

DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 3 OF 16

FOLDER 3

CHRYSLER ELDON REPORTS
OF SAFETY VIOLATIONS 1970

MEMORIAL SERVICES FOR
BROTHER GARY THOMPSON
CHAPEL HILL BAPTIST CHURCH

5000 JOY ROAD

11:00 A.M.

TUESDAY, JUNE 2, 1970

PLEASE ATTEND

IN MEMORY OF OUR BROTHER



GARY THOMPSON

1948

1970

Gary Thompson a 22 year old veteran of Vietnam, who had a pregnant wife and a son, was murdered May 26, 1970 at approximately 6:00 A.M. by Chrysler Corporation.

We are deeply saddened by our Brother and co-worker's death, and express our most sincere sympathies to his saddened family.

Gary worked in Department 25 as a fork lift driver on the 3rd shift. Gary had come to work on the night of the 25, and as he and most other drivers did, complained to his foreman and his union steward about the non-functioning brakes and the many other hazardous conditions that had become a routine part of their work day. As usual his foreman and steward told him to go to work or go home, that the brakes were not that bad, "because no one had been "killed" recently." Gary knowing that a pregnant wife and son awaited him at home went to work, haunted by the echoing laughter of both his foreman and steward. At approximately 6:00 a.m. on May 26, Gary, thinking that he would again see his family began his last trip to the railroad cars in the rear of the plant. Gary lifted the load and tilted it forward placing it on the edge of the railroad car, then tried to release the clip lever which dumps the scrap into the car but was unable to move the rusted, dirt laden arm. He then got off the forklift and again attempted to release the lever it was then that the forklift, equipped with faulty worn down brakes, and lopsided tires began to back away from the car. The forklift, top heavy with the huge 8 foot long - five (5) foot wide - and six (6) foot deep-filled to the brim-hopper, then tipped over sending its five (5) ton load crashing down on the upraised arms of Brother Gary. Needless to say, brother Gary died instantly, smashed completely under the mountain of steel.

WHY?

Once again ELRUM must write out an obituary. Why? Not because a brother has taken another brother's life in a robbery. Not because a man has had a heart attack. Not because brother Gary Thompson had an incurable disease. But because he had a disease that can and should actively be pushed to become curable. The disease we speak of is managements unconcern and total disregard of safety and work hazards at Eldon and anywhere else that human beings must work.

Just last week sister Mamie Williams was buried and laid to rest because a witchdoctor ordered her back to work, knowing she was not able to work. This was done partly because of a regular outside interference from labor relations plant personnel who are making medical decisions, yet not one of these racist and uncle tom lackies have a medical degree. Before that sister Rose Logan died because of an unsafe jitney along with the same interference by labor relations officials stamped and approved by the same witchdoctor (Scarr). Again we must realise that we are all in jeopardy of the same short comings of these 3 Black workers (Rose Logan, Mamie Williams, and Gary Thompson). We must continue to face the reality that this will not be the last of us that will die because of the profit motivated and racist policies of a so-called democratic society with its so-called liberal and protective agencies such as the nonfunctioning U.A.W. Once again Chrysler has proved that when it comes to risking a man's life or limbs as opposed to making all work areas and equipment safe, you are as good as dead. Once again ELRUM concludes that nothing will change unless we the people change things ourselves. Once again ELRUM says to Chrysler Corporation, "YOU HAVE MURDERED ANOTHER ONE OF OUR BROTHERS."

Leaflets passed out when Garry Brown got
Killed.

MURDER AT ELDON AVENUE!!

HOW MANY MORE BLACK PEOPLE MUST DIE???

ROSE LOGAN, MAMIE WILLIAMS AND NOW GARY THOMPSON

TUESDAY, MAY 26, 1970

Early this morning, Gary Thompson, 22 year old Black Viet-Nam veteran, was crushed to death in the scrap yard of Chrysler's Eldon Gear and Axle Plant. Brother Thompson, a Jitney driver in Dept. 25, left the plant at 6:00 a.m., with a huge scrap laden hopper and proceeded into the greasy, chuck hole ridden yard, towards the railroad car used as the scrap container. Thompson lifted the load and tilted it forward placing it on the edge of the railroad car. Thompson then tried to release the clip lever which dumps the scrap into the car but was unable to move the rusted, dirt laden arm. Thompson then got off the jitney and again attempted to release the lever and it was then that the jitney, equiped with faulty worn down brakes, and lopsided tires began to back away from the car. The jitney, top heavy with the huge 8 foot long-five foot wide-and six foot deep-filled to the brim-hopper, then tipped over sending its five ton load crashing down on the upraised arms of Brother Thompson. Needless to say, Thompson died instantly, mashed completely under the mountain of steel.

Brothers and Sisters, we must understand that this was no accident, no freak occurrence, but cold, calculated premeditated MURDER by Chrysler Corporation. It is a known fact that at least 90% of all the jitney's in the plant are defective in some manner. Many have faulty worn brakes, non functioning horns, and lights which do not operate. The solid rubber tires on many of the jitney's are worn and have huge chunks missing out of them from rolling through scrap and grease. Safety rails are missing on many of the jitney's and hydraulic lines' leaks occur frequently. In spite of all these deadly defects management insists that Black workers drive these death traps in and outside the plant. Red tagged (for repair) jitney's are constantly pressed into service by production hungry foremen without regard to drivers safety.

WHAT IS MANAGEMENT'S REACTION TO THIS MOST RECENT MURDER???

1. The jitney which Brother Thompson was driving is, this afternoon, in the under manned so called "repair" shop being overhauled so that it can take the life of another Black worker.
2. Management notified the Detroit Police Department of the incident and asked for special patrols to contain any demonstration of anger.

Management has made their position clear, as far as they are concerned, our lives are worthless. The task is ours.

ROSE LOGAN - MURDERED

MAMIE WILLIAMS - MURDERED

GARY THOMPSON - MURDERED

WILL YOU BE NEXT???????????

ELDON WORKER'S SAFETY COMMITTEE

Bulletin No. 2rMay 15, 1970

LAWS TO PROTECT US

"Abnormally dangerous conditions" are so much a part of our lives at Eldon (and daily they get worse) we often forget things don't have to be that way. There is no law that can force a worker to earn his living by working on a job that sooner or later, one way or another, will injure him - or worse. Remember: there are laws that protect workers safety. There are laws that protect workers who have the guts to stand up to management and say: "No more! We refuse to work under these conditions."

Here are some more of the "abnormally dangerous conditions" our brothers and sisters - and you - suffer under each and every day at Eldon.

DEPT. 71 - "THE BAKER"

A man working on the "C" line Baker day in, day out lifts about 10½ tons of steel in and out of a machine. He does this while standing on a platform so slippery his ~~these~~ ^{there} song is "Slippin' and a slidin'". This means a constant danger of falls, strained backs and hernias. The cutter hangs by a chain; if the chain breaks (it happened) the cutter falls on a man. There are no guards on the blades. Recently a man was injured when he touched the blades with a housing. The housing whipped around and hit him in the stomach injuring him so badly he was off the job three months.

DEPT. 72 - FITCHBERG MILL

No ~~coolant~~ ^{Coolant} on this machine. Therefore, smoke and fumes from steel cutting steel are excessive. Hot chips form and must constantly be removed. If the operator uses his hands they get burned by the chips. If he blows them out with a hose they fly up in his face along with the excessive fumes. Burns and respiratory diseases are the result. There's a exhaust fan - but it hasn't worked for at least three months.

DEPT. 76 - DRILL PRESS 31-2271

Right now a worker in Dept. 76 has a scarred left hand because of this machine. His glove caught on a chip and trapped his left hand in the machine. The only stop button is on the left, of the press. He had to hold up the drill with his right hand, and had no way to reach the stop button with his left hand. So he had to try and jerk his hand free. The result: a badly cut hand. Management tried to give him a day off after this accident.

DEPT. 70 - UPSETTERS 1-5

Smoke, fumes and oil are beyond the talking stage. There's enough oil on top of the machines and at the ceiling to cause an uncontrollable fire. Completely inadequate ventilation: two ventilator fans and one greasy fan over each upsetter. There's already been one serious ceiling fire in 70. Doesn't Chrysler ever learn - or does it just not care?

DEPT. ~~70~~ ⁷² - 8% BULLARDS

The stock stations freewheel constantly forcing the operator to put stock in the machine while they're spinning. One man, new on the job, lost some fingers in this operation. This happened about a year ago, but Chrysler still hasn't corrected the situation. Chrysler doesn't care; why should it? People keep on running the job and setting that iron. That's all Chrysler is interested in.

Serious Safety Hazards--Depts. 75 & 74
(Noted April 30, 1970)

Dept. 75

- 1) Pools of oil on the floor at the foot of the women's laboratory. #14
- 2) Loose fitting pinion boots on the Lube-Rite which fill up with hot kerosene (about 200) that splashes out on your face and eyes.
- 3) Ring Gear grinder #10-3289 has a clamp spring which winds up too tight during use, and which has recently come close to clamping shut on the right hands of three separate men.
- 4) Excessive noise and dust on the Modern Grinder.
- 5) Pools of oil in P aisle between ~~P~~ P-10 and P-12.
- 6) Iron plate in Aisle 13 by the Lube-Rite that catches the worksaver and whips it violently out of control.
- 7) Badly bent conveyor hooks on the lines running from the Modern Grinder to the Lube-Rite and from the Lube-Rite to Dept. 79.
- 8) Oil and dirt caked on the stairs to Men's Laboratory #16.
- 9) Water frequently drips on the stairs of men's laboratory #15.
- 10) Skid boxes stacked 5 high in the gear bank. (Corporate safety rule is 4 ~~high~~ high.)
- 11) Foremen who require employees to climb on and into these skid boxes looking for stock.

Dept. 74

- 1) Deep pools of oil on the floor between the ring gear cutters.
- 2) Clouds of vaporized coolant hanging over the department like fog.
- 3) Clogged or leaking drainage pipes which leak on the floor when it rains or snows. One of these leaks is at least 4 years old. When it leaks water sprays on one of the machines and the man operating it.
- 4) The main conveyor through the department and into Dept. 77 hangs about 5 $\frac{1}{2}$ feet above the floor--a constant danger to people walking under it. One employee has taken to wearing a helmet to protect his head.
- 5) Job setters must balance themselves in difficult positions on the oily floor while installing gear cutters weighing about 50 lbs. and which have blades sharp enough to cut

steel like butter.

- 6) No safety racks for installing cutters on machines, or instruction in the use of safety racks--even though the machine manufacturer supplies ~~it~~ safety racks and the machines have fixtures for them.
- 7) Insufficient instruction time for new man on new jobs.
- 8) Badly bent ~~off~~ hooks on the main conveyer.

Reports ON Jitneys - 2/23/70

1968A NO BACK UP LIGHT

1958B NO HORN

A1960 NO BACK UP LIGHT

NO HORN

NO BRAKES

SEAT BROKEN

OVER HEAD RAIL BROKEN

1977B NO BACK UP LIGHT

NO HORN

OVERHEAD GUARD

19A16 NO OVERHEAD GUARD

NO HORN

SMOKES

1918C SMOKES

SEAT BROKEN

HORN

FAIR BRAKES

1973D NO HORN

NO REAR LIGHT

1957C OVERHEAD GUARD BROKEN

1962A OK

1921A NO START

1934C NO BRAKES

NO HORN

FUMES

SEAT

LEFT BRAK PEDDLE

REPORTS ON JITNEYS - 3/23/70

C 1930

SEAT

A 1920

NO HORN

SEAT

BAT. LOW

DID NOT START

A 8127

NO

GEAR SHIFT

NO

BRAKES

NO

HORN

LEAKS OIL

1935C

NO

HORN

ONE FORK

SEAT

1944D

NO

HORN

BAD TIRES

REAR LIGHT

GAS COVER OPEN

1949B

NO

HORN

GAS COVER OPEN

1952B

NO

HORN

1924C

GAS COVER NOT CLOSED

SMOKES

1939B

NO HORN

OVERHEAD GUARD

GAS COVER NO GOOD

1928C

GAS COVER CONNECTION OFF

8120C

NO HORN

GAS COVER CONNECTION

REPORTS ON JITNEYS - 5/23/70

7914B

NO DEAD BREAKS
NO HORN
OIL DIP STICK
SMOKES

1969. OKAY

1959B

NO HORN
NO BACKUP LIGHT

1961B

NO. BACK UP LIGHTS
FAIR BRAKES
NO HORN

B1923

SEAT
GAS COVER GUARD
FORK GUARD PINS

1970A

NO HORN

ALL PLANT MANAGERS--- GENERAL PLANTS MANAGERS AND DIVISION GENERAL MGRS.

A RECENT ACCIDENT IN ONE OF OUR PLANTS REVEALED THAT WE HAVE BEEN ACCEPTING FORK LIFT TRUCKS WITH OVERHEAD GUARDS WHICH DO NOT MEET CHRYSLER MATERIAL HANDLING ENGINEERING STANDARDS AY-1 DATED JANUARY 31, 1967, WHICH REQUIRE THAT OVERHEAD GUARDS MUST PROTECT ALL PARTS OF THE DRIVER'S BODY FROM VERTICALLY FALLING OBJECTS; THE CENTERLINE OF THE FRONT CROSS MEMBER OF THE OVERHEAD GUARD MUST BE IN VERTICAL ALIGNMENT WITH THE FORWARD EDGE OF THE STEERING WHEEL, AND A WIRE MESH OR EXPANDED METAL GRID OF .125" THICKNESS AND WITH MAXIMUM OPENINGS OF ONE-HALF INCH SHALL BE WELDED TO THE UPPER SURFACE OF THE GUARD.

MANUFACTURING TECHNICAL INSTRUCTION S-E-MH2.2 DATED 6/24/69 TITLED "INSPECTION OF PURCHASED OR LEASED INDUSTRIAL TRUCKS", REQUIRES THAT ALL INDUSTRIAL TRUCKS BE INSPECTED BY THE PLANT MATERIAL HANDLING ENGINEERING ACTIVITY TO DETERMINE WHETHER THEY MEET CHRYSLER STANDARDS AND THE PROCUREMENT SPECIFICATIONS. TRUCKS WHICH CLEARLY DO NOT MEET SPECIFICATIONS, PARTICULARLY THOSE ITEMS WHICH ARE SPECIFIED FOR THE SAFETY OF THE OPERATOR AND PEDESTRIANS SHOULD NOT BE PLACED INTO SERVICE UNTIL SATISFACTORY CORRECTIONS ARE MADE BY THE SUPPLIER OF THE EQUIPMENT.

WE ARE HEREBY REQUESTING THAT ALL PLANTS SURVEY THEIR INDUSTRIAL TRUCK FLEETS TO DETERMINE WHETHER THE OVERHAED GUARDS MEET THE CORPORATE STANDARDS. ALL TRUCKS PURCHASED AFTER JAN. 31, 1967 WHICH DO NOT MEET THESE STANDARDS SHOULD BE REPORTED TO THIS DEPARTMENT AND CORPORATE PURCHASING FOR CORRECTIVE ACTION BY THE SUPPLIERS. ALL TRUCKS PURCHASED PRIOR TO THAT DATE, WHICH DO NOT MEET THESE STANDARDS SHOULD BE MODIFIED AT PLANT EXPENSE.

H R GIBBINGS MATERIAL HANDLING ENGEERING OUTER DRIVE STAMPING

EH/1300/07/30

Doris Dent -
Louise
Hattie -

Get Death Certificate -
John has no husband - dead?

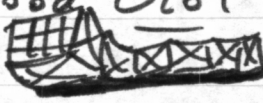

Taxi - to & from -
wheelchair -
##

Right foot & leg - broke -
Comp. man said go home

Norma & Dagenais said stay in place -
Ride wheelchair around in office
during - leg straight & elevated *

also had her Soldiers towels * * *

No lost time.

Thinks it was blood clot - ~~thrombophlebitis~~ ^{thromboembolism}
offered to pay comp. -   * *

also - kid working on Bullards - 2 Singers
cut off - brought back to work the
same day.

Dept. 70

- 1) Skid boxes blocking vision of jitney drivers & pedestrian.
- 2) ^{Excessive} Noise covers the sound of jitneys.
- 3) Dept. 70 - Atmosphere - excessive heat from ⁵ furnaces, Bays A-15, B-18, D-18, D-20 and heating B-20. Also #5 Upsetters. Welding fumes, smoke and dust.
- 4) Form presses - totally revamped. Safety buttons. Now - operator has one hand to load & one to mark buttons.

~~Supposed to eliminate~~

5) Dept. 70 has been condemned - by Corporate Safety ???

6) Main problem is the air -

Valiant line
Dept. 71 - 3 Arcmes - took off safety devices which stop the cylinder from free wheeling to protect the operators' hands. Took 'em off in '68 to speed up production. So much oil & water you can't see what you're doing - too bad if you stick your hand in & get it ripped off.

Dept. 72 - Cross - Burr Machine installed
close to the Cross - Operator has to
turn his back to the Cross - in danger
of being hit by stock on a pallet.

Preacher once told A. Chandler not to
turn his back to the Cross & read the
paper - safety hazard - BUT Preacher
didn't say shit about the Burr Machine -
and refused to write a grievance
on it.

George Bauer - discontinued trolley line by the
75 Rolling Room. Two trolleys hanging there.
George wrote a grievance on it. Mgt. response: turn
George into Int'l. for harassment. But they did remove the trolleys.

A. Chandler - Dept. ⁷² ~~72~~ Barnes - ^{Electrician} shocked
twice - Foreman hurries him - makes him
do inadequate repairs.

8824 Ferkell
Near Wyoming.

Dept. 72

Genl Form - Gerry Hutchinson

Fitchberg Mill - deface $7\frac{1}{4}$ Carrier-

Cutters have no guards -

chips - constantly clear em away -
hot - burn his hands.

Chips fly out occasionally -
especially when you blow them out.

Form - exhaust fan ~~is~~ doesn't work -
hasn't worked since for at

3 months -

No coolant - steel on steel -

blowing chips away get in in your

Nose.

Respiratory problems -

Henry Brownlee
2238 Hendrie
922-4104

2nd St

69-2004
Inspector

D/I 4-16-70

"repairing auto-shafts, I went to turn around and wire hanging on overhead crane caught me on my eye."

"1/4" laceration left eye lid. Upper sclera very blood shot. Needs check of retina, etc."

Walter Christian
5414 Canton
Detroit
No Phone (???)

79-5510 1st shift
Foreman "R2"
Assembler
D/I 4-30-70
"Contusion left little finger"

"The machine that clamps the parts down came
down on my finger."

Huston Jenkins
3040 E. Sheridan
Detroit
Phone ???

Brick layer
25-5010 }rd shift
D/I ???
Jim Jenkins
"Pain left leg & back"

"I was shoveling sand and when I got home, I could hardly straighten up. My left leg bothers me and my back. I did have a laminectomy done on my back."

PQX 51, 53, 61

Willie Blair
3753 Seminole
Detroit 48214
922-6529

1st shift
80-2346
Stuck Work
Foreman - "DAN"
D/I 4-28-70
"Pain lumbar area of back."

"I slipped picking up some brake shoes in the plant."

PQX 61, Re-exam 4-30-70

Willie Banks
2975th Bewick
Detroit 823-4039

Inspector
27-7107-2nd shift
A1 Slepki
"Rust stain 7 o'clock right eye."
D/I 5/8/70

"On my break last night I walked outside the plant and the wind blew dirt in my eye."

Charles Burton
3041 Lothrop
Detroit
898-6931

3rd shift

27-1064

Inspector

D/I 4/30/70

"Alleges FB left eye"

"Walking in Dept. 72 & trash flew in my eye."

Clarence Burks
7149 Linsdale
Detroit 48204
WE 1-4549

1st shift

79-4472

Assembler

Foreman - Ted Preston

"Pain in lower lumbar area"

D/E "4-5 months ago"

"I work in a position bent over on my job where
I don't have any support to my back. I lift
gears out of a box.

Frank Bynum
4500 30th, Detroit
361-0161

From Jack Cooper

2nd shift

79-9992

Job setter

"left hand swoller"
D/E 5-8-70

"I was pressing cups on carriers.

PQX L.U. 101, Reexam 5-15-70

George Baur gave me
these notes on 5/12/70
or 5/13/70 -

Used some of them in
E. W. S. C. Bulletin # 2

Throughout the plant defective latches prohibiting effective lockout for the machine when jobsetters, maintenance have to do some work on the machine.

Dept 70 Presses no palm buttons
also in Dept 70 quite a number of macks. has no safety guards.

Dept 70 smoke, fumes and oil are beyond talking stage, enough oil at top of macks, and at the ceiling to have an uncontrollable fire.

Dept 73 Fighting system in the pit is not working, management is sending janitors and millwrights in this pit under these conditions. also in #73 grates for the flue system are ^{always} _{not in place}

Dept 72 floors and ladders all around Barnes, Crosses beyond all safety conditions

Faulty wiring throughout the plant

Storage area in new area of plant violating safety Rules
Quite a number of pumps have no guards around the moving members throughout the plant.

~~From~~ From now till it gets cold all the overhead heaters should be cleaned and repaired. Defective Motors, fans and belts.

Inadequate lighting and burnt out lights throughout
Exhaust Systems throughout (burnt out motors, fans etc)

Dept 41 Electrician working in the
oily and ~~dangerous condition~~ on the Barnes
in Dept 72 slip and fell, now getting
cortisone shots account of this
Also in Dept 72 the floors are so oily that
maintainance is not the only one in danger, a chief
Steward by the name of George Mois slipped and
fell, after a grievance, was compensated for the
cleaning of his pants.

Copies of some Work. Comp.
accident write-ups I
stole from the Comp.
office at Eldon in
May, 1970. I don't think
they'll be of any direct
assistance in Johnson's
case, but ????

Dept. 74 hazards were given to me 4/30/70 by a young white dude named Johnny Kolakowski. I was relating heavily to him & 3 or 4 other young white workers in that Dept. They raised a lot of sand in the dept. & a few months later the company made skilled tradesmen out of em.

Dept. 75 was my dept.

Cutters weigh 50 lbs.

4/30/70

Dept. 74

might call
about conveyor
cutters -

- 1) Pools of oil on the floor -
chip - have to handle heavy razor sharp cutters
white balance on slippery floor.
- 2) Drainage pipes clogged - leak all
over the floor when it rains or
snow - 1 bad leak at least 4
years old - leaks on a regular basis.
- 3) Main conveyor line in 77 - passes
through main line - gears low at eye
level. Billy wore a helmet tonight.
- 4) Ring gear cutters - especially the old
ones - miscide - start up too soon -
- 5) Start up on oversized gears -
shoot cutter blades - very ~~sharp~~ hard
steel - sharp teeth ~~to~~ -
cut steel like butter -
- 6) Insufficient instruction ~~to~~ time
for new man -
- 7) No safety racks for installing ~~the~~
cutters or automation.
- 8) No training in use of safety racks.
- 9) Badly bent hooks on main conveyor line.

4/30/70

Serious Safety Hazards - ~~77~~ 75

- 1) loose boots on the Lube-Rite.
Kerosene.
- 2) Pools of oil at foot of stairs
to woman's ~~lab~~ laboratory.
- 3) " " " in aisle between 9-10 & 12
- 4) Slipping aisles.
- 5) Iron Plate in aisle 15 by the
Lube Rite.
- 6) Bent conveyor hooks on the 75
Lube Rite line & the 79 line.
- 7) Ring Gear grinder - spring runs up too
tight - clamps come close to
getting hands - 3 times - Jesse, Duane
or someone else. LRR 10-3289
- 8) Sparks & dust on modern grinder.
- 9) Skids stacked 5 high in the
bank.
- 10) Foreman who make stock chasers
climb into these skids for
stock.
- 11) Water frequently drips on the stairs
to the men's locker by the rolling
room.
- 12) Oil & dirt caked on stairs of men's
locker #16.

Dept. 76 Safety Hazards

Given to me about 5/14 or 5/15
by a Dept. 76 worker named
"Watson" (?) or "Watts". He wrote
them out, not me. This man's
left hand was mangled in a
Dept. 76 machine - see
Eldon Workers Safety Committee
bulletin #2.

We saw these violations in Eldon
Wildcat #14 and some of them
were picked up in the Aug. 1970
Memo of Understanding.

I should add that on the night I
went over to Dept. 76 on my lunch

break I was harrassed by a
scab we'd exposed in Eldon
Wildert ~~#10~~^{#10} who picked me
around trying to get me to
fight him right there - which
would have meant immediate
discharge. At one point he backed
me up against a machine in my
department. I picked up a hammer
& said "Don't crowd me,
motherfucker". He said "You'd better
be careful, I've got friends
watching me.", i.e. 2 Foremen in Dept.
74. In another confrontation the
next morning in the parking lot I
told him we'd both get fired and
his response was he wasn't worried

I think it was

later that week I was given orders by the General Foreman not to leave the dept. or my breaks except for the cafeteria.

I've never mentioned all this to too many people. Ego trip. I mention it now ^{only} to indicate the oppressive nature of Eldon's mt.

#76
BB3 GUTTER COVERS NOT
UP TO STANDARDS
Too high above floor -

BB3 NORTON GRINDERS HAS
OIL LEAKAGE. (GRINDERS, 5,
14, 12
SERIES 31-2177 - 8
31-2360 - 5
31-2173 - 8

BC NO CHIP COVERS FOR
DRILL PRESS
31-2394

BC MASSIVE OIL LEAKAGE
DRILL # 31-2393

BC STOCK TRUCK OVER LOAD

BB MOST OF TIME
15, BB 17,

FLOORS IMPROPERLY
CLEANED,

BB 17

DEPT # 76

OIL LEAKAGE ON GUARDNER

#31-955

BB 17 #1 DRILL PRESS (DM 3895)

MASSIVE OIL LEAKAGE

BB 19 #2, DM 38958

#3 3369

AA 19 #1 DRILL COVERS UN-
SAFE 2288

AA 11 ACME 31-254

Z 11 WATER PUMP BAD
Gas Governor does not stop.
MEN CHANGE TOOLS WHILE
MACHINE IS RUNNING

AA 11 GRINDER #395985
OIL LEAKAGE

Z 11 ACME 31-2269
EXCESSIVE OIL IN
WATER LUBRICANT &
EXCESSIVE SMOKE.