

# DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 3 OF 16

FOLDER 14

EWSC FLYERS

## 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 occurance, 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?????????????

NO SAFETY - NO PRODUCTION

Yesterday, workers at Motor Gear and Axle Plant took the most meaningful and certainly the most powerful step towards correcting the deplorable working conditions in the plant, namely that of withholding their labor...refusing to work until conditions are corrected. Many of the dayshift employees and about 70% of the afternoon shift employees refused to enter the hazardous plant in response to the recent (Tuesday, May 26) murder of Gary Thompson in Department 25. It is important that we continue to "refuse to work" as long as management maintains:

1. Jitneys with no brakes; lop-sided tires, no horns, no lights.
2. Floors covered with grease and oil.
3. Aisleways blocked by skid boxes, axles and scrap iron.
4. Drill presses, grinders and cutting machines with inadequate or no safety devices.
5. Excessive heat and cold.
6. Inadequate ventilation systems.
7. Broken, slippery machine platforms.
8. Dangerous stacks of skid boxes and metal.
9. Many more too numerous to list.

We must understand that Chrysler Corporation maintains these conditions purposely because they are PROFITABLE. Yes, Chrysler saves millions each year by not replacing old, faulty machines, installing decent ventilation systems and correcting plant conditions in general. We must also understand the fact that we HAVE A RIGHT TO REFUSE TO WORK UNDER THESE OUTRAGEOUSLY DANGEROUS CONDITIONS. The National Labor Relations Act supercedes any agreement between the union and the company and it clearly states that we, the workers, need not put our lives in danger, in order that Chrysler may continue to reap its super profits.

The reason we must move in this manner is clear. Our sellout leadership, Elroy Richardson and Co. has steadfastly refused to take any type of stand in regard to the corporation murders of Rose Logan, Mamie Williams and

( OVER )

Leaflet passed out on Day of James  
~~Edward~~ S. Arrest

ELRUM SPEAKS

We, of Elrum, would like to explain the function and purpose of the Eldon Workers' Safety Committee. The committee was originally composed of all the recently discharged stewards. These union officials, after being unjustly discharged for their participation in a recent wildcat Strike, felt there was a need for positive action at the plant to insure an immediate end to the unjust treatment and unbearable conditions workers were forced to work under. They also felt the need for participation on the part of every element inside the plant for 100% participation on the part of the membership. It was under this condition that a coalition was formed, representing union officials, Elrum and Eldon Wildcat.

The primary function was to educate the workers about the conditions in the plant that had become a routine part of their day - oily floors, unsafe machines and countless more. This was done by distributing leaflets throughout the plant. Within two weeks 2 people were murdered in the plant due to these very same conditions we had been calling attention to.

Mamie Williams had become so sick that her doctor demanded that she stay in bed. Joe Hefner, disregarding this, ordered her (through the plant doctor) to return to work. After being back to work for one week she died - was killed - was murdered.

Gary Thompson was a 22 year old veteran of Vietnam. He had a wife and child. He survived Vietnam to be crushed by a 3 ton mass of steel. Gary was murdered - killed. The weapon...a faulty machine.

At the next committee meeting it was decided unanimously that the committee would initiate a Work Stoppage. This concurred with the law that states: ANYONE HAS THE RIGHT TO REFUSE TO WORK WHERE CONDITIONS ARE DEEMED TO BE ABNORMALLY HAZARDOUS.

We, the committee, decided to picket the gates and ask our fellow workers to show their contempt for Chrysler and its lackeys by refusing to work until such a time when these conditions ceased to exist. The picket line appeared Wednesday morning May 27, at 3 gates. The lines were met with little response on the part of workers. After this most of the members on the committee showed their real nature. They turned to members of Elrum and Eldon Wildcat and made statements to the effect that the membership is fucked up, so let's fuck it. Some members of the committee understood that after two senseless so-called wildcat strikes the people were disappointed and fed up with token displays of concern, so these members of the committee decided to stick it out and work for some constructive reforms regarding conditions in the plant. Those who stayed have been working without sleep to stop the murders and maimings and all the other unjust treatments and conditions in the plant. Jordon U. Sims, Robert McKee, James Edwards and Alonzo Chandler and John Taylor. The rest have dropped back with a fuck-the-membership attitude. h  
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In the afternoon shift Brothers and Sisters, both black and white, have responded in a positive and vocal way saying "hell no, we won't go" until conditions are corrected. Midnight was much the same as days with people content to walk into a plant where death awaits them.

And now there are two! Elrum and Wildcat. And we come to you asking you, tell us what to do. We all know that it takes a whole plant effort, we all know it takes three shifts, for us, the workers at Eldon to get justice and a chance at life.

ALL POWER TO THE WORKERS

## AFTERNOON SHIFT WORKERS

Rose Logan, Mamie Williams and Gary Thompson are dead; many other workers have been maimed and injured. But what can we do about it? For two days now, the Eldon Worker's Safety Committee has called for a Safety Work Stoppage. The afternoon shift workers have been the only workers at Eldon who have responded effectively to our call as 80% of the afternoon shift responded faithfully to the Work Stoppage. Day shift and midnight shift workers have stormed through our lines as if they did not exist. Management has stood in the gates and laughed in our faces. What were they laughing at? They were gleeful because workers went back into the plant to the oil and grease on the floor, to the death-ridden jitneys, to the smog and polluted air, to the many, many dangerous machines. Lastly, they were, in effect, laughing at Mrs. Thomas and her baby; laughing at Gary Thompson's family. They were laughing at the way Brother Gary was crushed under his skid box, the way he lay dying, unattended. Yes, they laughed at the thousands of other potential Gary Thompsons who came through the gates. The response of the workers has greatly affected our ranks; the loose coalition comprising the Safety Committee was a grouping of Eldon Wildcat, Elrum and the discharged stewards. They, the stewards, have faded into the background--they have tucked tail and run, leaving Elrum and Eldon Wildcat carrying the load. Therefore, our ranks are not as strong as they were when we started. Our resolve has been somewhat shaken, both by the response of the midnight and day shift workers and the cowardice in our ranks. We do not intend to make this an Elrum or Eldon Wildcat Strike, but Gary Thompson died and great anger burns in our hearts, while Chrysler laughs in our faces. The money being earned here, until we rid this plant of its unsafe conditions, should be considered blood money; those checks are drenched with Gary's blood. But the afternoon shift should not be forced to carry the burden, for the burden is everybody's. We stand ready to support your actions; we are not Elroy Richardson or cowardly stewards. As long as you decide to stand strong we will stand with you.

The decisions you make must be based on the above facts that we have given you. Each and every worker must understand the situation. We know that in the final analysis, the only solution to our problem is to meet blow with blow in our battle with the corporation. We are in an open class war with Chrysler Corporation and the sell-out union leadership is serving as shock troops for the corporation, trying to fan the flames of class war. We are in a situation in which production lines have turned into battle lines. Casualties on our side have continued to pick up and the death toll is rising. The ground being gained by the company is measured by the fusion of blood, sweat and steel that rolls out of the gates of Eldon Avenue in blue and white Chrysler trucks. Their profits swell as our wages are wiped away by high prices and taxes. We are losing the War--the battle wages fiercely 24 hours a day, seven days a week. Today odds are against us, there are only a few workers who are fighting back. Many others have been weakened by dishonest and insincere strike action by the union leadership.

In order to turn defeat into victory, each worker must be armed with a basic overall understanding and a path to victory. Above all -- we must be united. Your convictions can only be made individually and by each worker. With this in mind -- WE TURN TO YOU FOR OUR LEADERSHIP AND ASK

WHERE DO WE GO FROM HERE?

# Chrysler Pulled The Trigger!!

On July 15, 1970, James Johnson, Dept. 78, 2nd shift broke under the strain of Eldon working conditions. He shot and killed 2 foremen and a jobsetter. Three weeks ago, Johnson was awarded Workman's Compensation at \$75 a week and medical expenses. The Trial and the Compensation Board's Decision stated that Johnson had been driven insane by Chrysler Corporation's racism; the working conditions that Chrysler maintains at Eldon; and the UAW's lack of representation and protection of it's members.

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## Adding Insult To Injury

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- April, 1970 -- a Dept. 73 foreman threatened to "bash out the brains" of a black worker.
- May 1, 1970 -- Chrysler fired 14 stewards, a committeeman and the entire 2nd shift representation at Eldon, including Johnsons steward.
- May 26, 1970 -- a Hi-Lo driver was mashed under 4 tons of scrap steel.
- May 27, 1970 -- rank and file workers were fired for protesting these racist and unsafe working conditions.
- July 15, 1970 - the James Johnson incident. Johnson himself had been called "nigger" and "boy" by his foreman. The Workman's Comp. Board said that Chrysler, not Johnson, pulled the trigger and Chrysler has to pay!!

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## Fired For Being Right

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- Aug., 1970 -- in Eldon's Local Agreement, Chrysler admitted 167 safety violations
- Sept., 1970 -- the Labor Board Director's investigation stated that "safety conditions were not of maximal quality."
- Jan., 1971 -- a Bureau of Safety and Regulation, Mich. Dept. of Labor inspection of Eldon revealed 100's of violations of the Mich. safety code.

James Johnson had nightmares about his physical safety at Eldon and the ability of the union to do anything about it. It's no damn wonder!! MANY WORKERS AND LEADERS AT ELDON WERE FIRED IN THE MONTHS BEFORE THE JOHNSON INCIDENT FOR PROTESTING THESE CONDITIONS AND HAVE NEVER GOTTEN THEIR JOBS BACK. THE UNION WOULDN'T BACK THEM UP. IF THE UAW'S PRIORITIES AREN'T PROTECTION OF WORKER'S HEALTH AND SANITY, WHAT ARE THE PRIORITIES?

OVER -----

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## Speed-Up, Insanity & Death

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What happened at Eldon is not an isolated event. At Dodge Main, lines were running at 46 and 56 per hour; but recently were sped up to 63 per hour. The Dodge Main speed-up has already resulted in one killing on Feb. 2. At Jefferson Ass., where a white worker recently killed a foreman, the line speed increased from 58 to 65 per hour. Wildcats again happened and there were more firings. 15,000 workers per year are killed by working conditions in the US. There are 2 million lost time injuries according to US statistics. THE COMPANIES SAY PUT UP OR SHUT UP.

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## Woodcock's Answer

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Woodcock says "If some company says to us tomorrow, 'Okay, you take it, humanize the plant' we wouldn't know where to start...We don't have the answers. Nobody does." Woodcock is speaking for himself, not the rank & file worker. We have the answers but Woodcock is dreaming. The Company won't give us anything, we have to fight for whatever we get. Woodcock's answer is to scramble onto Nixon's latest anti-worker Labor-Management Advisory Board.

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## Where To Start

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DEMAND that the March 22, 23 and 24th UAW Bargaining Convention:

1. PUT SECT. 502 OF THE NATIONAL LABOR RELATIONS ACT, WHICH GIVES WORKERS THE RIGHT TO REFUSE TO WORK UNDER ABNORMALLY DANGEROUS WORKING CONDITIONS, IN ALL UAW CONTRACTS.
2. THAT ALL ELDON WORKERS FIRED FOR SAFETY WALKOUTS AND WILDCATS GET THEIR JOBS BACK. THIS SHOULD BE EXTENDED TO ALL UAW WORKERS AND LEADERS WHO WALK RATHER THAN DIE.
3. PROTECT THE RIGHT OF ALL WORKERS TO WORKMAN'S COMPENSATION.
4. AN END TO MANAGEMENT'S "RIGHT" TO CONTROL PRODUCTION AND WORK STANDARDS. WORKERS SHOULD ESTABLISH RANK & FILE PRODUCTION AND WORKING CONDITION COMMITTEES IN EVERY SHOP TO EXERCISE WORKER'S RIGHTS TO HEALTH AND SANITY.

The James Johnson case is a victory for all of us. WE SHOULD TAKE ADVANTAGE OF IT! With the union or in spite of it, we must move together to protect our lives and sanity!

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MOTOR CITY LABOR LEAGUE  
17404 John R., 867-2909

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# stop! and think

THE U.A.W. AT ITS RECENT CONVENTION PASSED A RESOLUTION THAT WOULD DOUBLE YOUR UNION DUES FROM APPROXIMATELY \$7.35 A MONTH TO APPROXIMATELY \$15.00 A MONTH . . . . . AND THEY WANT YOU TO VOTE IN FAVOR OF IT AT THIS MONTHS MEMBERSHIP MEETING.

THE U.A.W. AT THIS SAME CONVENTION ALSO PASSED A RESOLUTION THAT LOCAL UNIONS HAVE ONLY ONE GENERAL MEMBERSHIP MEETING "A YEAR". SO YOU WON'T HAVE A VOICE IN ANYTHING THAT HAPPENS AT YOUR LOCAL OR PLANT.

THESE ARE ONLY TWO (2) OF THE MANY THINGS THAT YOUR LOCAL LEADERSHIP WILL TRY TO RUN UNDER YOU SUNDAY.

ONLY YOU CAN STOP THIS

## SHIT

BE THERE  
MAY 24, 1970  
2:00 P.M.

LOCAL - 961

7575 LYNCH RD.

SUNDAY SUNDAY



## 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~~ <sup>these</sup> 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

<sup>Coolant</sup>  
No ~~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. <sup>72</sup> 78 - 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.

## ABNORMALLY DANGEROUS CONDITIONS AT ELDON

Brothers and sisters, for years we've worked and suffered under unbelievably dangerous conditions trying to earn a living for ourselves and our families at Eldon. Literally thousands of our fellow workers have been maimed and mangled by Chrysler's dirty, outdated, unsafe machines. Right now all of us are having our lungs eaten out by fumes and filled up with Chrysler's dust, dirt, filth and corruption.

### SAFETY-LAST AT ELDON

For years our minds and bodies have been bent, battered and mutilated by Chrysler's safety-last machines and safety-last men. Its gone on so long we've gotten used to it; we've decided we have to live with unsafe conditions while we're providing for our families.

### MACHINES OR MEN?

IT DOESN'T HAVE TO BE THIS WAY! WE AREN'T MACHINES, WE'RE HUMAN BEINGS ENTITLED BY RIGHT TO DIGNITY AND LAW TO RESPECT ON THE JOB AND "CONSIDERATION".

### "ABNORMALLY DANGEROUS CONDITIONS"

We can get dignity, safety and respect - by demanding what the law says is ours anyway. Here's what the law says:

"Nor shall the quitting of labor by an employee or employees in good faith because of abnormally dangerous conditions for work at the place of employment of such employee or employees be deemed a strike under this act."

Section 502, National Labor Relations Act

### WE CAN DO IT

This is what it means: We have the right, under law, to refuse to work under "abnormally dangerous conditions" No one has to earn his living at the risk of life, limb and lungs. We can walk out anytime we've had enough of Chrysler's inhumane treatment of its workers - and the law will protect us!

### CURRENT EXAMPLES OF CHRYSLER BRUTALITY

1. DEATH IN THE AISLES
2. SLIPPERY FLOORS - DEPT. 72
3. "BOTTOMLESS PITS" - DEPTS. 71, 72, 73, 74, 75
4. MORE TO COME

#### DEATH IN THE AISLES

1. A sister in Dept. 25 was hit by a jitney because it was improperly loaded and the driver didn't have a clear field of vision. Her leg was badly injured, but management insisted she return to work on a favoring job to protect the plants lost time record. Blood poisoning set in, but our skilled expert plant "doctor" didn't recognize the symptoms. The sister died - a direct result of Chrysler's callous inhuman brutality.

#### SLIPPERY FLOORS - DEPT. 72

2. Recently a job setter in Dept. 72 working on No. 2 Barnes locked out 30 head and 26 head. When through with the job he slipped on the oily slick floor and fell on the monorail. He was pinned by a moving carrier and it took over 5 minutes to remove him. His upper back and side were badly bruised and strained and he spent a week in Ford Hospital at Chrysler expense. But Workman's Compensation denied his claim.

#### "BOTTOMLESS PITS" - DEPTS. 71, 72, 72A, 73, 74, 75

3. Janitors and millwrights have to climb down into poorly lit Hydramation Pits throughout the plant on slippery ladders with no guard rails. They have to climb around in darkness on slippery pipes and conveyors in constant danger of falling and cutting themselves to shreds on chips on the floor.

#### MORE TO COME

4. There are just a few examples of what Chrysler's contempt for its workers costs in human lives. This is just the beginning of the Eldon Workers's Safety Committee program of informing the people of the abnormally dangerous conditions they work under and what they can do about it.

# PROTECT Your LIFE

Murdered Already are -

Rose Logan

Dept. 79

Mamie Williams

Dept. 80

Gary Thompson

Dept. 25

## YOU

will be next !

Refuse to work 'til ELDON is SAFE  
Go to Local - 7575 Lynch Rd.

ELDON WORKERS' SAFETY COMMITTEE

Bulletin #3

May 27, 1970

STOP THE MURDERS!!!

The Eldon Workers' Safety Committee has called this Work Stoppage to halt the abnormally dangerous working conditions at Eldon. Every worker in the plant is involved: UNSAFE FOR ONE, UNSAFE FOR ALL!

For the past two weeks the Eldon Workers' Safety Committee, ELRUM and the Eldon Wildcat have distributed leaflets and bulletins describing some of the serious safety hazards we've suffered under for years, and how we can correct them, NOW!

Our most powerful weapon against Chrysler's brutality and contempt for human lives is our unity and our determination to fight until every safety hazard in the plant is cleaned up and corrected - and kept that way. JOIN THE FIGHT. DON'T WORK UNTIL ELDON IS A SAFE PLACE FOR ALL OF US TO EARN OUR LIVING.

Remember: unless we win this fight, YOU WILL BE NEXT!

ELDON WORKERS' SAFETY COMMITTEE

George Bauer  
Jordan U. Sims  
James Edwards  
J. C. Thomas  
Alonzo Chandler

Johnny Moffett  
John Taylor  
William Sparks  
Robert McKee  
Tony Moore

These documents relate to the charges in various ELRUM leaflets that the deaths of Williams and Logan were caused directly or indirectly by the company. The leaflets are in folder 3-14 and ~~this folder~~ some notes on these cases & others are in 3-13. I think this folder should go in as 3-14 perhaps and the present 3-14 become 3-15 with corresponding changes down the line in this box.

The death certificate is a public document. the other documents were obtained thru legal Proceedings according to Glotta.

Gary Thompson.

Elroy has not taken any steps towards correcting any of the above safety hazards and as a matter of fact, the only action Elroy has taken in regard to the Work Stoppage has been to lock the union hall to prevent the Safety Committee from meeting with the workers.

Elroy knows that the Work Stoppage is out of his hands.

Elroy knows that he cannot continue to keep OUR local locked.

Elroy knows that he will soon have to find an answer to the anger of the Workers.

MEET AT THE LOCAL HALL

7575 LYNCH ROAD

The ELDON WORKERS' SAFETY  
COMMITTEE

George Bauer ✓  
Johnny Moffett  
Jordon U. Sims  
James Edwards  
John Taylor  
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William Sparks  
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ELDON WORKERS' SAFETY COMMITTEE

Bulletin #4

May 28, 1970

NO SAFETY - NO PRODUCTION

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