

UAW Local 933

Allen Harris, President of Local 933

Ed Schakel President of Local 933 Retirees

Robert Woodcock Maywood Chairman

Dave Seib 1st. Vice-President

Jay Long 2nd. Vice-President

Emma Lou Calvert Bargaining Chairman Secretary

International UAW, Region 3

UAW/Rolls-Royce Joint Training Center

UAW/Allison Transmission/Powertrain, GMC Joint Training Center

Bruce Sterrett, Maywood Training Representative/Editor

Linda Davison, Speedway Training Admin. Asst./Editor

The purpose of this material is to tell the history of Local 933, U.A.W., to the membership, as well as others, and to continue to preserve the facts and events that men and women have given of themselves for it. We appreciate the sacrifice and hardships of the workers who have made it possible for us now to enjoy the benefits and good working conditions we enjoy today. We hope to educate our membership to the highest level of understanding in all the UAW by the use of our Local Union newspaper, The Rocket, our Training Center and participation in civic affairs. We hope that our community programs will earn us the respect of all mankind.

PREAMBLE TO THE CONSTITUTION OF THE UAW-CIO

We hold these truths to be self-evident, expressive of the ideals, and hopes, of the workers who come under the jurisdiction of the International Union, United Automobile, Aircraft, and Agricultural Implement Workers of America (UAW-CIO); that all men are created equal, that they are endowed by their Creator with certain inalienable Rights, that among these are Life, Liberty and the Pursuit of Happiness, that to secure these Rights, Governments are instituted among men, deriving their just powers from the consent of the governed. Within the orderly processes of such Government lies the hope of the worker.

We hold that the exigencies of the times, the complete subdivision of Labor in the development and operation of the industrial mass production system imposes conditions under which the worker is gradually but surely absorbed and controlled by the machine.

We hold these conditions to be utterly at variance with the spirit of justice and needs of mankind. We believe the right of the workers to organize for mutual protection is the culminating growth of a great industry, which is the evidence not only of its increased power but also of an economic and social change in our civilization.

REGION 3 DIRECTOR

Terry Thurman

LOCAL 933 ELECT

President:

Allen Harris

1st. Vice-President

Dave Seib

Maywood Chairman

Robert Woodcock

Recording Secretary

Michael McClellan

2nd. Vice-President:

Jay Long

Speedway Chairman

Tim Snyder

Financial Secretary-Treasurer

Gary Holmes

2003 Local 933 Speedway Representatives

Shop Committee

Chairman: Tim Snyder

Dan Gibson Steve Myers Gary Stonehouse
Tim Behrens Jack McCarty Jr. John Neargardner

2003 UAW Local 933 Maywood Representatives

Shop Committee

Chairman:

Steve Delano

Dean Farley

Mike Matthews

Bob Woodcock

Mike Maraldo

Dave Atwood

Richard Amonett

HISTORY AND HIGH LIGHTS

1941 To Present

1941: On Wednesday, September 17, 1941, a meeting of the Allison workers was called by International Representative, John Bartee, for the purpose of getting the names of twenty members to go on the Charter for the Allison employees. On Sunday, October 12th, 1941, a special meeting was called, for the purpose of electing temporary officers. The following members were elected to become our first organized labor charter, ever, for the employees of Allison: President elect, Merritt D. Allen, and Vice-President Lee Jones, headed up the move to seek union recognition, for the rights and benefits of the workers.

1943: Early in the year 1943, the UAW-CIO attempted to organize the workers in the Allison plants. They signed up enough people to request the National Labor Relations Board to hold an election in these plants, but in April of that year, the UAW-CIO lost the election.

1944: March 14th, brought new hopes. A group of, permanent officers, was elected for Local 933. President Paul Elberts, and Vice-President, Arther Skibbe, headed the move. In June of 1944, people were assigned by the International Union, to the task of organizing the Allison workers into the UAW-CIO. They opened a UAW-CIO office in the K of P Building, on North Pennsylvania Street. This office was under the jurisdiction of Anthony Probe, and operated by three office women, Jacqueline Sutton, Margo Campbell and Irene Kilbourne. During this time, a local union newsletter called; The Rocket, was edited by; F.J. Dalton, from the Inter-national Staff. He was noted for his article headed as; "The Old Sweeper" in each edition of the paper. Enough members signed up in this drive to warrant an election in the Allison Plants. This election was held by; the NLRB, September 7th, 1944, and was won by the UAW-CIO.

September 10th, 1944, Charles Beaver, was elected, as a delegate to the National Convention, held at Milwaukee, Wisconsin. September 26th, Blanche Burnette, and Hazel Redenbacher, were hired for the office of Local 933. Shortly there after, on November 22nd, the NLRB granted Local 933 UAW-CIO full bargaining rights in the Allison Plants.

A temporary Bargaining Committee was appointed by, The International Union, consisting of the following:

Maurice H. Price, Chairman

Arthur S. Skibbe

Charles W. Bell

Gordon W. Simms

Henry M. Williams

Ermine Huxhold

Harold E. Todd

On December 10, a new Executive Board was elected:

President: Ray McDonald

1st. Vice: Cale Dick, Speedway

2nd. Vice: John Woolley, Maywood

1945: March elections

President: John Bennett

1st. Vice: Cale Dick

2nd. Vice: Maurice H. Price

May 29, 1945. The bargaining Committee signed the first, Local Seniority Agreement, with the approval of their membership. June brought major cut backs, by the Air Force, cutting the V1710 engine project. This caused 2600 workers to be faced with hardships. On November 19, Local 933 UAW-CIO went on strike, along with all the other GM plants across the nation, to regain wages that, had been lost during the war period. Facts and figures showed that; we were about 30 cents per hour behind on wages. While our wages remained frozen, at the beginning of the war, prices and profits continued to rise all during this period. Facts and figures showed that we were about 30 cents per hour, behind on wages.

This was a long and bitter strike. All the bargaining unit employees refused to enter the plants, and all the salaried personnel were shut out of the plants, except Protection Service employees. Management, was forced to move their office into a downtown hotel just before the strike began. This strike continued until March 23rd, 1946, and ended with workers receiving 18 & 1/2 cents per hour increase, with some fringe benefits.

1946: March, 1946 election results

President: John Bennett
1st. Vice: Charles M. Anderson
2nd Vice: Harold W. Collier
Chairman: Maurice H. Price

International Union Convention, held on; March 23rd. through 31st. in Atlantic City, New Jersey.

1947: March 1947 election results

President: John Bennett
1st. Vice: Charles Beaver
2nd. Vice: Sheldon S. Baxter
Chairman: Maurice H. Price

John Bennett resigned as president, and was replaced by Charles Beaver, 1st. Vice.

1948: March election held:

President: Sheldon Baxter
1st. Vice: Alvin Carey
2nd. Vice: Henry Williams
Chairman: Maurice H. Price

1949: February, election results

President: Eugene Obert
1st. Vice: Charles T. Beaver
2nd. Vice: Alvin B. Carey
Chairman: Maurice H. Price

Due to the resignation of Eugene L. Obert, from the Presidency in August 1949, Charles Beaver took his position, and Edward T. Windham was elected into 1st. Vice President position.

During the fall of 1949, our Local 933 membership decided that we should build a home of our own, for our offices and a meeting place. We were holding our business meetings in, rented, Local 226 UAW Hall, located on the southeast corner of Senate Ave. and Maryland Street. Our offices had been located in the K of P Building, on Pennsylvania and Massachusetts Avenue, since we were first organized. We used a two-room office building at 1010 Main Street, Speedway, for meetings of Committeemen and Alternates or small groups of our members.

Walter E. Newman, a building contractor was hired, blue prints drawn up, and a bid of \$14,750.00 was presented to the membership for the building cost. At that time, our treasury was as low as \$5,631.40, so the membership voted to pay a sum of \$3.00 each to help pay for the building. Construction began in November of 1949, and was completed in March of 1950. The total cost was \$16,617.40. When the office was ready for occupancy, we had our treasury back to \$5,503.58.

1950: April 1950 election:
President: Charles T. Beaver
1st. Vice: Charles Deckard
2nd. Vice: Edward T. Windham
Chairman: Hubert K. Clodfelter

Our first Pension Plan was; negotiated, and agreed to, on May 29, 1950. This marked, a new era, in the history of Collective Bargaining. For the first time in the history of General Motors and the UAW, an employee who retired would receive a monthly pension to help him maintain a decent standard of living. Since this was the first pension agreement, it left much to be desired. In the next negotiations, which came in 1955, the UAW demanded and received, an improved Pension Plan.

The improved 1955 Pension Plan resulted in an increase in the amount, payable to an employee who retired after June 1, 1955, and removed the 30 year limitation of credited service, which the 1950 plan contained.

In 1958, the UAW fought for and won, more improvements in the Pension Plan. One of the biggest gains was the raise in benefits payable to the retirees who had already retired. Due to the cost of living increase, the UAW sought an increase for retirees. Other gains included pension credits for time spent for military service, Retroactive to October 1, 1950.

1951: March election results:

President: Charles T. Beaver

1st. Vice: Francis Burnam

2nd. Vice: Troy Totty

Chairman: Earl Coleman

**International Union Convention, was held in Cleveland, Ohio
April 1st - 6th, 1951.**

1952: Election results:

President: Charles T. Beaver

1st. Vice: E. T. Windham

2nd. Vice: George Marbach

Chairman: Earl N. Coleman

1953: June election

President: Wayne Folck

1st. Vice: William S. Mayer

2nd. Vice: William C. Tucker

Chairman: Earl N. Coleman

1954: June election

President: Hubert Clodfelter

1st. Vice: Curtis Fahey

2nd. Vice: Henry C. Klohr

Chairman: Maurice H. Price

1955: Even though the 1955 strike was of short duration, its end brought many benefits to the members of Local 933 and the UAW. As always, when negotiations started on March 29th, 1955, Management set upon a propaganda campaign through the press, radio, and television, in an effort to win public favor. They told how wonderful General Motors treated their employees and listed the benefits their employees enjoyed. Of course, they failed to mention that during prior negotiations they had fought vigorously, to refuse the same benefits of which they were now bragging about. At a special meeting held in the Local 933 Union hall on April 28th, 1955, the membership voted to cancel all Local Agreements as of June 7th, 1955.

After nearly two months of bargaining, with Management refusing to grant the first demand, a strike vote meeting was held, May 22nd, 1955, at The Murrat Temple. The members of Local 933 showed that they had not been influenced by management's propoganda by voting in favor of a strike: 4,239 for, and 147 against.

The Allison Plants were, officially, struck at 12:01 p.m., June 13th, 1955. All of the gates were being patrolled by picketers. They had been gathering, at the 933 Union Hall, since mid afternoon. In a matter of three hours after the strike began, Allison and General Motors reached an agreement with Local 933 and the UAW. On June 26th, 1955, the agreements were ratified, at a mass meeting held at the Murrat Temple, and the strike was over.

The benefits won were: Union Shop, Wage Increases, a new Sub Plan, Improved Seniority Agreement, Improved Vacation Pay, a new Cost Of Living (Escalator Table), and other contractual changes. There is no doubt if the people of Local 933 had shown the slightest hesitation or lack of spirit in backing their Union, those benefits would not have been won.

THE SUB PLAN

The year of 1955 will go down in history as a great year for organized labor. The UAW Union announced that one of their contract demands for this year would be a "Guaranteed Annual Wage", whereby a laid-off member would receive a percentage of his/her wages weekly. This was something heretofore unheard of and set off a barrage of publicity, which made headlines in the newspapers around the world. The Auto Industry attacked the idea and labeled it as outrageous, impossible and sheer fantasy. The men and women stuck by their union, and watched while the Supplemental Unemployment Benefit Plan, was accepted in negotiations.

Through, vicious propoganda, it was overturned, by legislators, who ruled that it was illegal to draw Sub, in conjunction with State Unemployment Compensation. The pressure became too much in 1958 for legislators, so they elected to legalize the Sub for UAW members of Indiana. UAW members had their Sub Plan in tact, which improved in time.

June, 1955 elections:

President: Hubert K. Clodfelter

1st. Vice: Edward T. Windham

2nd. Vice: Henry C. Klohr

Chairman: Maurice H. Price

1956:

June elections

President: Hubert K Clodfelter
1st. Vice: E. T. Windham
2nd. Vice: Henry Klohr
Chairman: Maurice H. Price

1957: June elections

President: Hubert K. Clodfleter
1st. Vice: E. T. Windham
2nd. Vice: Harry A. Altmeyer
Chairman: Claude B. Vance

Because of the resignation of Hubert K. Clodfelter, from the Presidency of the Local, to join the International Staff in September, of 1957, Edward T. Windham then became President of Local 933. George Custer was Automatically elected to become 1st Vice-President. In July, of 1958, Edward T. Windham resigned from the Presidency to become President of the Central Labor Council, of Marion County.

1958: The 1958 strike was not an unusual strike but the events leading up to the strike were perhaps the most unusual in the history of the Local 933, and the UAW. With the nation in a so-called recession, there were millions of people unemployed, and thousands of unsold automobiles setting on the car lots. The industry decided they were going to “Take On” the UAW.

It became quite apparent that the auto industry, intended to either force the UAW to strike or to yield to their demands. General Motors led the way by announcing that they, for the first time in history, were going to cancel our contract as of mid-night May 29th, 1958. They refused to accept a temporary extension of our contract, and bargaining was at a complete standstill. Every reasonable proposal by the union, was flatly refused.

When our contract expired and G.M. refused to accept a temporary extension, the UAW was forced to; either strike, or work without a contract. Being aware of the fact that, thousands of unsold 1958 automobiles already were sitting on the car lots, it would be impossible to bring any great amount of pressure upon the auto industry, until they started to manufacture their 1959 models. The UAW elected to work without a contract.

When bargaining began, Local 933 presented 34 of its own demands. On June 14th, 1958, a special meeting was called and after hearing the Issues, an overflow crowd of several thousand voted unanimously to strike.

On Sunday, June 21st, 1958, a strike vote was taken at the Murrat Temple. The members of Local 933 showed they were once again solidly behind their Union, by voting 3,345

for, and 205 against. Similar strike votes were taken, throughout the auto industry, and finally the UAW had enough support to wage a strike.

Ford Motor became the first to feel the effects of the strike; and after an agreement was reached, UAW notified GM that they would be the next to feel the effects of the strike by setting a strike date of October 2nd, 1958.

The strike began as planned, at 10 AM that morning with the Local 933 members shutting down all the Allison Plants. By the early hours of Thursday, October 9th, 1958, an agreement was reached, between Allison and Local 933. By vote, acceptance ended the 7-day old strike. Faced with strong competition, Local 933 and Allison, as forced to With draw their demands and yield to several gains fought for by both sides. Among the gains were such things as; increase in wages, cost of living rates, increase in Pension Benefits, improved Sub Plan, a new Separation Plan, all which were to the Union's advantage.

It should always be remembered that; this strike, as any strike, was won by the rank and file members of Local 933, who behind their Union leadership proved the old adage that "United we stand and divided we fall".

1959: June election results:

President: Maurice H. Price

1st. Vice: Dallas Cash

2nd. Vice: Harold E. Jughes

Chairman: Claude B. Vance

Local 933 grew out of the needs of Allison workers, and their inability to solve the problems, which existed between them and the Corporation. Local 933 solved these problems, and brought a measure of human dignity to the people who were nothing more than a number. Local 933 has corrected many of these, wrong perceptions, and strives to maintain respect among those who have made it what it has become today.

The UAW-CIO, and Local 933's Top Negotiating Teams, have gained a 91 cent per hour wage increase for all employees. We have an annual Improvements Factor, which

guarantees us a wage increase each year. This increase was added to our base rate. Other gains include: Paid vacations, a Pension Plan, which 507 retirees are enjoying today, Health Insurance, Compensation, Equalization of extra work, overtime, and smoking privileges.

1986:

President: Dave Fenwick
1st. Vice: Gary Hull
2nd. Vice: Glenn Flanary
Maywood Chairman: Donald Newton
Speedway Chairman: Robert Boone

1986: was a year of evaluation for our Local. In 1982, the Unions were restricted by a economy fall, which caused companies to loose business and profits. Management was continually seeking concessions to survive. Unions on the other hand, by good merit, allowed concessions to keep people working.

In 1983, Management screamed that the seniority moves between Maywood, and Speedway, caused them not to be competitive, and as a result, split Maywood and Speedway plants.

In 1984, Management placed 26 demands on the table they claimed would allow our plants to become competitive.

In 1985, we were faced with, the same problems. We once again gave concessions, and lost 700 people to lay-off, while the salaried employees continued to report to work. As a result of, Local 933 efforts, 107 people were called back to work.

December 1985: Construction of our Pharmacy, Eye Care Center, and Shelter House, began, with the skilled trades people of our Local.
The Local 933 active Retirees Chapter has reached an all time high of 500 members, with Brother Richard Paul as Chairman.

1987:

President: Dave Fenwick

1st. Vice: Ray Dye
2nd. Vice: Glenn Flanary
Maywood Chairman: Don Newton
Speedway Chairman: Robert Boone

Local 933 fights to keep work in house. Because management has out-sourced, several parts that our workers could do, Local 933 takes a firm stand against loosing work, with the support of the International Union.

Local 933 President and Both Vice-Presidents stress the importance of buying American made products. America, slowly is becoming a service society, loosing its buying power. Service jobs pay an average of \$272 per week, verses \$444 per week for real jobs. The big profits of GM, are directed toward Japan, to build foreign trucks. GM uses plant closings as tool for bargaining with the UAW. Local 933 takes a firm stand against concessions. 80 Children are happier for \$9000.00, in donations received by Local 933 for the Cloth-A-Child Program. The United Way Campaign is an overwhelming success at AGT thanks to the 50 hours donated by each person who worked on the campaign.

Local 933 hosts Spring Bass Tournament, where 46 fish were caught, weighting 186 lbs. 13 oz.. The Tournament was a success due the hard work of several Union people. Local 933 marches with several UAW Representatives, and UAW International President, Owen Bieber, through the streets of Richmond, to protest Dana's new slogan; "Dollar's are our most important asset". 3,000 men and women showed their support of not closing their plant.

1988:
President: Dave Fenwick
1st. Vice: Ray Dye
2nd. Vice: Glenn Flanary
Maywood Chairman: Don Newton
Speedway Chairman: Robert Boone

The Local hosts:

- **A comprehensive, Pre-retirement, Education Program, which was negotiated, through the UAW-GM National Agreement.**
- **A picnic at Yates Lakes, for families of union workers.**

- **A Golf Tournament.**
- **A Benefit, Basketball Tournament; against the Indy Colts, for United**
- **Cerebral Palsy donations. (score was: 81/66)**
- **Establishes Scholarship Funds**
- **Leads Labor on Environmental Issues; six of fifteen statements**
- **presented at a public hearing concerning proposed rules were a direct**
- **result of Local 933.**
- **Supports; Preston-Safeway workers and sees a settlement ratified.**
- **A BIG Buck contest, won with an 8-pointer, weighting 194 lbs.**

Local 933, for some time, has provided toys at the Christmas party. It is always enjoyable, to see the smiling faces of the children, as they receive their gift. This party was very successful thanks to the workers of 933. Since 1986, Local 933 Union Hall has taken on a new look with the repairs and added features.

1989:

President:	Dave Fenwick
1st. Vice:	Ray Dye
2nd. Vice:	Glenn Flanary
Maywood Chairman:	Maywood Chairman:
Don Newton	Bill Collins
Speedway Chairman:	Speedway Chairman:
Robert Boone	Terry Yount

Local 933, Speedway Unit, hosts a Picnic at Conner Prairie Historic Park for the Speedway workforce. This was a joint function with management. Local 933 breaks ground for a new building, to house the Travel Agency, and Legal Assistance Attorneys for union workers.

1990:

President:	Dave Fenwick
1st. Vice:	Ray Dye

2nd. Vice: Glenn Flanary
Maywood Chairman: Bill Collins
Speedway Chairman: Terry Yount

Local 933 has a dedication, and open house, for our new building. With the new building, the shelter house, and Pharmacy/Eye Care buildings completed, we begin to see the progress of our dollars at work for the membership.

Local 933 Moves Forward

Thanks, to the skilled Trades and the contributors that made this possible. The 933 workers and families will benefit, by the use of these buildings for years to come.

1991:

President: Dave Fenwick
1st. Vice: Ray Dye
2nd. Vice: Glenn Flanary
Maywood Chairman: Bill Collins
Speedway Chairman: Terry Yount

During the National Negotiations, Top Bargaining Priority for Local 933 is retaining and expanding job opportunities for the workers. In the last six years, Local 933 has created at least 30 jobs in the community with the edition of Optiview, 933 Pharmacy, Travelbound West, Communicology, Inc., and White and Johnson/Attorneys at Law. Also, due to the membership requesting a credit union location near Allison Gas Turbine, several jobs were created, by opening a new branch.

During our Annual Christmas Party, over 5,000 children and parents turned out to see Santa, and receive gifts and toys. Thanks went out to all the volunteers, who spent many hours in preparation, to make it a successful event.

Workers receive benefits of Mechanics laundry, and Direct deposit, through local negotiations.

Local 933 workers received big thanks, for the overwhelming turn out to donate blood during the Blood Drive. So many workers showed up, that some had to be turned away, for lack of equipment to handle the response.

Local 933 takes part in a Washington D.C., demonstration, with 325,000 others, to protest unfair legislature practices by the President, toward the working class.

Local 933 purchases South Lake property 14 miles from the Union Hall. The investment, of 157,000.00, provides: a 12 acre lake, a sand beach and possible year round activities, to the membership, on 27 acres with access to White River for possible canoe trips.

1992:

President: Dave Fenwick
1st, Vice: Ray Dye
2nd. Vice: Glenn Flanary
Maywood Chairman: Don Newton
Speedway Chairman: Terry Yount

1992 was a year of much concern. Big businesses were faced with; mergers and down sizing, as a result of cuts made on Government spending. GM's new president was a car person and believed in only manufacturing automobiles. As, a result of decisions made in Detroit, Local 933 workers were faced with the possibility of having their plants sold. After months of speculation, it was announced that; Allison Transmission had three potential buyers. The decision was made, that a company from Germany would be the buyer if, approval was granted, by our government.

Our government was opposed to the sale. It was decided that; Allison Transmission, would be taken off the market. Local 933 workers did very well to keep a positive outlook during this trying time, by staying united. Workers found ways to cut costs, to be more competitive, as the needs of the world market were changing.

Local 933 participated in an informational picket at MacAllister's, a (Caterpillar Dealer), who had cut wages through the hiring of new workers, far below their current wage agreement.

1993:
President: Dave Fenwick
1st. Vice: Ray Dye
2nd. Vice: Glenn Flanary
Maywood Chairman: Don Newton
Speedway Chairman: Terry Yount

Local 933 workers pledge support for, House Bill 5, and Senate Bill 55, against a 1938 Supreme Court ruling known as the Mackay Radio. This judgment allowed striking workers to be replaced, by people making smaller wages. House Bill 5, and Senate Bill 55, would drop the loophole and make it an economic bargaining situation.

Local 933 President Dave Fenwick, passed away. Brother Fenwick was a friend to many people of Local 933. He will be missed throughout the UAW International, and Local 933 Union as a person with; vision, insight, and an eagerness to educate the workers about a "UNITED" Local.

1994:

President: Ray Dye
1st. Vice: Doug LeMay
2nd. Vice: Glenn Flanary
Maywood Chairman: Bob Woodcock
Speedway Chairman: Terry Yount

1995:

President: Mo Davison
1st Vice: Doug LeMay
2nd Vice: Gary Stonehouse
Maywood Chairman: Bob Woodcock
Speedway Chairman: Keith Neargardner
Recording Secretary: Dave Seib
Fin. Sec.-Treasurer: Jerry Smith

1996:

President: Mo Davison
1st Vice: Doug LeMay
2nd Vice: Gary Stonehouse
Recording Secretary: Dave Seib
Fin. Sec.-Treasurer: Jerry Smith
Chairman/Speedway: Keith Neargardner

1997:

President: Mo Davison
1st Vice President: John (Doc) Burnside
2nd Vice President: Gary Stonehouse

Chairman/Speedway: Keith Neargardner
Financial Secretary-Treasurer: Jerry Smith
Recording Secretary: Dave Seib

1998:

President: Mo Davison
1st Vice President: John (Doc) Burnside
2nd Vice President: Allen Harris
Recording Secretary: Paul Kearns
Financial Secretary-Treasurer: Jerry Smith
Chairman/Speedway: Keith Neargardner

1999

President: Mo Davison
1st Vice: John (Doc) Burnside
2nd Vice: Allen Harris
Recording Secretary: Paul Kearns
Financial Secretary: Jerry Smith

Local 933 President Mo Davison resigned the office, to take an International Appointment. He will be a Servicing Representative, assigned to the Fort Wayne Indiana area. First Vice President, John (Doc) Burnside stepped up as president until the election was held.

2000

President: John (Doc) Burnside
1st Vice Allen Harris
2nd Vice Jay Long
Recording Secretary: Paul Kearns
Financial Secretary-Treasurer: Jerry Smith
Chairman/Speedway: Keith Neargardner

**May 2000: A New UAW/ATD contract was ratified by the membership.
Votes were as follows:**

Production-Yes Votes: 84.7%
Skilled Trades-Yes Votes: 89.3%
Production-No Votes: 15.3%

Skilled Trades-No Votes: 10.7%

Highlights of the new 1999 – 2003 Agreement

Over \$104 million invested in expenditures
\$6 million grievance money won
Record \$3.2 in sub-contracting
Record \$2.8 collected in spot-buys-Par. 71-miscellaneous
LCT Expansion
Forced management to comply with terms of 1996 agreement
\$94 million additional investment in LCT
Increase capacity to 130,000 in LCT
Additional 93 employees to staff Plant 4
Snow day cases settled
95 members to be compensated for 136 days missed due to inclement weather
Over 5,800 grievances settled

Additional Manpower

100 Skilled Trades journeyman-70 immediately
100 new Production– 50 immediately
20 new Apprentices each year of the agreement
Total of; 280 new members, not including 93 members for the LCT

Skilled Trades:

No combination of any skilled classifications
Historic agreement reached on sub-contracting process
Expanded transfer rights-Appendix C
No double charge when equalization group is exhausted
All journeymen currently working in production, will be recalled into respective trade

Health & Safety

CPR training available for All employees
Retain Plant 3 Medical Facility and staffed on all three shifts, Monday through Friday
Wider variety of prescription safety glasses to be made available at no cost to employees and at a reduced cost for all others
Restrooms will be deep cleaned on a regular basis
Additional safety eye wear to be made available
Health & Safety Center to be enlarged for safety training needs
Numerous demands and grievances settled to improve health and safety conditions throughout the division

Demands

\$200 clothing voucher per person per year to purchase items from new clothing store
Full Skilled Trades and Housekeeping Services will be utilized at the new PDC
Operations and Plant 15 Off-Highway Facility
Pre-Retirement seminars agreed to for all employees
Spot-buy process developed
New Break Areas to be built
Management agrees to retain All Outside Maintenance activities for the life of the agreement
Automatic teller machine installed in AT Building
Outside Tractor-Trailer work to be retained for life of the agreement
All factory reps, will be instructed not to perform Bargaining Unit work and will be given a copy of work rules
TD&F Inspection Area to be refurbished, including a drop ceiling
Pipefitter assigned to Fire Department
Engineering Test Department language improved
Coveralls furnished to Department 0342
Midnight shift employees paid for time spent in First Aid, after normal shift hours
Plant 14 Greenhouse Mall to be refurbished
Negotiated items for new PDC facility

Seniority Agreement:

Improved language – refusal of recall rights

Shift Preference Agreement:

Reduce 4 months to three months
Temporary transfer reduced from 14 days to 7 days
All shift preference moves to be posted

Transfer Agreement:

May select plant and shift
May reapply for transfer after 6 months, instead of 1 year on cancelled transfer applications
All transfer moves to be posted

Equalization of Hours:

Augmentation agreement between shifts for production on weekends and holidays
No double charge when group is exhausted
Spread of hours agreement cannot be used for punitive reasons

1999 Negotiating Committee:

Bargaining Chairman/Keith Nearingdner

Zone 3 Committeeman/Dave Cline

Committeeman-At-Large/Tim Snyder

Committeeman-At-Large/Gary Rance

**District 6 Committeeman/Gary Stonehouse
Nearingdner**

District 10 Committeeman/Jack McCarty, Jr.

Zone 2 Committeeman/Dan Gibson

Committeeman-At-Large/Andy McAtee

Committeeman-At-Large/Steve Myers

District 8 Committeeman/Kevin Cox

Apprentice Chairman/John