



Attorney William Kunstler addressing protest rally at Kent State University.

STUDENTS

Continuing protests at Kent State

KENT STATE, OHIO—To observe the spirit of the people who came here to rally against construction of a gymnasium annex on the site of the 1970 shootings of anti-war protestors, one might never guess that the construction had begun a week earlier.

On Sept. 24 some 2,000 people assembled in an open grass field in the center of the Kent State campus, just as others did seven years ago when fate and the Ohio National Guard corralled them into a bloody limelight. Their collective energy buoyed by speakers and the arrival of student delegations from as far away as Wisconsin, the protestors staged an impressive march around campus.

The day ended with a mass defiance of a court order—400 of the marchers demolished the fence surrounding the construction site and stalked in. Campus police filmed the action from the rooftops of nearby buildings, wisely choosing not to attempt to halt the uprising.

On July 23, 194 coalition members had passively resisted their removal from a "Tent City" they had built and lived in for two months on the shooting site known as "Blanket Hill." The busts not only focused national attention on the issue; they shifted the struggle's emphasis into an ill-fated courtroom ping-pong match.

After several temporary restraining orders bounced back and forth, ground was first broken on "Blanket Hill" on July 29. An appeals court issued yet another restraining order that afternoon, and construction equipment moved out for another six weeks while the back-and-forth process spiraled its way to the U.S. Supreme Court.

Justice William Brennan finally lifted the last restraining order on Sept. 6, say-

ing that the construction was not a constitutional question.

At no point did the opposing coalition's leadership have much faith that the judicial route would do more than delay the bulldozers long enough to rally the students returning for the fall term. Then, it was hoped, the sympathetic student body could be mobilized against the university administration.

University and local law enforcers responded in other ways. KSU floated indications of a willingness to compromise in the media at the same time that its lawyers were hammering away at getting construction started as soon as possible.

Coalition leaders were routinely arrested in what a sheriff's deputy reportedly admitted was an effort to "break the coalition financially." Four coalition activists and an attorney, for example, were nabbed for disorderly conduct upon leaving a Kent tavern in which they were celebrating a legal victory.

Bonds ranged from \$2,000 to \$3,000 each in the mass arrest of 65 persons who sat down to block the dawn arrival of the construction equipment that came to break ground last July. Those who have since stood trial have received maximum sentences, in addition to orders from the judges to stay off the KSU campus and have nothing to do with the May 4th Coalition.

Many students have become disheartened. And while the U.S. Interior department takes months to consider a pending application to designate Blanket Hill a national historic site, the university is legally unfettered in its notion to build the gym there.

Bob Datz is a freelance writer who was 20 feet from being killed as a Kent State freshman.



A protester at the construction site. Behind him on rooftop are campus police photographing demonstrators.

Photos by Bob Datz

Prison workers

Continued from page 4.

Low morale and resentment.

"I think the issue certainly has caused low morale and resentment," said San Quentin prison spokesman Del Pehrson. "But implementation of affirmative action was a necessary step. Unfortunately it has split the department along racial lines. 'I always thought everyone wearing green [uniforms] should be on the same side.'"

Department of Corrections spokesman Philip Guthrie agrees and blames the current crisis on the officers association. "CCOA is primarily white. A lot of white guards have a high degree of prejudice, maybe out of ignorance. They feel it is unfair that race is used as a basis in hiring correctional officers."

Guthrie's legal opponent, CCOA director Kenneth Brown, agrees that affirmative action has lowered morale among guards, but vigorously opposes what he calls an effort to establish quotas.

"I think there's a backlash," Brown says. "We are saying two wrongs don't make a right. We sometimes feel it perpetuates racism to conduct reverse racial policies."

Brown argues that additional minority guards do not ease racial problems. "We had an expert psychiatrist from Syracuse, N.Y., testify that blacks don't necessarily deal best with blacks, browns with browns and so on."

Brown adds, "We encourage aggressive recruitment of minorities and also encourage minority training. But qualification and only qualification should be the sole criterion for hiring... We're saying the Constitution is color-blind."

Correctional Sgt. Marshall Perkins, a member of the United Black Correctional Workers, doesn't buy the "reverse racism" argument. "I hate to see the courts stop affirmative action programs," he says. "They've always been in effect, but for the benefit of the white male. Entrance tests lean toward his background."

Now a peer group.

Perkins, also a CCOA member, adds, "There are a helluva lot more minority personnel now than six years ago. Back then, few minorities would stay in the system. Because of hostility from other white guards they felt ostracized. This was coupled with the hostility they felt from the inmates eight hours a day. Consequently, many blacks and Mexicans left the department for better paying jobs."

"The hostility has diminished today, somewhat," he says. "You now have a

peer group you can rap with about your problems, and some white officers are less aggressive when they have to deal with a group instead of an individual."

Of the 475 uniformed guards employed at San Quentin, 76 percent are white (compared to 41 percent of the convicts), 18 percent black and 4 percent Chicano. About 6 percent are female.

Christine Horylev, one of San Quentin's 28 women officers, says she can understand the feeling of anyone qualified who is turned down because of affirmative action requirements. But sometimes you have to sacrifice for the better long-term benefit."

Horylev began work nine months ago and does everything her fellow male guards do except strip-searches of prisoners. She works one day a week in the watchtower where she handles weapons, but she has never worked inside a cell-block because the prisoners protested it as an invasion of privacy.

"Women are trained to talk their way out of situations rather than fight," she says, "so we are able to arbitrate peaceable solutions to conflicts where perhaps men are not. Being a woman in my work may be an advantage in bringing out the best in men."

Horylev hopes the latest court ruling will be reversed. "Because of affirmative action, opinions have changed quite a bit. Men who were dead set against it when I started work here now say there are a lot of good women officers. I've been really lucky to meet a lot of men who've gone out of their way to help me."

San Quentin Lt. Richard Martinez—a member of the Chicano Correctional Workers Association—believes Judge Arnold's ruling will not halt affirmative action.

"It really doesn't bother me," the lieutenant says. "I'm on the recruiting team here and we're going to continue spending quite a bit of time hitting at the Chicano community. It's going to take a long time."

But black officer Marshall Perkins is less optimistic: "If the court order is upheld, the administration won't strive to move qualified minority personnel upward. As far as San Quentin goes, the bulk of promotions here still go to white males."

Mark Shwartz, for several years a Bay Area radio and television reporter on California criminal justice, is a member of PNS's foundation-funded urban task force of scholars and journalists.

American slain in Chile with U.S. complicity, family suit charges

WASHINGTON—The parents and widow of Charles Horman, a young American journalist who was killed in Chile during the September 1973 coup that installed a military junta in Santiago, have filed a \$4,540,000 suit in U.S. district court here against 11 former and present government officials, including Henry A. Kissinger and Nathaniel Davis, the American ambassador to Chile in 1973.

The suit charges that American officials failed to secure Horman's release after he had been picked up by Chilean military authorities on Sept. 17, 1973, and that, in fact, some American officials "encouraged, suggested, and/or actually requested" that the Chilean junta arrest and execute Horman.

Other sources have previously indicated that American intelligence units in Santiago had prepared an arrest list for use by Chilean military forces when they took power. (ITT, Aug. 24.)

The suit also contends that American officials withheld knowledge of Horman's status, and that they have continued to cover up the facts of his death over the past four years.

Horman went to Chile in 1973 to make films and later established a news service. At the time of his death, at age 31, he had been investigating the assassi-

nation of a high military official in the Allende government.

On the day of the coup, he learned from an American Navy officer that the American government had advance knowledge of the Chilean military's plans to overthrow the Allende government.

Horman's mother, Elizabeth, said in Washington last week that her son had been murdered "because he knew too much," and that an unidentified American official had been present during her son's interrogation by Chilean military authorities.

She added that she, her husband Edmund and her son's widow Joyce had tried unsuccessfully to interest four congressional committees in the murder and that her letters to President Carter had been referred to the State department. "They hope it will go away," she said, "but Charles will not be forgotten."

Attorney Peter Weiss, who is handling the Horman suit as a representative of the New York-based Center for Constitutional Rights, indicated that he expected the government to move for immediate dismissal. He said, however, he would challenge any dismissal, and "looked forward" to beginning the process of taking depositions from officials named in the suit.

Jeff Stein is a reporter in Washington.

TRANSPORTATION

Freight emphasis doomed Amtrak

By Frank Browning
Pacific News Service

WHITE SULFUR SPRINGS, W.Va.—Just a few years ago thousands of eager vacationers used to board the C&O railroad's crack *George Washington* in New York for a genteel half-day ride to this mountain resort. They dined with linen and silver on a feast of wild game as the train swayed softly along lush Appalachian valleys up to within a few hundred yards of the old Greenbrier hotel.

Today, well-heeled vacationers still visit the Greenbrier, but they seldom arrive through the stately train station next door. There is a train, but the elegance of yesteryear has given way to the proximate comfort of a recently upholstered cattle car.

The disgruntled comments of train riders who remember the glory of the old *George Washington*, and scores of other trains like it, have been the daily fare of Amtrak officials since the quasi-governmental corporation started business in 1971.

Amtrak executives acknowledge that its trains' inconvenience, discomfort and tardy schedules are responsible for cutting into passenger patronage, and ultimately for adding to the company's mushrooming annual deficit—up to \$406 million last year.

Most Amtrak agents and officials simply grin and bear passenger complaints, contending the situation will improve once the company can buy new equipment to replace the 40-year-old cars used by most trains.

Like uncovering the CIA.

But one man at Amtrak has taken a different view of why passenger trains are so slow and uncomfortable. He is L. Fletcher Prouty, a former Air Force colonel who for 20 years helped the CIA run its secret global airline system until, in the early '70s, he began to blow the whistle on many of the agency's covert operations. Then he went to work for Amtrak.

"You know, finding out how passenger train service was ruined in America wasn't very different from uncovering CIA operation," Prouty says. "It takes the same kind of instinct for finding cover-ups and rip-offs."

Sometimes Prouty even refers to Am-

traks dilemma as "one of the biggest unreported scandals in America—the \$16 billion rip-off." For \$16.5 billion is what he says it would cost to bring back the comfortable, efficient passenger system he claims has been systematically and consciously destroyed by the private railroad corporations of the U.S.

"Do you ever wonder why our schedules are often slower now than they were 30 or 40 years ago?" Prouty asks rhetorically. "Do you ever wonder why it sometimes feels like you'll be thrown out of bed whenever the train takes a bend faster than 35 miles an hour?"

Those were the questions Prouty addressed as soon as he went to work for Amtrak in 1974. His investigation took him into long meetings with railroad engineers, track designers and repairmen.

What Prouty found was that all through the '50s the major railroad lines undertook reconstruction of their tracks that virtually eliminated the possibility of running smooth, high-speed passenger trains over them.

"Poor track maintenance is part of our problem," Prouty admits, but more important, he says, was the decision by the railroads after World War II to opt for super-long, heavy, slow-moving freight trains.

"What did that do?" Prouty asks. "It meant that on curves that had a very steep super-elevation designed for the old high-speed passenger trains, the slower freight trains would derail—actually fall off the track into the curve."

"The use of longer, heavier and higher freight cars is continuously being increased, and this required the American railroads to lower the maximum super-elevation being placed in curves," testified R. E. Tew, assistant chief engineer of the Seaboard Coast Line in hearings before the Interstate Commerce Commission (ICC) several years ago. His comments were echoed by most technical witnesses who appeared before the ICC.

Tracks privately owned.

Says Prouty, "All that technical jargon means that today when one of our passenger cars goes around the bend, it can no longer slide up into the elevated curve smoothly as it was designed to do, but instead bangs against the rail sideways until



Jane Meirick.

"You know, finding out how passenger train service was ruined in America wasn't very different from uncovering CIA operations," says L. Fletcher Prouty. Passenger service is worse than it was 40 years ago because of the deliberate choice of private railroads to emphasize long slow freight trains, he says.

the turn is completed. No amount of fancy suspension equipment can change that, make the ride smoother or allow us to run the train faster."

Since nearly all the trackage in the U.S. is still owned and maintained by the private railroads, Amtrak has no power to upgrade the track for faster traffic. For that reason, Prouty says, Amtrak may never be able to offer fast, comfortable service equal to what passengers had in the 1930s.

Amtrak's performance has come under increasingly sharp congressional criticism, the latest in an unpublicized report issued by the Government Accounting Office (GAO) last June.

Noting that Amtrak had spent over \$34 million in incentive payments to private railroads since 1974 to improve on time performance and maintenance quality, the GAO charged that the only improvement had resulted from "a more liberal defini-

tion of 'on time' and because of loosened schedules."

"The \$34 million in incentive payments had little effect on performance," the report concluded. GAO faulted Amtrak for altering schedules to provide longer running times, measuring on-time performance only at final destinations and not at intermediate stops, and relying on private railroad records for calculation of its incentive payments.

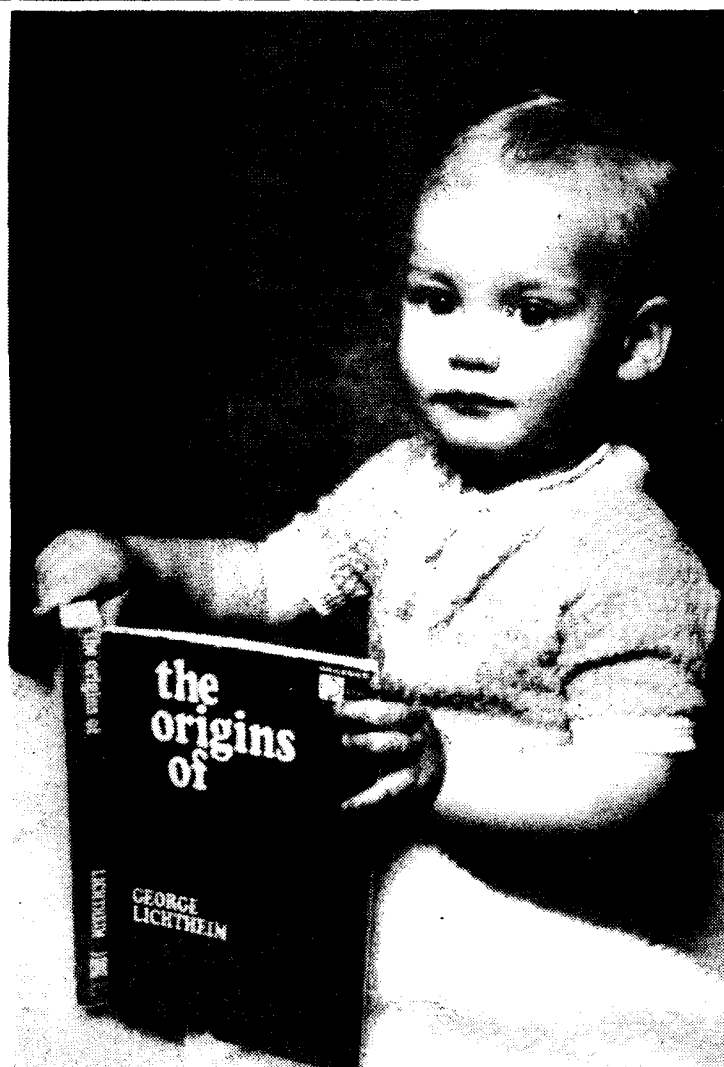
Typical of the GAO's criticism is a recent run between Los Angeles and New Orleans that arrived 45 minutes to an hour late at most stops but pulled into New Orleans 15 minutes early because the schedule allowed the train over four hours to travel 145 miles.

Frank Browning, an associate editor of PNS, has written for numerous national publications and has ridden every major train now running in America.

1 year old!

And there's going to be a party! Celebrate with us by taking out a greeting ad in the **In These Times First Anniversary Issue**.

Whether it's a full page ad from your organization or an individual greeting from you, we're now reserving space. For more information, call Judee Gallagher, (312) 489-4444.



Anniversary Greetings Advertisement Rate Card and Order Form

Please reserve the following space:

		Width Length	
Full page	\$1200	10"	16"
Half page	650	10"	8"
Quarter page	325	4 1/2"	8"
Eighth page	165	4 1/2"	4"
Sixteenth page	85	2 1/4"	4"
Thirty-second page	45	2 1/4"	2"
Individual greeting	\$5 per line		

I have enclosed _____ for payment of the advertisement indicated above.

Payment will be sent by _____

Please type copy on separate sheet. Camera ready copy is acceptable.

Name _____
Address _____
City, State _____
Zip _____

In These Times, 1509 N. Milwaukee Ave.
Chicago, IL 60622

Deadline for ads is Nov. 7, 1977.