

Protests Halt Rail Imports

Labor Leads Fight to Keep L.A. Transit Jobs in the U.S.

With organized labor in the forefront, a storm of public protest has caused the Los Angeles County Transportation Commission to cancel a contract to buy \$122 million worth of rail cars from a Japanese company.

The contract with Sumitomo Corporation was cancelled Wednesday after days of increasing anger over the prospect of sending tax dollars abroad to purchase the rail cars while U.S. manufacturing

BART also faces challenge over imported rail cars. Page 4.

plants are shutting down and unemployment is soaring among American workers.

The dramatic imposition of public will upon the nation's faltering foreign trade policy came Wednesday before a cheering audience in a jam-packed auditorium at the

County Hall of Administration in downtown L.A.

Inside, the commissioners heard arguments against the contract, including an impassioned appeal from William R. Robertson, executive secretary-treasurer of the Los Angeles County Federation of Labor and vice president of the California Labor Federation.

"We've witnessed over the last 10 years an exodus of industry from this country — rubber tires, steel,

auto, aerospace," Robertson declared.

"We can build those cars here. ... Los Angeles is symbolic of what can be done here in America."

Those inside also heard L.A. City Council Member Joel Wachs declare, "This is not about Japan-bashing. This is for a new way of doing business in L.A."

"This is for America. This is for American jobs. This is for local jobs."

Outside, where hundreds rallied while the commission voted, there were cheers as speakers called for an end to the mass exportation of American jobs.

Prominent in the crowd were union members laid off or soon to be idled by the slumping auto, aerospace and electronics industries—workers possessed of the very skills required for production of rapid

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Ad Scam Operator Moves North

There's no sign of recession for ad scam operators who cash in on organized labor's good name by selling spurious advertising to professionals and businesses.

In recent days the Los Angeles outfit calling itself "Organized Labor Services" has:

- Told San Francisco doctors that it is endorsed by S.F. Firefighters Local 798.

- Told a body shop that it has the endorsement of the San Mateo County Central Labor Council.

- Tried to get advertising from a Sonoma County realtor by claiming it operated the "official AFL-CIO publication for California."

- Diverted ad revenue from the legitimate publication of the Alameda County Building and Construction Trades Council by claiming council backing.

All the claims are false.

This scam operator promises that those buying ads in a newspaper—falsely represented to be an official labor publication—will be placed on a hot-line referral service, guaranteeing them access to members of scores of unions.

"Organized Labor Services" is sleaze all the way. The operation is on the national AFL-CIO's list of 10 worst labor ad scam offenders.

They don't use the post office because of federal laws against mail fraud. Instead, they send messengers around to collect checks for forwarding to the operation's L.A. offices by a non-union express service.

On the phone they will claim that their alleged newspaper, "Union Voice," is the official AFL-CIO publication for California. Lately they've been more careful about

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Vegas Strikers Get Thanks



Photo by Chuck Sheehan

Cheering trade unionists, above, wait on L.A. City Hall steps to welcome Las Vegas strikers after 300-mile march across desert.

Jack Henning, left, Thomas R. Donahue, center, and William R. Robertson greet marchers during reception at Musicians Union Hall in Hollywood.

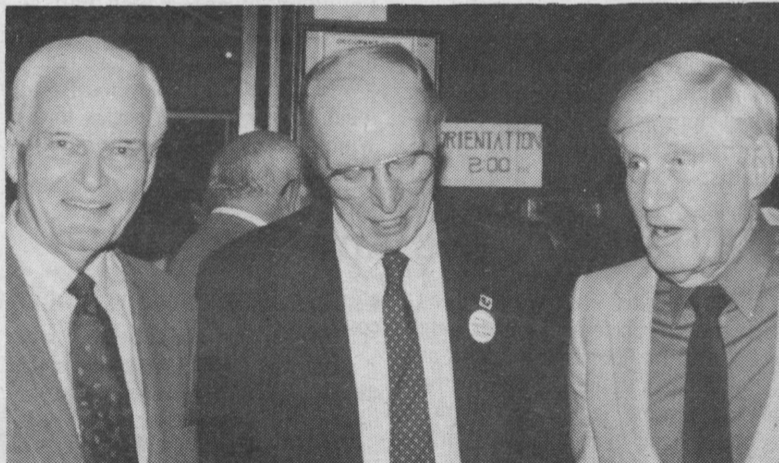


Photo by Dan Swinton

A tumultuous Los Angeles welcome and words of praise and thanks greeted striking workers from the Frontier hotel and casino in Las Vegas last weekend following their 300-mile march across the Southern California desert.

Cheering participants in a rally Friday evening on the steps of L.A. City Hall demonstrated that the marchers had accomplished the first of their two main objectives.

That first goal was to publicize the boycott against the Frontier, which forced some 500 members of five unions out on strike Sept. 1 after refusing to accept the same contract terms and conditions signed by every other major employer on the Las Vegas Strip.

Their second goal was to dramatize the campaign for federal legislation to ban permanent replacement of strikers with scabs, and on Saturday night they got assurance that this, too, had been accomplished.

Tom Donahue, secretary-treasurer of the AFL-CIO, provided the assurance during a reception at Musicians Local 47 Hall in Hollywood.

"The core issue is permanent replacement of strikers," Donahue declared, describing the marchers as heroes in the drive for passage of S. 55, the anti-scab measure currently before the U.S. Senate.

"These marchers, every step of the way, represented the trade union movement at its best," Donahue continued.

He likened Frontier owner Margaret Alardi to Frank Lorenzo and

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Teamsters: No Safeway Job Grab

Teamster leaders drew battle lines this week in a major confrontation over Safeway's threat to contract out the jobs of as many as 1,000 distribution workers to a non-union operator.

"There is no way we are going to sit idly by and watch Safeway steal jobs of our members," declared Chuck Mack, president of Teamsters Joint Council No. 7.

The gravity with which the union views Safeway's threat was reflected in the attendance at a strategy session convened by Mack today in San Francisco. Officials from locals and councils throughout the western U.S. flew in for the session.

Safeway plans to open a vast new warehouse operation early this sum-

mer at Tracy in San Joaquin County, some 50 miles east of the San Francisco Bay Area, to serve 245 stores in Northern California, Nevada and Hawaii.

The place is huge. It encloses 1.8 million square feet, an area the size of 32 football fields. Safeway will more than double its warehouse space in the region, even with closure of its Richmond and Fremont distribution centers, from which work will be shifted to Tracy.

The confrontation is over what Safeway wants to do to Teamster members currently employed at Richmond and Fremont whose collective bargaining contracts expire April 30.

Safeway says the workers can fol-

low their jobs to Tracy if they accept wage cuts and submit to 60-day probation periods at the new facility.

Safeway is demanding cuts of 20 to 25 percent for workers who now earn from \$12 to \$17 an hour.

The company contends that if the union rejects these conditions, it will be legally free to farm all of the work out to a labor contractor, with no special preference or hiring priority for current workers.

"It wasn't collective bargaining," Mack said. "It was collective begging. We rejected it out of hand."

Involved are members of Teamster Locals 70, 78, 302, 315, 432, 853 and 856 who staff the warehouses, drive, service and load

trucks, and run the office.

Safeway officials are threatening to scab the distribution operation and keep stores open if the demands provoke a strike.

Mack said such threats would not deter the union.

"The Teamsters Union is fully prepared to take the strongest economic actions possible to ensure that rights of members are protected," Mack added.

"Just because they are moving 50 miles east does not mean they can suspend the rights of our members," he added.

The Teamster blasted Safeway for "corporate irresponsibility and ignorance."

New Hint of Maquiladora Catastrophy

Remember all those warnings from the AFL-CIO about the ecological time bomb ticking away along the U.S.-Mexican border where thousands of maquiladora factories spew out toxic pollutants without regulation or control?

There is strong evidence this week that the clock has ticked down.

At least 20 babies born or conceived without brains have been reported in recent weeks at Brownsville, Texas.

Brownsville is just across the Rio Grande from Matamoros, Mexico, where hundreds of maquiladoras turn out products for American corporations without any of the environmental safeguards the companies left behind when they closed

Henning Video Tells Trade Pact Perils

A video of Jack Henning's speech to the recent AFL-CIO convention on the perils of the proposed North American Free Trade Agreement now is available to affiliates of the California Labor Federation.

Henning, executive secretary-treasurer of the state federation, warned delegates at Detroit of harm to American workers and to the

their plants in this country and laid off their American workers.

Other brainless infants have been reported across the border in and

U.S. economy posed by the proposed agreement and already inflicted by the maquiladora program.

The 14-minute VHS cassette can be obtained on free loan by writing to: Library, California Labor Federation, 417 Montgomery St., Room 300, San Francisco, CA 94104, or by phoning the library at (415) 986-3585.

around Matamoros where low-paid maquiladora workers reside in shacks with no running water and with open ditches for sewers.

The cluster of brainless infants was reported this week by the Baltimore Sun. It has gotten little attention from the news media in this country.

The defect, called anencephaly, is extremely rare.

Births of three infants without brains in less than 36 hours at Valley Regional Medical Center in Brownsville created deep concern.

Two of the babies were stillborn. One died after three days.

Margaret Diaz, an occupational health specialist, told the Baltimore Sun that at first she thought the three cases could be merely statistical coincidence. Then she met a radiologist who told her he had recently performed ultrasound examinations on seven pregnant wo-

men, each of whom was a child without a brain. Then 10 additional cases in Texas were reported to her.

Across the river in Matamoros, 10 anencephalic babies were born during 1991 at the general hospital. No records are available on brainless babies born elsewhere in the Mexican town.

State agencies and the U.S. Centers for Disease Control have taken an interest, but so far they say they have no answers.

"We think something terrible happened to cause this, but we don't know what it is," William Lipps, a chemist told the Baltimore Sun.

Dr. James E. Cheek, a CDC epidemiologist, says his investigation is centering on possible exposure to some chemical or other factor.



UFCW Women Form Network

Members of the Executive Board of the Women's Network of the United Food and Commercial Workers Region 15, pictured during a meeting at Goleta are, seated from left, Susan Drake, Sharon Gerard, Marilyn Woolard, Charlie La Chance and Doris Press. Standing, from left, are Pat Kinion,

Roselind Killeen, Blanche Pasnick and Erma Porter. Woolard, regional coordinator, said the network seeks to mobilize support for labor goals, advance women into decision-making roles within the UFCW, and boost political activism among members of the union.

South Korea Crushes Hyundai Auto Strike

Intervention by the South Korean government has defeated an attempt by low-paid auto workers at Hyundai Corp. auto plant used successfully by the United Auto Workers during the 1930s in U.S. plants.

Workers took over the giant plant at Ulsan on Jan. 15 after Hyundai locked them out in retaliation for voting to authorize a strike. They sat down at their work stations and prevented the company from starting production with scab labor for seven days.

Then the government stepped in. Helicopters soared over the plant on Monday night, dropping leaflets warning the strikers that armed troops would attack at dawn Wednesday. The leaflets warned that commandos would be flown in by helicopter and that tanks would smash barricaded gates to bring in still more troops.

Given the government's long-

standing support for union-busting, the workers had no reason to doubt that tanks and helicopters massing outside the plant would be used for just such an assault.

When the sun came up Wednesday, the last of the strikers had slipped away.

Hyundai apparently is ready to restart the assembly lines with low-priced labor that enables the company to undercut American manufacturers and put American auto workers out onto the unemployment lines.

Datebook

Conference on 'America's Choice: High Skills or Low Wages': Jan. 30, Los Angeles, Airport Hyatt Hotel.

LCLAA Statewide General Membership Meeting: Jan. 31-Feb. 1, Grand Hotel, Anaheim.

COPE Retiree Program open house events: Feb. 16, central labor councils throughout California.

Central Labor Councils Conference for AFL-CIO Region VI: Feb. 26 and 27, Palm Springs Raddison Hotel.

LCLAA Western Regional Conference: March 5-7, Harbortown Resort Hotel, Ventura.

Executive Council quarterly meeting: March 11-12, Radisson Hotel, Sacramento.

A. Philip Randolph Institute California State Conference: March 26-29, San Bernardino Hilton Hotel, San Bernardino.

Executive Council Pre-COPE meeting: Tuesday, April 14, S.F. Airport Hilton Hotel.

Pre-Primary Election COPE Endorsing Convention: Thursday, April 16, S.F. Airport Hilton Hotel.

Joint Legislative Conference: May 18-20, Radisson Hotel, Sacramento.

Executive Council pre-convention meeting: July 22-24, Grand Hyatt Hotel, San Francisco.

19th Biennial Convention of the California Labor Federation: July 27-29, Grand Hyatt Hotel, San Francisco.

Willie Nelson a Joady Honoree

Willie Nelson, the singer-songwriter, will receive one of five Joady Awards to be presented Friday evening, Feb. 21, at the St. Francis Hotel in San Francisco during the annual banquet benefitting "We Do the Work," the Public Television show on workers and their jobs.

Awards will be presented to:

- Nelson, for founding Farm Aid.

- The International Brotherhood of Electrical Workers and the National Electrical Contractors Association, for labor-management relations.

- Elise Bryant, director of Workers Lives, Workers Stories Theater Company at University of Michigan, for her contributions to the labor movement.

- Barbara Kopple, a film and

video producer-director, for her depictions of workers in such films as "Harlan County" and "American Dream."

- Phil Dine, labor and civil rights reporter on the St. Louis Post Dispatch, for breaking the story about oppression in a rural Mississippi catfish processing plant against workers who struck and

eventually won a collective bargaining contract.

New at this year's banquet is the Founders Award, which will acknowledge support from individuals and organizations who have helped "We Do the Work" develop from a local program into a series that is winning acclaim across the country. Recipients will be:

'WDTW' Reviews Anti-Scab Issue

"We Do the Work" examines permanent replacement of striking workers in its February program as the vote nears in the U.S. Senate on labor-sponsored legislation to protect the right to withhold labor.

The program also covers the Emergency Drive for Health Care undertaken by a coalition of labor and citizen groups who drove ambulances across the country to call

attention to the crisis in medical coverage.

Comedian Will Durst closes the show with satirical comments.

California air times include KCSM, San Mateo, 9:30 p.m. on Tuesday, Feb. 4; KCET, Los Angeles, 6:30 p.m. Saturday, Feb. 8, and KQED, San Francisco, 3:30 p.m. Friday, Feb. 28.

Contracted-Out Workers Vote Union

Employees of Alameda County's contracted-out mental health facility have voted overwhelmingly for representation by Local 250 of the Service Employees in a secret ballot conducted by local religious and community leaders.

The 95-member workforce is employed at Villa Fairmont Mental

Health Center in San Leandro, a county hospital adjunct that is operated by the Telecare Corporation under contract with the county.

Balloting was conducted under private supervision after Telecare repeatedly manipulated National Labor Relations Board regulations to stall a board-sponsored election.

day at 1460 Egbert Ave. in San Francisco.

Applicants must be 18 or older and must have high school diplomas or equivalency degrees.

The vote was 79 to 3 for representation by Local 250.

Conducting the election and supervising the counting of ballots were Sister Marie de Porres Taylor, SNJM, president of the Oakland Citizens Committee for Urban Renewal; the Rev. Frank Pinkard, Jr., pastor of Evergreen Baptist Church; the Rev. Dr. Lorenzo Carlisle, organizing pastor, Oakland Community United Church of Christ; the Rev. John Maxwell, pastor of St. Andrew's Catholic Church, and the Rev. Jay Mathews, pastor of St. Benedict's Catholic Church.

Publisher's Notice

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Sacramento Labor Chorus Members Mark Newhall, Gloria Cedillo and Bob Fitch sing out during Festival song swap.



Shelley Kessler, left and David Winters, center, join song writer John Handcox in 'Roll the Union On.'

Labor Anthems Ring At Worker Festival



Bill and Judy Claus tune up for a duet.

The Sixth Annual Western Workers Labor Heritage Festival filled the air with song last weekend at Laney College in Oakland.

Besides song swaps, there were workshops on use of art in trade union activities, poetry readings, and demonstrations ranging from workplace yoga to banner design.

The festival also honored Dr. Martin Luther King, Jr., on whose birthday weekend holiday it has been held since its founding at Santa Cruz in 1987.

The Sunday evening concert, held at the nearby Oakland Museum auditorium, featured songs learned during the festival and benefitted the California Labor Federation emergency fund for union members in need.

Local 2 of the Hotel and Restaurant Employees received a special award for use of song on its picket



Rocky Delaplane, left, of AFL-CIO's Labor Heritage Foundation, and Eleanor Walden of Freedom Song Network take turns at the microphone.



lines in San Francisco.

A special guest was John Handcox, who wrote "Roll the Union On" and who will be honored upon

his 88th birthday a week from today at Laborers Hall in San Diego where he now resides. The event is scheduled from 7 to 11 p.m.

Labor and Science Beat a Bad Bill

The labor movement joined with scientists this week to persuade the Assembly Committee on Labor and Employment not to ban manufacture and sale of fiberglass insulation.

Jack Henning, executive secretary-treasurer of the California Labor Federation, told the committee that no scientific study has produced any evidence to justify prohibitions on fiberglass proposed in Assembly Bill 2219.

The committee agreed after hearing witnesses introduced by Henning. The measure was amended to remove the prohibition and to include instructions to the Department of Health Services to monitor and report back on studies of fiberglass. Then it was sent to Assembly floor on a unanimous, bipartisan 6-0 vote.

Henning introduced Joe Mitchell, area director of the Glass, Molders, Pottery and Allied Workers, who testified that his union, which is intimately concerned with worker safety, finds the proposed ban

unnecessary.

Mitchell said he himself had worked 13 years in fiberglass production without ill-effects.

Dan Brock, president of GMP Local 192 at Corona, testified that he has suffered no problems during 17 years in fiberglass production.

William Kojola, representing the Building and Construction Trades Department of the AFL-CIO, testified that rather than enhancing

safety, the ban would endanger workers by exposing them to thicker, needle-like fibers. Kojola, assistant director of occupational safety and health for the Laborers International Union of North America, pointed out that federal OSHA currently is drafting safety standards for workers handling fiberglass insulation. He said the building trades support such a national standard.

Sen. Johnston on Labor Panel

State Sen. Pat Johnston, D-Stockton, a COPE-endorsed ally of labor, this week was named a member of the Senate Committee on Industrial Relations.

Johnston takes the place formerly occupied by Sen. Leroy Greene, D-Sacramento. The committee has jurisdiction over labor legislation.

Also this week, Sen. Art Torres, D-Los Angeles, was appointed chair of the Insurance, Claims and Corporations Committee to succeed former Sen. Alan Robbins who re-

signed before pleading guilty to federal charges.

Appointments are by the Senate Rules Committee, headed by David Roberti, D-L.A., Senate president pro tem.

Leroy Greene was named chair of the Revenue and Taxation Committee, replacing Wadie Deddeh, D-Bonita, who took over the Banking, Commerce and International Trade Committee from Rose Ann Vuich, D-Dinuba, who has announced that she will not seek

Labor spokespersons argued that the prohibition would cause needless loss of jobs among workers in an important industry producing an important product.

A dramatic turn came after an aide to Assembly Member Tom Bane, D-Van Nuys, author of the bill, showed the committee a video clip in which a noted expert on asbestos appeared to be saying that fiberglass ought to be banned.

This was quickly refuted.

Mitchell presented the committee with a letter from the expert, Dr. Irving Selikoff of Mount Sinai Medical Center, New York City, in which Dr. Selikoff denounced the film clip as a misrepresentation. Selikoff did not support any ban on fiberglass. He declared in his letter that all but a few seconds of a two-hour interview was cut out of the video, grossly misrepresenting his views.

This was followed by testimony from Dr. Phillip Parker of the UCLA Department of Occupational Medicine who testified, "Clearly fiberglass is not another asbestos."

AB 2219, which was introduced last year and was carried over to the 1992 Legislature, originally called for a ban on manufacture and installation of all fiberglass insulation. Bane amended it earlier this month to prohibit fiberglass with fibers less than 10 microns in diameter, but this still would have banned virtually all fiberglass insulation.

CSEA Warning: Cuts Imperil Civil Rights

The California State Employees Association warned this week that funding cuts inflicted upon the Department of Fair Employment and Housing are jeopardizing civil rights enforcement.

"These cuts in the 1991-1992 California budget and those slated to continue in the 1992-1993 budget have markedly damaged the department's ability to ensure that employers and landlords obey anti-discrimination laws," warned Yolanda

Solari, president of CSEA and a vice president of the California Labor Federation.

Solari, speaking Tuesday at a news conference in Los Angeles, said CSEA was joining with civil rights and housing rights organizations in calling for immediate action by the Legislature and the Wilson Administration to restore the funding.

The \$14 million DFEH budget

for 1990-1991 was slashed by \$2.15 million in 1991-1992. Fifty of the 250 staff positions were eliminated. Four of 12 attorney positions and 11 of 98 investigator jobs were cut, Solari said, adding that the administrator of the department's San Bernardino office is forced to send paper work to Los Angeles by car because there's nobody to process it on his staff.

The cuts have eliminated all 18 of

the senior consultants who used to decide the cases in legal action should be taken.

The department's Office of Compliance Programs has been closed, virtually terminating proactive oversight of 7,000 state contractors.

Persons seeking redress now find their cases delayed for seven months or more, Solari continued.

"DFEH cuts also will place a heavy financial burden on Califor-

nia businesses at a time when Gov. Pete Wilson has charged that the cost of doing business in this state already is too high," Solari warned.

"More and more cases are remaining unresolved as of the one-year statutory deadline for completion," she continued.

Complaints in such unresolved cases receive right-to-sue letters that clear the way for potential court proceedings, Solari noted.

Labor Warns BART on Imports

The Bay Area Rapid Transit District (BART), negotiating with Japanese firms for construction of 250 new rail cars worth upwards of \$500 million, is feeling the same groundswell of public indignation that forced cancellation of a rail car contract this week in Los Angeles.

Organized labor also is at the forefront of the Bay Area protest. "BART directors are directly elected, and we intend to make it clear to them that they will have to answer at election time if they spend our tax money to buy rail cars abroad when American workers are unemployed," declared Owen Mar-

ron, executive secretary-treasurer of the Alameda County Central Labor Council and a vice president of the California Labor Federation.

"If they're smart, the BART directors will watch what's going on in Southern California very carefully," said Assembly Member Richard Katz, D-L.A., whose resolution calling for cancellation of a Los Angeles contract for purchase of rail cars from Japan was unanimously approved by the lower house of the California Legislature.

Action on the BART contract isn't due until April. Morrison-Knudsen, which also seeks the

L.A. rail car contract, is the only American firm bidding for the BART cars.

Also bidding are Kinki Sharyo and Kawasaki Heavy Industries, which was placed on the AFL-CIO national boycott list two years ago for firing union workers after taking over the former Otis Elevator plant in Yonkers, New York.

BART management, meanwhile, is invoking a new state law to justify secret negotiations with the three bidders despite protests from labor and from at least one board member.

"Public business should be conducted in public view," Marron said.

BART Director Nello Bianco agreed. "Were not in private business," Bianco said. "We're a public agency. Anything that can be disclosed has to be disclosed."

Bianco has declared himself in favor of buying American if Morrison-Knudsen comes up with an acceptable bid.

"Every part of the country is looking at rail to solve transportation problems, and BART could be a catalyst for American factories to

expand and retool for rail cars," he said.

Another BART director, William Ussery, indicated that he was ready to approve imported rail cars regardless of the economic arguments.

"There are lots of people who would like to beat up on us on this issue," Ussery said. "But I'm sure a substantial number of them drive Japanese autos..."

Marron repeated his warning that labor will hold BART directors to answer for actions harmful to American workers.

L.A. Rail Cars...

(Continued from page 1)

transit railroad cars. Protests got little attention in the news media when the L.A. County Transportation Commission awarded the contract one month ago to Sumitomo, rejecting a lower bid from Morrison-Knudsen, the only U.S. manufacturer in the running.

Complaints grew along with unemployment figures through the holidays. Fuel was added when George Bush failed during his trip to Tokyo to persuade the Japanese to take any significant steps to reduce their huge, job-killing surplus in trade with the U.S.

Thousands more rallied to the "buy American" banners when a leading Japanese legislator was quoted as saying American jobs were being lost because workers in this country are illiterate and lazy.

Key commissioners began publicly reversing themselves last weekend after the L.A. labor federation called a news conference to demonstrate the depth and soli-

darity of opposition to the Sumitomo contract.

Assembly Member Richard Katz, D-L.A., came to the news conference armed with a resolution authored by him and approved 70-0 on the Assembly floor calling for cancellation of the Sumitomo contract and new bids "giving at least as much consideration to the creation of local jobs and economic recovery...as to the technical aspects of proposals."

Others introduced by Robertson at the news conference included Jim Quillin, executive secretary-treasurer of the California Conference of Machinists; Armando Vergara, a vice president of the state federation and administrative assistant with the Los Angeles and Vicinity Council of Carpenters; Ron Kennedy, secretary-treasurer of the Los Angeles County Building and Construction Trades Council; Henry Gonzalez, assistant director of United Auto Workers Region 6; James Williams, United Transportation Union, and Bill Luddy, director

of the Carpenters Cooperation Committee.

By the time the commission met on Wednesday, it was certain that the Sumitomo contract would be cancelled.

The \$122 million for 41 driverless, automated rail cars was a relatively small part of the long-range potential for a successful bidder. The commission expects to spend \$150 billion over the next 30 years on purchases including at least 600 rail cars.

Sumitomo — which retained former Gov. George Deukmejian as its chief lobbyist — had persuaded the commission to buy automated rail cars more costly than the driver-operated cars proposed by Morrison-Knudsen for the 23-mile Metro Green Line scheduled to open in 1994 between Norwalk and El Segundo with service to Los Angeles International Airport.

The cars would not be compatible with rolling stock on the Metro Blue Line already operating be-

Japan to Buy Two Buicks

George Bush's trip to Japan to try to reduce the trade deficit appears to have yielded some positive results after all.

The Japanese parliament announced Wednesday that two Buick Park Avenues will be added to the fleet of official cars available to lawmakers.

Reuters reported that a parliamentary spokesperson said the two cars would be purchased in re-

sponse to pleas by the U.S. president for increased imports of American goods.

While the two cars are not likely to make much of a dent in the trade deficit, they are costing the Japanese more than one might expect.

Taxes heaped on by the Japanese government boost the price of a Buick Park Avenue to \$46,000 in Tokyo.

tween downtown L.A. and Long Beach.

Wednesday's action calls for new bids on a standardized "L.A. car" compatible with all existing and proposed transit lines and capable of being retrofitted for driverless operation if that concept again beguiles the commissioners at some future date.

The commissioners called also for investigation of fitting out a rail car assembly plant at public expense for lease to a manufacturer in the same way that the U.S. government

has built and leased plants to defense manufacturers for construction of military aircraft.

The L.A. area has idle aerospace manufacturing capacity as well as the vast General Motors assembly plant at Van Nuys, which GM plans to close with the loss of more than 2,000 jobs.

"It is vital to create and maintain jobs in Los Angeles County that will maintain a healthy economy," said County Supervisor Mike Antonovich, the commission chair, as the vote was taken.

Las Vegas Strikers...

(Continued from page 1)

called upon her to "settle or sell." He added, "Get out of the business if you don't want to be fair."

Executive Secretary-Treasurer Jack Henning of the California Labor Federation said, "The Frontier strike is one the labor movement cannot afford to lose.

"It is real and symbolic," the state AFL-CIO leader declared, "symbolic in that corporate America has dropped the mask of accommodation with labor and has opened warfare with the purpose of destroying American unions."

National, state and local labor leaders stepped to the microphone to congratulate the marchers as more than 600 well-wishers crowded into the hall.

Bill Robertson, executive secretary-treasurer of the Los Angeles County Federation of Labor, called for a letter-writing campaign in support of the anti-scam bill.

Included among the speakers were:

Ed Asner, former president of the Screen Actors Guild — "You are labor's point men, one of the few remaining hopes in this country."

Dave Sickler, regional director of the AFL-CIO — "This march has galvanized public attention nationwide and focused it on S. 55."

President Cesar Chavez of the United Farm Workers — "We're proud to stand with you. The 300-mile walk from Las Vegas was a great feat...your struggle is our struggle, the struggle of all working men and women in the U.S."

Mike Riley, president of Teamsters Joint Council 42 and a vice president of the California Labor Federation — "We will win this

fight because we have to."

Robert Fox, head of Operating Engineers Local 501, noting that the Frontier owner has boasted of having \$8.5 million set aside to use against the unions — "We're sending Marge Alardi a message, 'You'd better go get some more. That's not enough.'"

Maria Elena Durazo, president of Local 11 of the Hotel and Restaurant Employees — "Thanks for bringing light to the labor movement in

L.A."

Jim Arnold, secretary-treasurer of striking HERE Local 226 in Las Vegas — "The City Hall welcome yesterday was our proudest day."

John Wilhelm, HERE, chief negotiator at the Frontier — "We'll be doing more in California to support what we are doing in Nevada."

Barry Gordon, president of the Screen Actors Guild, was master of ceremonies. Also participating in the reception were Claude Evans,

executive secretary of the Nevada State AFL-CIO; Herman Leavitt, international secretary-treasurer of HERE; Armando Vergara, Los Angeles and Vicinity Council of Carpenters; Joe Spano, Screen Actors Guild, and Richard Masur.

The Las Vegas strikers are members or Culinary Workers Local 226 and Bartenders Local 165 of HERE, Teamsters Local 995, Operating Engineers Local 501, and Carpenters Local 1780.

All of the unions were represented among the group of marchers who walked the entire distance from Las Vegas to the L.A. County line following old Route 66 because the California Highway Patrol banned them from walking on the the shoulder of Interstate Highway 15.

They were joined for portions of the march by other strikers and large numbers of California and Nevada trade unionists.

Ad Scam...

(Continued from page 1)

what they put into writing. The letterhead currently describes "Union Voice" merely as "an official publication of organized labor publications."

They claim the paper has an office at 44 Montgomery St., Fifth Floor, which is just down the street from the offices of the California AFL-CIO News.

They are not there. The only place they can be contacted is at a Los Angeles office, 1816 South Figueroa St., in a structure grandi-

ously named "The Patriotic Hall."

Apparently they never have been at 44 Montgomery St., San Francisco. Building staff members insist they've never heard of the operation. The suspicion is that the Montgomery Street address was picked out of the air in hopes of confusing the scam publication with the California AFL-CIO News.

Attempts to get answers about this are fruitless. Various persons answer the phone at "The Patriotic Hall," but they always say somebody else will phone right back.

Nobody ever does, unless the caller indicates he or she wants to place an ad.

The sleaze goes on. James C. Ahern, secretary of San Francisco Firefighters Local 798, learned that "Union Voice" phone solicitors had been telling doctors and others that the scam was endorsed by his union.

In San Mateo County, an auto body shop owner was told the San Mateo County Central Labor Council was behind the scam. Executive Secretary Art Pulaski made it clear

this was a lie.

"We have prosecuted scam artists in San Mateo before," Pulaski said. "We are prepared to do it again."

Besides telling prospective advertisers that specific unions or councils support the scam, the operators also present long lists of local unions, clearly implying that a payoff will turn members of the listed organizations into customers, clients or patients.

Sometimes there is a warning that these union members will be handed over to a competitor if the ad is not purchased.

Occasionally there is a veiled threat about certain people becoming upset if no ad is bought.

Published directories are a stock in trade for ad scam artists.

"Organized Labor Services" takes it one step further with "labor hot-line" scam. The operators promise to give advertisers exclusive, or near-exclusive listings for their area, asserting that "shop stewards" will tell members to use the hot line when in need of services.

Several of Jim Herman's favorite-philanthropies will benefit from a banquet Feb. 8 in San Francisco honoring the recently retired president of the International Longshoremen's and Warehousemen's Union.

The event, billed as "A Tribute to Jim Herman," is to be held at the Palace Hotel. It will open with cocktails at 6 p.m. Dinner is scheduled for 7 p.m. Dancing to the Ver-

non Alley Combo will follow the program.

Sponsors have announced that half of the proceeds will go to the Delancy Street Foundation and half will be divided equally among other groups with which Jim Herman has been associated for many years.

Tickets are \$100, with tables of ten available. In addition, purchase

of a table of 10 at \$2,500 carries benefactor designation, while those purchasing tables of 10 at \$1,500 will be recorded as sponsors. Individual sponsor designation comes with purchase of two tickets at a total of \$500.

Information is available at Mary O'Shea & Associates, 650 Fifth St., Suite 203, San Francisco 94107. The phone is (415) 777-2340.