

DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 1 OF 16

FOLDER 6

DRUM HANDBILLS BOOKLETS

**strike your
blow against
racism**

**do your part
no work today
black workers
strike**

***Only Racist Honkies & Uncle Tom's
Traitors WORK TODAY***

Rally to be Held Today

13305 DEXTER at DAVISON up stairs

refreshments

OVER

[1968]

OVER

DODGE REVOLUTIONARY UNION MOVEMENT

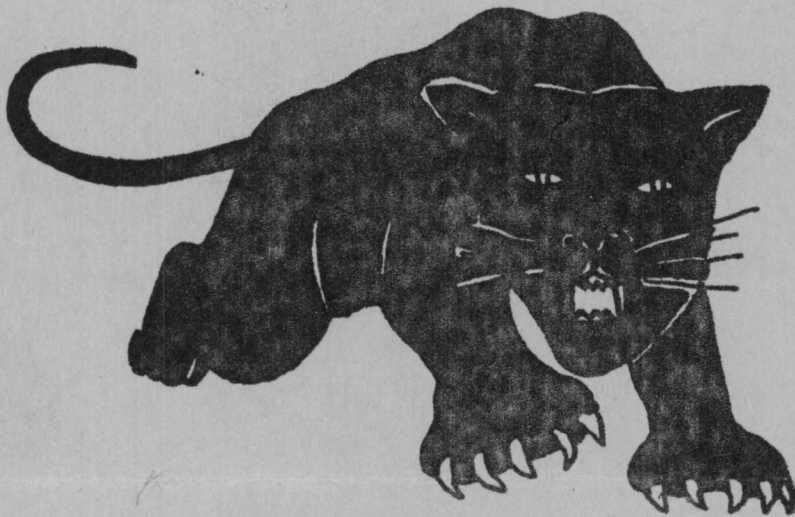
John W.

865-73-88

drum

HEAR A DRUM SPOKES- MAN AND PARTICIPANT

DODGE REVOLUTIONARY UNION MOVEMENT
PULLED OUT 2000 BLACK WORKERS
TO STRIKE FOR AN END TO RACISM
IN DETROIT AUTO PLANTS.



AUGUST
9th

8 P.M.

DEBS HALL
3737 WOODWARD

FRIDAY NIGHT
SOCIALIST FORUM

OVER

OVER

Drum Demands

People have asked, Chrysler Corp. has been seeking, and the black workers have sometimes been confused about the direction of D.R.U.M. The editorial staff of D.R.U.M. has communicated with the black workers and their demands have been compiled. It should be understood by the readers that the voice of black unity must be heard, and its results are inevitable.

D.R.U.M. was formed not only to put an end to racism at Hamtramck Assembly, but also to extend our fight to the entire Chrysler Corp., General Motors, Fords, and wherever racism exists. D.R.U.M. was founded by black workers from the grass roots. From the enthusiastic response from the brothers at the plant, we know that our voice has been heard, and our position accepted by many. Before peace and tranquility can prevail, our demands must be met and our goals achieved, by any means necessary.

Time like nature is an ever changing progression for man. And here in 1968, Chrysler Corp. is still practicing 18th century slavery. This is why D.R.U.M. must list and have its demands met now.

DEMANDS

1. D.R.U.M. demands 50 black foremen
2. D.R.U.M. demands 10 black general foremen immediately
3. D.R.U.M. demands 3 black superintendents
4. D.R.U.M. demands a black plant manager
5. D.R.U.M. demands that the majority of the employment office personnel be black
6. D.R.U.M. demands all black doctors and 50% black nurses in the medical centers at this plant
7. D.R.U.M. demands that the medical policy at this plant be changed entirely
8. D.R.U.M. demands that 50% of all plant protection guards be black, and that every time a black worker is removed from plant premises that he be lead by a black brother.
9. D.R.U.M. demands that all black workers immediately stop paying union dues.
10. D.R.U.M. demands that the two hours pay that goes into union dues be levied to the black community to aid in self determination for black people.
11. D.R.U.M. demands that the double standard be eliminated

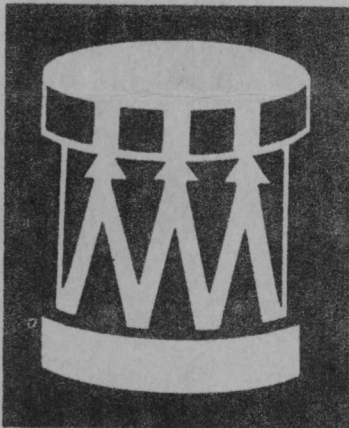
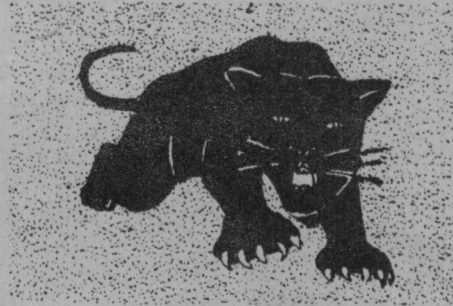
and that a committee of the black

rank and file be set up to investigate all grievances against the corp., to find out what type of discipline is to be taken against corporation, and also to find out what type of discipline is to be taken against Chrysler Corp. employees.

12. D.R.U.M. demands that all black workers who have been fired on trumped up racist charges be brought back with all lost pay.

13. D.R.U.M. demands that our fellow black brothers in South Africa working for Chrysler Corp. and its subsidiaries, be payed at an equal scale as white racists co-workers.

14. D.R.U.M. also demands that a black brother be appointed as head of the board of directors of Chrysler Corp.



JOIN DRUM

SUPPORT DRUM

HELP STRENGTHEN THE DODGE REVOLUTIONARY UNION MOVEMENT.....

NAME _____

ADDRESS _____

PHONE _____

SEND TO D.R.U.M.
 8661 GRAND RIVER
 DETROIT MICHIGAN 48204
 thank you

210
 25

DODGE REVOLUTIONARY UNION MOVEMENT

Grievance;

Racism is the standing policy of Chrysler corp. in general and Hamtramck Assembly Plant in specific.

Demands;

1. a minium of 50 black foreman immediately upgraded from the line a.(clause) that the remainder of the white foremen be sent to compulsory re-orientation classes to educate them that black people are to be treated as human beings.
2. Ten black general foremen be immediately upgraded from the line. And that the remainder of the General foremen be subjected to clause A. of no. 1.
3. Three black superintendents upgraded from the line, and that the remainder of the superintendents also be subjected to (clause) A. of no. 1.
4. That a black Plant manager in the person of bro. Major Holiday.
5. That Hamtramck Assembly plant employment office personell be be 50% black.
6. That Hamtramck Assembly plant employ all black doctors in the medical centers at this plant and 50% black nurses. Because the the medical centers have been the most racist institution in the plant.
7. No more appointments for first aid.
8. That 50% of Plant protection guards be black and that the remainder of the guards also be subjected to (clause) A. of no..1.
9. That Chrysler Corp. stop taking out union dues from black workers but allow them to pay their dues on their own if they so choose.
10. That double standards be eliminated completely in job assignments etc. and that a committee of black rank and file under the leadership of D.R.U.M. be set up to investigate racial grievances by management and within the U.A.W.
11. That all black workers who have been fired on trumped up racist charges be brought back with all lost pay.
Extra special consideration in the case if Willie Brooks Jr, who has not only been fired but charged with felonious assault.
12. that the tear gas -macé riot sticks , helmets, kept on plant property be removed . We insist that it has been placed their specifically for use upon black brothers.
13. that our fellow black workers working in Chryles Corp. and its subsidiaries in South Africa be paid on an equal scale as their white racist co-workers. If that these cant be met , then we demand that 75% of the profits from these installations be turned over to the black community , to aid in self determination and over seen by D.R.U.M.
14. that we will not tolerate any disciplining of any of our black broters for participating in this black workers strike.

15. that 200 black workers at Hamtramick assembly and 3000 black workers in-
the corporation level be put into apprenticeship progfams with a constant
upgrading system leading to skill trades.
16. that due to the long exploitation and profits reaped from the backs of
black workers that a black brother be appointed as the head of the board
of director of Chrysler Corp.
17. that a formal apology be made to the black community at large by the
Hamtramick and Highland Park police dept. for such a wanton show of
force armed with mace- teargas -gasmasks guns against a peaceful protest
against racism by Black workers



drum

RALLY DODGE REVOLUTIONARY UNION MOVEMENT FOR BLACK WORKERS

THE
**ROLE OF THE BLACK WORKER IN THE
BLACK LIBERATION MOVEMENT**

5 SPEAKERS



- #1. HISTORY OF THE BLACK WORKER
- #2. ROLE OF THE BLACK WORKER
- #3. HISTORY OF D.R.U.M./"ITS PRINCIPLES & PROGRAM"
- #4. ORGANIZING THE BLACK WORKER (CITY-WIDE)
- #5. COMBAT LIBERALISM IN THE U.A.W.

3 PRIZES TO RAFFEL*

1ST PRIZE/NEW M-1 RIFLE... 2ND PRIZE/NEW SHOT GUN... 3RD PRIZE/BAG OF GROCERIES & TURKEY

*WINNERS OF RAFFLE MUST BE PRESENT

SUN. NOV. 17TH 6:00^{PM}

1101 E. GRAND BL. AT GRATIOT

SECRET

REPLY TO THE DIRECTOR

ROLE OF THE DIRECTOR



THE DIRECTOR'S ROLE

SECRET

drum 1-6
[1968]

Dear Brothers and Sisters,

The Dodge Revolutionary Union Movement— has reached a point where it becomes necessary that we consolidate our forces in order to realize our ultimate objective. To this it is necessary that we come together and for forge the ties between ourselves and our brothers (black workers) that will enable us to wage the struggle to gain our necessary and inevitable victory.

As one of the first to join our ranks you have indicated a level of understanding that qualifies you as a leader of this revolutionary struggle. Our role at this time is like that of black workers in past history who have come to the for-front and launched revolutionary struggle on behalf of their brothers and have failed, but we must not.

The time has come when this age old struggle between black workers and white management must be concluded with victory for black workers. Never in history has there been a better chance for success and we must not betray our people by failing to accept our responsibility to fight and win.

For four hundred years in this country black workers have fought this battle in behalf of black people. They have always been in the very vanguard of this struggle. And time and time they have failed due to the fact that they were betrayed from within their own ranks. For this reason we have been careful to invite to this meeting only those people that we feel have the interest of black people at heart and who are capable and in fact feel duty bound to assume this responsibility.

Our meeting will be held on Sunday, September 15, at 1:00 p.m. at Redeemer Presbyterian Church, W. Grand Blvd. across from Ford Hospital.

We are depending upon your presence there. You have a responsibility to be there to serve the cause of black liberation - the future of our people is at stake. Bring this letter with you for identification purposes and come alone.

Dare to fight
Dare to win

Fight-Fail - Fight again - Fail again - Fight on to victory

D. R. U. M.

DRUM ACTION PROGRAM

PHASE I

For over nine weeks each issue of DRUM gave many concrete examples of the blatant racism practiced at Chrysler.

In the last issue of DRUM 14 initial demands were made concerning job up-grading and hiring of Brothers and Sisters. Contained in some of the demands were steps that the company must take as a beginning to end racism at the plant.

If Chrysler fails to meet the demands, they will experience the FURY of THOUSANDS OF BLACK CHARGERS DARTING on their ass like a BARRACUDA!!!

The following action will be taken immediately!

1. Legal demonstration.....Local 3 and Solidarity House
2. Legal demonstration.....Chrysler headquarters, in
Highland Park
3. Shut down.....Hamtramck Assembly Plant

LETS GET DOWN NOW!!!!!!!

LETS GET DOWN NOW!!!!!!

LETS GET DOWN NOW!!!!!!

THE BLUES

B. S. & B. C. REVOLUTIONARY UNION MOVEMENT

DEAR BROTHERS AND SISTERS

SINCE THE FIRST OF THIS YEAR THE STRUGGLE OF OPPRESSED WORKERS AT THIS COMPANY HAS STEADILY PROGRESSED INTO WHAT IS NOW AN INTENSIVE LEVEL OF INCIDENTS AND 'SKIRMISHES' BY THE COMPANY BOSSES AND THEIR LACKEYS AGAINST THE WORKER'S ATTEMPTS TO FREE THEMSELVES FROM THE OVERBEARING WEIGHT OF COMPANY OPPRESSION. NOT ONLY HAVE WE HAD TO FIGHT FOR OUR SO-CALLED 'RIGHTS' WITHIN THE COMPANY BUT WE HAVE SEEN NUMEROUS ATTEMPTS BY 'ESTABLISHED' UNIONS TO 'CASH IN' ON AND UNDERMINE OUR TRUE WORKER'S MOVEMENT. WE WILL NO LONGER SIT STILL. WE WILL NO LONGER MUFFLE OUR OUTCRIES. WE WILL NOT BE CONTENT TO REMAIN HELPLESS IN THE FACE OF EITHER COMPANY INJUSTICES OR LACKEY UNION DOUBLE TALK OR BOTH.

WE NOW HAVE THE POWER TO GET DECENT CONDITIONS OURSELVES. NEITHER COMPANY OPPRESSION OR SELL-OUT 'UNION' TRICKS WILL DEFLECT OUR BATTLE POINT.

THIS IS 1971!!!!



W E D E M A N D:

1. THE TOTAL AND COMPLETE ELIMINATION OF FORCED OVERTIME.
2. THAT THE DEFINITION OF ALL DUTIES AND STANDARDS BE MADE AVAILABLE TO ALL WORKERS AND THAT MANAGEMENT ADHERE TO THESE WITHOUT COERCING THE WORKERS TO PERFORM TASKS OTHER THAN THAT DEFINED FOR THEIR RESPECTIVE CLASSIFICATIONS.
3. THE ELIMINATION OF DISCRIMINATORY PRACTICES IN JOB PLACEMENT AND JOB UPGRADING.
4. THAT ALL JOB OPENINGS, INCLUDING SKILLED POSITIONS ARE TO BE FILLED BY COMPANY-WIDE SENIORITY WITH TRAINING FOR THOSE WORKERS WHO, BECAUSE OF PAST RACIST PRACTICES HAVE BEEN DENIED THE OPPORTUNITY FOR PROMOTION AND UPGRADING.
5. THE ABOLISHING OF THE PRESENT IRRELEVANT TESTING SYSTEM AND THE ADOPTION OF ONE THAT TESTS FOR THE SPECIFIC JOB SKILLS REQUIRED, AND THAT THE WORKERS WILL HAVE THE RIGHT TO APPROVE OR DISAPPROVE OF THESE TESTS.
6. AN END TO UNJUSTIFIED TERMINATIONS AND TRIALS, AND AN END TO THE CURRENT VERBAL AND PHYSICAL HARRASSMENT OF WORKERS BY SUPERVISOR.
7. AN END TO CONFIDENTIAL AND 'SECRET' JOB OPENINGS.
8. AN END TO COMPANY REFUSALS TO REHIRE UNWED MOTHERS.
9. AN END TO WHITE SKIN PRIVILEGE.
10. ELIMINATION OF 'FIXED RATIOS' AND 'QUOTAS' IN RESPECT TO MINORITY GROUP HIRING.

11. AN END TO UNJUSTIFIED SALARY INEQUITIES WITHIN THE SAME JOB CLASSIFICATION.
12. AN END TO UNSAFE WORKING CONDITIONS.
13. AN END TO REFUSING TO HIRE WORKERS BECAUSE OF 'OVERQUALIFICATION'.
14. THAT A WORKER'S PEERS HAVE THE RIGHT TO APPROVE OR DISAPPROVE OF HIS 'TERMINATION'.
15. CONSISTENCY IN DEPARTMENT JOB POSTINGS.
16. THAT OTHER CHARITIES SUCH AS THE INTERNATIONAL BLACK APPEAL BE ALLOWED TO SOLICIT ON COMPANY PREMISES IN THE MANNER NOW GRANTED TO THE UNITED FOUNDATION.

A WORKER'S CALL TO UNITY

BROTHERS AND SISTERS THERE IS A SUPERVISOR IN THIS COMPANY WHO YOU SHOULD BE AWARE OF. HE IS A MENACE TO BLACK AND MINORITY GROWTH WORKER PROGRESS IN THIS COMPANY. HE IS THE SUPERVISOR OF THE BLUE SHIELD OFFICE SERVICE DEPARTMENT.

THERE IS AN ABUNDANCE OF BLACK TALENT IN THE DEPARTMENT WHICH IS ALSO KNOWN AS THE BLUE SHIELD MAILROOM. BUT, THE PROMOTION POLICY OF THIS SUPERVISOR IS ALL FOR WHITE PROMOTIONS AND BLACK FRUSTRATIONS. IT IS NOT THE FAULT OF THE BLACK EMPLOYEES BUT THE SUPERVISOR WHO MAKES PROMISES TO THE BLACKS, AND THEN 'STABS THEM IN THE BACK'.

BROTHERS AND SISTERS! KNOW WHO YOUR ENEMY IS. THIS RACIST INSTITUTION FEEDS ON FOUR BLACKS TO BUILD A 32 MILLION DOLLAR FACILITY AND WON'T EVEN SUPPORT RAISES AND PROMOTIONS FOR THE WORKERS WHO MADE IT POSSIBLE BY WORKING AT POVERTY WAGES.

A SHORT TIME AGO, A LETTER WAS WRITTEN TO THE PRESIDENT OF THIS COMPANY - JOHN McCABE FOR HIS SUPPORT OF BLACK WORKERS IN THIS TIME OF CRISIS.

(over)

IT HAS BEEN A MONTH NOW AND THE LETTER IS STILL NOT ANSWERED. THIS SHOWS TO EVEN A HIGHER DEGREE THAT THE UPPER AND LOWER MANAGEMENT DOES'NT GIVE A DAMN ABOUT THE BLACKS IN THIS COMPANY.

IT IS TIME WE REALIZE THAT OUR ENEMIES CARE ONLY TO PERPETUATE THE SAME OLD RACIST SCHEMES THAT OUR MOTHERS AND FATHERS HAD TO BEAR. WE MUST ESCAPE THE OPPRESSION OF THIS RACIST WHALE.

LONG LIVE THE WORKER'S FIGHT!!

DARE

TO

FIGHT


DARE TO WIN

BLACK WORKERS BRING FIGHT TO GATES OF INDUSTRY.

Chrysler Corp. has a long history of racism and exploitation. As a matter of fact the racism and exploitation at Chrysler is as old as Chrysler itself. The oppressive conditions at Chrysler gave rise to DRUM (Dodge Revolutionary Union Movement) whose purpose is to organize the black workers to achieve freedom from the oppressor.

We will be demonstrating against Chrysler Corporation.

Place to meet: Highland Park Community College (Glendale at Third)
Time: 3:30 p.m.
Date: October 24, 1968 This Thursday.

DRUM 
DODGE
REVOLUTIONARY
UNION
MOVEMENT



A
UNION FOR BLACK
WORKERS FOR
SELF DETERMINATION

AMANDALA

DEAR BRO.;

DRUM WELCOMES YOU to its organization. Without a political goal, the workers' struggle will fail, as it must if its political objectives do not coincide with the aspirations of the other workers, and their sympathy, cooperation, and assistance cannot be gained.

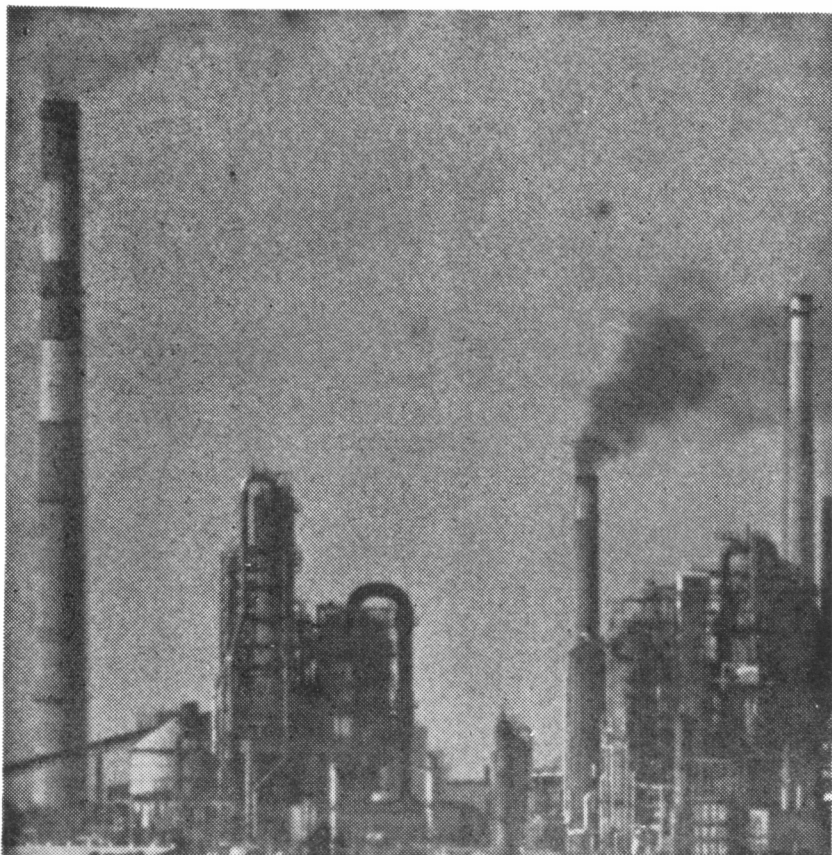
The essence of the Black Workers' Struggle is **REVOLUTIONARY** in character.

Yours/in the Struggle
For BLACK
LIBERATION...

**‘Our Thing Is
DRUM!’**

'OUR THING IS DRUM!'

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THE MIDWEST AND THE LEAGUE

by Jim Jacobs pg.1

AN INTERVIEW WITH KEN COCKREL AND MIKE HAMLIN OF THE LEAGUE OF REVOLUTIONARY BLACK WORKERS

by Jim Jacobs and David Wellman pg.11

THE MIDWEST & THE LEAGUE

Stretch a line on a map of America from Buffalo, New York, through Pittsburgh, Wheeling, Cincinnati, Louisville, St. Louis and finally Kansas City, then north to Des Moines, Minneapolis, then east to Milwaukee, Flint, Detroit, and Cleveland.

This is the Midwest, the industrial heartland of America. Over forty percent of the people in this area work in the basic manufacturing industries—auto, steel, machine products, rubber, electric—that are the foundation of America's economic wealth. To seize control of the political economy of the Midwest is to seize control over the political economy of imperialist America.

The establishment of the American tool box in the midwest is not accidental. Within the soil of this area lie the essential materials (coal, iron, ore, limestone) for the production of steel—the basic component of any industrial society. Moreover, the Midwest possesses a fine system of rivers and lakes, making transportation of heavy, bulky items relatively inexpensive. The opening of the St. Lawrence Seaway ten years ago gave many of the industrial cities on the Great Lakes (principally Buffalo, Cleveland and Detroit) direct ties with overseas markets and guaranteed that the industrial production of middle America will continue to be imperialist in scope.

To build this industrial empire the capitalists brought waves of displaced peasants from eastern and southern Europe (Poles, Slovaks and Italians) to the Midwest to work in the mines and mills. Settling in areas of town called Hunkeyvilles, they formed the human backbone of the new industrial cities. These immigrant workers were exploited to an unprecedented degree. In the Pittsburgh steel district in 1910 the average wage for 84 hours a week in the mills was less than \$12.50 a week. Packingtown workers in Chicago took home less than \$6.30 weekly.

Midwestern workers responded to the greed and inhumanity of industrialism with the most militant and bloody struggles in labor

history. Here occurred the Homestead and Pullman strikes, the 1903 Packinghouse strike, the great 1919 Steel strike, the Flint and Akron sit-downs, the Republic Steel massacre, and countless other struggles. It was in the Midwest that the CIO was forged in the mining, steel, auto and rubber industries. Despite the presence of America's most militant labor unions, oppressive working conditions continue to exist, and provide the material basis for the struggle between labor and capital.

In many respects, Detroit is the archetypal Midwestern city. Although it was originally a regional commercial center, with some manufacturing, the city's growth and prosperity coincided with that of the automobile. The auto industry began in southeastern Michigan because of its centrality to the steel and carriage-making industries. With the application of mass production techniques, principally by Henry Ford, the auto industry boomed in the early twentieth century. From 1910 to 1920 Detroit's population increased from 465,000 to 993,000. Whole cities—Hamtramck where the Dodge brothers built a plant in 1913, and Dearborn where Henry Ford began construction of the massive River Rouge complex—sprang up organized solely around auto production.

The weathervane of our modern imperialist economy has been the automobile. The automobile combines large amounts of steel, rubber, plastic, and glass, and utilizes many technologically complicated components such as the radio, air conditioner, and stereo-tape deck. With an emphasis on styling and planned obsolescence, the automobile, unlike a home, must be continually repurchased, perhaps fifteen to twenty times in a lifetime. Finally and perhaps most important, the automobile industry is the largest consumer not only for steel, rubber, and oil industries, but also for the construction and housing (highways, urban renewal, suburbs), repair, and emerging plastics industries. More jobs are related to the auto industry than any other industry in the American economy.

The centrality of the auto industry to the American economy gives the labor-capital struggles in Detroit vast significance. A majority of the first auto workers were Polish and Italian immigrants. Working in auto plants meant long hours, constant repetitious work, and the prospect of long periods of unemployment for the majority of the workforce. This was particularly true from 1920 to 1930 as a few giants (GM and Ford) emerged while literally hundreds of small car manufacturers failed.

The automakers recognized the potential rebelliousness of their workforce and employed every possible tactic to prevent the

organization of workers. Huge spy systems were established in the plants. At one time the Chrysler corporation employed four separate labor spy agencies—three to watch the workers and one to watch over the other three agencies! Ethnic rivalries were inflamed (especially Italians versus Polish) and a central blacklisting office was maintained. In the vanguard of the employer struggle to keep the unions out was Henry Ford, who used black workers in the Rouge foundry and cultivated ties with the small but growing Detroit black community in order to maintain a reserve army of black workers to break any organizing drive.

Despite these and many other actions by management, the UAW was organized beginning with the Flint sit-down strike in 1937 and ending in 1941 with the establishment of collective bargaining for 130,000 hourly employees at Ford's Rouge plant. During the strike, blacks, afraid of losing their jobs, remained in the plant, but many did not work.

In the thirties and forties, large segments of the UAW were controlled by radical and communist leadership. Local 600 of the Rouge plant, the largest of the UAW locals, was for many years in the hands of the Communist Party. Many locals remained fiercely independent, obtaining better contracts than those negotiated by the international. The rise and consolidation of power on the international level by Walter Reuther smashed these radical worker insurgencies and left the UAW with a social democratic political ideology. Under Reuther's control the UAW struggled for the betterment of workers' lives, arguing that both labor and capital had a common stake in the present order. Reuther's strategy was to win major concessions from management by guaranteeing them industrial stability for continued production and profits. He viciously smashed all communist elements within the UAW and broke the power of the more traditionally independent locals. By the early 1950s there was virtually no organized opposition of any importance left in the once faction-ridden UAW. Thus in plants where wildcats and work stoppages were very common in the 1930s and 1940s, the "class struggle" today occurs every three years at contract time.

Reuther's success in maintaining industrial discipline has meant high wages and fringe benefits for auto workers. The cost of living clause (won from GM in 1948) gave workers a buffer against inflation. **Supplemental unemployment benefits (won in 1955) gave lay-off protection for seniority workers. Today medical, dental and college plans are open to UAW members, along with a large pension plan. These and other victories at the bargaining table assured Reuther and his**

successor, Leonard Woodcock, a base of supporters among the older and retired workers.

Yet the price the UAW paid for this strategy was the inability to act upon the grievances of workers on the shop floor. Working conditions eroded through continual time study and automation, overtime was mandatory, job safety, particularly in the older plants, deteriorated. Since most issues at the work place challenge the right of management to control production, the UAW has rarely dealt with working conditions in the contracts. Instead, union officials reach "realistic" compromises with management on an ad hoc basis—until management decides to increase profits through change of conditions on the shop floor.

The same difficulties occur with the question of racism on the job. Although a vocal champion of equal rights and integration, the UAW has never systematically taken on the hiring, transfer and upgrading policies of management to insure equal access for all. The growing disparity between UAW rhetoric and racial conditions on the job created a new challenge to the organization and ideological hegemony of the UAW leadership. The needs of the young black worker and his willingness to support organizations like the League of Revolutionary Black Workers threaten to overturn the present UAW politics and fundamentally alter the nature of industrial relations in the auto industry.

BLACKS AND THE AUTOMOBILE INDUSTRY

Black employment in the auto factories began in 1916. Most of the early black auto workers were hired by Ford to work in the Rouge foundries and steel mill. Ford was by no means a benevolent corporate giant in his hiring of blacks. While blacks could find work at the Rouge, Ford kept them from living in Dearborn, preferring to establish a suburb for blacks—which, with characteristic WASP racism, he named Inkster. He wanted blacks to break up any efforts to organize his shops. Between 1930 and 1940 the percentage of black auto workers in Michigan declined from nine to six, as the depression "opened" the jobs of black workers to many whites who needed work. By 1940, of the 269,000 workers at GM, Ford, Chrysler, Packard and the Briggs body plant, 18,000 were black (in 1940 the black population of Detroit was 149,119). Almost all blacks were either in foundry work or in the lowest paying maintenance positions as janitors and porters.

World War II brought blacks and women onto the assembly lines. As a result there were many wildcats by white workers who saw the