

TRIBUTE TO THE LATE JAMES T.
MARTIN

HON. KWEISI MFUME

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 30, 1995

Mr. MFUME. Mr. Speaker, I rise today to salute one of our Capitol Police Officers, a decorated soldier and a constituent of mine.

James T. Martin of Catonsville died of cancer on November 27, 1995. He was born in Newberry, SC; the son of Ida L. Martin and the late Frank Martin. Mr. Martin left Newberry and enlisted in the U.S. Air Force in 1948 and retired as a master sergeant in 1969. While serving during the Korean war, Mr. Martin was decorated with the Soldiers Medal for Valor, the Korean Service Medal, the Good Conduct Medal and the United Nations Medal.

Upon his retirement from the U.S. Air Force, Mr. Martin joined the U.S. Capitol Police Force, a branch of the House of Representatives and completed his second career serving as a sergeant and retired after 22 years.

Mr. Martin was an active member of St. Josephs Monastery Paris and was engaged in a number of organizations, including the Glad Men of Song, the VFW and the American Legion.

Mr. Martin is survived by his wife Regina T. Martin, four daughters, Theresa, Bridghe, Eileen, and Patricia, one brother and three sisters. He is also survived by 3 granddaughters and 11 grandsons.

Because of his service and dedication to our country, to the House of Representatives and to his family, I stand today to pay tribute to James T. Martin.

TRIBUTE TO THE TRADE UNION
LEADERSHIP COUNCIL

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 30, 1995

Mr. CONYERS. Mr. Speaker, I rise today to pay tribute to the Trade Union Leadership Council [TULC] which was organized nearly 40 years ago by a small but determined group of African-American trade unionists in Detroit. These men and women banded together to fight the blatant racism that existed in unions as well as in management.

From its modest beginnings in 1957, TULC developed into a powerful political and social force that was nationally recognized and praised. It attacked the racist policies in the unions and it literally changed the complexion of union leadership; it forced companies to desegregate their work forces; it operated skilled trades apprenticeship programs aimed primarily at young blacks who had been excluded from such programs, and it became a force to be reckoned with in the field of politics.

In its heyday in the 1960's and 1970's, TULC had some 10,000 members. The organization was applauded for its emphasis on self help and self development. It often was harshly criticized by union and management

chiefs for its insistence on job equality, but it withstood the criticism and forced open the doors of opportunity.

Those gains did not come easily. In the decades of the forties, fifties, and sixties, discrimination was rampant across the Nation. As late as the mid-1940's, more than a dozen unions still had white-only policies. Through the 1950's and until the 1960's, the powerful executive board of the United Auto Workers was lily white.

It was in this atmosphere that TULC was forged. Its 19 founding members included the late labor activists Horace Sheffield and Robert (Buddy) Battle III, both of whom rose to key positions in the UAW. Also among that group was a local 600 activist and democratic State Central Committee member named Elizabeth Jackson who would later become one of the most powerful women in the UAW. Hubert Holley, head of Detroit's bus drivers and John Brown, the current TULC president, were founding members as was my late father, John Conyers, Sr. I was one of the lawyers who drafted TULC's articles of incorporation.

Initially, TULC planned to focus on unions and to restrict its membership to union members. But, as Robert Battle explained years ago in an interview:

* * * we found that we could not separate the problems of the unions from the community because basically the union people are the community when they are at home. So we lifted the bar then and made it a community organization. We figured that the problem of job discrimination and discrimination within the unions were problems that should be dealt with within the community as well as within labor. We dropped the bar and said that all you had to believe in was the struggle, the fight of all mankind.

The TULC members knew the problems in the unions, and they tackled them head on. The organization's leaders repeatedly and publicly challenged the AFL-CIO to eliminate segregation from the locals and to remove the constitutional color bars that were part of the AFL-CIO philosophy. In its monthly publication entitled "The Vanguard," the TULC wrote an open letter in 1962 to AFL-CIO president George Meany. The letter warned Meany that African-American trade unionists would no longer tolerate the discriminatory practices of the AFL-CIO. "Discrimination, no matter how it is packaged or who does the wrapping, remains discrimination" the letter said. "Negroes insist on an end to job discrimination now. Not when Mr. Meany and his righteous followers get around to it, not when the so-called grievance 'machinery' is perfected, not when the NAACP (or any such organization) fills staff positions with people strictly suitable to AFL-CIO tastes—but now."

At the same time TULC was relentlessly pushing the AFL-CIO to change, the group was running classes to teach young people how to apply for and prepare for a job. Over the years, TULC continued on that two-tiered track—pushing unions, management, and government to increase opportunities and teaching people how to avail themselves of those opportunities.

The AFL-CIO wasn't TULC's only target. For years, TULC members were furious because the United Auto Workers' all powerful executive board was also all white. In 1959, Sheffield, Battle, and union activist Willoughby

Abner set the stage for change when they forced the issue at the UAW's 17th Constitutional Convention in Atlanta. Sheffield told the gathering that the union leadership had promised some 16 years earlier to put an African-American on the executive board. He said blacks were tired of waiting.

In 1962, the color barrier was broken with the election of Nelson "Jack" Edwards, a region 1A staff representative, to the executive board. Although many thought Sheffield should have had that post, his outspoken criticism of the UAW leadership kept him from it.

TULC remained busy on the social and political fronts. In 1960, TULC rallied more than 1,400 people to form the National Negro American Labor Council. The late A. Philip Randolph was the first president. Around the same time, TULC was flexing its political muscle. TULC was instrumental in the election of African-Americans to government office and it successfully campaigned for the ouster of Louis Miriani, Detroit's incumbent mayor who was openly hostile to blacks.

TULC also campaigned vigorously to increase the minimum wage to a level where people earning it could afford to buy the products they produced. The organization also traveled the Midwest explaining to working people the dangers of "right to work" legislation.

On the job front, TULC forced many companies, including United Parcel and Wolpin Distributors, to hire their first black drivers. Also during the 1960's, TULC and the Building Trades Council jointly initiated an apprenticeship training program that became a national model for such efforts. By the mid-1970's, the program had recruited thousands of minority youths, and the majority of them were employed in the Detroit area.

Recognizing the need for educational enrichment programs for deprived youth, TULC established the Educational Foundation of all races. The foundation offered classes ranging from remedial reading to typing to job-seeking skills.

TULC also offered enrichment classes for preschoolers and helped 10 Detroit high schools establish sections on African-Americans in their school libraries.

John Brown, current TULC president, said that the founding members took a risk in forming TULC. "Quite a few people resented us for doing this," Brown said. The criticism did not deter the group from attacking gross discrimination wherever they found it.

Today, only four of the original members are still alive, Elizabeth Jackson, John Brown, former State Representative Daisy Elliott, and retired city of Detroit employee Mickey Welch. Membership stands at over 2,500. TULC works with the Detroit Board of Education, and it makes regular contributions to local charities. It also sponsors weekly programs for senior citizens, and it continues to sponsor cultural enrichment programs for local youths.

The bold efforts of the Trade Union Leadership Council have enabled thousands of African-American men and women to progress through the ranks of both unions and management.

That small group of people who gathered nearly 40 years ago today to demand equality deserve our praise and our respect. Their noble efforts must not be forgotten.

CONFERENCE REPORT ON S. 440,
NATIONAL HIGHWAY SYSTEM
DESIGNATION ACT OF 1995

SPEECH OF

HON. JOE BARTON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Saturday, November 18, 1995

Mr. BARTON of Texas. Mr. Speaker, I rise in support of this legislation. With its passage begins the resolution of years of questionable implementation of the inspection and maintenance [I&M] program by EPA, required by sections 182, 184, and 187 of the Clean Air Act. The controversy began with the finalization of the 1992 rule. Within that rule was an assumption that decentralized or test-and-repair I&M programs were approximately 50 percent less effective than centralized or test-only programs. In addition, the final rule removed a provision within the proposed rule which would have given States a 2-year period to demonstrate the effectiveness of enhanced decentralized programs. Three years later, EPA has yet to convince States that such a discount is appropriate, and the I&M issue is as yet unresolved. This legislation begins to resolve this dispute by restoring a demonstration period in which States will be permitted to demonstrate appropriate credits.

Earlier this year, the Oversight and Investigation Subcommittee of the House Commerce Committee, which I chair, held two hearings on the inspection and maintenance issue. Those hearings called into question the basis for the so called 50-percent discount. At the time of the hearing, EPA stated that it relied on 15 years of vehicle audit and tampering data to justify this discount. However, evidence produced by the California I/M Review Committee and Dr. Doug Lawson of Desert Research Institute called into question whether this data supported the discount.

At the hearing, and in follow-up questions, however, EPA stated that the basis for the discount was not audit and tampering data, but from two indepth studies conducted in California. These indepth studies of California's decentralized program indicated that reductions were 20 percent for hydrocarbons [HC], 15 percent for carbon monoxide [CO], and 7 percent for nitrogen oxides [Nox], about half what they were expected to be, according to EPA—hence the 50-percent discount. But EPA estimates credits for a decentralized program are appropriate 6.5-percent reductions in HC, 12.6 for CO, and 1.5 percent for Nox, much less than the reductions found in California.

Outside studies of "real world" data also called into question EPA's system of credits. Two engineering professors from the University of Minnesota found that a centralized I&M program recently adopted in the Minneapolis/

St. Paul region was achieving only a 1-percent reduction in CO. EPA had originally predicted the program would reduce CO emissions by 30 percent. They later revised that estimate to 9-percent reductions. If centralized testing is so effective, why would the centralized program be expected to achieve only a 9-percent reduction in CO, when decentralized programs in general are predicted to achieve a 12.6 percent reduction in CO. Finally, "real world" evidence taken from hundreds of thousands of remote sensing readings further indicate that whether a program is centralized or decentralized was relatively unimportant to the effectiveness of the program.

The provision in this bill therefore, asks EPA to go back to the drawing board. By restoring flexibility to the States, it is hoped that States will experiment with various I&M configurations, such as remote sensing. EPA should use data from State programs so measure the performance of centralized verses decentralized programs, and both types should be examined relative to the performance standard. In particular, I am hopeful that States and EPA will use this opportunity to refocus I&M on that small minority of vehicles that cause most of the pollution. Data indicates that as few as 10 percent of the vehicles cause over 50 percent of the pollution. Therefore, techniques that screen out gross polluters such as remote sensing, should be seriously considered.