those oh so 'free' buses

One of the buses being run by the People's League for the Defence of Freedom stopped at the No. 2 bus stop

was a coloured woman, with a small child. She was prevented from getting on the bus by the 'conductor', who

bulletin.

Colour bar on STRIKE BULLETIN

A Rank-and-file Paper

Supplement to The Newsletter, 180 Clapham High Street, London, S.W.4

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2d.

June 14, 1958

Freedom stopped at the No. 2 bus stop in Brixton Market on its way to Norwood last Saturday. Of the three people at the stop, one was a coloured woman with a small told her that 'no coloured people are allowed on these buses'. This incident is reported in the latest issue of the Stockwell strikers' SINCE 726 SINCE 726

BUSMEN CALL: And We Can Win It! EXTEND II

From Battersea strike committee

Workers never sacrifice their weekly wage packets and support a call to strike action unless they are convinced they are fighting for a just cause.

The 100 per cent. solidarity of the London busmen after six weeks of existing on £3 a week indicates the conviction and determination in the ranks.

Macleod tells us that he is looking for 'a chink of light'. We busmen are fighting for 'a chink of money' and we intend winning our demand of 10s. 6d. all round.

DRIVING DOWN STANDARDS

The London Transport Executive and their masters the Tory Government can 'get tough' if they like, but we central London busmen are not prepared to see 14,000 of our comrades ignored at a time' when the Government is pursuing a policy of rising prices, increased rents and generally driving down the living standards of the working class.

'The arbitration award was a deliberate altempt to apill one section from another

support on Monday we say: 'Thanks. If the working class stand together we shall see a speedy and just settlement of our case.

We must make up our minds to win this masses of our membership agree with us in the very near future.

> SINGFIELD (representative), FEGENT (secretary)

BOSSES ARE IINKED UP

There are two conditions on which a resumption of work can be obtained.'

BY HARRY CONSTABLE (member of the national executive, docks section, National Amalgamated Stevedores and Dockers)

CLOSE on 100,000 workers are now on strike in London. This tremendous struggle is recognized by the employers, by their Tory Government, by trade union leaders and by rank-and-file trade unionists to be the most critical industrial battle since the General Strike of 1926.

The Smithfield men are solid. The Port of London is shut down. The businen are standing as firm as the day they came out. And in all three strikes the issues involved are fundamental questions of trade union principle.

At Smithfield they are defending the strike quickly. This can be achieved by right to full employment. In Dockimmediate extension. We are convinced the land we are defending our conditions on this point, and we hope the decision of labour against the importation of of the delegate conference will be reversed non-dockers, and at the same time are defending our right not to handle E. A. DAVID (chairman), H. goods that a strike of other workers C. has placed beyond the pale. At the bus garages they are fighting against an attempt to buy off one lot of workers at the expense of 14,000 others.

> The portworkers are solid, despite the attempts of the employers and of certain trade union officials to force a return to work on disastrous terms.

> > NOT BEEN FOOLED

The men have not been fooled by the



Brother Harry Constable, says the Tory Daily Telegraph, 'has been to the fore in many docks disputes'. He was in fact one of the seven strike leaders charged with 'conspiracy' in 1951, and has played an active part in every struggle since the 1948 ntriko.

In other words we me lighting for the mig working class as a whole. Therefore the working class as a whole has a responsibility to ensure our success.

We are as convinced now as we have be guaranteed only if others are involved in solidarity action.

Whatever his motives may have been, we believe Bro. Cousins was incorrect to TGWU, and we believe the delegate men sacked at Smithfield. conference should have supported the

To the tube men who gave us unofficial of the Vestey Corporation.

Bro. Francis, thirty-six years a member of the Dulwich Labour Party, is a checker in the Tooley Street sector.

The employers, he says, are linked up been from the beginning that victory can and therefore have a sharp interest in defeating the strike in all sectors.

'Union Cartage, who have a considerable part of the men involved in the original road transport dispute, are tied up with the oppose extension to other sections of the Vestey Corporation, who employed the 600

'When the dispute spread to the cold resolution of the Central Strike Commit- stores the first to be affected were the nine belonging to Union Cold Stores, also part

Joint Pickets Next Week

Busmen see last Monday's token stoppage on the tubes as the genuine voice of the rank-and-file railwaymen and an answer to Greene. To help the militant tube men make next Monday's strike more effective, a number of garage strike committees are planning to send pickets to stand with the tube men's pickets at the depots.

Black cargo can't be whitewashed

A N appeal by the Smithfield joint strike committee to London port-workers points out that a return to work on the withdrawal of scab labour, recommended by the docks divisional conference, 'completely ignores the fact that a return to work does not resolve the question of "black" cargo'.

'Meat transport drivers,' the appeal declares, 'are in dispute over a rejected pay claim, in consequence of which 600 inside workers at Smithfield were dismissed without prior consultation with their union.

'Cold store workers on Thames-side and Smithfield immediately declared all meat to be "black". The public wharfingers thereupon introduced "black" labour to clear cold stores.

OUR TWO QUESTIONS

'We ask: (1) Can the portworkers return demands.' and still declare meat "black"? (2) Will the cold store workers be asked to return and accept the position that meat is no longer "black"?

allow their officials to negotiate with the man for many years. employers.

thinks that the drivers' committee should told the Strike Bulletin.

recommend as trade unionists that men should return on the following terms: no discussion on wages; redundancy; discussion on the employers' suggestion of when and where they are prepared to accept a return to work; employers' terms on whom they are prepared to accept back.

behind your committee who have on your settlement at Smithfield. behalf refused to accept the impertinent | We are not going back to the bad old gesting otherwise. terms dictated by the employers, which days. completely ignore the issues which we struck over.

'We shall continue to attempt to force a meeting to discuss our just and reasonable

Sutton's Loss

Sutton strike committee regrets to an-The docks group secretary asks that the | nounce the death of Bro. Bracey-Wright, a |

'We would ask this official whether he sorry to lose him,' a committee spokesman

THE EXAMPLE TO MODIFIED AND SHOP THE DISTRICT in Southumpton and the Northern ports.

There are two extremely important things about these strikes and the workers' strategy in them, and in my opinion these things have got to be grasped by every worker, whether he is a docker, a busman, a marketman or anything else:

- 1) The strikes are taking place before unemployment has developed to the point where it is a serious weapon in the hands of the employers.
- 2) If the employers win this fight the trade unions will be weakened by the victimization of militants on a scale such as our movement has never seen before.

MAKE NO MISTAKE

Make no mistake about it. When Sir John Elliot says 'My attitude is a tough one. This show is going to be fought out' he is not speaking just for a section of the employers, he is speaking for the employing class as a whole.

This is a big fight. Some of us have seen it coming for a long time. Can the workers win? Yes, they can, because though they face powerful employers they themselves are the most powerful force of all.

The workers can win-provided they are determined to fight on until the vital principles are secured and victory is achieved.

The workers can win—and this is proved by the really magnificent struggle of the Smithfield marketmen. These fellows have been out since April 19 with virtually no subsistence money for themselves or their

SOAKED IN TRADITION

Most of them come from the East End of London—the same area that the dockers come from, an area soaked in the best traditions of trade unionism. They are led by trade union officials who have not forgotten their militancy. They are determined that they are going to win the day.

Let the employers take note. There can We therefore ask you to remain solid | be no settlement on the docks without a

That is why we have built our liaison committee, our so-called 'unofficial' move-

There has been a lot in the Press in recent days about 'unofficial movements'. The Times says we are waging a struggle enough.

Of course, portworkers don't see themselves as the next Parliament of this meat transport workers return to work and | member of the garage and a committee | country! But they do see themselves as men with high trade union principles, with a 'He was greatly respected and we are very | duty to fellow-workers, with a duty to themselves not to let the bosses trample on them.

As fur back as August 24 last year, in an article in The Newsletter (later reprinted as a pamphlet), Bro. Constable wrote about the employers' offensive:

There is no mistaking the concerted, deliberate nature of their drive.

They are rehearsing for a powerful, all-out attempt to alter decisively the balance of forces between the classes, to beat back the workers, quench their militancy, thrash them, exhaust them and weaken them by every means . . . ?

They see something else too. More and more, as the campaign of intimidation and scabbing is built up, the portworkers see how the Tory Government stands behind the employers—not merely approving of the offensive against working-class wages, jobs, rights and conditions, but actively organizing it.

What's the answer?

There can only be one answer. This Government has got to be removed with the utmost speed, and replaced by a Labour government pledged to treat the workers properly.

THE BEST DEFENCE

Some people claim that 'unofficial' movements challenge the trade union movement, or that they are some kind of 'breakaway'. This is absolute nonsense.

Far from being a challenge to trade unionism, a powerful rank-and-file movement in no matter what industry is the best defence of trade union organization and trade union principles.

The rank-and-file movement of the London portworkers stands four-square behind the officials in so far as the officials struggle for trade unionism.

It has been mainly responsible for the high degree of trade union organization and trade union awareness in the Port of London over a very long period.

Our 'unofficial' movement stands for the fullest unity of the workers to win their fights. It sets its face against 'breakaways' and denounces as slanderers those who try to divide and mislead the workers by sug-

UNDER THE BED

There has been quite a bit in the Press recently, too, about 'ruthless communists'. Those Reds are under the bed again!

This is the yarn the employers always for power. Well, in one sense that is true spin when the workers won't knuckle under.

The most ruthless men in London are the dock employers. They have built massive fortunes out of the exploitation and maiming of dockers toiling in all sorts of conditions.

Now these rich and unscrupulous bosses

(Continued overleaf)

Labour LCC isn't helping the busmen IRISH CLIPPIE

ON PICKET

NO GRUMBLES AT BRIXTON

Newsletter Industrial Correspondent

LOOKED in at Brixton garage during the 8 p.m. to midnight shift. One of the pickets, a clippie from Donegal, was amused at the suggestions in the Press that the women would not be solid.

She said: 'It's all right for the women; it's the men I admire. After all, not many of the women are the bread-winner—they work to help out with the high rents and that. I've never heard any of the women grumbling about being out—or the men.'

This sister, who is unmarried and was too shy to give her name, went on: 'The people in Brixton Market are badly hit by the strike, but they are not nasty to us. They seem to see our point of view.

Another picket, Bro. G. Murphy, a young conductor from Dublin, could not describe Sidney Greene without using strong language.

He said: 'It's disgraceful that he should | have accepted such a settlement; I can't understand why the railwaymen are putting up with it.'

WHAT PUZZLES HIM

Another thing that is puzzling Bro. Murphy is why Frank Cousins did not l arrange with the railway union leaders for supporting action before he brought the busmen out.

About the Strike Bulletin he said: 'Everybody here gets it when they draw their strike pay, and I haven't met anyone yet who doesn't think it a very good effort. But it's not enough just to read it and agree | with it. For one thing, we must try to get the Strike Bulletin to every member of the public.'

Marshy in noise to loin the Labour

PRINCE RECEIVED

It offers staff scab-halfpennies

T ONDON County Council service circular no. 542, issued on April 29 I for departmental use only, urges LCC staff using their own vehicles during the bus strike to take 'official' passengers to the maximum

extent. A payment of one halfpenny a mile is made for each 'official' pas-

The circular begins: 'BUS STRIKE. Should the bus strike due to begin on May 4 occur, every officer and employee affected is expected to do his best by whatever alternative means of transport lie open to him to attend his place of work at the normal time in order to carry out his official duties."

It goes on to direct attention to the following points:

- 1) Staff living under four miles from their place of work must walk.
- 2) Net additional travelling expenses due to the strike will be reimbursed according to grade; staff whose rate of pay is under £520 a year will receive the full amount,

YOUR BULLETIN

This bulletin is written by and for rankand-file workers. Supplies can be obtained from The Newsletter, 180 Clapham High Street, S.W.4.

This is YOUR bulletin. Read it; sell it; pass your copy on; see that a copy is on the notice board in your strike committee rooms. And see that reports of your local activities are sent in.

those with higher rates will receive less.

3) Staff, i.e., all officers and employees living between four miles and twenty-five miles from their place of employment, who the the abasines of alfaliation mounts thattament, are methodisme the thouse मित्रहरू में स्वातिम् भाषा, प्राप्ति विस् स्वातिभित्रे

STANDS BY THE 10s. 6d.

Last week our branch unanimously agreed 'that this 1/298 branch reiterates its previous demand for 10s. 6d. a week all round, and mandates its delegate accordingly'.

We are hoping that all other bus branches

have acted likewise.

Since Victoria garage has been open we have had a few disputes, but never have we known the men and women to be so solid as on this occasion.

This is proof enough that our members are solid behind Frank Cousins in the fight with the LTE and the Government.

COLOURED LADS SOLID

We must say a few words about our coloured brothers and also the Irish lads. Most of these lads are in lodgings and paying quite a high rent, but they have stood out solid with us in this struggle.

May we say to them: 'Thank you! You have shown Sir John Elliot that the working class can stick together.'

Let us recap, for the benefit of those who

may misunderstand us:

London busmen were told by Sir John that their claim was unjustified. When the claim was referred to arbitration, that august body, under Government direction, decided-with cynical disregard for

Strike envoy welcomed in Liverpool

By GEORGE FARENDEN (member of Hendon strike committee)

Well, here I am in Liverpool, where have been welcomed with real Northern hospitality. When I arrived on Saturday I was taken to the headquarters of a divisional Labour Party.

The members gave me a hearty meal, congratulated me as a London busman on our solidarity—and eagerly grabbed the 2,000 Strike Bulletins I had with me and went out to sell them.

On Saturday evening my host Frank Brady, an ETU member, took me and introduced me to the County ward of the Labour Party, and the members pledged full support to our cause and invited me to explain our case at a further meeting on Monday evening.

Then I paid a visit to the Pirie ward Labour Party, who have given grand support both with Strike Bulletin sales and with financial help.

APPLAUSE—AND CASH

The vice-chairman interrupted the social event that was going on, and I was allowed to go on the platform to express my gratitude for all their support in our struggle. I received a great round of applause (and a couple of free pints!).

Over the week-end I visited several Liverpool Corporation garages, and again greetings were cordial and busmen told me they are behind us 100 per cent. in our fight, realizing that if we lose they too will go down.

Members of the National Union of General and Municipal Workers are taking collections for us, and these are being passed over to the TGWU representatives.

At a mass meeting of dockers on the Lord Street site, I was given time to state the busmen's case, and was received with great applause. The whole meeting pledged support to us.

The next meeting was one arranged by Victory for Socialism, with two Labour deteriorating living standards that only MPs present, Sidney Silverman (Nelson

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BULLETIN SHOWS THEM

'A good many people have the idea that we are lazy-bones who just sit at home doing nothing,' he said. 'The Strike Bulletin shows them what really goes on'.

While I was there Bro. Earl, a Southern Region signalman at Clapham, called to tell the busmen that porters at some stations—he mentioned Clapham. East Brixton and Wandsworth Road—were working overtime helping to collect tickets.

In some cases they were staying on duty all night. The NUR were stopping this practice when it came to their notice.

Bro. Earl told me that he felt that by both the railwaymen and the busmen.

IN THE AMERICA OF ATTECMENT OF MERITY HALLE THE MILLIAN WILLIAM WILL

'An additional indipenny a mile will be payable for each official passenger carried in a private car, tricar or motor cycle combination?

THE MAXIMUM EXTENT

After dealing with insurance the circular goes on:

'Staff using their vehicles are urged to arrange to take official passengers to the maximum extent.

'Arrangements will be made for additional parking facilities at County Hall.

'Only those who have no other reasonable means of getting to County Hall will be accepting the award Greene had let down expected to use cars, motor cycles, etc."— W. O. Hart, Clerk to the Council:

'WE CAN WIN!' SAYS HARRY CONSTABLE

(Continued from front page)

are trying to ditch the Dock Labour Scheme—not because the Scheme gives the docker a heaven on earth, but because it has laid down a few important principles that must be defended at all costs.

The employers who are aiming to wreck the Scheme are the real agitators and instigators of the strike, not the militant trade unionists of Dockland.

A BOSSES' GOVERNMENT

And behind these employers stands the Government. Not once, to my knowledge, during the whole time the Scheme has been in operation, has disciplinary action been taken against any employers for a major breach of it.

Small wonder that portworkers, marketmen, busmen and road haulage workers have come to see this Government for what it is—a bosses' Government, determined that the bosses shall get their own way, determined to take the kind of revenge on the workers that they took in the Trade Disputes Act of 1927.

THOUGHTS GO OUT

In the eyes of the ordinary London docker his present struggle is not directly linked with that of the London busman,

But there is not a meeting on the London waterfront where the thoughts of get rid of the Tory Government. dockers do not go out to their brothers on the buses.

same offensive.

The refusal to grant the busmen's wage That the Trades Union Congress should country.

demand was aimed at the dockers too. We knew that at the time—and sure enough our own demand was refused.

If we don't defend trade union principles today, then we have no chance of wage increases tomorrow. We of the docks fraternity have nothing but admiration for the way the busmen are fighting on behalf of a minority among them.

That's the real trade union spirit.

More and more our two sections that are struggling must join hands, exchange experiences, learn from each other, see our sectional fights as part of one common

USE THIS POWER

We can learn from each other. And the TGWU leaders can learn from both of us! They can learn, for instance, that you don't win a strike by standing still.

They will make a big mistake if they fail to use the big power that lies in their hands. If used to the full, the power of the TGWU could decisively defeat this attempt to drive us back to the miserable conditions of the thirties.

As these strikes go on, and as determination to fight it out grows, the logic of the struggle points to one conclusion: we must

Not only are the busmen members of the Whitehall and Westminster. It wants to if possible.

SALALIALISM LIALISM SERVING SERVING SERVING Hill Make

A. G. JONES (brunch secretary), [1. SMITH (branch representative), W. STRUDWICK (chairman)

THE THE PARTY OF T Nowaleller in I respine Who have attacked the such a great publicity campaign on the busmen's behalf.

Strike Notebook

ABOVE THE LAW?

A group of Battersea strikers was surprised to see a 'freedom' bus travelling across Albert Bridge. This is strictly against the law—but the policeman on duty took no notice.

TUC UNDER FIRE

Stapleford and Beeston (Notts.) Trades Council has passed a resolution criticizing the attitude of the TUC towards the bus strike.

Its resolution declares 'that this Trades Council, while giving 100 per cent, support to the TGWU for their efforts on behalf of the London busmen; feel that the TUC* General Council's policy and direction relative to the dispute should take a more active line.

The Council feels that more effort and decisive action should be undertaken by the General Council, which would enable

refuse to recognize this, preferring to backpedal on the ground that if we fight we might get hurt—this is the attitude of cowards. It was this kind of cowardice that made possible the defeat of 1926.

WE ARE PROUD

Retreat today would be disaster tomorrow. And the dockers have this to say to the TUC leaders:

The British trade union movement is one of the most powerful in the world. We are proud of this movement, of its traditions, its organization, its solidarity.

Nothing on earth is going to be allowed to smash this movement up. And if leaders who grovel in the muck and and make room for men.

If the mis-leaders won't get out, it's our job to put them out.

BEAT THE OFFENSIVE

We say to those who want to crucify Frank Cousins or take him down a peg: 'Drop it. Or take the consequences.'

Employers' Liaison Committee installed in leads, we can beat back the bosses' offensive, bring down the bosses' Government same union as us—they are resisting the settle accounts with the workers, piecemeal—and take a big step towards the day when we have a decent order of society in this

the dispute to reach a much speedier conclusion for the betterment of workers and general public at large."

HELP FROM LEEDS

East Leeds constituency Labour Party has passed a resolution fully supporting the London busmen in their resistance to the Tory Government's attacks.

A collection of £2 5s. 3d. was taken and 34 copies of the Strike Bulletin were sold. An appeal is being sent to each ward party in the constituency to take similar action.

SUTTON PROPOSES LEVY

Sutton 1/340 branch of the TGWU has passed a resolution recommending the executive 'that in order to increase dispute pay now as per Bro. Cousins's statement we would pledge ourselves to pay a levy on resumption of work if necessary, such moneys to be used to cover the cost of any increase granted.'

This resolution was carried unanimously and is being circulated to all branches.

ELLIOT IS CONDEMNED

Battersea Trades Council unanimously passed a resolution demanding that the TUC 'reconsider their decision in relation to not extending the busmen's dispute'.

They went on to condemn the arrogant Press statement made by Sir John Elliot, and demanded, in view of the proposed future cuts in services, 'an immediate inquiry into the management of the LTE, as they are failing to carry out their responsibilities to provide adequate services as laid down in the Transport Act'.

BRASS FROM BLENHEIM

Blenheim (Leeds) ward Labour Party filth of knighthoods and honours lists took a collection at its ward meeting in are too scared to lead—let them get out support of the busmen. Fifteen persons were present, and the collection totalled

JUST A PRELUDE

Support continues to grow for the London busmen among Lancashire miners.

The Sandhole branch of the National Union of Mineworkers has adopted a resolution recognizing that the Tory-led This Government is nothing but a Joint If the Labour and trade union movement attempts to smash the busmen are 'a prelude to driving down all workers' living stand-

> It has donated £10 and is calling on the Lancashire area of the NUM to send financial aid.