

"horrifying": no air conditioning; working for hours standing; loss of hearing due to noise; mandatory examinations to determine wage increases. When she applied for work in the post office she resisted placement in a clerical position and fought to become a clerk. Later, she fought to become the first woman dispatcher. Mrs. Judd was the sole support for eight children and was pregnant when she began to work at the post office. Her case helped to establish both the principle of maternity leave for postal workers, and through this the recognition by the post office that women were a permanent part of the workforce there. With other women clerks, she resisted male co-workers who opposed the entry of women into the public service and male supervisors who harassed women clerks. She became active in the Association as a steward. Some of the issues which came up consistently were racist attitudes towards herself and other non-white workers; discrimination and patronage in hiring; the establishment of mirror surveillance systems in the bathrooms; establishing union recognition and the right to strike; shift changes and services for women with children. During the 1965 strike, management tried to bring in scabs through an old CPR tunnel; the union stopped this. Mrs. Judd had been a student at Strathcona School and was deeply affected by the Japanese internment, as many of her closest friends were interned. She has been active in many Black organizations, including the Negro Citizens' League and other civil rights groups.

PEGGY KENNEDY

Peggy Kennedy was born in Haida, Alaska, emigrating to B.C. and studying at University of Victoria. After the War was in its third year she began to work at Boeings Aircraft. She was first a stores clerk and then a secretary to the foreman. She became involved in the union (IAM) and protested the lack of rest periods participating in a sitdown which led to a lock-out. Women at Boeings worked in electrical sub-assembly but not as machinists. Sub-assembly involved putting together a part of an aircraft. Women were working both in the Sea Island plant and the subplant on Georgia Street, where Mrs. Kennedy worked. Men and women received equal benefits and were paid for the job, but did not receive equal promotion. Many of the women in war production were very young, both single and married, and for many it was their first job. Many women left their children with relatives, childcare was a major problem. She worked monthly swing shift at Boeings and came to know many of the workers because of her job. She became involved with the IAM as a rank and file member and began to write for the newspaper. She became a steward, secretary for the union and editor of the paper. The issues which faced the workers were rest periods, raises, consultation on production and the abolition of supervision. After the War both men and women were laid off despite union efforts to shift the plant to consumer production through lobbies to Victoria and rallies.