

During the APS-AOS convention Rockefeller forces attempted to channel discussion into a controlled debate on the dangers of nuclear fission reactors without allowing nuclear fusion to be discussed as a viable alternative source of energy.

Dr. A. W. Trivelpiece, Director of the Atomic Energy Commission's Plasma Physics Research Section, responded to NCLC exposure of AEC sabotage of controlled fusion research during his conference presentation on the status of fusion research by revealing that AEC policy has been changed in the last two weeks!

At a Columbia University colloquium on fusion research April 12, Stephen O. Dean, Assistant Director of the AEC's Thermonuclear Research Division, admitted that "85 per cent" of NCLC assertions about AEC sabotage were true. Two weeks later, in his conference remarks, Dr. Trivelpiece revealed that previously suppressed data from Sandia Weapons Laboratory, referred to in *New Solidarity* April 15, had been released in the last week. Furthermore, in another AEC about-face, Trivelpiece stated that the "1973 U.S.-USSR protocol on cooperation on controlled fusion research could be interpreted to cover laser-fusion."

Relevant authorities at the Soviet Embassy have been contacted by IPS to confirm whether this change in AEC policy has actually occurred.

EXCERPTS OF GOVERNMENT DOCUMENT ON PLAN FOR TRUCKERS STRIKE

Office of Preparedness
Draft Plan in Response to Truck Stoppage

The following is an excerpt version of a specially prepared battle-plan for dealing with a nationwide truckers strike. Interestingly, this plan was promulgated the day that the February independent truckers strike reached tentative settlement, indicating that it was not intended for use during that shutdown, but at some future date.

This document positively confirms the estimate of the Intelligence Staff of the National Caucus of Labor Committees on the Parkhurst/FASH truckers strikes.

The agency assigned to prepare the document, the Office of Preparedness, is essentially charged with dealing with "civil emergency," national/regional-type "disaster" planning. The planned truckers shutdown is a planned civil disaster. The document minces no words in describing how a truckers strike would create "problems in food distribution, food control, and in the shipment of raw materials necessary for production." Further, it accurately describes the military dynamic of a truckers action; a small number of "militant" truckers, strategically deployed, can pull off a complete shutdown. Parkhurst need not control all or even most truckers, but need only effectively deploy a militant hard core to terrorize the highways.

The document represents a phased military strategic overview. Exact troop deployments and other aspects of precise tactical implementation are omitted, included in other documents. One thing is unmistakably clear—the government stands committed to military intervention, provided the Parkhurst operation or one of the trucker countergangs [like Bill Hill's FASH] can carry out its end of the bargain.

I. Nature of the Plan

A nationwide truck stoppage, if continued, would create serious problems in the movement of many of the country's essential resources. The early effects in the current stoppage is (sic) showing up in the movement of steel products, perishable fruits and vegetables, meats, coal and gasoline. Within a relatively short time, these effects would extend to the whole of commerce and effectively shut down industries, cripple employment, and affect the health and welfare of the nation.

It is the intent of this plan to outline sequential actions that Federal Departments and Agencies may take to reduce the impact created by critical resource shortages and disruptions to the economy and industry resulting from the nonavailability of a large segment of truck transport.

For the purposes of this plan it is assumed that a major portion of the nation's truck owner-operators ("independents") as well as a significant portion of private and common carriers are not moving, either out of sympathy for the "cause" or out of fear of violence.

II. General Economic Impact

The protestors represent approximately 100,000 independent truckers, who own approximately 300,000 trucks. Their activity could, however, interrupt the operators of some 800,000 trucks in for hire service. This service is the backbone of the nation's produce to market, interplant distribution, and wholesale to retail commerce.

The most critical industries expected to be hurt are those already affected by short-term shortages: fresh fruits and vegetables, meats, fish, frozen foods, and other perishables.

In a national, highly effective strike, a scarcity of food in stores could occur within a week.

The steel-making industry and its immediate clients (will be) affected. As machinery makers (autos, farm equipment, appliances) exhaust stocks of steel, employees will be laid off in increasing numbers.

First Phase Actions

...The first line of attack on the problem is to assure continued free flow of commerce on the nation's highways by non-striking carriers. This requires protective services by State and local authorities with full support and backing by the enforcement powers of the Federal Government.

Second Phase Actions

...The second line of attack is designed to assist Governors of States and local authorities to alleviate shortages of these essential commodities through local diversions of transport, the use of military vehicles, and other measures.

Third Phase Actions

If the problem develops quickly into a serious enough situation as (sic) to require the declaration of a national emergency, options and actions are also provided whereby the Government takes actions to control commercial activity through mandatory transportation priorities and allocations and other economic controls as necessary.

IV. Responsibilities of Federal Agencies

...The Interstate Commerce Commission will be responsible for authorizing the diversion of essential interstate freight to other means or modes of surface transportation and to other routes and routings than may be established under existing permits and for giving special assistance in arranging such movements as required.

...The Department of Transportation will be responsible for administering informal and formal

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priorities for movement of essential freight by all means of transport and will coordinate the diversions of freight to alternate modes of transportation as may be required.

...The Department of Agriculture will be responsible for assisting States and advising transportation authorities on emergency movements of food.

...The Department of Labor will be responsible for analyzing and advising on impact on employment and measures to alleviate unemployment growing out of the stoppage.

...The Civil Aeronautics Board will be responsible for authorizing air freight services to move essential traffic for the relief of shortage areas.

OPTIONS AND ACTIONS

Providing Security and Continued Movement for Highway Borne Commerce

Voluntary and Related Measures

1. The Department of Justice, where appropriate, will contact the Governors of the States and urge them as necessary to:

a. Make fullest use of local and State police powers and enforcement bodies to assure unimpeded movement over roadways.

b. Protect persons and property at truck terminals, rest and fueling stations, and at other points where threat or coercion (sic) is likely to occur.

c. Arrange for the escort and convoying of vehicles over threatened sections of roadways.

...The Office of Preparedness, GSA, will wire the Governors urging them to establish State and local operations centers where calls can be received as to interference with truck movements and from which trouble-shooting teams can be dispatched on moment's notice.

...The Defense Civil Preparedness Agency will alert its regional offices and ask them to put calls to Governors offering their assistance to States and localities in the operation and maintenance of emergency operations centers.

More Strenuous Measures

As reflected inter alia, in a memorandum for the President signed jointly by DoD and DoJ regarding an action plan for Civil Disturbance* the Attorney General will contact all State Governors, reminding them that a situation of serious domestic violence exists within the State; that such violence cannot be brought under control by the law enforcement resources available to the Governor, including local and State police forces and the National Guard; and that the Governor requests the President to employ the Armed Forces to bring the violence under control.

Providing for the Minimum Essential Needs of Communities

1. The Office of Preparedness, GSA, will

d. ...Locate critical supplies and means of emergency alternate transportation among available local sources including those in neighboring States.

e. ...Establish informal local priorities to obtain the filling of emergency requirements of hospitals and health and welfare establishments, for essential medicine, sanitation supplies, food, etc.

f. ...Use the State's National Guard to transport the essential needs of communities when commercial transport is unavailable and hardship is impending. The Department of Defense will as required and at the request of appropriate authority, provide adequate and suitable transportation to move minimum essential needs such as food and medicine, to communities deprived of other means of transport.

*IPS has come into possession of this document as well. Forthcoming issue will contain analysis of this phased plan for military intervention into a civil disturbance. The plan gives Defense Secretary Schlesinger tremendous freedom in actual domestic troop deployment with only the vaguest constraints.