

DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 2 OF 16

FOLDER 14

CHRYSLER ELDON UAW LOCAL
961 CORRESPONDENCE 1970



Telegram

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H J TAYLOR, GET SIG, REPORT DELIVERY, .75 DLY
10384 MAPLELAWN DET

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THIS IS TO INFORM YOU THAT YOU ARE DISCHARGED EFFECTIVE THIS
DATE FOR YOUR PARTICIPATION IN UNAUTHORIZED PICKETING OF THE
ELDON AVE AXLE PLANT ON MAY 27 AND HAY 28 1970 IN VIOLATION
OF SECTION 5 OF THE NATIONAL UAW CHRYSLER CORPO
ATION AGREEMENT

C POLSGROVE LABOR RELATIONS SUPERVISOR ELDON AVE AXLE PLANT
(1107).

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REMARKS

H J TAYLOR, GET 210, REPORT DELIVERY, 75 DLY, 1058A MAPLELAWN, DET

THIS IS TO INFORM YOU THAT YOU ARE DISCHARGED EFFECTIVE THIS
DATE FOR YOUR PARTICIPATION IN UNAUTHORIZED PICKETING OF THE
ELDON AVE AXLE PLANT ON MAY 27 AND MAY 28 1970 IN VIOLATION
OF SECTION 2 OF THE NATIONAL UAW CHRYSLER CORPO
ATION AGREEMENT
C POLSGROVE LABOR RELATIONS SUPERVISOR ELDON AVE AXLE PLANT
(1107).

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98



Inter-Office Communication

June 3, 1970

To Art Hughes, Assistant Director National Chrysler Department

From Lloyd D. Utter, Safety Director

Subject Chrysler Corporation; Eldon Axel Plant - Detroit, Michigan LU 961

Complaint: Occupational Safety

On May 26, 1970 we received an emergency telephone request from Art Hughes, Assistant Director, UAW Chrysler Department, to investigate a fatality of the above plant. The deceased was Gary Thompson, 22 years of age - Badge #252776. Employment date: 7-17-67. This individual became an industrial truck driver on March, 1970 and returned from the Service on January, 1970.

I made my investigation accompanied by Messrs. Neil Mc Callum, Corporate Safety Director; George Moxley, Corporate Safety Staff and Homer Jolly, International Representative; Walter Waller, International Representative, Region 1 and Elroy Richardson, President Local 961.

From the information available, it was determined that this worker was assigned to drive a 10,000 pound, Clark #2 truck, and to transport chips in an Roura hopper. About 3,000 pounds of chips were loaded into this hopper, and were to be transported and dumped into a railroad car in the scrap yard. It was this driver's first experience at this job, and the accident was reported to have occurred on his second trip. He was assigned to this operation from his usual truck, even though, the regular driver usually assigned to this truck was available. He was reported to have been last seen at 6:12 am., and was not seen again until he was found crushed at 6:18 am. From our observations, this equipment moved a distance of about twenty-seven (27) feet from the location where he was attempting to dump at the railroad car. It could not be determined whether the equipment rolled or whether it was in gear, or slipped into reverse gear. It was reported that the equipment was found to be in reverse gear after the incident. The hopper had not been lowered nor emptied, and Thompson was found under the loaded hopper, only his feet extending. I examined the equipment and found the emergency brake to be broken; as a matter of fact, it was not even connected. The shift lever to the transmission was loose and sloppy. The equipment generally was sadly in need of maintenance, having a loose steering wheel, in addition to other general needs.

I also visited the repair area and observed other industrial trucks in this area that were sadly in need of repair, noting: No lights, lack of brakes, horns, broken LP gas tank fasteners, loose steering wheels, leaky hydraulic equipment, etc. I was informed that there is supposed to be a regularly scheduled maintenance procedure for this equipment in this plant. I was also informed that operators

are instructed to take trucks to the garage and tag them when they are in need of repairs. However, it seems to be the practice of foremen when equipment is needed, to pull the tags off the equipment in the repair area that badly need corrective maintenance and put them back into service on the floor.

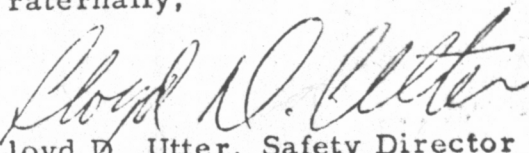
My first reaction to what I observed, is that there is a complete neglect of stated maintenance procedures in this plant. The equipment is being operated in an inexcusably dangerous condition.

After the in-plant visit, the entire matter was further discussed with Virgil Anderson, Labor Relations Administrator and Joe Jeffry, Personnel Director and they gave their assurances that immediate attention would be put to my demands that a concerted repair program be instituted at once, to bring this equipment into safe operating condition and they further agreed that they would adhere to a proper and sensible regular scheduled maintenance procedure, giving proper priority to those things on the equipment having the greatest bearing to the safety of the driver and to the other employees in the area. Mr. McCallum and I provided Mr. Anderson and Mr. Jeffry with a truck safety priority check list for maintenance. In the course of my tour, I also noted that there were horrible conditions approaching to and on the scrap lot. Proper curbing or dikes should be set up to prevent the dangerous drainage of oil off the scrap onto the aisles and traffic ways used to move people and equipment in and out of this area. Greater safety could also be achieved if truckers deposited loaded Roura hoppers onto surface scrap piles, rather than into railroad cars. The electromagnetic crane could then be used for all of the loading of the railroad cars.

Finally, a general observation as we passed to and from the location of the fatal accident; there seemed to be little attempt to maintain proper housekeeping, except on the main front aisle. Water and grease were observed all along the way, as we proceeded. Every good safety program has as its base good house-keeping procedures. Proper steps should be taken immediately to improve conditions within this plant.

Proper cooperation between Local 961 and the Company could result in bringing about and maintaining decent and safe working conditions.

Fraternally,


Lloyd D. Utter, Safety Director
Compensation & Safety Department

cc: Doug Fraser, V. P.
Geo. Merrelli, Dir. Reg. 1
Walter Waller, Int'l. Rep. Reg. 1 ✓
Elroy Richardson, Pres. LU 961

LU:em / opeiu-42



June 4, 1970

TO: ELDON AVENUE AXLE EMPLOYEES:

The events that occurred at our plant last week have been of deep concern to me as I am sure they have been to you. Most disturbing, of course, was the tragic accident which resulted in the death of Gary Thompson, one of our jitney drivers. Rest assured that our continuing efforts to make our plant a safe place in which to work will be intensified. This, together with your observance of good safety practices, will prevent future accidents.


I am also extremely concerned because of the disruptions that have taken place at our gates at shift change times, resulting in the loss to plant employees and their families of many thousands of dollars in wages. I am convinced that the vast majority of Eldon people want to come to work and want to perform their jobs conscientiously. Regrettably, however, there is a small group of people who seem not to care about their own welfare nor of the welfare of others. It appears that their aim is to disrupt our operations by any possible means.

Last Wednesday, May 27, our gates were obstructed by a number of people, many of whom were not our employees. These persons had no legitimate interest or responsibility for what goes on in our plant. Most had nothing to lose by their irresponsible demonstrations. The fact that hundreds of our employees were deprived of their wages apparently did not concern them.

You should be aware that we have taken and we will continue to take every legal step to insure your safety and to keep our plant operating. To this end, it was necessary to discharge those employees who were responsible for, or elected to participate in, the disruptions at our gates.

Although deeply disturbed by the events of last week, I am encouraged by the large numbers of loyal employees who came to work despite the outside protesters and disruptors at our gates. You are to be commended for your patience during these times of stress. Your continued responsible conduct will serve to preserve our security and ability to earn a living.

Very truly yours,



Harry T. Engelbrecht
Plant Manager
Eldon Avenue Axle Plant

INTER OFFICE COMMUNICATION

June 3, 1970

To Art Hughes, Assistant Director National Chrysler Department
From Lloyd D, Utter, Safety Director
Subject Chrysler Corporation; Eldon Axel Plant - Detroit, Michigan LU 961
Complaint: Occupational Safety

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From the information available, it was determined that this worker was assigned to drive a 10,000 pound, Clark #2 truck and to transport chips in an Roura hopper. About 3,000 pounds of chips were loaded into this hopper, and were to be transported and dumped into a railroad car in the scrap yard. It was this driver's first experience at this job, and the accident was reported to have occurred on his second trip. He was assigned to this operation from his usual truck, even though, the regular driver usually assigned to this truck was available. He was reported to have been last seen at 6:12 am, and was not seen again until he was found crushed at 6:18 am. From our observations, this equipment moved a distance of about twenty-seven (27) feet from the location where he was attempting to dump at the railroad car. It could not be determined whether the equipment rolled or whether it was in gear, or slipped into reverse gear. It was reported that the equipment was found to be in reverse gear after the incident. The hopper had not been lowered or emptied, and Thompson was found under the loaded hopper, only his feet extending. I examined the equipment and found the emergency brake to be broken; as a matter of fact, it was not even connected. The shift lever to the transmission was loose and sloppy. The equipment generally was sadly in need of maintenance, having a loose steering wheel, in addition to other general needs.

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STATE OF MICHIGAN

COMMISSION

Julian Abele Cook, Jr., Chairman
Mrs. Frank W. Wylie, Vice-Chairman
Rev. Dr. A. A. Banks, Jr.
Edward L. Barrera
George E. Gullen, Jr.
Fr. Theodore E. LaMarre
Sidney M. Shevitz
Mrs. Carole Williams



WILLIAM G. MILLIKEN, Governor

CIVIL RIGHTS COMMISSION

1000 CADILLAC SQUARE BUILDING, DETROIT, MICHIGAN 48226

TELEPHONE: 222-1810

October 28, 1970

Mr. John Taylor
10384 Maplelawn
Detroit, Michigan 48204

RE: #10390-EM - John Taylor -vs-
Chrysler Corporation
Eldon Avenue Axle Plant

Dear Mr. Taylor:

Enclosed for your records is a copy of the complaint which you filed with this Commission which has been assigned to me for investigation. Because of the large number of complaints currently being processed, it may be some time before I am able to begin the investigation of this matter and, therefore, I am requesting that you keep me informed of any change in your home address or telephone which may occur.

I will contact you before beginning my investigation. If there is any change in the conditions surrounding your complaint, I would appreciate it if you would inform me. I can be reached in our Detroit office (Telephone #222-1810.)

Very truly yours,

Roland Baldwin

Roland Baldwin
Field Representative

RB/dj

Enc.



COMPLAINT

Complaint No. 10390-EM

Date October 17, 1970

Claimant John Taylor

Address 10384 Maplelawn Detroit
Street City

Telephone 935-0208

Respondent Chrysler Corporation
Eldon Avenue Axle Plant

Address 6700 Lynch Road Detroit
Street City

Telephone 925-2000

I hereby assign Field Representative
Roland Baldwin
to make prompt investigation and report of this
complaint.
Ruth Rasmussen
Director of Compliance
Date October 26, 1970

Alleged Violation Unfair discharge

Race Color Religion Nat'l. Origin Ancestry Age Sex

Date of Alleged Violation May 26, 1970

Facts of Alleged Violation:

On May 24, 1970, Gary Thompson, a twenty-two (22) year old black worker was killed while on an assignment at Chrysler's Eldon Avenue Axle Plant.

On May 25, 1970, the Eldon Safety Committee established pickets to inform the workers that the abnormally dangerous working conditions and the serious safety hazards in the plant posed a serious threat to their lives. On May 26, 1970, I and other employees were discharged for having participated in the protest against unsafe conditions.

Black workers have been subjected to discriminatory treatment in the areas of: Hiring and promotional opportunity for hourly, salaried and management positions; disciplinary action; job assignments concentrating blacks in particular plants, divisions and departments, and exposure to working conditions that are dangerous and hazardous to health.

I am a white man and I believe that I was unfairly discharged because of my association with black workers and protest against discrimination conditions in the plant. Along with black workers I have been subjected to racially discriminatory treatment.

I have not filed a grievance nor commenced any action, civil or criminal, based upon the facts set forth above, except: Union grievance - NLRB

/s/ Harry John Taylor
Signature of Claimant

JOHN TAYLOR, being duly sworn, deposes and says: that ...he is the Claimant herein; ...he has read the foregoing complaint and knows the contents thereof; that the same is true of h..... own knowledge except to matters therein stated on information and belief; that as to those matters ...he believes same to be true.

Subscribed and sworn to before me

/s/ Harry John Taylor
Signature of Claimant

This 19th day of October, 1970

at Detroit, Michigan.

My commission Expires November 11, 1973

/s/ Roland C. Baldwin
Notary Public

Commissioned in Wayne County

Complaint Taken By Roland C. Baldwin

If this complaint alleges an unfair employment practice, I understand I also can file a claim with the Equal Employment Opportunity Commission, 1800 G Street, Washington, D.C., 20506, in furtherance of rights granted me under Title VII of the U.S. Civil Rights Act of 1964.



Inter-Office Communication

November 12, 1970

To Art Hughes, Assistant Director - National Chrysler Department

From Lloyd D. Utter, Safety Director

Subject Chrysler Corporation: Eldon Axel Plant - Detroit, Michigan - LU 961

Complaint: Occupational Safety

A week after investigating the death of Gary Thompson, 22 years of age - badge #252776 I returned to the above plant and joined you in a complete tour of these facilities. We were accompanied by Messrs. George Moxley, Corporate Safety Staff, Virgil Anderson and Joseph Jefferey Corporate Staff; Homer Jolly, International Representative; and Brothers Walker and Thomas LU 961.

Following are my observations and recommendations:

GENERAL

1. Housekeeping: Again I repeat my remarks of my previous report--- It is not possible to have a going safety program without maintaining a housekeeping program that functions. There seems to be no concern about housekeeping in this plant --- and the safety program reflects this lack of concern. Immediate steps must be taken to clean this plant up -- an all out program then must be maintained.
2. Industrial Hygiene. During the tour a number of possible occupational health hazards were observed. Surveys should be made in the following areas.
 - A - Dept. 70 cover weld, sput, smoke, fume, lighting, noise (air leak)
 - B - Upsetters. Smoke & fume.
 - C - Dept. 72 lights, smoke mist, exhaust ventilation?
 - D - Dept. 80 lights.
 - E - Dept. 77 heat treat, smoke, lights?

SPECIFIC RECOMMENDATIONS

1. Dept: 70
Spot - cover weld - use of wood block to stop run of machine must be stopped - hazard of pinch point is setup here. (was discontinued at time of inspection) Must not be permitted in the future.

2. Press Group. Clean mud and dirt from floors. Keep oil and water off floors.
3. Upsetters. Keep prime movers enclosure in place whenever operating.

Dept. 72

4. Mill & 5 way Snyder. Provide proper guarding. Control chips and mud. Bay X 7 Clean and repair drinking fountain. Sanitize daily. #AA2 - 3 BB 2-3 Repair leaks. Y 11 Repair oil leak overhead. Y6 MM5 and 1 Pallard. Repair oil leaks to correct possible fire hazard.

Dept. 82

5. Repair oil leaks and cleanup area and maintain in a safe condition.

Dept. 70

6. Establish good housekeeping procedures and maintain. AB 16 - 23 Repair oil leak to correct fire hazard. B 20 - 21 Machine #5 upsetter repair leaks and keep oil and water off floors. Machine #2 repair oil leak. Keep skids and stock out of designated aisles. House-keeping very poor - must be improved. Keep floors free of oil, mud, water, scrap and chips. Yoder cut-off. Guard chain drive. Platform and gratings at machines must be cleaned up, kept clean and in safe condition.

Dept. 73

Low Swing - LRA 2774. Repair oil leaks and equip with shielding. Propane Tanks. Remove from work area and do not change in work area. Do not permit empty tanks to accumulate in work areas. Eating Facilities. Maintain in a clean and sanitary condition. Do not permit hanging and storage of personal clothing over tables. Flumes. Clean and maintain in a clear condition. Machines. General in this area - clean-up and maintain in a clean, sanitary and safe condition. Aisles. Clear - and do not permit designated aisles to be blocked. Drains. Sewers not to be permitted to be open and uncovered. Cranes. Suspended load are not to be moved over workers. Maintain horns and/or warning devices in working order. Griner. Repair oil leak and repair oil pan. Keep floor clean of oil and repair holes. Toilet. L-33 This facility uncomfortably hot. Ventilate or control heat to provide a proper facility.

Dept 81 Final Assembly

8. Entire area in need of a general clean-up - then proper conditions must be maintained.

Dept. 76

9. Aisles. Clear and maintain in a safe condition. Stretcher - access to emergency equipment must be maintained at all times. Keep access to eating area open. Repair and maintain water fountain in a sanitary, working condition.

Dept. 80

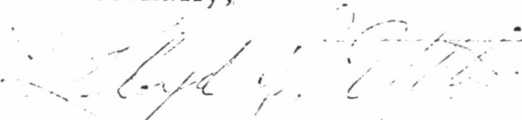
10. Clean-up Area and Maintain. Clean and maintain lights.

Dept. 71

11. Arcadia. Keep oil off floor.
Panel Box. Repair broken door and latch and keep closed. Master door disconnect should not allow other 3 doors to be opened until main door disconnects power. Keep switches and relays properly covered. Storage was good in this area. Keep oil off floors and, repair leaky machines.
Bakers. Platforms at these machines were at various levels and should be evened up to eliminate trip hazards. Repair holes and do not permit slippery conditions.
Lathes - Low Swing. Equip with chip guards and supervise their use.
Machines - Cut Out. Properly enclose wiring. Keep drain safely covered.
Arc Welding. Properly shield flash.
Acme #31-2280 Replace Gear Covers. Repair Platform. (This operation was immediately shut down and corrections were made) #2159. Cover on back removed - replace. Keep wiring enclosed and eliminate temporary wiring.
Grinders. Guards must be kept in place when this equipment is being operated.

All of these recommendations were discussed with you and Representatives of Local Union 961 and Chrysler Corporate and Plant Management. The recommended program should be well under way. At the time of the meeting I stressed that conditions were deplorable and that I was shocked to find conditions so different from the usual good standards maintained in Chrysler establishments. Only immediate and continued attention by local management and close cooperation between LU961 and Management can bring about proper, safe work conditions and then maintain them.

Fraternally,


Lloyd D. Utter,
Safety Director

LDU/at
opeiu42

cc: Doug Fraser
Homer Jolly



NATIONAL LABOR RELATIONS BOARD

OFFICE OF THE GENERAL COUNSEL

Washington, D.C. 20570

December 15, 1970

Re: Chrysler Corporation
Case No. 7-CA-7339

RECEIVED DEC 18 1970

Intl. Union, UAW and its
Locals 3 and 961
Cases Nos. 7-CB-1972, 1973, 1974

Ronald Reosti, Esq.
Lafferty, Reosti, Jabara
Papakhian and James
726 Pallister
Detroit, Michigan 48202

Michael Adelman, Esq.
Philo, Maki, Moore, Pitts, Ravitz,
Glotta, Cokrel and Robb
2761 East Jefferson Avenue
Detroit, Michigan 48207

Gentlemen:

The above matters have been remanded to the Regional Director for additional investigation. The further processing of your appeal will be deferred pending receipt by this Office of the Regional Director's report of the evidence disclosed by this investigation.

Very truly yours,

Arnold Ordman
General Counsel

By Irving M. Herman
Irving M. Herman
Director, Office of Appeals

cc: Director, Region 7
T. R. Iserman, Esq., Kelley, Drye, Newhall, Maginnes and
Warren, 350 Park Avenue, New York, New York 10022
Stephen I. Schlossberg, General Counsel, Intl. Union, UAW,
800 East Jefferson Ave., Detroit, Michigan 48214
Local 3, Intl. Union, UAW, 8425 Jos Campau, Hamtramck, Mich. 48212
Local 961, Intl. Union, UAW, 7575 Lynch Road, Detroit, Mich. 48234

Wilks
226-320
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