

70 Years

1936-2006



CAW Local 195 Celebrates its 70th Anniversary

Gerry Farnham *President, CAW Local 195*



I am honoured to have this opportunity to send greetings to all our members and our friends on our historic 70th anniversary. Our Special Edition will give you an opportunity to visualize our history, captured in photos of the many different battles and struggles over the years. The first Canadian charter of the UAW was signed back in December of 1936. This is where our history begins!

It was not an easy beginning and the employers put up fierce resistance to our efforts to organize and unionize. Our founders held strong moral, ethical, political and religious convictions. They fought not only for themselves and their values, but for our future. Many of their victories are taken for granted these days: vacations, pensions, wages, health and safety and the list goes on and on.

With this Special Edition, we can visualize some of these struggles. These achievements over 70 years must not be taken for granted. These brothers and sisters fought for the future, for their grandchildren or great grandchildren. We must learn from this history and continue to fight as they did. This is a battle, only to keep what those before us have achieved, but to continue to make gains and keep our children in mind into the future as well.

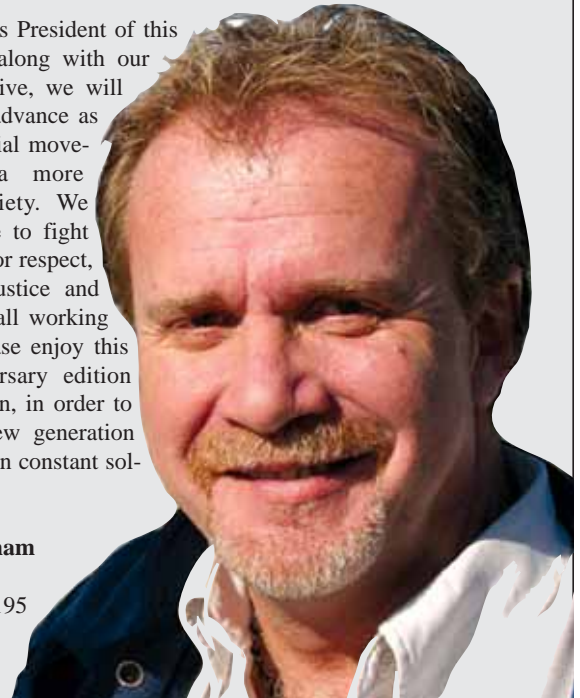
The battles we face can be won if we take a good look at our history, realize that the challenges that face us now may be different, however, we can still continue to make progress by joining hands and standing up for our rights! Our history reveals that, time and time again, we have faced major setbacks and difficulties. Yet we have always bounced back and made progress. It is a tradition which we inherit with both pride and humility.

The CAW as a whole has a proven track record, one of solidarity. We know that together we can make a difference in the lives of our members, their families, our community, and the country. Our histo-

ry shows that our pioneers stood together in their battles and had major successes. We must keep that in mind as our current membership faces many new challenges and uncertainties, that by standing together, local with local, union with union, we continue this proud legacy of solidarity.

As President of this great Local along with our entire executive, we will continue to advance as part of a social movement for a more humane society. We will continue to fight for dignity, for respect, for peace, justice and equality for all working people. Please enjoy this 70th Anniversary edition and pass it on, in order to educate a new generation of fighters! In constant solidarity,

Gerry Farnham
President
CAW Local 195



What drove unionization?

During a period of some thirty years the automobile industry in Windsor passed from infancy to adult life without any significant intervention of unionism. Until the beginning of 1937 there was little which even resembled progress in management-labour relations. Management had been thoroughly accustomed to the exercise of complete control, for control meant power -- power over materials, money and men. Thus, the automobile industry was conspicuous for its resistance to unionization.

By and large the rapid growth of the automobile industry has made Windsor a one-industry city. From its two

largest plants, Ford and Chrysler, emerge a stream of cars and trucks that have made Windsor "the city that put Canada on wheels". And, like satellites revolving around a planet, numerous smaller plants provide the sparkplugs, starters, radiators, brakes, glass, and hundreds of other components of the finished cars. In 1939, of total employment of about 19,000, over 65% worked in automobile or parts plants. In 1951, of over 43,000, more than 50% were working for auto-makers and their suppliers....

The automobile industry has been called one of the wonders of the 20th century. From the point of view of

size, the number of employees, the gigantic output, the mechanical perfection of its products, the enormous profits, the industry has been truly a wonder. The industry poured a torrent of riches into the pockets of its owners. But only a thin trickle reached the pay envelope of the workers.

When the industry was in its infancy, back in 1904 when Ford of Canada first settled in Windsor, the average weekly wage was \$11.50 for a 54 hour week, nine hours on Saturday included. Before the union appeared, the best year in the auto industry was 1928, brought its workers average weekly earnings of \$33.00 for 44 hours. From that high point,

the workers' weekly income took a nosedive until, in the depression year of 1933, the average pay was \$19.60 -- and men stood in long, cold lines at dawn for jobs.

History of the UAW in Windsor, L.J. Veres



Ford Model T was being assembled in old Walkerville as early as 1908.

CAW Amalgamated Local 195

Proud of our past -- Building our future!

In our anniversary special edition every attempt has been made to gather new and interesting photos of plants, people and events which reveal the long and exciting 7 decades of our Local's history. However, many old photos which already appeared in the 40th, 50th or 60th anniversary publications have not been repeated.

Nor was there any attempt to write a blow-by-blow or definitive history. Three documents are available for such details: Veres' *History of the UAW in Windsor* (1956), Jimmy Napier's *Memories of Building the UAW* (1976) and Jimmy Dowell's *The Earl Watson Years* (2001). The overview of the CAW's overall history in Canada is also available in an excellent book by Sam Gindin, *The Canadian Autoworkers* (1995). This book has been reproduced on the CAW's national website ([link: Who We Are/History](#)).

This Anniversary Edition pays tribute to the many workers who fought to establish and defend our Local. The focus, through specific profiles, oral recollections by retirees and observations by a number of active members, has been to give a feeling for the formative years and what role Local 195 has played in the history of organized workers and in our community since.

For the first time we have provided a visual "walk through" of the current Local 195 plants, showing the diversity and breadth of the workplaces which constitute the current employers of our membership.

Space, time and difficulty finding appropriate material have meant many things have not been presented. We hope those who join with us in celebrating our 70th anniversary will appreciate what we have been able to put together. More importantly, I would think, is our interest in learning from and respecting the past in a period when many of the lessons from the last century become essential to grasp in the present.

Our Local had to fight clandestinely to establish itself, often working in basements under cover of darkness to avoid company spies and police scrutiny.

These courageous fighters learned not to be intimidated by the many laws and restrictions on the right to organized imposed by governments whose control lay in the hands of the very corporations they were battling. They treasured their Unity in Action and overcame red-baiting, factional poison, company threats and many other difficulties. Step by step they improved the safety and working conditions in the plants and fought for the rights of all at a time when overt racism, systemic exclusion of women and other practices were simply "the way things were".

In fact, it is hard to visualize workers standing each morning outside these large factories, cap in hand, hoping the supervisor would "pick" them to work that day. It is hard to imagine having to bring a bottle of booze to the foreman to ensure employment the next day or to be humiliated by the demand of supervisors for sexual favours from a spouse as a condition for further employment!

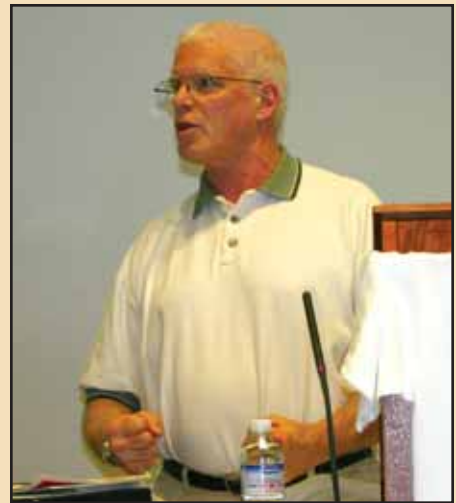
Contents

- Part I Early Years
- Part II Beyond the Day to Day Struggles
- Part III What we Do!
- Part IV Congratulations!

It is not hard to imagine why workers sacrificed to have a real defense organization, to build their own union, and to demand respect and improvements.

Our first generation learned the creative tactics which emerged from the movement of industrial unionism which gave rise to the UAW organizing hundreds of thousands in the US and Canada by means of sitdown strikes, blockades and picket lines defended with baseball bats.

What were the factors that put Windsor and its auto parts plants in such a position? This is where our history began and we finish in the present with over 5 dozen active plants in many different sectors. What work we do and how we do it has, in many cases, changed



profoundly from the noisy dirty conditions of Dominion Forge or Kelsey Wheel. But many of the essential struggles remain the same.

No serious advance takes place without a struggle and when we examine our progress over almost 3/4 of a century we can also see periods of equally devastating setbacks. It has never been and is not a straight line struggle, a steady march forward. Our ranks have been chopped in half during the recessionary period which began with the Kelsey closure and a torrent of other layoffs and closures. Local 195 did not "bounce back" automatically. It took years of organizing, building our base of workers and expanding our representation beyond the traditional independent parts sector.

Currently we are witnessing a major "flight of capital" as the large auto giants are moving or threatening to move their assembly operations to areas of the world where they can take advantage of dramatically lower wages and enjoy higher profits. The independent parts sector is directly and adversely impacted by the current "race to the bottom". Once again, many of our plants are stressed and the employers are demanding major concessions. Once again, we are under attack and must be prepared to struggle and sacrifice all over again.

Bob Cruise

Editor,
Anniversary Edition



Early Years

James Napier

First Charter Member

CAW (UAW)

Local 195

December 11,

1936

Windsor



Colour photo shows Victor Reuther with Jimmy Napier at the 60th Anniversary banquet (Windsor 1996). In a short hand-written note, written to Jimmy Dowell shortly after this celebration, Napier wrote about the motivation that inspired him to build the union.

Jimmy it was not
courage that motivated me in Nov of 1936
It was fear. Fear that if we did not
fight back our children children would
continue to do without the necessities of
life. One has to live through thru a
period of unemployment to understand
the damage it exerts on a family
yes it has been said we live in a
free society. We are free to eat only if
we have the money to buy food.

James Napier was born July 31st, 1910 in the town of Hamilton, Lanarkshire in the coal mining area of Scotland. His father was a coal miner and James himself worked underground in his early years. He witnessed the tumultuous struggles which followed World War I in his small village where unemployed veterans from the front were attacked by mounted police.

His parents came to Canada in search of a more secure future and he was first hired at Kelsey Wheel in December 1928. At that time the wages was 45 cents an hour and that was considered very good pay. A loaf of bread cost 10 cents.

James Napier wrote in some detail about the early years in a publication called **Memories of Building the UAW**. He led the struggle to unionize Kelsey Wheel and our original 16 Charter Members were all from this plant. When the company got wind of the organizing drive Napier and four others were promptly fired. Napier later returned to Kelsey Wheel and received a hero's welcome when the union gained the upper hand in the parent Kelsey plant in Detroit and forced the reinstatement of Napier, Stark and the others who had been fired for organizing.

James Napier became a full-time organizer for the Local 195. He was in attendance at the 50th anniversary celebrations held in Windsor in 1986. His writings about his own experiences are a contribution to keeping alive the great spirit of industrial unionism which included the organizing of the auto parts workers.

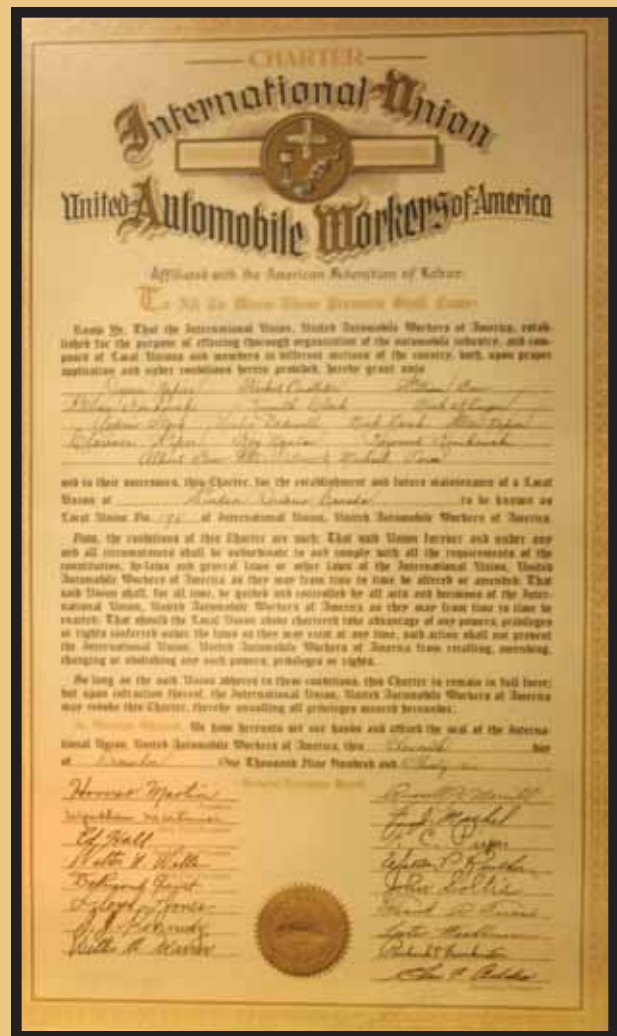
James Napier and the other 15 charter members of the first UAW local in Canada fought in a period when the workers' movement was a cauldron of debate, fierce struggles, and momentous events. It is a sobering reminder when we revisit those formative years in the history of our union. Napier writes that he could not afford to pay the \$75 doctor fee so as to have his daughter born in a hospital! Kelsey Wheel workers formed a union in the height of the Depression: when their entire meal for the day was a bowl of soup and a single piece of stale bread!

70 years later we pay tribute to these courageous fighters in Windsor who founded the First Chartered Local of the UAW in Canada on December 11, 1936.

When five workers at Kelsey Wheel were dismissed in December of 1936 for UAW organizing activity, Communist party members acted quickly. A meeting was called at which thirty-eight Kelsey Wheel workers enrolled in the union, and were soon chartered as Canada's first UAW local-Local 195. Shortly thereafter Canada witnessed its first sit-down strike. The strike was not wholly successful but the local remained intact and continued to grow largely due to the efforts of party members. By May of 1937, two-thousand auto workers had joined Local 195.

The executive of Local 195 was largely Communist during W.W.II, but it retained the loyalty of its predominantly non-Communist members by the zeal and commitment it had demonstrated over the years to the cause of unionization. With the conclusion of the war, however, a "house cleaning" was organized and a frenzy of anti-Communist sentiment swept the Communist executive out of power.

Some Assembly Required
Windsor Public Library Archives



The founders are remembered with 16 Annual Charter Member bursaries to students of CAW Local 195 members.

UAW Local 195's



Andy Stark



Herbert Ouellette



Kenneth Clark



Nick Larsh



Clarence Wiper



Michael Vorosand



Nick Klinger



Raymond Kosikowski

Charter Members



Roy Nantau



Walter Napier



William Kosikowski



Albert Gow



Walter Stillmach



William Gow



Leslie Dadswell

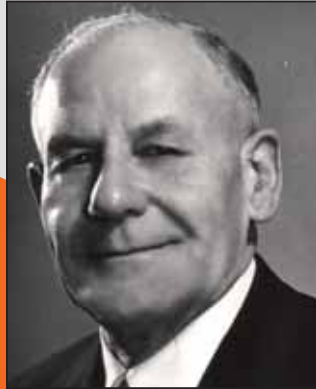


James Napier

Photos of our Presidents before World War II were not found.

Local 195 Past Presidents

Earl Watson



Hugh McConville



Alix Sinkovitch



Art Sheppard

1936

M. Keon

1936

David Cockbain

1937-39

Thomas Johnson

1940-42

Cyril Prince

1942-43

Alex Parent

1943-46

Earl Watson

1946-57

Hugh McConville

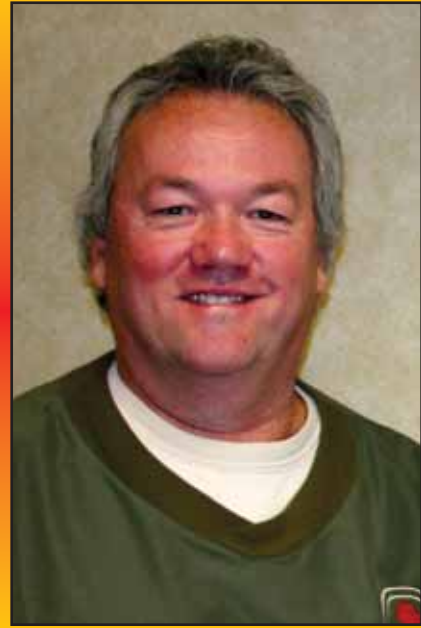
1957-62



Mike Renaud

1936-2006

Ken Maheux



John Moynahan



Robert St.Pierre



Stan Weiko



Bruce Boyd



Alix Sinkovitch

1962-1968

Robert St.Pierre

1969-72

John Moynahan

1972-83

Stan Weiko

1983-86

Bruce Boyd

1986-90

Ken Maheux

1990-97

Mike Renaud

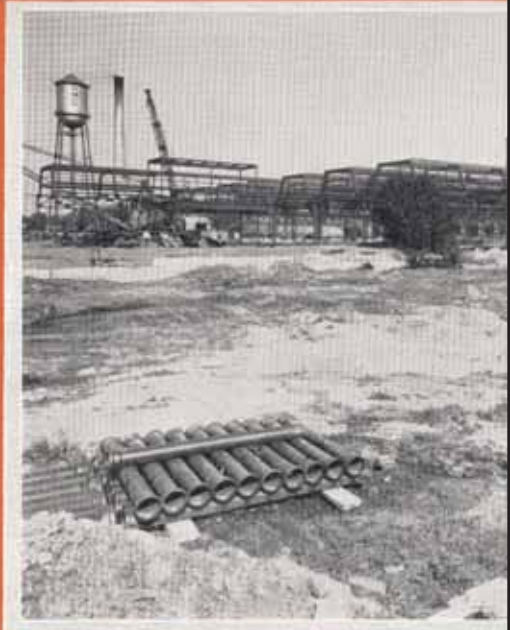
1997-2006

The War



Tool Salvage, Windsor

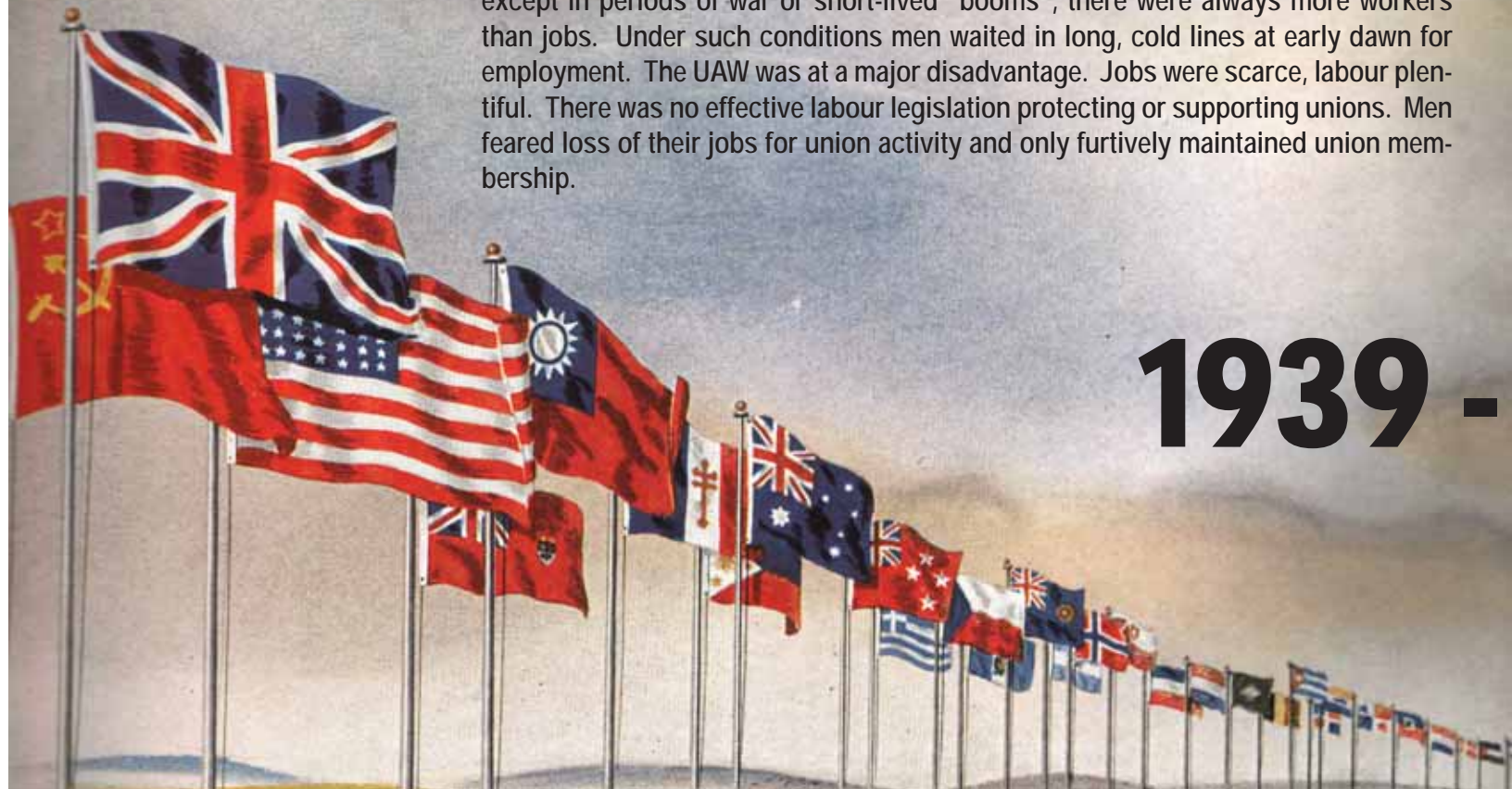
Border Cities Industry



Machine Gun

The period from 1936 to 1939 saw the Canadian economy suffer from fluctuations of income and employment as severe as any in the world. It was a cloudy sky that hung over the auto workers and all labour in these years. For under capitalism, except in periods of war or short-lived "booms", there were always more workers than jobs. Under such conditions men waited in long, cold lines at early dawn for employment. The UAW was at a major disadvantage. Jobs were scarce, labour plentiful. There was no effective labour legislation protecting or supporting unions. Men feared loss of their jobs for union activity and only furtively maintained union membership.

1939 -

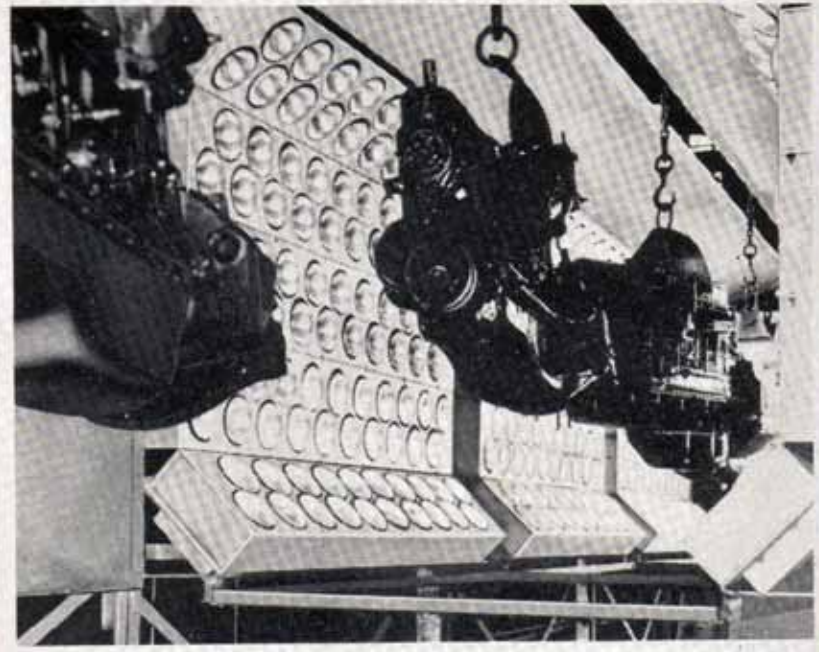


Years

General Motors Corporation



Factory Rises, 1941



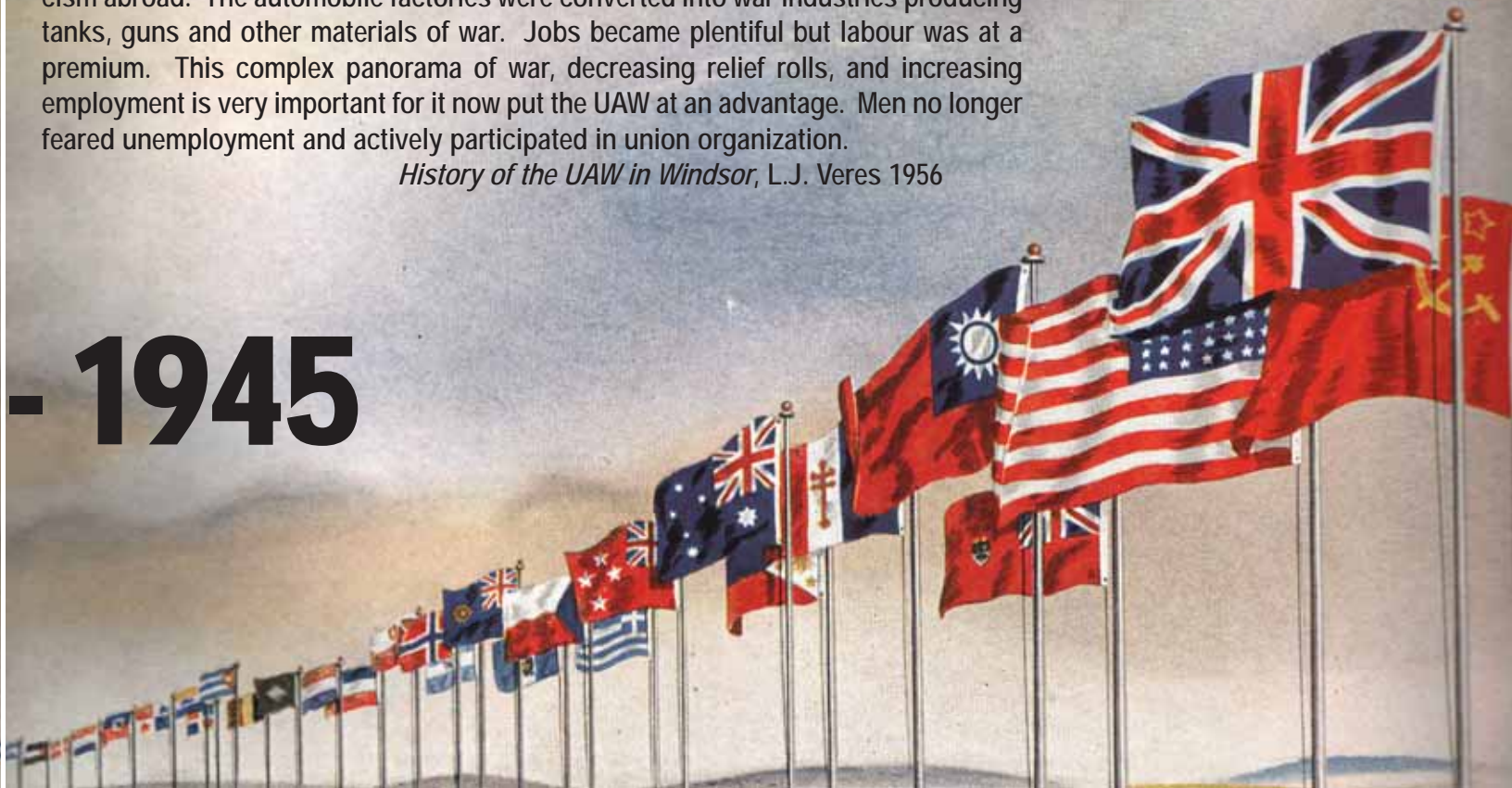
Infra-Red Ovens, Walkerville

Photos and background from a 1945 publication from General Motors Corporation paying tribute to the contribution of its employees during World War II.

The crisis of the Second World War (1939-1945) brought a revolutionary change in labour conditions in Canada and increased the element of compulsion in labour relations. The labour force was reduced by thousands as young men enlisted to fight fascism abroad. The automobile factories were converted into war industries producing tanks, guns and other materials of war. Jobs became plentiful but labour was at a premium. This complex panorama of war, decreasing relief rolls, and increasing employment is very important for it now put the UAW at an advantage. Men no longer feared unemployment and actively participated in union organization.

History of the UAW in Windsor, L.J. Veres 1956

- 1945



Wartime Production

Workers signed up for the armed forces, auto production ceased and auto assembly operations were converted to wartime production.

Photos show a number of Local 195 plants, employing women who filled in while the men went off to war. No sooner the war ended, however, these same women workers were sent home and replaced by veterans from the front.



Border Cities Industries



Auto Specialties



Canadian Motor Lamp Employees 1944



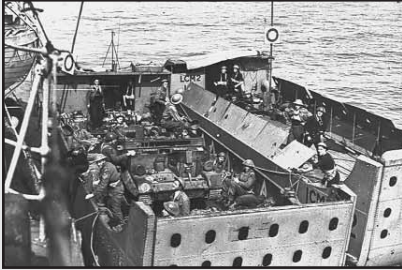
Canadian Motor Lamp - Inspecting Shell Casings



Border Cities Industries

On the Battlefield

The Essex and Kent Scottish Regiment was among the best known of the fighting forces from this region. They were among the first waves of Canadian troops landing at Dieppe in that ill-fated and initial attempt of the allied forces to establish a beachhead and test the success of a Second Front against the Nazis in occupied France in August 1942. Close to 1000 Canadians were mowed down by the heavily fortified coastline.



Photos show the Regiment's current badge and tartan as well as the Windsor Carriers rolling off the assembly lines at the Ford plant in Windsor. The Ford Mural Project captures this contribution from the area on the South Wall of the Legion on Drouillard Road.



The Universal Carrier (in photo taken at the National War Museum in Ottawa) was also known as the **Windsor Carrier**. The one on display has been equipped with a flame thrower.



The Ford Strike of 1945

Recollections of the early years of Local 195
by Lyle Dotzert, retired Ford worker.

In 1934, at age 16, I went hitchhiking and ended up in a labour camp for 20 cents a day (\$5 a month). I remember **Jimmy Napier**. It was about 1945 he told me that the only times he did not support the communists was when he didn't understand them. This was the period when the fights between the "left wing" and "right wing" were open and bitter. The left wing had been fighting for a Liberal/Labour coalition to eliminate Colonel George Drew (Conservative Party Premier of Ontario). The CCF rejected the proposal (at that time they had 32 seats in the provincial legislature). The 1943 election brought Colonel George Drew (Progressive Conservative Party) to power, ushering in a Conservative dynasty in Ontario that ruled without interruption for 42 years until 1985.

I got into Fords in 1941 and worked there until 1972, over 31 years. Before the war we were all together in the fight to get workers into unions and to win recognition. The progressives at that time were working together. It didn't matter if you were a communist, a socialist, or had no

particular politics. The real battles were in organizing and winning the fights with the employers and in the general politics. We were all together in the fight against Hitler and the threat of Fascism. It was when Cyril Prince was the President of Local 195.

I came to know about the communists when I worked at Fords. I remember going to the Hungarian Hall on Langlois to hear Tim Buck, the leader of the CPC. There were a lot of union leaders of different political persuasions at that Hall. Buck started to speak, step by step explaining what was going on in the world, giving the reasons for things. It was the most sense I'd ever heard. I recall also back in the Hungry Thirties going with my father to Wilson Park where there was a huge meeting going on. It was Tim Buck speaking. I started mouthing off about Buck, based on things I'd heard from others. My father challenged me, saying "Listen to what the man says; he is making sense". I said, "But he is a Communist!" My father worked in the "right wing" Plant 2 at Fords. I ended up in the "communist" plant 4.



Lyle Dotzert, at age 86 (2004) standing in front of Shift Change, the Whelpton Street mural by Steven Johnson

Later my dad went out West and learned a trade as a butcher. He lived on Bruce Street in Windsor. During the bitter CSU strike (Seamen's strike on the Great Lakes) he helped the picketers out. He worked in a butcher shop on University Avenue. He invited the strikers to drop by his house. He had a huge roast there for them. When my dad wasn't with the anti-communists in Plant 2 he would think for himself and he usually stood with the workers.

The anti-communist hysteria went into full swing at the end of the war. To get the communists out of Kelsey Hayes they used the seniority lists. Kelsey didn't have super-seniority to protect union officials. The company laid off back to their seniority when

the elections were on and none of these left-wingers could run for office. When Walter Reuther came to power, the firings of the Left really went full ahead. I was in Brantford at the time, a delegate at the district council, when these developments escalated. That was about 1947. They told the Toronto Rep that "either you are with Reuther or you are out!" The Toronto delegate told them "I'm not paid by these workers to tell them how to conduct their internal affairs. I refuse to do this." Reuther fired him on the spot! In an internal review it was determined that Reuther could fire the brother, but he couldn't pull his union card. That was how it was back then!

Continued on next page



During the Ford strike we were getting support from the farmers. One farmer brought in half a pig. I was sent to Brantford to win support for the struggle and raise money for the strikers. I called home and heard that the Ford workers had all walked out and that they had set up a blockade of cars, etc. I heard about the blockade indirectly. A friend was telling me about a doctor who jumped out of his car, leaving it as part of the blockade. "Don't worry, I have another car at home," he told the strikers.

One of the big factors which helped to win this fight was the unity amongst the Ford workers of all nationalities. Another big factor was the support from others, particularly the workers in the Local 195 plants. They came out of dozens of their plants and joined the picket line, shutting down their own operations. They risked it all at a time when there was no job security, no knowing if your job would be there for you,

and when the companies maintained a large industrial spy apparatus and blacklists.

Word that the Ontario Provincial Police were going to be sent to Windsor came from Joe Salsberg (one of two Communist MLAs in the Ontario legislature). This information was quickly acted on by the strike committee at Fords which came up with the idea of a mass auto blockade. You know, it had to be ironic that the very product, autos, which were rolling out of Fords every day became the instruments for surrounding the plant and shutting it down, preventing access and any production.

Most of those fighters from Local 195 who worked so hard in support of our Ford strike got turfed out of the leadership after the war. That was their "reward" in the assault against the left-wing that followed the War. It was part of the Cold War anti-communist hysteria that eventually took the form of red-baiting and McCarthyism in the 50's.

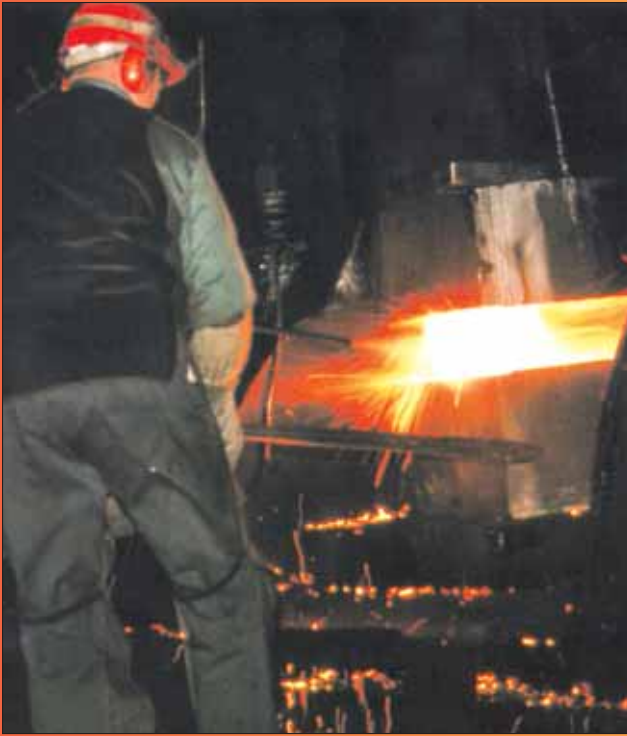


Lyle is captured in the mural where he is pointing to historic handshake between Ford and the UAW which settled the 99-day strike by binding arbitration and resulted in the mandatory union dues checkoff known as the Rand Formula (1946).



Local 195 workers from Motor Products Ltd. march in support of the striking Ford workers at the Ford headquarters on Windsor's waterfront (1945)

Dominion Forge



Brother Tony Jelenek's memories and photo collection give us a picture of life at the forge. He was a committeeman for years and also fought for improved safety until the old plant locked out its workers in 1986.

"It was a great place to work back then, good pay and a steady job. We all worked together as union brothers and in the workplace. You had to! The 15,000 lb steam hammer (in photo on next page) required a 12-man crew. No one could miss work or the team couldn't function. If a brother was not pulling his share we did something about it.

"The place was very noisy and there were lots of small injuries from molten metal flying around. A large number of guys lost their hearing. We had some serious injuries. Jack Nadalin (shown in colour photo on left working at the large hammer), was struck in the groin area by flying metal.

"Work was hot and exhausting. Rookies would often pass out from the summer heat until they got accustomed to it."





Brother Paul Hansen was a skilled trades worker at the Forge for over two decades until he was elected as Secretary-Treasurer of Local 195 in 1969, a position he held for 21 years. He was elected President of the Forging Council of the entire UAW and held that position for over 20 years. He has fond memories of those struggles.

"Things were lively back
Looking Back

then in the days with Bob White and George Burt and others. That was when Windsor Star reporters, including Gord Henderson, were told "if you deviate from what is said that will be your last report!" No one would have been allowed to twist stories to sell papers.

"Meetings had lots of crossfire, It was the same at the International. I recall telling our American brothers at the Atlantic City Convention in the late fifties or early sixties how we had successfully negotiated a drug plan with just 35 cents co-pay and that I'd never paid a hospital bill because we had medicare. They were surprised and proposed "you should run for Forging Council president." We had at best six Canadian delegates out of over 70 but I was persuad-

ed to run and won.

"Dominion Forge workers had the best solidarity. When we needed support from the men we got it. Of course, we had to meet, discuss the issues, and then everyone would stand together.

"The Forge was sold during the period when our entire Canadian section was fighting concessions. It was a major issue, I believe, which contributed to the breakaway from the UAW in 1985 and our forming an independent union."

Paul Hansen



International Playing Card 1918-1989

By Les Dickirson
CAW 195 Retirees Chapter

Clipping from the Windsor Star shows sister Ila Wilson, the first black woman hired at International Playing Card.



The International Playing Card (IPC) first opened its operations in Windsor at the end of World War I. They moved to a new building on Mercer Street in 1928. While this was a predominantly black neighbourhood at that time, IPC maintained a U.S.-inspired discriminatory hiring policy. This barrier was finally overcome when they hired Ila Wilson in 1967. Other black employees were soon to follow.

During World War II the employees at IPC were falling far behind other plants in Windsor with respect to wages. As well, health and social benefits were practically non-existent. Sensing the atmosphere of dissatisfaction, IPC arranged to bring in a "union" without the employees voting. During eight long years in this "union" not one grievance was ever processed. Pathetic wage increases and pitiful health benefits failed to satisfy the workers and

this lead to a struggle to be represented by a better organization. Finally we succeeded in 1953. We got the support of UAW Local 195 on what they termed a "rescue mission"!

Over the next two decades we made great progress but not without some long and difficult fights. We had three major strikes. The first, in 1960, lasted 11 weeks. the second, in 1974, was driven by management's demand for unrealistic and totally unacceptable concessions. It lasted six weeks and we returned to work without a single concession and actually made improvement.

In 1983 we were on strike again. This fight dragged on for six months. One serious problem in the 1983 strike was the decision of the Cincinnati local at head office to return to work accepting concessions and ending their 13-week strike. IPC employees in Windsor refused to accept concessions and eventually won a victory on that issue. As well, we made wage gains and improvements in contract language and working conditions.

In 1989, International Playing Card announced that the Windsor plant would be closed on September 30th, after 71 years in Windsor. The company's position was that imports from Asia, a decline in card playing and outmoded production facilities were responsible for the closure. The Free Trade Agreement was, no doubt, a major contributing factor as well.



The Mercer Street plant was right in the heart of Windsor's black community. Photo shows the pickets during the six month strike in 1983-84.

Continued on next page...

A tent with a wood stove inside was the “strike hut” for the 1960 strike which lasted 11 weeks.

The fight, in addition to wages and social benefits, was for job posting rights and a pension plan.

The strike was driven by persistent mistreatment and abuse of the workers by management.



Les Dickirson worked at IPC for over 40 years, retiring just a few years before the plant closed in 1989.

The plant moved away to Markham, Ontario. Brother Les continues, to this day, to keep up his vigorous fight for the rights of women, minorities and workers in general.



The 1983-84 strike began in warm weather but this changed as winter set in and workers were left out in the cold over Christmas. They, however, did not lack determination and, after half a year on the picket line, won victory.

Local 195 tunnel workers: over 65 and still alive and well!



Paul Adams

Unit Chair, D&C Tunnel

As far as we know, our D&C Tunnel workers are the oldest unit within Local 195 which are still actively in business today. We have signed contracts (see insert) dated back to 1942 and believe our first negotiations as UAW 195 go back to the late 30's! The Tunnel workers history spans those most formative years through to the present and, hopefully, into the distant future.

We've had 4 struggles involving job action over the 70 years. But most of our history has involved other challenges, many of them with levels of government in Canada and the USA and various government bodies on both sides of the border. We operate under Federal Government legislations and can, if circumstances justify, be deemed an essential service. That is how critically the "Gateway to Canada"



which were essential to Windsor to becoming the Auto Capital of Canada. We speak of the bridge and tunnel which linked Windsor to the explosion of mass production of automobiles associated with Henry Ford and later both GM and Chrysler corporations. Both the bridge and tunnel were products of the roaring twenties and were gravely affected by the Great Depression. Both, however, survived and proved to be great assets for their owners.

Tunnel workers are the first "ambassadors" greeting those crossing the border into the US. Since September 11, 2001, following the Trade Centre attacks, we have been in the centre of

the storm which finds Homeland Security and other major US bodies trumping the traditional decisions and introducing many new challenges of which security is only one element.

Our 48-member unit is particularly proud of what we have achieved under these complex arrangements and circumstances.

We join many others in celebrating our own long and exciting history which has been an integral part of Windsor's labour history.



There have been many upgrades to the tunnel since its completion in 1929.

which our tunnel and the bridge are to the economy and movement of goods, people and vehicles between the two countries.

Our history, interestingly, begins with the major infrastructure developments



A tunnel worker is struck by a vehicle crashing through their picket line during the 1991 strike. *Photos courtesy of Windsor Star.*

Photos show the first UAW 195 Hall on Chatham Street.



The Emil Mazy Hall on Ottawa Street served Local 195 for 25 years. Before and after photos on right. The building used to be Tepperman's furniture store. When CAW 195 departed in 2005 it was renovated for office space.



Labour Centre 2005

