

# DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 3 OF 16

FOLDER 13

EWSC NOTES

strike  
authorized or  
(verbal - not in  
writing)

Violations of Agreement

11 May 1970

## Committee -

- 1) Discharged stevedores
- 2) J.U.
- 3) E/Rum
- 4) Me -

Get out a leaflet - use safety as an excuse to walk out.

## Strategy -

- 1) Get Dept. by Dept. list of safety hazards - <sup>concentrate on 2-4</sup> depts.
- 2) leaflet the plant
- 3) Walk it out on grounds of safety hazards.

Eldon Workers Safety Committee  
"Ad Hoc Committee For Safety"

- 1st Booklet
- 1) Contact stevedores on all industrial accidents so we can get the facts
  - 2) 2-7-4 aggravated cases.

Leaflet Distribution  
5/18 - 5/22, 1970

5/18/70

Monday - 1<sup>st</sup> leaflet - 3<sup>rd</sup> shift - East Gate  
Main Gate

Tuesday - Mamie Williams - ELRUM

Wednesday - Mamie Williams - ELRUM

Thursday - Wildcat

Friday - 2<sup>nd</sup> E.W.S.C. leaflet.

#73

ff. 102

~~73~~  
~~29~~  
102

5

5/26/70

Gary Thompson

Dept. 25

22 yrs. old, just returned from Viet Nam

Married, 1 child, wife pregnant

Steward A. Holley

Approx. 6:18 this a.m. Unloading a hopper of chips. Hopper (?) jitney (?) rolled forward off edge of loading platform, tipped over & crushed him to death.

R. Moir: says employee was standing on the fender of the jitney trying to free the hopper release which was jammed. Brake released, jitney rolled forward tipping the hopper over on Thompson.

J. Lee: was in medical when Thompson was brought in. D.O.A. Chest crushed, not face.

J. Edwards: E. Barksdale discovered the body, sometime after the accident. No witnesses to the incident.

J. Sims: found out Thompson had only done this job once. Also - E. Barksdale examined the emergency brake & found it was disconnected. Foreman ~~Otis Baker~~ Otis Baker. Was using the largest ~~hopper~~ - Clark.

E. Barksdale - sez Dagenais at the scene warned a man about wearing his safety glasses. Thompson took the load out at 6:15 - Barksdale went after him at 6:25.

Two  
M. Hurvitz  
Dox  
Minskowski  
& ? ? ?  
pulled Thompson  
out.

7-21-70

Black out on Act itself

Told him he was quiet,  
told him employers had  
him under constant surveillance  
because.

Firing of stewards had  
to work a month with no  
union representation.

Fear of stewards after  
the safety strike - Clarence  
Horton a steward intimidation.

White Psychiatrist - spoke to him  
about 30 min -  
same as above.

Black Psychiatrist - "bought the  
situation" -

Went to M.D.

was given a "complete"  
physical, eye test, stethoscope

\* M.D. Did ask what happened  
Was sd "he did not know"

Went back to Black Psychiatrist  
30 min - word matching test to  
Army life - N.Y. Clinic  
treatments - \* mentioned  
Suicide was

(2)

# Notes on Plant Conditions [Cont'd]

\* Vol 3, No. 1, D. R. U.M. - Capt James Johnson -

\* Article 12 - proposed revised By-Laws of Local 961-UAW - Duties of Christ Stewards & Shop Committeemen -

\* The Metro, Vol. 3, No. 26 - July 23-29, 1970, p. 3, Article by Danley Pressman (John Taylor) on Johnson shooting

\* Workers Power, Sept. 11-24, 1970, No. 21 Article @ p. 6, Bodies by Chrysler

① Al. Notes on Plant Conditions -

\* Aug. 9, 1970 - No. 17 of Eldon Wildcat  
to April 16, 1970 - Walkout on Safety Conditions

White  
Foreman  
(Ashlock)  
Threatened  
John Scott's

a) 2 Stewards were fired - of which  
three were not re-instated - Jordan Sims,  
William Sparks and Tony Moore.  
b) also check Alonzo Chandler, Robert We Kee  
James Edwards and John Taylor

\* -> Jas. Franklin  
Recording  
Secy.

James Hayes - in chge of safety and internal  
Security - former F.B.I. man.  
Local 961 - Elroy Richardson, Pres,  
publishes a Local newspaper called the  
Criterion - Union Hall - 7575 Lynch Road.

\* Election to Vote on adopting the  
Memorandum of Understanding -  
Union mtg was set for Sun. Aug. 9, 1970 -  
adjourned @ 2:40 p.m.  
Vote scheduled for Aug. 12, 1970, Wed.  
5:30 AM to 4:30 PM

\* Inter-office Communication - from  
Uot. No. Safety Director, Compensation and  
Safety Department to Art Hughes  
Assistant Director National Chrysler  
Dept - on Safety @ Eldon following up  
upon Gary Thompson's death.  
copies went to  
Doug Fraser, V.P. U.A.W.  
Geo. Merelli, Dir. Region One  
Walter Waller, Int'l Rep., Reg. One  
Elroy Richardson, Pres. L.U. 96)

\* GARY THOMPSON - Polemical Obituary -  
speaks on Rose Logan, Gary Thompson  
and Mamee Willpawis

40 speed line

## Tuesday's Election

Most of us woke up Wednesday morning the same time we always do, ate the same breakfast we always eat, went to work the same way as always, got there at pretty much the same time, and did the same amount of work for eight hours. Then we went home at the same time we always do, and did it all over again the next day.

Nothing was changed except some new actors in the same old play.



① Safety 40 space line

Everybody, even the politicians, is concerned these days about our involvement in Viet Nam. Even Nixon knows ~~he~~ we've got to get out of Southeast Asia or he'll be out of a job. Almost 50,000 have been killed in Viet Nam, and currently we're losing around 50 per week. For what? Most of us realize by now Viet Nam is a rich man's war being fought by working people to protect American business interests in Southeast Asia.

IMPERIALISM!

But most of us don't realize the companies are protecting their own interests at home by concealing what should be a national scandal — the deaths and injuries of American Workers on the job. A U.S. Dept. of Labor <sup>recent</sup>

pamphlet on work injuries and safety statistics

proves job injuries and deaths exceed our Viet Nam

casualties, and shows how American industry hides

many industrial casualties from public view by setting up its own <sup>self-favoring</sup> accident reporting systems. So

far, unions and government agencies have let

them get away with it. Why? Don't they care? OR do they have special reasons for not caring?

IP According to the Dept. of Labor pamphlet <sup>American</sup> 55<sup>+</sup> workers are killed on the job each day,

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27,000 are injured, and of these 8,500 are disabled.

The pamphlet also states in 1966, the latest figures available, 255 million man-days were lost because of work injuries, but only 25.4 million were lost due to strikes and work stoppages. Obviously

no way to run a railroad - or anything else.

IP You didn't see these figures in the News or Free Press. Why not?

IP This is the way it works. In each state industrial <sup>lost time</sup> deaths and accidents are reported and computed by formulas and rules established by an association of private and government safety officials - company men who act accordingly, and put plenty of loopholes in the rules. In California, for example, it was discovered only 1 out of every 10 injuries is reported.

IP Chrysler, for instance, doesn't have to report hernias as lost time injuries unless 1) the hernia was the

### ③ Safety

result of a sudden strain (rarely the case with hernias) and 2) the injury was immediately and promptly reported to management. The same rules apply to back injuries and other strains. The result is many disabling injuries do not appear on Chrysler's Lost Time Injury Reports even though the worker loses time from the job and the company pays Workmen's Compensation. Or if "favoring work" is offered an injured worker, his injury is not reported. (We all know how "favorable" many of these "favoring jobs" are,) and all we can do is tough it out.

TR Why does industry go to such lengths to hide and distort the ugly reality of work injuries and deaths? Because truthfully reporting them would draw attention to an outrageous situation and workers might decide to do

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something about it one way or the other.

In other words it would cost the companies money, and in our economic system the real purpose of our production is not to fulfill

human needs; we produce for the expansion of private capital. In Chrysler's eyes spending

money for safety improvements is "non-productive expenditure" which does nothing to expand

private capital. The company, therefore, spends its money elsewhere, and we pay the price

in ~~pain~~ always painful, often disabling, often fatal <sup>work</sup> accidents.

I can't think of anything to say about this — this is your field — it's very effective — if I was reading this on the job, I'd throw a wrench in my machine; but that would be "sabotage", a treasonous crime against the state, get it? — the state serves the pigs and the pigs let the state stay in power, believing that it is the source of its own power.

The economic system which produces a Viet Nam war to protect Standard Oil's future interests in Southeast Asian off-shore oil deposits also produces the increasingly unsafe conditions all American workers face each day on the job. —

8/24/70

On the date of 8/12/70 Mr. Elroy Richardson  
 president of local 961 U. A. W. 7575 Lynch Rd.  
 Detroit Michigan. He did in fact make said  
 statement in front of these union members  
 going into the union hall to vote on the  
 Memorandum of Understanding; if you  
 want your job you will vote yes if you  
 vote no you are putting your job in  
 jeopardy. The under signed were present.

NAME

BADGE NO.

Albert Holley	27-4826
Tom Dewberry	25-5807
Chick Jones	25-1325
Ronald Cade	29-4666
Ford Anderson	25-1308
Frank Cables	25-2521
Ozie M. Scott Jr.	25-8472
<del>William</del>	25-6004
Hubert Davis	69-1826
Eric Edwards	69-5007
Cornelius Webster	27-0250
Robert Harris	69-5982
<del>Jeff</del>	75-6549
Eddie Beckett	75-2827
Rufus Evans, Jr.	71-5641