Crispus Carey Nix, Pettis Nix and Comer Nix; and his three grandchildren.

RECOGNIZING THE TUSKEGEE
AIRMEN

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Ms. NORTON. Mr. Speaker, I rise to ask the House of Representatives to join me in recognizing the Tuskegee Airmen for their excellence in aviation, their courage, and their role as trailblazers for equality. On January 20, 2012, the movie "Red Tails," which depicts the story of the Tuskegee Airmen, debuted nationwide.

The story of the Tuskegee Airmen, as they would become known as, begins long before they fought in World War II. Their first fight began at home, against racial discrimination. Prior to WW II, the U.S. Army Air Corps prohibited African Americans from serving as pilots, because the U.S. government believed that African Americans were incapable of flying an airplane. In October 1940, President Franklin Roosevelt ended the ban on African Americans serving as pilots in the Air Corps. However, it was not until January 1941, in response to pressure from the National Association for the Advancement of Colored People, the Chicago Defender and other African American newspapers, and only one day after Howard University student Yancey Williams threatened to sue the Secretary of War because the Air Corps still had not accepted any African Americans pilots, that the War Department created an all-black squadron in Tuskegee, Alabama, the U.S. Military was racially segregated at the time. Soon thereafter, the Airmen received a visit from First Lady Eleanor Roosevelt. During the visit, she asked Charles "Chief" Anderson, the head of the program, "Can Negroes really fly airplanes?" Chief Anderson replied: "Certainly we can; as a matter of fact, would you like to take an airplane ride?" Mrs. Roosevelt accepted and upon landing, she turned to Chief Anderson and said, "I guess Negroes can fly."

By the spring of 1941, the training of the first group of Tuskegee Airmen, the 99th

Fighter Squadron, commenced. The squadron consisted of 13 African American men, all of whom were college graduates and had earned their pilot licenses prior to serving in the Air Corps. The Airmen trained under difficult conditions, from overcrowded classrooms and airstrips to racist officers. In 1943, the Airmen were sent to North Africa, and Europe to fight. In their first mission, they managed to shoot down six German aircraft.

The Tuskegee Airmen were known as the "Red Tailed Angels" because of the red paint on the propeller and tail of their planes. In all, approximately 990 men graduated from Tuskegee's pilot training program but only 450 of them were sent overseas for combat assignments. These heroes managed to destroy over 409 German airplanes and 950 railcars, trucks, and other vehicles. The Airmen flew, 1,578 missions over Europe and North Africa, escorted more than 200 bombing missions, and were the first to sink a battleship using only machine guns, remarkable accomplishments for a group of men whom the military thought could not fly. In total, the Red Tails were awarded 150 Distinguished Flying Crosses, 744 Air Medals, 8 Purple Hearts, and 14 Bronze Stars. The accomplishments of these brave soldiers helped pave the way for President Harry Truman's decision to integrate the military in 1948. In 2007, several decades after they completed their last mission, President George W. Bush presented the Congressional Medal of Honor to the Tuskegee Airmen, a well-deserved recognition for a group of men who had to fight two battles, one at home and another abroad.

Not surprisingly, there are currently 31 Airmen living in the D.C. Area. Residents from the District of Columbia, particularly students from Dunbar High School, the-then segregated public high school for black students here, were selected in a disproportionate number as Tuskegee Airmen.

I ask the House to join me in honoring the accomplishments of the Tuskegee Airmen and in thanking them for their service.

HONORING DONALD SCHNEIDER

HON. BILL SHUSTER

OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. SHUSTER. Mr. Speaker, it is my privilege to rise today to recognize Mr. Donald Schneider, a pioneer who transformed the transportation industry as we know it. I am pleased to have the opportunity to call attention to his service and his remarkable story of American entrepreneurship and ingenuity.

Mr. Schneider, chairman emeritus and former president of Schneider National, Inc., ran one of the nation's largest truckload carriers with nearly 12,500 tractors and 35,000 trailers, all painted in a distinct shade of orange. You may have seen his trucks driving down our great national highways, hauling goods from coast to coast. Behind these trucks was a stellar businessman who leveraged new technologies and innovations to grow his company into one of the most successful, recognizable, and respected transportation and logistics companies in North America. In the process, an industry was transformed and millions of Americans benefited

from his life's work without them even realizing.

Mr. Schneider was a hard working man who began as a mechanic's assistant and truck driver at the age of 18. He graduated from St. Norbert College with an undergraduate degree in business and married his wife Pat in 1957. After serving a 13 month military tour of duty in Korea, Schneider graduated from the University of Pennsylvania Wharton Business School, then began to work in his father's trucking business in 1961, fusing his passion for trucking with a keen business sense.

Over the next three decades, Mr. Schneider expanded his fleet substantially, using modern management techniques and acquisition of regional trucking companies to grow his business. Under Mr. Schneider's leadership, Schneider National was one of only a few pre-deregulation truckload carriers that survived and flourished after the Motor Carrier Act of 1980.

Later in that same decade, his company even began to install satellite communication in trucks. By allowing companies to track their trucks in real time, consumers benefitted from faster package deliveries and just-in-time inventory management.

His company's entrance into the logistics business in 1993 heralded a new frontier in trucking by enhancing the ability of companies to manage time-sensitive deliveries and inventories. Meanwhile, his use of standard-sized trailers that could run over the road and ride on railroad flatcars—known as intermodal transportation—established partnerships with the railroads and was followed by all others in the industry.

Now, it is unimaginable how the trucking industry ever fared without Mr. Schneider's visionary ways.

Though Mr. Schneider was a great man, he never lost his common touch. He insisted on being called by his first name, and was a community philanthropist who was active in several charities. In a 1997 interview, he was quoted as saying, "My job is important, but it's no more important than the driver or the people in the service center."

Mr. Schneider was a man who had a true servant's heart, and America has been enriched by his service to this country. His entrepreneurial spirit will endure not only in his company's orange trucks and trailers, but in the homes of countless Americans who have benefitted from his innovations. I invite the American people to join me in celebrating his life.

HONORING THE CARROLL SENIOR
HIGH SCHOOL DRAGON CROSS
COUNTRY TEAMS

HON. KENNY MARCHANT

OF TEXAS
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. MARCHANT. Mr. Speaker, it is with great pride that I rise to recognize the Carroll Senior High School Dragon cross country boys and girls teams for winning their respective 2011 Texas state championship titles.

Carroll Senior High School competes in the University Interscholastic League Class 5A, the most competitive athletic class composed of the largest schools in Texas. For the girls