

DETROIT REVOLUTIONARY MOVEMENT RECORDS

BOX 5 OF 16

FOLDER 10

CHRYSLER JEFFERSON ONE
SHORTER CARTER

SHUTDOWN CLIPPINGS 1973

- Chrysler Take-over Is Goal, Militant Worker Tells Rally

Continued from Page 3A

Masonic Hall, 1775 W. Forest. There were about 100 in the audience, a strong minority of them socialist activists.

"We need an organization vanguard party that all people can relate to," said Shorter, who repeatedly denounced his union, the United Auto Workers.

"We know the role the union plays—they sell us out," he said. "They go behind closed doors and sell us out. They represent the interests of the corporation, not us."

Shorter derided UAW representatives who had tried to persuade him and Carter to give up their seizure of an electricity control panel.

"I thought they were plant managers for Chrysler Corp.," Shorter told a laughing audience. "We told them they didn't represent us. Even . . . the chief steward tried to get us out."

"We plan on getting rid of the UAW, taking over the

UAW," Shorter later told reporters. "UAW would have no (role) in representing the workers."

SHORTER SAID that he and Carter were "working on a program" for "General Motors, Ford, you name it."

He did not give any details.

The young worker advised other workers at the rally to follow his tactics, but to first go through what he said would be the motions of trying to protest through the union grievance procedure.

"In the beginning you should try with the union," he said. "We know it won't work. But some of the workers don't know."

"I believe that the workers in the plant should be independent from the UAW," he said. "I believe that the workers should control the plants."

Douglas Fraser, the UAW vice-president who heads the union's Chrysler department, declined in a telephone interview to comment on Shorter's remarks.

The sponsor of the rally was United Justice Caucus (UJC), a group of workers at the Jefferson Ave. plant opposed to UAW policies.

Shorter predicted that his political activity might jeopardize his employment.

"I won't be able to keep the job for long," he said.

CHRYSLER YIELDS TO DEMAND

7-25-1973

Workers Pull Plug, Shut Plant

BY JAMES HARPER AND
JO THOMAS

Free Press Staff Writers

In a rare concession, the Chrysler Corp. agreed Tuesday to fire a white supervisor accused by the UAW of harassing black workers after two black employees pulled the plug on the E. Jefferson assembly plant and sent 3,000 employees home.

The workers, identified as Isaac Shorter, 26, and Larry Carter, 23, locked themselves into a wire crib containing the electrical controls to a feeder line in the plant.

At 6:04 a.m., four minutes after morning shift started, they shut off power to the line where the tops, bottoms, and two side panels for Chryslers and Imperials are put together for welding.

They demanded the discharge of Thomas Woolsey, 32, a utilities supervisor in the framing line. Late in the day, Chrysler fired him for "violation of company personnel policies," but the two still refused to come out.

They wanted amnesty, and the UAW, which said the company admitted its guilt by firing Woolsey, supported them.

Morning shift workers at the plant were sent home about 10 a.m. after four hours of work.

The afternoon shift reported as scheduled at 4 p.m., but shortly after 6 p.m., after two hours of sporadic work, company officials ordered the final stage assembly line closed and sent the afternoon shift home.

Carter and Shorter remained in their cage.

UAW OFFICIALS said there have been constant complaints about Woolsey, and that Monday they had warned the plant management they feared violence if he were not removed.

Tuesday morning, the assembly line ran after the feeder line shut down, but shortly after 10 a.m. the flow of bodies from the north plant over Jefferson Ave. to the final assembly line dried up.

At 10:24 a.m. the metal shop



Free Press Photo by IRA ROSENBERG

Afternoon shift workers mill outside Chrysler plant

Chrysler Take-over Eyed by Socialist

7-30-1973

BY PAUL M. BRAZBURG

Free Press Staff Writer

Isaac Shorter, one of the two spot welders who closed down the Chrysler Corp. Jefferson Ave. plant last week by turning off the electricity to an assembly line, said Sunday that he is a socialist working to "change the total structure of the capitalist system by scientific socialism."

The 26-year-old native of Cleveland, Miss., told a rally that his goal is "the workers taking control of Chrysler. We share the profits, the community shares the profit, the country shares the profits, the world shares the profits."

BOTH SHORTER and his partner in the shutdown of the plant, Larry Carter, stood on a stage accepting questions from the audience, but Shorter did most of the talking and Carter made just a few brief comments.

The dramatic action taken by the two workers sent ripples of anxiety through auto management and union leadership, who recognized that militant actions by workers threaten union-company authority.

At the rally, Shorter said that he is not affiliated with any socialist organizations. He worked with the Black Panther Party during a year of employment at the Chrysler plant in Commerce, Cal., but he says he is not affiliated with a Panther group here.

"The workers of the world must unite!" he told a cheering "victory celebration" at

Please turn to Page 10A, Col. 1

UAW Pleads For an End To Wildcat

BY JO THOMAS
Free Press Staff Writer

8-13-1973

Officers of UAW Local 47 promised the wildcat strikers at Chrysler's Detroit Forge plant Sunday that they will conduct a strike vote Friday if the men return to work immediately and the company fails to clean up the plant.

In a stormy two-hour meeting at UAW Local 212 hall, about 800 workers vented their rage over working conditions and gave a mixed response to the UAW plea. They said the grievance system does not work and it takes too long to get an authorized strike.

UAW Vice-President Douglas Fraser, head of the union's Chrysler Department, pointed to a federal court order banning picketing or mass action at the plant, at 6600 Lynch Rd., and urged the men to return to their jobs.

If management then fails to correct conditions the men say are unsafe and unclean, the international union will authorize a strike, Fraser promised.

"We'll stay on the company's back," he told an audience that seemed about equally divided in support and opposition to Fraser. "Give us a chance to clean this thing up."

"We'll put an international representative on all three shifts," he said, "and we'll stay with them until we're satisfied that the plant is safe and clean."

Toward the meeting's end, an informal show of hands indicated that about half the workers wanted to return to work but half remained adamant.

A LONG PARADE of speakers from the audience — including some of the reported 16 workers who have been discharged for participating in the walkout which started last Tuesday — voiced their distrust of the union as well as the company.

They complained about safety hazards and demanded immediate corrections. They also demanded no reprisals against them.

Several said they felt that the law and the contract favor the company. "If we violate the contract, the company takes us to court," said one man. "If the company violates the contract, we file a grievance."

Fraser to Probe Wildcat Strike

● Continued from Page 1A ●

Local 41, pleaded with members of his union to go back to work so he could meet with plant management and present 10 pages of local demands.

Klea and his officers went through the Lynch Road gate at 3 p.m., but only a handful of afternoon shift workers followed their example.

About 100 workers stood around the gate, urging others not to report to work. A few people passed out socialist literature, and Chrysler supervisors passed out injunctions.

The injunctions and much of the literature went into trash-

cans and onto the ground. "Garbage," snorted one man.

The wildcat strike is the second in a Chrysler plant since national contract negotiations with Chrysler opened July 18.

Two employees who charged their supervisor with racist remarks and harassment seized a control panel at the Jefferson Avenue assembly plant July 24, shutting down the plant for 13 hours and idling 5,000 workers.

Both times, the UAW was compelled to make a good faith effort to induce the men to return to work, because the union is party to a contract with a no-strike provision.

UNDER THAT agreement wildcat strikes are not only unauthorized, but also illegal. Workers may strike over work standards and health and safety issues, but only after a formal strike vote is taken and with sanction by the UAW executive board, followed by notice to the company.

Much as the UAW leadership may sympathize with the wildcatters, the union is forced by contract terms to try to end these strikes. Failure to make an earnest effort or proof that the international union had instigated the strike would make the union guilty of a contract breach and leave it open to a damage suit.

UAW Exec To Probe Chrysler Wildcat

8-70-1973
BY JO THOMAS

Free Press Staff Writer

As a wildcat strike at Chrysler's Detroit Forge plant continued, UAW Vice-President Douglas Fraser said he would recess national contract negotiations Monday to make a personal, one-day inspection of working conditions at the Forge and other Detroit area plants.

Workers at the Forge plant, 6600 Lynch Road, defied their local union leadership and a court order Thursday and continued picketing at the plant, which remained shut through the afternoon shift.

Wayne County Circuit Court Judge James L. Ryan, who issued a temporary restraining order banning the pickets, will hold a hearing at 2 p.m. Friday to consider issuing a permanent injunction.

Fraser said he would personally inspect working conditions at the Forge and the Huber Ave. Foundry on Monday. The members of his national bargaining committee will inspect 19 other plants in the Detroit area on that day.

"I don't want to take anybody's word," said Fraser. "I'm gonna see for myself."

Fraser said the international union would authorize local strike votes in places where conditions are unsafe and in places in which the company has reneged on promises to clean up conditions.

"Unless we correct (these conditions)," he said, "we'll have a hell of a lot of strikes at Chrysler."

THE OFFICERS of Local 41 told about 500 striking workers of Fraser's impending visit at a brief meeting at 1 p.m. Thursday.

They also told the workers they had sent a telegram to the Occupational Safety and Health Administration, urgently requesting an inspection of safety hazards in the plant.

Leon Klea, president of

Please turn to Page 2A, Col. 1

Chrysler strikers defy plea by union to end walkout

Continued from Page 3A

After listening to arguments from the employees' attorneys and attorneys representing Chrysler, Judge Kennedy ordered Ryan's restraining order continued.

She did, however, rule that Ryan's show cause order to bring the Chrysler workers to court was not valid. She scheduled a hearing for this afternoon to determine whether she would issue a similar show cause order.

Judge Kennedy said workers who fear injury certainly "can't be made to work but I don't believe employees have the right to take concerted action such as putting up a picket line to keep other workers out."

Judge Kennedy also said there was no evidence presented to conclude that there were unsafe working conditions in the plant.

Reosti said the attorneys for the Chrysler workers would file legal briefs today asking Judge Kennedy to review her decision to continue the temporary restraining order.

Glotta said the striking Chrysler workers would probably continue to withhold their services, at least until the court hearing.

An attorney representing Chrysler, John O'Mara, of the firm of Dickinson, Wright, McKean and Cudlip, called the strike illegal and warned that its continuation would "in a matter of days or hours put 40,000 employees out of work."

O'Mara said the National Labor Relations Act "empowers the UAW to speak exclusively for employees on all matters including those of safety."

He said UAW's chief attorney has declared

the wildcat strike as unauthorized and has refused to enter the court hearings.

An estimated 350 of the 1,400 members of the forge plant's UAW local 47 attended a 12:30 p.m. meeting held yesterday in UAW local 51 hall.

Leon Klea, president of local 47, called for an end to the walkout but was hooted by calls of "No, No."

Klea said the plant management representatives would not discuss health and safety grievances in the forge plant until the unauthorized strike ended.

He also read a telegram sent yesterday by local officials to the U. S. Department of Labor's office of safety and health.

The telegram read: "Urgently request safety inspection of Chrysler Detroit Forge Plant, which has forced 1,500 workers out of the plant with the immediate threat that deadly working conditions may set off a chain reaction that could involve 40,000 other Chrysler workers.

"Management's refusal to correct outrageous conditions is responsible for the plant closing. Three times within a two-week period, a defective overhead crane dumped tons of steel in pedestrian areas. The inventory of neglect and injuries will be documented and presented to your inspectors. The situation is critical and requires your immediate attention."

Klea told newsmen that 12 local members had received telegrams from management yesterday informing them they had been fired.

He said he didn't know the reasons for the dismissals.

Klea also warned the union members that any pickets at the plant, at 6600 Lynch, would be subject to the law "governing the injunction against picketing."

Chaos feared in auto plants

Continued from Page One

"I have no animosity toward anyone at the Jefferson plant," Woolsey said. "They did what had to be done to expedite the running of the plant.

"I've talked to most of the top officials of the plant and they tell me that they're with me. It looks like I was fired by someone higher up."

Chrysler spokesmen would not identify the official responsible for deciding to fire Woolsey. But William M. O'Brien, vice-president of personnel, said yesterday that "our guy (Woolsey) was wrong and we had no other recourse except to take the action we did."

Woolsey, the father of four, said he intends to "seek whatever means possible to gain another management position with Chrysler."

He said he met with Chrysler officials yesterday to try to obtain another job with the firm but said he was told that his dismissal stands.

"I would like to get back with Chrysler if at all possible but I wouldn't go back to the Jefferson plant," Woolsey said.

"I loved it there and I spent a lot of long hours working there, but I don't see how I could ever work there again.

"I don't know just what my options are but, if it will be necessary for me to hire a lawyer, then I will," Woolsey said.

He said he attempted to reach Detroit attorney Kenneth V. Cockrel yesterday but was unsuccessful. Woolsey said he would ask Cockrel — known as a fiery defense attorney who has won acquittals for a number of controversial clients — to represent him if it was determined that he needed legal counsel.

Woolsey called the racial charges made against him by Carter and Shorter "unfounded."

"I had about 300 men under my supervision and about 280 of them were black," Woolsey said.

"I would have been plain foolish to make any racial remarks.

"And even if I was guilty of the alleged charges, the punishment is far more severe than the crime.

"The only men who didn't like me were those who didn't want to work. While I was on that line, production increased and the amount of time lost due to work stoppages decreased.

"Many men were ticked off because they had to work more than they had been working before I was assigned to that line."

Woolsey, hired in 1967, was promoted from quality engineer supervisor to utility superintendent in January. Two months ago he was shifted to supervise the plant area where Tuesday's shutdown originated.

Woolsey said he had been threatened by employees with physical violence on several occasions. He also said he was aware of a petition circulated on Monday which sought his dismissal.

Workers said the petition was signed by 240 employees. The UAW said Woolsey had been the subject of five grievances, including one filed two weeks ago.

"I saw the petition and noticed that some of the names were misspelled," Woolsey said. "That leads me to believe that some of the signatures were falsified."

Woolsey declined to comment about Carter and Shorter.

Detroit-area obituaries

Leon E. Jackman, Detroit executive

Services for Leon E. Jackman, 64, of Troy, vice-president of finance for Holly Carburetor Division of Colt Industries in Detroit, will be at 11 a.m. tomorrow in the Congregational Church of Birmingham, 1000 Cranbrook Road, Bloomfield Hills. Burial will be in White Chapel Cemetery, Troy. Mr. Jackman died Tuesday at home. He was president of the Financial Executives Institute, past president of the Junior Board of Commerce in Detroit and of the Detroit chapter of the National Association of Accountants and a trustee of Walsh College in Troy. Surviving are his wife, Dorothy; and two sons, Britt and Craig, both of Birmingham. His body is at William R. Hamilton Co.'s Bell Chapel, 820 East Maple, Birmingham.

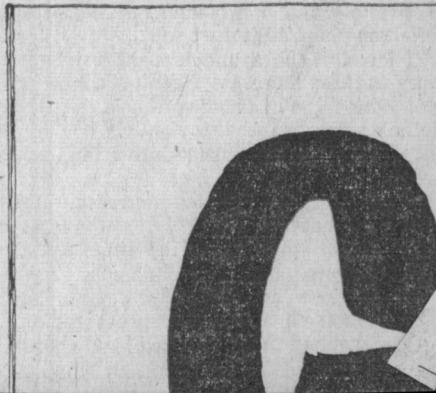
Raymond F. Neilson, Business Executive

Services for Raymond F. Neilson, 62, of Southfield, general manager of the Fernald plant of Amchem Division of Rorer Corp., will be held at

Richard L. Bailey, Ford systems analyst

Services for Richard L. Dailey, 50, of Redford Township, a 32-year employe of Ford Motor Co., will be held at 7:30 p.m. tomorrow in the William R. Hamilton Co.'s Bell Chapel, Birmingham. Mr. Dailey, a systems analyst, died yester-

day in Grace Hospital, Detroit. Survivors include his wife, Sally; two sons, Mark and North; a daughter, Lisa Ann; a brother and a sister. Burial will be in Port Austin Township Cemetery following a graveside ceremony at 1 p.m. Saturday. The family said memorials may be made to the American Cancer Society.



More strikes possible, Fraser tells Chrysler prior to plant tours

By JACK CRELLIN and JACK BURDOCK
News Staff Writers

With Chrysler Corp's Detroit Forge Plant still closed by a wildcat strike, UAW Vice-President Douglas Fraser warned today that more walkouts will follow unless the auto maker improves working conditions everywhere for its employees.

Fraser, director of the union's Chrysler department, said:

"Unless we can correct these conditions we are going to have a helluva lot more strikes not related to these negotiations."

Fraser said that he and his bargainers who are in the fourth week of negotiations on a new contract will take a day off next Monday to tour Chrysler's 21 Detroit-area plants and check them for violations of health and safety regulations.

Fraser said he personally will inspect not only the Detroit Forge Plant, but also the adjoining Huber Avenue Foundry.

The inspections will concentrate on cleanliness as well as safety, Fraser said.

The union bargainer used the wildcat strike to underscore demands being made on Chrysler this year that UAW members should share duties with company officials in ferreting out and correcting health and safety hazards.

All of the Big Three auto makers are faced with similar demands this year and all have been resisting them on the same grounds — that they alone should be fully responsible for the health and welfare of workers.

Fraser said that working conditions at Chrysler are generally worse than at other Big Three auto plants simply because Chrysler's facilities are older. The Hamtramck Assembly Plant and the Detroit Forge Plant are both about 50 years old.

The UAW vice-president charged that Chrysler has made commitments about health and safety in the past and has failed to keep them.

But, at the same time, he admitted that when specific complaints are made by workers the

company has been quick to try to remedy bad conditions.

And, Fraser admitted, although the Detroit Forge Plant has a work force of 1,400, only 17 grievances have been filed there by employees, indicating dissatisfaction is not widespread.

Meanwhile, in Dearborn the UAW was warning that the Ford Motor Co. is practically begging for a strike by dismissing out of hand the union's demand that all overtime work be voluntary on the part of the worker.

"Ford is asking for it," thundered Ken Bannon, UAW vice-president and director of the union's Ford department.

"Malcolm Denise (Ford vice-president) was right, we are on a collision course," said Bannon after company bargainers labeled the UAW proposal as "unacceptable."

Denise recently said the company and the union would inevitably collide if the union insists on voluntary overtime provisions in the new contract.

Said Bannon yesterday:

"For the Ford Motor Co. to take this issue lightly could bring about a very serious situation, including a strike."

"The basic question is — is man to be subservient to machines?"

"We say it is not going to happen under the new contract and we meant it."

Sidney F. McKenna, Ford's director of labor relations contended that the union demand "poses a serious peril" to orderly operation of the company and he called it "unacceptable."

Bannon said it is cheaper for an employer to work its employees overtime than to hire more workers because the new employees must be provided with costly fringe benefits already being given to existing workers.

Ford's attitude regarding voluntary overtime was called "damnable and also shameful" by Bannon.

McKenna replied that the company has taken extraordinary steps to shield workers from excessive overtime and that employment of 181,000 persons in June reached an all-time high for the company.

He pointed out that Ford and General Motors Corp., but not Chrysler, have contract provisions allowing a seven-day-a-week worker to refuse overtime every other Sunday.

And he said foremen have been instructed to give top priority consideration to employee requests for time off. Any given day, McKenna said, some 3,500 Ford employees will be off the job for personal reasons.

Company statistics show that Ford workers this year are averaging nine hours a week of overtime compared with eight hours last year and 5½ hours in 1969.

McKenna said Ford is worried that if it made overtime voluntary workers could close vital operations through concerted action whenever they wanted to extract other concessions from the company.

Chrysler strikers ignore plea of UAW officials, defy court

By ROBERT S. WISLER and ARMAND GEBERT
News Staff Writers

Wildcat strikers at Chrysler's Detroit Forge Plant have continued their work stoppage despite a plea by UAW officials asking them to return to work and a court order forbidding unlawful strikes.

The plant remained closed this morning for the third straight day since the strike began.

Only 30 of a possible 260 workers reported for the 11 o'clock shift last night. Chrysler Corp. spokesmen said 30 of 310 reported for the 3 p.m. shift yesterday and 38 of 460 reported yesterday morning.

Attorneys representing some 25 workers pleaded without success in Wayne County Circuit Court and U. S. District Court yesterday that the work stoppages were legal and were not in violation of a union-Chrysler contract which forbids strikes.

The attorneys asked that a temporary restraining order issued Wednesday by Circuit Judge James L. Ryan — forbidding striking

and the encouragement to and inducement of other workers to strike — be voided.

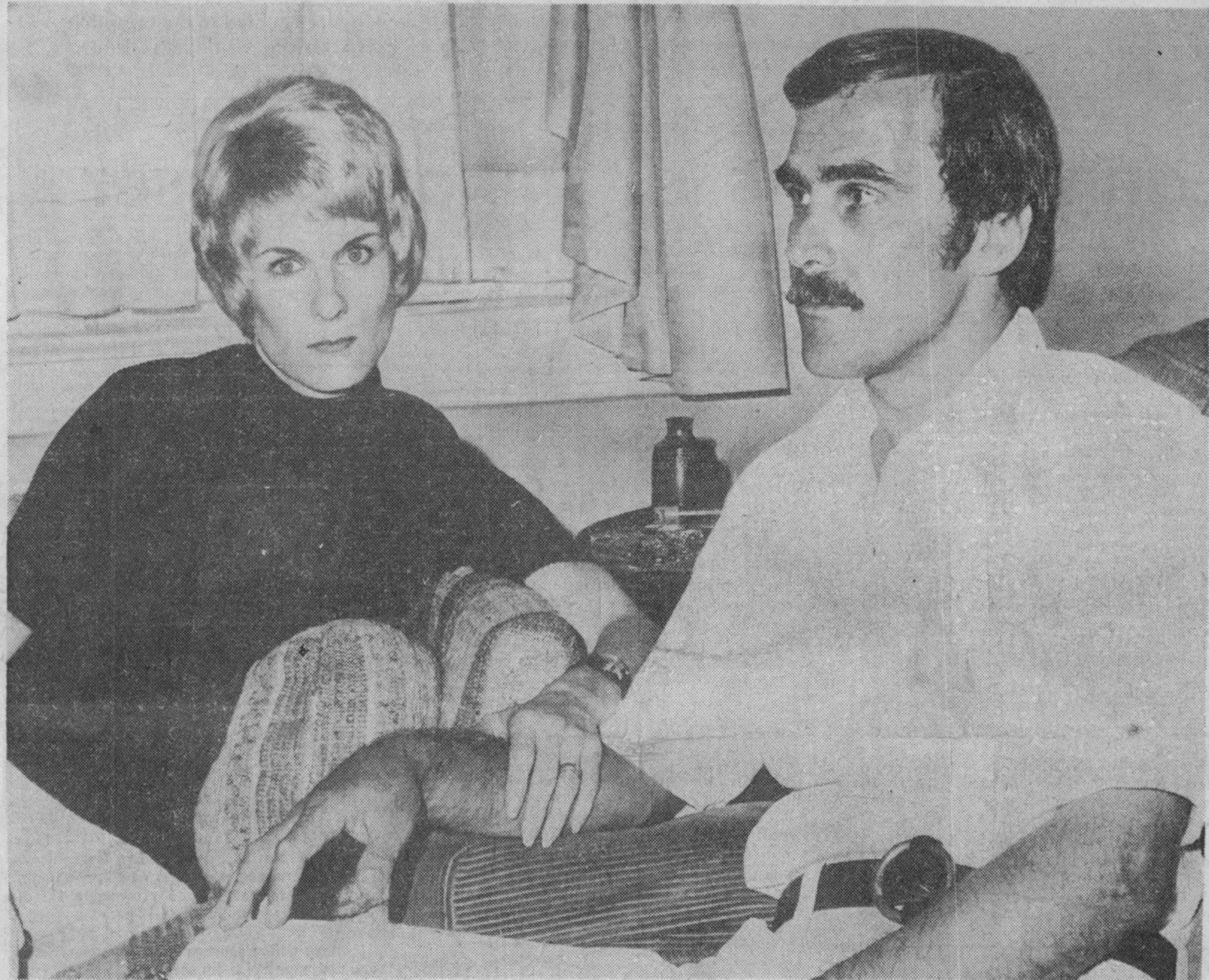
One of the attorneys, Ronald Reosti, said the workers who are staying out are in fear of "losing life or limb" because of unsafe working conditions.

He said that the National Labor Relations Act allows workers to withhold services for such a reason. "This is a labor dispute that does not come under the terms of the union contract," he said.

Judge Ryan refused to dissolve his original restraining order and did order that three Chrysler employees charged with violating his restraining order should be brought into court to show cause why they shouldn't be found in contempt of court.

The Chrysler employees' attorneys — Reosti, Ron Glotta and Michael Adelman — then told Ryan that they had asked and been granted a removal of the case from Ryan's jurisdiction to the Federal Court jurisdiction of Judge Cornelia Kennedy.

(Concluded on Page 13A)



7-26-1973

—News Photo by Donald Batten

Fired supervisor Thomas Woolsey with wife Nancy — he wants another job with Chrysler

Chaos in auto plants feared by fired Chrysler supervisor

BY MARK LETT
News Staff Writer

A Chrysler supervisor, who was fired after two employees forced the shutdown Tuesday of the firm's Jefferson Avenue plant, contends the company's action against him could create "impossible conditions" for other supervisory personnel in the automobile industry.

Thomas Woolsey, 32, who was fired as the company met demands of the two employees, says Chrysler's decision "was without justification."

"The company's action creates a situation where the operations of the plant are subject to the whim of any employee with a grudge," Woolsey said in an interview yesterday at his east side Detroit home.

At 6:04 a.m. Tuesday, the two workers entered a wire cage that houses the electrical supply equipment for their area's assembly line. They then shut off the electricity. Their action was supported by more than 100 employees and crippled the plant's operation for the day.

In demanding his firing, the two workers

"Some guys I know in management at the Jefferson plant have called and told me that they think the company was wrong in firing me. They say it's really going to be tough for them to work under the conditions that they face now."

charged Woolsey, a utility superintendent, repeatedly threatened them with physical violence and used racially slanted profanity in speaking with them.

The workers, Larry Carter, 23, and Isaac Shorter, 26, are black.

Woolsey, who is white, denies their charges.

He said yesterday about his dismissal:

"I can see where there could be damaging repercussions from all of this in other plants.

"Some guys I know in management at the Jefferson plant have called and told me that

they think the company was wrong in firing me. They say it's really going to be tough for them to work under the conditions that they face now."

In addition to the demand for Woolsey's firing, Carter and Shorter also demanded that Chrysler guarantee in their presence and in writing — signed by an official of the company — that they would not be disciplined. The company met all demands.

A Chrysler spokesman said Woolsey was fired for violating company personnel policies but would not elaborate on the specific charges against him.

Woolsey claimed yesterday that the company had not told him what specific personnel policies he violated.

"I've confronted different Chrysler officials but nobody at the Jefferson plant can tell me exactly what I was guilty of or who had me fired," Woolsey said.

He said he believed that the decision to fire him was made by someone "above the Jefferson plant officials."

(Continued on Page 19A)

8-11-1973 Detroit news

End strike, Fraser urges workers

By JACK CRELLIN,
RON RUSSELL
and JACK BURDOCK
News Staff Writers

As contract talks between the Big Three automakers and the UAW recessed for the weekend, the union's top bargainer at Chrysler Corp. was hoping to end a wildcat strike that has shut the company's Detroit Forge Plant since Wednesday.

Douglas Fraser, UAW vice-president and head of the union's Chrysler department, called a meeting of members of Local 47 at 11 a.m. tomorrow in Local 212 Hall, 12101 Mack, Detroit.

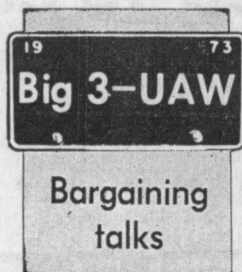
Fraser said he will appeal to

workers to return to their jobs and give up their unauthorized strike.

"I'm sure that if the workers of Local 47 turn out in sufficient numbers we will not have any problems," said Fraser. "I'm going there prepared to sweat it out Sunday morning and prepared to take whatever abuse that might be forthcoming."

BARGAINERS will not meet at Chrysler Monday because Fraser and his team intend to visit 21 Detroit-area plants to examine them for health and safety violations.

In a three-hour bargaining session yesterday in Chrysler's



headquarters in Highland Park, the emphasis was on a union demand that the company increase its contributions to the supplemental unemployment benefits (SUB) fund to make the fund sounder financially.

At General Motors head-

quarters in Detroit, union and company executives publicly agreed they have made no progress since bargaining started in mid-July.

Irving Bluestone, UAW vice president and head of the GM department, said:

"I don't see any sign of movement anywhere. The company is listening and talking, but there is no indication of movement."

However, Bluestone was not upset and called the lagging pace "par for the course."

GEORGE B. MORRIS JR., GM vice president in charge of labor relations, said the slow pace can be blamed on the union's refusal to withdraw

some of its demands made early in the talks.

"They're certainly going to have to withdraw some of their demands," said Morris. "There's a mountain of them. It's time to clear away the underbrush and get at the important stuff."

Bluestone estimated that the talks will not get serious until after the UAW selects a strike target on Aug. 21. Once the target is named, he said, "something has to give."

Morris said, however, "I would hope we will not have to wait until after the 21st to begin to get things resolved."

Contracts at all of the Big Three plants expire Sept. 14.

At the Ford Motor Co. world headquarters in Dearborn, bargainers concentrated on early retirement for foundry workers and cost-of-living allowances.

KEN BANNON, UAW vice president and head of the union's Ford department, said he considers a new cost-of-living formula the year's most important issue because of "runaway inflation."

And union bargainers met total opposition from the company on a proposal to allow foundry workers to retire at any age after working 25 years.

Retirement considerations for foundry workers are an industrywide demand. There are 12,000 foundry workers at Ford and a total of 59,000 at all Big Three installations.

The union says that working in foundries causes respiratory diseases, other disabilities, leads to earlier death, causes reduced sexual drives and impairs reproductive abilities.

Sidney F. McKenna, Ford's director of labor relations, answered: "There is a decided difference of opinion about both the facts and the conclusions that can be drawn and the desirability under any circumstances of trying to establish a different pension arrangement for different types of employees."

"They've just not demonstrated that there's a case to be made."

Bargainers at Ford also discussed union demands for developing a new formula to determine cost-of-living wage increases.

The UAW proposal was described by McKenna as having "no merit, even in theory."

UAW backs Forge grievances

By **JAMES GRAHAM**
News Staff Writer

After a tour of Chrysler's Detroit Forge Plant, UAW Vice-President Douglas Fraser said yesterday he would authorize a strike vote by Local 47 if "pressing grievances" in the plant aren't corrected in the "immediate future."

The forge plant, at 6600 Lynch Road, was closed for the third day yesterday by wildcat strikers who complained of unsafe conditions in the plant.

Following his tour, Fraser said yesterday that he saw "conditions that demand immediate attention."

"The plant is not clean and there are obvious safety haz-

ards," Fraser said without elaboration. "We would probably see more if the plant were operating. An evaluation of what we saw today would understate the problem."

Fraser said he would meet with striking workers at 11 a.m. tomorrow in Local 212 Hall, 12101 Mack, urging them to return to work.

"We're hoping the workers will agree to return," Fraser said yesterday in an impromptu press conference outside the forge plant. "We want them to stay with this thing until these issues are resolved."

MEANWHILE, U.S. District Judge Cornelia Kennedy con-

tinued until 9 a.m. today a temporary restraining order that prohibits the strike. At that time, she will decide whether to issue a permanent injunction against the strikers which Chrysler attorneys have asked for.

Judge Kennedy also issued a show-cause order against three Chrysler employees charged with violating the restraining order, similar to a show-cause order issued Thursday by Wayne Circuit Judge James L. Ryan.

The three workers are to appear in Federal Court today to show cause why they should not be held in contempt of court.

The UAW international and the local union are "legally

helpless" to help the wildcat strikers until they return to work, Fraser said. "They are in violation of the law and the union constitution."

When the workers do return, Fraser said, three international representatives will be in the plant "and they'll stay there and stick on the company people until our grievances are corrected."

NO TIME LIMIT can be set for correction of the worker's "legitimate and pressing grievances" before a strike vote is authorized, Fraser said.

"We have to know the availability of material," he said. "I understand some of

the repair work has been contracted out and the contractor is having trouble getting the material he needs."

Just as Fraser was leaving the forge plant, Chrysler Vice-President Fred Osann arrived to tell newsmen that Fraser's tour was welcome.

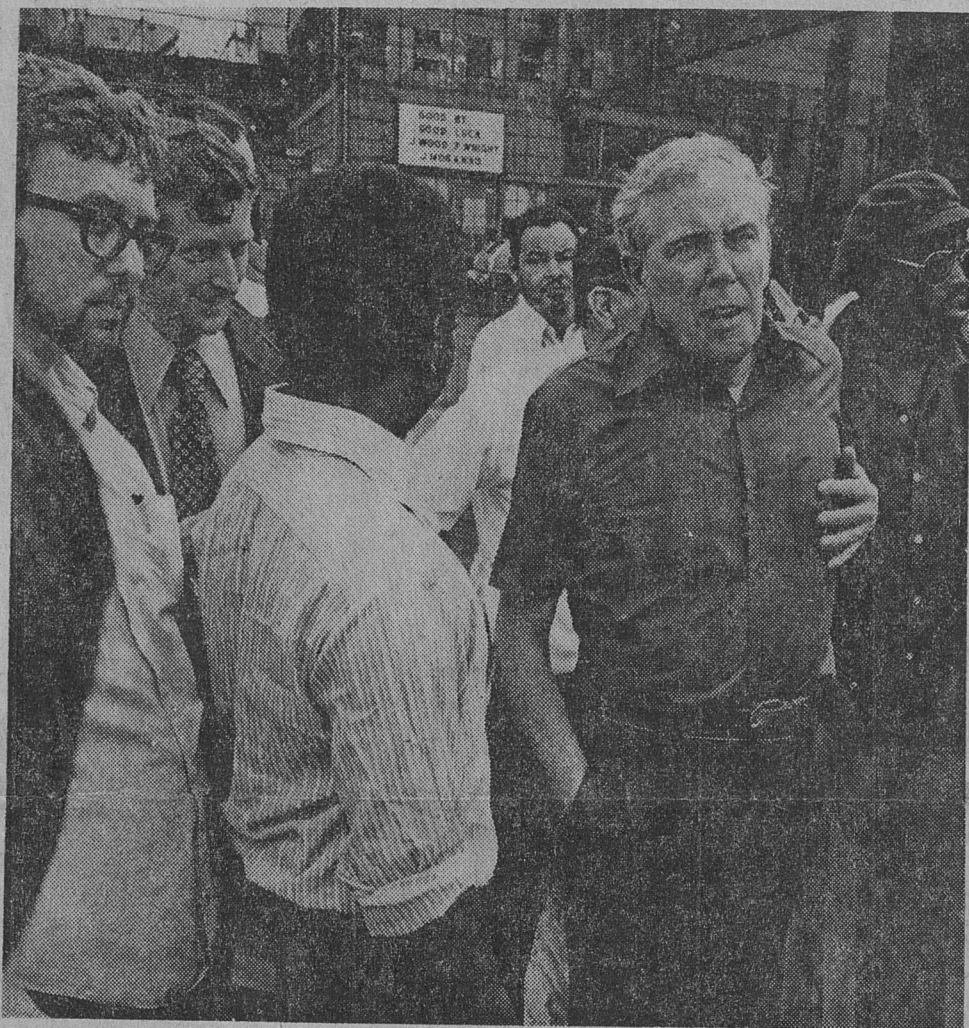
"It should set to rest rumors about health and safety," said Osann, head of Chrysler's automotive manufacturing.

"We believe that the safety conditions in the plant are self-evident," Osann said.

The forge plant last year won three safety awards and two certificates of merit from the Foundry Industry Association, Osann said.

Wildcatters Will Delay 74 Models: Chrysler

11-1973



Free Press Photo by IRA ROSENBERG

The UAW's Fraser talks with Chrysler workers outside the plant

Workers Ignore UAW Plea

BY JO THOMAS AND
DOUGLAS WILLIAMS
Free Press Staff Writers

Chrysler Corp. warned Friday if the wildcat strike at its Detroit Forge plant continues it will delay production of 1974 model cars.

The warning came as workers remained off the job for the third straight day in a dispute over safety and discipline grievances. They have ignored UAW leadership pleas to return to work and a court order banning picketing.

ATTORNEYS FOR some 55 workers named in the Chrysler suit removed the case to U.S. District Court, where Friday they sought to have the restraining order that had been issued by Wayne County Circuit Judge James L. Ryan quashed.

After taking testimony from witnesses called by Chrysler attorneys who were seeking a permanent injunction, Federal Judge Cornelia Kennedy ruled Friday night that the Ryan order was still in effect.

She ordered the hearing to resume at 9 a.m. Saturday, reserving a ruling on the workers motion to dissolve the temporary order.

Strikers have contended that the walkout is legal because the plant is unsafe, and that the strike does not violate the UAW contract.

Chrysler contends the walkout is illegal and the union leadership has said it can do nothing to correct conditions until the strikers go back to work.

UAW Vice-President Douglas Fraser, who had promised to tour the forge plant Monday made a three-hour impromptu inspection Friday afternoon instead.

Fraser said he didn't want to give the company time to clean the plant up for him. They didn't. Oil dripped all over the coat he had just picked up from the dry cleaner's.

"I look like I've been in the coal mines for two years," Fraser said afterward.

"No one was working," he observed, "so there was no heat, no fumes, no debris flying about. I saw it under the best of circumstances — and the best are not good enough."

"I saw that the workers

Please turn to Page 8A, Col. 2

The Auto Talks

FRIDAY, AUG. 10

The UAW pushes for a modernized Cost of Living Allowance (COLA) formula at Ford and warns it won't bargain on second or third year wage increases until the high priority cost-of-living issue is settled. Ford says it won't be easy to resolve the COLA demand.

GM and the union agree on one thing: Not much progress is being made in the talks.

Negotiations at Chrysler center on union demands for a new financing formula for SUB.

The wildcat strike continues at Chrysler Detroit Forge plant. The company says a prolonged walkout could hold up the start of 1974 model production.

a reporting procedure under which all information on the raids went directly to the Joint Chiefs of Staff.

LAIRD SAID the bombing was kept secret to protect the lives of American troops and because the Cambodian government would have condemned the raids and demanded a halt to them if they were made public.

Laird said the decision to bomb enemy sanctuaries in Cambodia was made in a meeting between himself, President Nixon and the National Security Council.

Laird defended the bombings, saying that they permitted the United States to begin withdrawing its troops and winding down the war in Vietnam.

But Laird said that "at no time did I authorize anyone to falsify Air Force, Navy or other reports while I was secretary of defense."

THE MEMO ITSELF, disclosed Thursday, was written by Gen. Earle Wheeler, then chairman of Joint Chiefs of Staff, and was approved by Laird.

The memo, dated Nov. 20, 1969, dealt with bombing during the week beginning Nov. 23 and called for 41 B52s to raid Cambodian targets. It said that "remaining available aircraft will be employed to strike cover targets as well as targets elsewhere in the country (Vietnam) and Laos."

"Strikes on these latter targets will provide a resemblance of normal operations, hereby providing a creditable story for replies to press inquiries."

Laird, who was in Chicago to address a meeting of state legislators, conceded that the Pentagon made "a serious mistake" in setting up two charts on Vietnam war air strikes which showed that no missions were flown over Cambodia. "I will not defend that," he said. "it was a bad error in judgment."

Cambodia Fighting Dies Down

From AP and UPI

PHNOM PENH —Fighting died down on all fronts around Phnom Penh on Friday. The Cambodian military said the communist-led insurgents had suffered heavy casualties from U.S. bombings and needed time to regroup.

The U.S. air strikes, which continued against rebel positions, are scheduled to end at midnight Tuesday.

U.S. planes struck at three points outside the capital, but reported by radio that they saw few targets.

HOWEVER, insurgents disguised as refugees sneaked into the grounds of Phnom Penh's radio transmitting station Friday and damaged one of its two generators. It was the second attack there in three days.

High command spokesman Col. Am Rong said the rebels may not be able to press their attacks until at least the end of the month, well after the bombing halt.

Despite the lull, observers see only three possibilities for the capital: A fight to the finish, unconditional surrender by the forces of President Lon Nol, or a negotiated settlement in which the government would be replaced by a coalition at least 75 percent communist.

A spokesman for exiled Prince Norodom Sihanouk, titular head of the insurgents, said Friday that Sihanouk's supporters "categorically reject the attempt of creating a coalition government."

In a gesture of continued backing for the Lon Nol regime, the United States handed over to the Cambodian Air Force on Friday two C123 transport planes, the first of eight. Ambassador Emory C. Swank made the presentation in a ceremony at Pochentong airport.

Fred and Dorothy Hilligiest talk with reporters about their 13-year-old son, believed to be one of the victims in the Texas sex slayings.

Parents of Missing Boys Face a Long, Painful Wait

● Continued from Page 1A ●

victims. Marty Jones, 17, who lived with the Cobbles and disappeared at the same time, is believed to be a victim.

For Mildred Simoneaux, also of Houston, the wait has acquired a new dimension.

"My boy used to play with those two," Mrs. Simoneaux said Friday. "You know what that means."

Jay Simoneaux, 55, who has been missing since October, was a friend of two suspected but unconfirmed victims.

The Houston Police Department reports many calls asking how more than 20 young people could disappear without more public notice.

IN THIS CITY of 1.2 million, there were 5,228 juveniles reported missing last year, and 5,652 the year before.

Capt. R. L. Horton, head of the missing persons bureau's juvenile section, said "99.9 percent" of those reported missing eventually turn up alive and well.

"But those other few — they're the ones who turn up in shallow graves or the bayou or someplace like that," he said.

Some parents, including Cobble, believe the police haven't tried to find missing youngsters.

The 45-year-old postal supervisor said the fact that so many missing boys came from the same part of the city should have alerted police. He added:

"We spent several hundred dollars for private investigators and the police wouldn't get into it until it got so bad."

Cobble said that the day after Charles left "he called me and said he was in severe trouble and had to have \$1,000. I told him I didn't have it, then tried to question him about it. He said he would give me a call

later and that was the last I heard of him."

Cobble said his son was a totally dependable boy, and that he knew something was wrong.

"The only thing we are thankful for is that we found him right away and we didn't have to wait two years like the Hilligiests down the street," he said.

FOR DOROTHY Hilligiest, 51, the news that her 13-year-old son, David, is believed to be among the victims meant her long wait was over.

She said David frequently played with Henley's younger brothers, at the family home just a block down the street.

"There wasn't a week that I didn't meet him (Henley) and he was always polite," Mrs. Hilligiest said. "He asked me if there had been anything about my son. And I'd ask if he had heard anything and he'd always answer 'no,' but always said if there was anything he could do to just let him know."

Parents of some suspected victims joined Cobble in criticizing police pursuit of the cases.

"The police ought to get in there and go full blast to find a runaway," said Fred Hilligiest, who said he, too, hired a private detective after the police got no results.

"I expected a more intensive search by police because they have trained personnel to find out a lot about where he might be."

"The police didn't go out looking for him," said James Dreymala of suburban Pasadena, whose 14-year-old son has been missing since Aug. 3, when he left home on a red bicycle and later reported by telephone he was staying at an all-night party.

"They told us they would just pick him up if they saw him," Dreymala said.

he (Cory) is dead, so probably never know many were killed — may hundred."

The worst mass murder in recent U.S. history was the 1942 massacre of 25 itinerant farm workers in California, for which Juan Corona is serving a life in prison.

HENLEY WAS charged day with four counts of murder in the forest death. Justice of the Peace Renfro ordered him under \$400,000 bond.

In a three-page statement, Henley said he was killed by a bear.

Judges Can Catch A...