

# 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

**HALF-PRICE**

NO ALTERATIONS — CASH ONLY  
Open Monday & Thursday, 'til 9—

Morris *Di*

*Outfitters to Gentlemen •*

**KOAY**

**his is**

out by having a terrific  
shoes, including Florshe  
sale on sale and lower  
and this is absolutely, pos  
sibly any lower. And yo  
it isn't a nice way to end

**s Shoes & Socialite**

**Sandals & Clogs**

**pies**

**shheim**

# 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.

particularly is this true because you're in the  
them whether you like it or not. And when you  
h to see the problems impacting your kids,  
act. Any parent understands that."  
at Swerdlow has done is to combine the  
nth of his love for his family with his acumen  
an executive's role and the precision that  
es with being an engineer to provide leader-  
in the social arena.

"You know, Frank, there's nothing wrong with  
our system. In fact, we have the best damned  
system in the world, but some of the tools got  
rusty," he said. "We're trying to oil them up so  
the system functions again the way it was de-  
signed to function. One way is to get in there and  
do something about it."

If you're interested, a note to him at P.O. Box  
3700, Detroit 48237, will bring you information.

# Vic Tanny's New 3-Month

# Membership



# 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 employes pulled the plug on the E. Jefferson assembly plant and sent 3,000 employes 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

# W. Horn's

AL CLEARANCE

# SALE

FASHION MEN'S WEAR

L  
OF

ATS

# 1 1/2

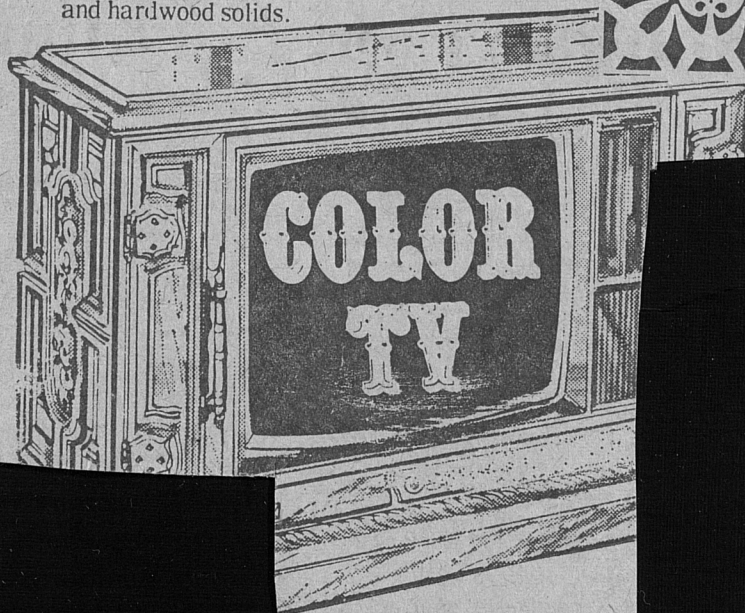
## COLOR CONSOLE

is 100% Solid State

# \$588

Delivered! Serviced! Guaranteed!

Full-to-floor color console with all the advanced features! Super black matrix picture tube. Philcomatic color master control. Special cosmetic color circuit for improved face tones. Picture, sound come on instantly. Handsome cabinetry with Pecan veneers and hardwood solids.



# S

PHILCO 100  
with FREE  
FO

TIC III 25" DIAGONAL  
MEASURE

State Mediterranean

tuning. So easy and  
do it. Super black  
Instant-on picture  
ally styled cabinet  
ch pecan. Casters.

GET  
SPE  
LOW



# More strikes possible, Fraser tells Chrysler prior to plant tours

8-11-7

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.

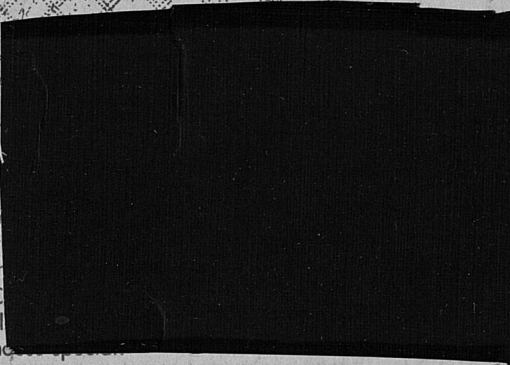
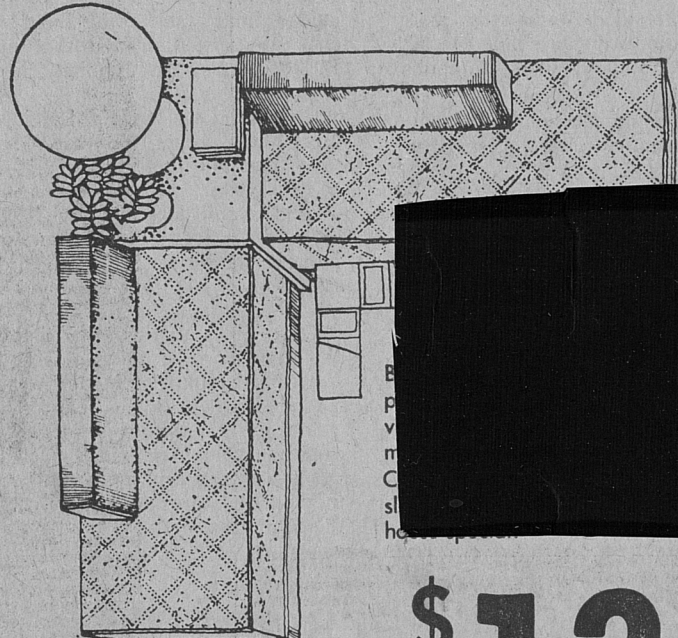
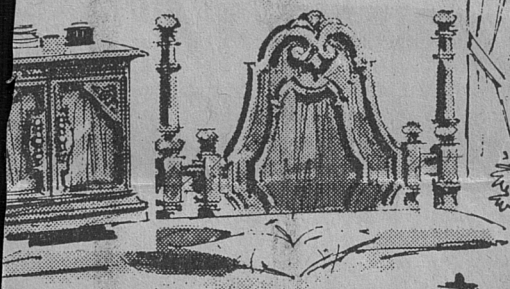
(Concluded on Page 13A)



Mediterranean inspired design by Burlington. Natural grains and burls, select veneers and five overlays enhance the beauty of magnificent finished suite. Massive 80" door dresser, twin door chest and full or queen size headboard. Wickes value!

5  
ICES  
hing  
Stand  
8

\$ 578

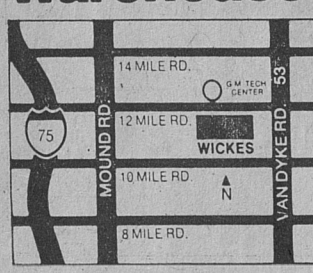


\$ 138

**Wickes Furniture**  
Warehouse & Showrooms

218

\$ 298



The brighter way to buy.

6600 East 12 Mile Road in Warren (Opposite G.M. Tech. Center)

Open Monday thru Saturday 10-11  
Sunday 12-6