

"an injury to one is an injury to all"

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Taxi Drivers Rout Owners' Union Busting Leasing Proposal!

Phila. Coalition for Better Transportation Marches Against Cutbacks & Fare Hikes



Philadelphia rally demands an end to cuts in service and no fare hikes

By ALI SHABAZZ

PHILA., Pa, Nov. 1—Angered by cutbacks in transit service, the Coalition for Better Transportation in the City (CBTC) held a six-mile march for better transit services which drew 300 participants on October 30.

The long walk, which began in front of a bus depot in North Philadelphia, proceeded down Broad Street picking up many supporters and ended in a rally at City Hall where various speakers including two transit workers, lashed out at the Southeastern Pennsylvania Transit Authority (SEPTA). The speakers deplored SEPTA's elimination of night service on twenty four bus and trolley routes on Labor Day and firing of over 300 drivers and other workers this spring, when its demand for a fifty cent fare was defeated.

The march was led by residents of the Allegheny section of North Philadelphia, a Black community which had successfully prevented SEPTA from dropping a bus route that served their area. At that time they set up an all-day blockade at the depot

in their neighborhood on August 23.

This action sparked a city-wide struggle that led to the formation of CBTC. At a blockade on October 4, CBTC supporters effectively shut down nearly two-thirds of all surface transit which drew immediate attention to the horrendous transit service in the city.

The coalition is demanding restoration of all services SEPTA has cut since September 1975; no fare increase—let the businesses pay a transit tax; rehire all laid-off workers; investigation of SEPTA's operations and financial records; provide safe and secure vehicles for the people; and community and transit workers representation on SEPTA's board of directors.

The long march drew support from several transit workers, members of Transport Workers Union Local 234 and showed the broadness of the campaign which the media has tried to deny exists. The march brought together Blacks, whites, Puerto Ricans, Chinese, men, women,

Drivers' Message Clear No Contract if One Cab is Leased!

By BOB RUSSO

NEW YORK, Nov. 18—"No horse hiring. No leasing. No Way!" That was the message loud and clear that came from thousands of cab drivers of Local 3036 tonight at their union meeting held at the grand ballroom of the Statler Hilton Hotel. At the meeting, the drivers overwhelmingly voted down a motion put up by the union officials that would have given the green light to cave in on the question of leasing cabs. The motion that called for a vote of confidence in the negotiating committee was defeated and by doing so the workers culminated a battle that had begun inside the negotiating committee itself.

Leasing would force the cabbies to work three to four more hours a day for the same pay. The bosses are proposing that they lease the cabs to the drivers for \$175 each from two drivers a week, plus the drivers would have to buy their own gas. As it is now the driver makes a certain percent of the fare plus the tip. If leasing were to take affect, the drivers would not be guaranteed any wages. They could end up working four days to pay the boss before they made anything for themselves. If they got sick for a couple of days, they would still have to pay for the cab. In other words, the bosses are asking for a guaranteed profit. At the same time, the bosses have refused all 30 union demands.

In the negotiations that have been going on for over three weeks, the bosses have made three different proposals. First they wanted 100 percent of the cabs leased; then they said they would accept 50 percent of the cabs leased; their latest offer is to have a so-called "experiment", they would lease 300 cabs, 150 under company supervision and 150 the union would oversee. In other words, under the guise of an "experiment" they want to open the door for their bonanza and they want the union to be a partner in their crime!

It was very clear from the beginning of the union meeting that the workers were in no mood to accept leasing. First they demanded that the press be allowed to enter and stay for the meeting shouting to the chairperson, "What we say goes, we want an open meeting! What are you afraid of?" The chairman of the meeting refused to let the press in, claiming that the constitution of the union prohibited it. And when Harry Van

children, young and old who chanted "The people united will never be defeated" and "Need a bus, SEPTA don't care, All they want is a higher fare" and sang songs of support for the movement against the state-controlled transit monopoly.

SEPTA was created in 1963 to coordinate and operate a regional transit system serving Philadelphia and four surrounding counties. The city, which pays a higher share of taxes for SEPTA's operation, receives poorer service than the somewhat wealthier counties and the Black and poorer working class communities receive the worst service overall.

Arsdale, the notorious union president came into the meeting, the hall shook with the sound of boos bouncing off the walls.

A motion was put before the meeting by the bureaucrats calling for a vote of confidence in the negotiating committee. The floor opened for discussion and there was an amendment to the motion saying that there would be no negotiating over the question of leasing. Workers cheered and waved hand-painted placards saying "No leasing, No horse hiring, No contract, No work!" But the chair, consulting with other bureaucrats, immediately ruled it out of order, claiming that it was contrary to the motion. Twice he did this to amendments against leasing and twice workers started furiously yelling him down. When, on a point of information, one worker asked him to explain just how it was contrary, he replied, "because I ruled it that way and you show me that its not."

**'No Leasing,
No Horse Hiring,
No Contract, No Work!'**

The members saw and knew very well that the union bureaucrats were maneuvering to include leasing in their negotiations even though they were dead set against it. But this time the officials had outmaneuvered themselves. When it came to a vote on the motion, over ninety percent of the workers stood up and voted against leasing. The union officials were flabbergasted, but the workers were overjoyed that they had won their fight (at least this part of it) and had voted on what they knew was right for them, and yet the chair kept asking "Are you sure you know what you're doing?" The bureaucrats then just walked off the stage in defeat. To them, they had lost and the ranks had won. And the drivers saw no reason to end the meeting just because the union officials left. They continued the meeting without the bureaucrats and finished discussing the contract they wanted.

The message was loud and clear—"No leasing, No way. We will not let you take our jobs away." Arthur Gore, spokesman for the Fleet owners, upon hearing the results of the union meeting, said "The workers are ignorant of what is going on." But the opposite is true. They know the bosses' tricks from bitter experience, and they have made their mandate, not only to the taxi bosses, but also to the union bureaucrats that they will fight and stand up to prevent any "horse hiring."

The demonstrators also demanded that a recent \$240 million federal grant be used to improve SEPTA's facilities instead of being spent on an underground, two-mile railroad tunnel downtown which would only benefit the businessmen in the area. This money was given to the city shortly after the October 4 blockade took place.

On November 5 SEPTA announced plans to raise fares on all lines to 55 cents on January 1. CBTC plans a fare boycott and is assured that this increase will be defeated and their demands will be met as they reach out more and continue to organize SEPTA's 800,000 riders.

N.Y.C. Squatters Fight Eviction & the Dept. of Welfare

By ALLEN RICHARD

NEW YORK, Nov. 13—Five Black and Puerto Rican families with 17 children are facing eviction in the Chelsea area on the Lower West Side of Manhattan. The families have been leaders in the community's fight against New York City's attempt to turn Chelsea from a multi-racial, working class neighborhood into an upper middle class "white enclave."

That attempt has had some success. Between 1960 and 1970 Puerto Ricans and Dominicans dropped from 50 percent to 25 percent of the population. The Black population also declined. While there are no figures on the number of Polish and Irish workers forced out of the neighborhood during those ten years, the census figures do show a jump in the average income of white families. By 1969, New York's City Planning Commission could write that "Private development in Chelsea will continue to meet the demand for luxury housing, but the poor will be losers."

In 1970 the "losers" started to fight back when the five families now facing eviction took over an empty building at 233 West 15th Street. The building had been scheduled for luxury renovation. A few months, one near-riot and some forty-odd arrests later the 15th Street squatters, as the five families had become known, won the right to move into the house.

New York City's Housing and Development Administration (HDA) leased the building for twenty years and agreed to grant the landlord a loan to renovate the building. The Department of Social Services (New York's Welfare Department) agreed to pay the rents.

Now, six years later, the Welfare Department has cut the rent allotments of the five families. The cuts are a result of a new policy that bases rent allotments on the number of "eligible" family members rather than the number of rooms or the

actual rent. Since a child over 17 who is not in school is not considered "eligible" by the Welfare Department, the families on 15th Street have had their rent budget cut by \$60. But with the end of open admissions and free tuition at the City University of New York, and with unemployment among Black and Puerto Rican teenagers as high as 60 percent, the older children of those families have no way to work or go to school.

"Where are the jobs?" asked Ms. Sarah Price, one of the tenants. "I've been on the WIN (Work Incentive Now) program for three years now and no job. My 21 year old son has been looking for work for three years too. There are no jobs." Mr. Jaime Rosario, another tenant, said that he had also been on the WIN program for three years and had even gone back to school to improve his skills. "Still no job," he said.

Whatever happens, the city will not have an easy time evicting the 15th Street Squatters because they have decided to fight. And they have the support of several community groups, including the Center for United Labor Action (CULA) and the Chelsea Coalition on Housing (CCH).

"We can't pay, but we won't move," said one of the tenants. "I hope the City understands that."

Right now, the tenants and their supporters are preparing for a hearing on the rent allotment cuts. They plan to subpoena city officials to testify about the original agreement between the City and the Squatters.

They are also seeking a meeting with Thomas Appleby, the Administrator of the HDA. The Tenants Association of 233 West 15th Street requests people and organizations to write to Appleby at the Housing and Development Administration, 100 Gold Street, New York, N.Y. 10007, asking him to agree to meet with the tenants and their supporters and demanding that he prevent the eviction of the five families.

In Rochester: Demonstration Blasts Union Busting Seminar

By GENE CLANCY

ROCHESTER, Nov. 4—A blatant attack on the rights of workers to organize was exposed and militantly protested by the Center for United Labor Action and representatives of local labor here. A three day regional conference for bosses, costing \$525 per person (not counting food or lodging) was conducted to show employers how to break organizing drives and bust unions. The so-called "seminar" was presented by a law firm which has a national reputation for union-busting activities. (It was this same firm which sued C.U.L.A. and Amalgamated Clothing Workers for 1.2 million dollars in connection with a boycott of Farah pants in 1974. (Order C.U.L.A. pamphlet "Battle of the Boycott" for the full story).

The organizers of the conference were so confident that they could keep their slimy meeting a secret that they made no pretense about their true purposes. Openly admitting that unionization is more likely "due to great inflationary pressures on workers" they promised to increase profits for the bosses by breaking union drives. "This seminar makes no pretense of impartiality," said their brochure, "it is 100 percent pro-management. It is designed for

the express purpose of helping you to keep the unions out of your company. It's that simple." As a further slap in the face, the conference was held at the Rochester Americana, a unionized hotel.

Although they had previously held similar meetings in three other cities around the country without incident, this one was different. C.U.L.A. alerted local labor unions and held a press conference which exposed the conference and the conspiracy against labor. Several television and radio stations and local newspapers, including the AFL-CIO Labor News covered the press conference. Leaflets were distributed to the employees of the Americana which included pictures of the union busters and suggested they be "treated accordingly." A militant picket line of about 40 people including members and friends of C.U.L.A. as well as the leaders of the Hotel Workers, Communication Workers, Textile Workers and members of Local 1199 picketed the hotel for over half an hour. The hot-shot union busters could only cower in their fancy ballroom, refusing to even talk to the press as Rochester workers chanted the message: "We say No to union busting!"



"In 1970, the five families now facing eviction took over an empty building at 233 West 15th Street."

Collective Bargaining— A Right Teachers Vote to Keep

By a New York City Teacher

NEW YORK, Nov. 20—Albert Shanker, President of the United Federation of Teachers of New York City and President of the American Federation of Teachers, wants to do away with the collective bargaining rights of all New York City municipal workers. New York's Mayor Beame thought it was an "interesting idea from an interesting man," and met with Shanker to discuss the "idea" further.

Shanker suggested that a structure similar to the World War II War Employment Board be established for city workers here. The purpose of such a board, according to Shanker, would be to act in cases of "inequities." Under such a board, workers could not get increases in wages or improvements in benefits or working conditions unless the board decided that an "inequity" was involved. The World War II board was used by the bosses to freeze wages while the bosses got rich from bloated military contracts. When Shanker said that collective bargaining is "ridiculous" under conditions of "war and bankruptcy," he was referring to the threat of municipal bankruptcy caused by the outrageous interest extorted by the bankers through their tax-free municipal bonds. The "war" this time is the war of the bankers against the working and poor people of this city. What Shanker is asking of city workers is that we give up one of our major weapons in this war, our right to collectively bargain.

This proposal by Shanker comes on the heels of an onslaught against the UFT. In the past year, the union has suffered the

following attacks:

- 17,000 teachers have lost their jobs.
- Members were forced to give up ten days' pay for the five days of last year's strike.
- \$150 million was extorted from our pension funds to buy bonds the bankers wouldn't touch.
- Wages, promotions, longevity and cost-of-living increases have all been frozen.
- The UFT's dues checkoff rights have been suspended for two years by the state, as a penalty for the strike.
- Teaching hours and class sizes have been increased.
- Working, teaching, and learning conditions in the schools have deteriorated enormously.

An enormous cash fine may yet be levied on the union, as a further strike penalty under the anti-labor Taylor Law.

When the union's leader is demoralized and busy throwing our rights away, the rank and file often begins to move to protect their rights. This week, at a junior high school chapter meeting in Manhattan, a strong resolution against Shanker's attempt to destroy our hard-fought-for right to collective bargaining passed unanimously and unopposed.

Other municipal unions lost no time in denouncing Shanker's "idea", and even Municipal Labor Council voted unanimously last week to repudiate the Shanker proposal.

Repudiation of such an idea is not only well-deserved, but the next task is to repudiate the labor "leaders" who come up with such "ideas" and throw them out of our unions too.

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Boston Bus Drivers Fight Racist School Board for a Union & Safe Buses!

By a rank and file bus driver
 BOSTON, MASS., Nov 19—The maggot-white School Committee in Boston is infamous nationwide for threatening the happiness and safety of school children. But not only do the school children face segregated, overcrowded, run-down schools, but also dangers on rickety, unsafe, fume-filled school buses, another result of the policies of the hated School Committee. Twenty of 36 buses inspected at just one company were unsafe.

On Nov. 2 a Black driver for a large bus company was fired when he refused to drive a totally unsafe bus. The front end of the bus was in such bad shape that at 20 mile per hour it could not be controlled. It had no safety lights. The driver has a 12 year old son who rides a bus to school every day, and he refused to endanger the lives of 50 children and called the company for a replacement. When he returned to the dispatching office the owner called him a trouble maker and fired him.

The bus drivers who carry the city's most precious cargo know better than anyone the greed of the bus companies who get their contracts from the racist school boards. No sick leave, holidays, vacations, health insurance, or job security, and life threatening conditions for them and the children. The first to rebel were the workers at Transportation Management Corp. (TMC). Last February they called in the Teamsters Union (IBT), and after an 8 month organizing campaign, it climaxed with an election victory on Oct. 22. During that time, the company had fired rank and file organizers, slandered the union, threatened workers, used legal delaying tactics and even offered bribes. The very day of the election the official union observer who had been fired for organizing, and another worker were attacked by two company thugs. A few days later the tires on a car belonging to a leading Black worker were slashed while parked in an enclosed company garage right next to the boss' office. After he was continually followed by company goons, he told a group of workers, "No white racist boss is going to drive me out of my job and my community." (TMC is in Roxbury, a Black community.)

The Boston NAACP has condemned this racist, anti-union company and pledged to alert the Black community.

In a letter distributed to YMC drivers with the assistance of the Center for United Labor Action, the Secretary treasurer of Local 829 IBT said, "Since the union has won the recognition election at TMC, Mr. Zimmerman and company have gone to great lengths to threaten, harass, attack, and intimidate drivers who support the union...We want to make it clear that the union will not tolerate their illegal, violent and bigoted assault on its members."

The company has since filed a petition for appeal of the election, in an effort to stall for more time to try to destroy the union. The drivers understand that this legal attack is the other side of the company's racist goonism. At a union membership meeting held last Sunday, drivers decided to take the offensive and draw up and submit their demands for better wages, benefits, and job

security. Drivers know that the victory of the election at TMC is just the first battle of a long war ahead with the boss to win our contract.

The victory at TMC has already lit the fuse to a powder keg of union activity in an industry where there are yet no union contracts. Drivers from other companies stop TMC drivers to find out about the union and ask how they can unionize at their job. In fact, only 5 days after the victory at TMC drivers from one larger school bus company met with Local 829 and have since begun signing Teamster authorization cards.

School bus drivers in Boston are fed up with having their work life ruled by racist, greedy bosses. Many have wanted a union for years. TMC's victory has given these drivers the confidence that it can and will be done. As many drivers now say, "TMC drivers won the union. So can we!"

Lincoln Center is Well Funded, But Schomburg Still Victim of Racism

N.Y.C., Nov. 19—The Schomburg library in Harlem, the largest collection of Black history and culture in the Americas, is threatened with permanent destruction. Due to the New York Public Library policies of racist neglect, no renovation has been done in the Schomburg for years and years and now the heating system is not working. The Library has been forced to close recently because of intolerable cold and two key staff members at Schomburg have been fired without cause. But the New York Public Library, has "found" money for the construction of the glamorous Lincoln Center library and extensive renovation of the 42nd Street library.

The Citizens Coalition to Save the Schomburg outraged by the discriminatory practices of NYPL has been gathering broad support to save the Schomburg library and rehire the fired workers.

On November 20, 20 members of the Citizens Coalition to Save the Schomburg dramatized the case of the Schomburg with a massive leaflet distribution and demonstration at Lincoln Center.

The Citizens Coalition displayed signs demanding an end to the racist treatment of

the Schomburg by NYPL and equal funding with the Lincoln Center library. Many people using or working in Lincoln Center library signed petitions and bought buttons to save the Schomburg.

During the course of the evening, Citizens Coalition (in defiance of the NYPL) walked



(actual size)

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through the Lincoln Center library holding signs saying "NYPL guilty of racism", "We demand equal treatment with Lincoln Center library" and "Stop racism and cultural genocide, Save the Schomburg library." So embarrassed was the Lincoln Center administration that they called the police in an effort to isolate Citizens Coalition from people using the complex. Despite this attempt, the Citizens Coalition was able to get several hundred people to sign petitions and buy buttons in support of the Schomburg.

While Citizens Coalition is taking the case of the Schomburg to the people, the National Conference of Black lawyers has agreed to initiate a legal suit against NYPL which will charge NYPL with the unequal treatment and racist neglect of the Schomburg library. The suit will be based on the fact that while NYPL has allocated no money for the Schomburg, the Lincoln Center library has been constructed and other libraries in the

research library system have received extensive funding for building and renovation.

The bigoted efforts of the NYPL to destroy the Schomburg library in Harlem are being fought in many ways. Join the Citizens Coalition to Save the Schomburg library. For further information contact: Citizens Coalition to Save the Schomburg c/o C.U.L.A., 166 5th Ave., NYC (212) 741-0633.

★ BULLETIN ★

As we go to press we have learned that on Friday, November 19, materials were removed from the Schomburg to the 42nd Street library.

The Schomburg library is a treasure to the Harlem community and must not be taken away. The attempts by the NYPL to break up and destroy the largest collection of Black history and culture must be stopped!



South African workers in an open-pit mine. People last and bankers

Apartheid Means Death and Starvation for Black Miners in South Africa

NEW YORK, Nov. 15—Nine Black South African miners died today and 55 were seriously injured when fire from explosive materials swept through the Impala platinum mines. 800 others suffered injuries.

These workers are victims of one of the most exploitative systems in history—apartheid. Black workers have no legal rights at all—to form unions, to picket, to boycott. The ore that comes from South African mines, is paid for by the blood of Black miners, who work for only 40 to 60 cents an hour, hardly enough to even feed them or their families for the next day's

work. There is an average of three deaths per shift in the 50 mines that operate over a 300 mile arc in South Africa.

South Africa is not alone in its responsibility for the murderous working conditions. The U.S. and British companies own over 40 percent of the gold mining investment in South Africa, and all the largest U.S. corporations have plants there

Black workers in South Africa are showing by their courageous and determined struggle that they are going to win independence and a better life. It is in the interest of all working people to support them.

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Norfolk School Bus Drivers Face Company, Police & City Gov't in Fight to Win a Union

NORFOLK, Nov. 13—It's getting cold in Norfolk and it takes guts and determination to stay out on the picket line, but Norfolk's school bus drivers are holding fast in their fight to win a union.

This is the message that came through loud and clear last Wednesday when D.J. James, a bus driver and leading member of the strike organizing committee, spoke at the November public meeting of the Center for United Labor Action in Norfolk. D.J. explained how the bus company, the A.R.A. transportation group, had refused to recognize Teamsters Local 822 as the drivers union, even though 215 out of 245 drivers had signed union cards. In fact, the A.R.A., a private company under contract with the city of Norfolk is claiming that it is illegal for the drivers to unionize, arguing that they are actually city employees! A three-day hearing on this issue by the National Labor Relations Board has just concluded in Norfolk, and a decision is expected by mid-December. Meanwhile, the drivers, who walked out October 26, continue to build the strike, determined to win, as D.J. put it, "I'm not going to say if we win, I'm saying when!"

The drivers' job situation is incredibly bad. Mainly Black women, they are paid a mere \$2.80 an hour and are only paid for the time the company decides their route should take. This is an average of about four hours a day, even though many routes take longer to complete. The drivers receive absolutely no benefits at all, and are even expected to wash the buses on their own time. Faced with this intolerable situation, they had no other choice but to strike.

But the city government of Norfolk, faced with a declining tax base and an increased demand for social services, is trying to throw its impending financial crisis onto the backs of the city's working people. One aspect of this strategy was to drop its school bus contract with Tidewater Metro Transit, which had a union, and to contract with ARA, a non-union company. So when the ARA drivers decided to organize their own union, they were actually fighting back not only for themselves, but for all the other working people in Norfolk as well.

Because of this, the city government and the rich interests that it represents have decided that this strike must be broken. The City Council, led by the notoriously racist

and anti-labor ex-police chief Claude Staylor, has passed a resolution condemning the strike; the cops have made a series of threatening statements about the strike and have arrested two of the rank-and-file leaders on trumped-up charges; and the city's largest newspapers (both owned by the same company) have run lead editorials viciously slandering the strikers.

And despite the pious expressions of concern by the ARA officials, the city, and the news media, the city's strikebreaking campaign has resulted in a real danger to the 25,000 schoolchildren who must ride the yellow buses each day. Scab (strikebreaking) drivers have been sent out on the road with very little training or medical testing, and in some cases even without drivers' licenses. The result has been reckless driving, speeding buses, and a number of near accidents.

Faced with this dangerous situation for the students as well as the attacks by the company, the city government, the cops, and the news media, the drivers have redoubled their efforts to win the strike. Besides continuing the picketing outside the company's local headquarters on Princess

Anne Rd. in Norfolk, Teamster Local 822 has also called for a national boycott of ARA food products, which is the largest system of food vending machines in the country. The drivers are also being supported in their struggle by the Center for United Labor Action, which has publicized the strike in the Tidewater supplement to United Labor Action; has written and distributed two support leaflets explaining the strike to other working people; has attended the NLRB hearing; and is making plans, in conjunction with the drivers, for a number of other support activities. Already the result of this work can be seen as parents and students begin to make their voices heard on the side of the drivers.

Because of the ruthless determination by the city to crush this strike, the battle is sure to be a long and hard one. The stakes are great, but Norfolk's poor and working people are just as determined not to pay for the bosses' crisis. As Phil Wilayto pointed out at this month's C.U.L.A. public meeting, "The ARA school bus drivers are now in the forefront of that struggle, and it is a struggle they intend to win!"

Government-paid spies Exposed in Frame-up as

Labor Demands Freedom for Markley and Soares

By JIM DeWEESE

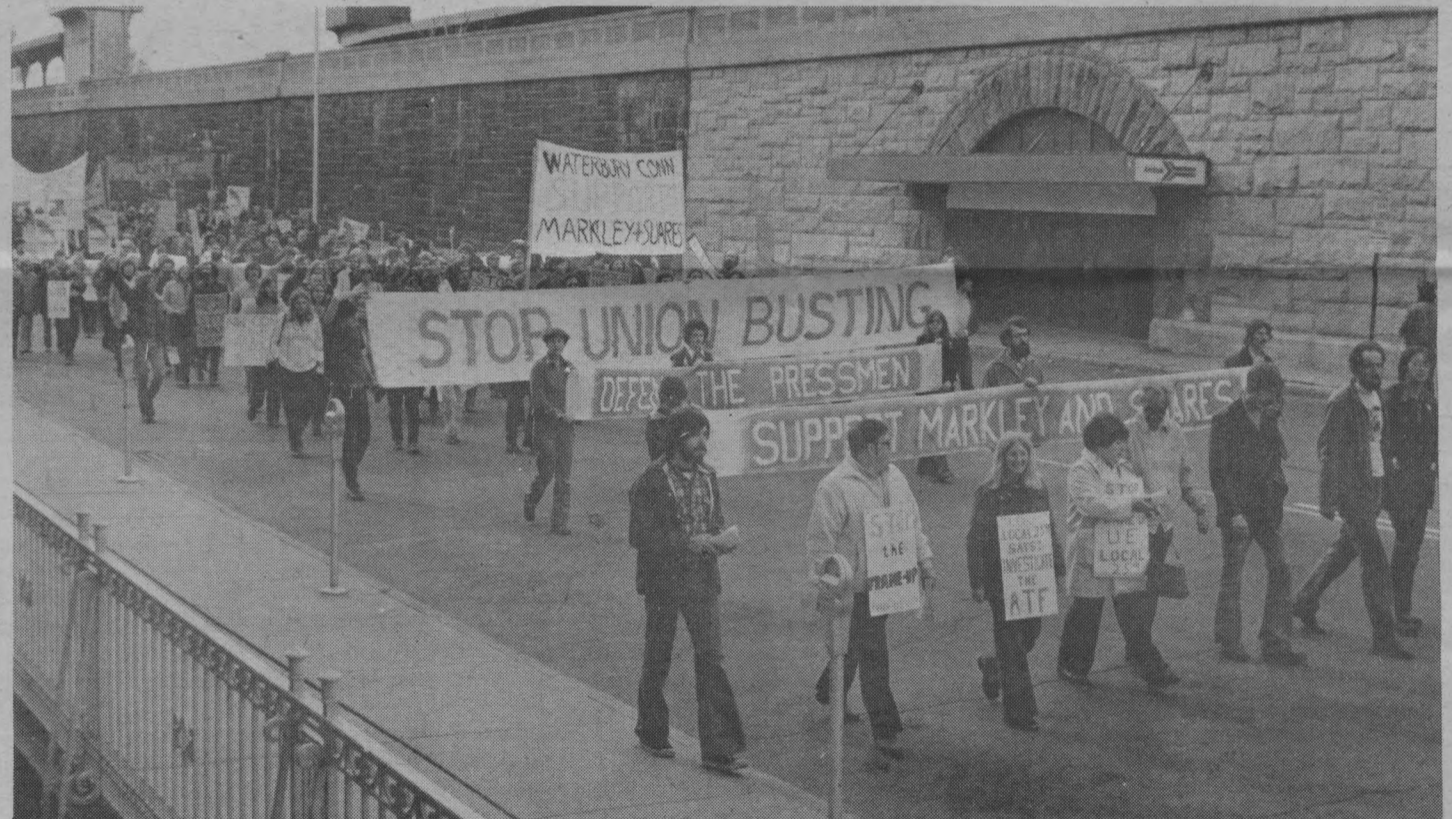
NORTHAMPTON, MASS., Nov. 15—Agents from the Alcohol, Tobacco, and Firearms Bureau (ATF) of the U.S. Treasury Department have been exposed as part of the long history of spies and provocateurs in the U.S. labor movement.

The ATF has engineered a frame-up case against two Western Mass. trade unionists. Alex Markley (Field Organizer—United Electrical Workers-UE) and Tony Soares (Member, International Brotherhood of Electrical Workers-IBEW) are being threatened with 60-year sentences and \$60,000 fines for conspiracy to blow up scab trucks.

The frame-up began one year ago during the 10-week strike of UE Local 259 against Worthington Compressor Co. in Holyoke, Mass. It was a well-publicized strike and was actively supported by other unions and community people. The only violence was an incident where scab truckers beat up a striker, sending him to the hospital.

Alex Markley (former president of UE Local 259) was active in the strike. Several times during the strike he was approached by a man who urged Markley to provide him with material that could be used to "take care of" the trucks that were crossing the picket lines under Holyoke police protection.

The man turned out to be a police agent by the name of Thomas G. O'Reilly. Eight months after the strike was over, on August 2, 1976, Markley was taken downtown and questioned by the ATF agents for 12 hours. They gave him the choice of becoming a labor spy for the ATF or facing indictments



Hundreds demonstrate in support of framed-up union brothers.

for "conspiracy to damage and destroy vehicles and transferring destructive devices."

Markley refused to become a spy and now faces charges that he and his friend Tony Soares conspired to blow up scab trucks using cardboard toilet paper tubes stuffed

with black powder and a firecracker fuse.

The Markley-Soares Defense Committee was formed by the UE with extensive support from unions throughout Western Mass., including the Pioneer Valley Labor Council, the Holyoke Central Labor Council, and the Springfield Building Trades Council.

The trial date has not yet been set, but it is due to be set prior to February 2nd. The defense expenses are enormous and will get worse. Messages of support and donations, can be sent to the Markley-Soares Defense Committee, P.O. Box 5001, Holyoke, Mass. 01040.

credit: Bob R.



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