

Join the fight!

Contact the Socialist
Equality Party

Email: auto@socialequality.com

Call: (313)-409-8083

A program of action

The Socialist Equality Party calls for auto workers to set up rank-and-file committees, independent of the pro-company UAW and big business politicians, to defend their interests.

These committees should demand:

- **Abolish the two-tier wage system!**

A house divided against itself cannot stand. Unite all workers—first and second tier, temporary and contract workers, assembly and parts workers—to guarantee secure good-paying jobs for all.

- **For a 30 percent wage increase and the restoration of cost of living!**

No layoffs and plant closures! A good-paying and secure job with full health care and pension benefits is a social right, not a privilege. Job security for every worker is a fundamental necessity of life in modern society.

- **End the Alternative Work Schedule!**

The AWS disrupts family life and undermines workers' health. Overtime pay after eight hours and weekends must be restored. Shorten the workday with no loss in pay in order to hire more workers.

- **For workers' control over production!**

Abolish the labor-management committees the UAW runs on behalf of the auto bosses and establish genuine workers' democratic control over work conditions, line speed and health and safety.

- **Put the auto industry under public ownership!**

Corporate executives and Wall Street parasites can no longer be allowed to hold the needs of workers and society as a whole hostage to their selfish demands for more money. The auto industry, built by the labor of generations of working people, should be nationalized under the democratic control of the working class in order to guarantee decent jobs and working conditions and safe, reliable and affordable transportation for the public.

- **For the international unity of the working class!**

Reject the nationalist "Buy American" campaigns of the UAW and unite with our brothers and sisters in Europe, Asia, Latin America and around the world in a common fight against the global auto giants.

- **Break with the Democrats and Republicans!**

To wage a struggle against the auto bosses and the Wall Street banks, workers must break with the two parties of big business and build a mass political party to fight against inequality, war, police brutality and other attacks on democratic rights. The capitalist government must be replaced with a government of the workers, by the workers and for the workers.

WORLD SOCIALIST WEB SITE

Autoworker Newsletter



Ford workers at the Sterling Axle plant

The UAW's illegitimate vote at Ford

Form rank-and-file factory committees to carry forward the fight!

By Jerry White

The results of the ballot at Ford announced by the United Auto Workers late last week have no legitimacy.

The margin of the "yes" votes claimed by the UAW in the final days of the vote is not credible. With 85 percent of Ford workers having already voted and the contract heading to defeat last week, workers at the Ford Rouge complex (Local 600) supposedly overwhelming-

ly backed the deal, giving the UAW just barely enough votes to declare that it passed by the razor-thin margin of 51 percent.

Workers have reported that unnumbered ballots, marked in pencil, were simply dumped in buckets, making vote stuffing easy. Those who voted confronted a gauntlet of officials threatening that rejection of the con-

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tract would mean the loss of their job. Others have reported that local union officials drove around the Ford Rouge complex campaigning for “yes” votes.

Moreover, the vote at Local 600—the home base of UAW Vice President James Settles—was suddenly rescheduled to the last vote nationally so the UAW knew exactly how many votes it needed to ram through the deal.

These reports provide more than enough evidence for the opening up of a criminal investigation into what has taken place.

Settles declared on Friday that the deal had been ratified “through a democratic and fair process,” adding cynically that there is “no higher authority than the membership” in the UAW.

What lies! Leaving aside the issue of ballot stuffing, the entire contract ratification has been characterized by deceit and threats. Even by its own stated figures, the Ford contract faced mass opposition, which the UAW worked to overcome in order to force the deals through.

The Ford vote followed a split vote at General Motors, with the UAW overriding the rejection of the contract by skilled trades workers. At Fiat Chrysler, the contract was first defeated before being pushed through with the help of a PR firm hired to sell the deal.

In the course of these votes, UAW concealed the truth from workers, issued phony strike deadlines, “last minute” agreements and bogus “highlights” to rush through deals without giving workers time to study the full details. It resorted to economic blackmail,

threatening that plants would be closed if workers voted “no,” or that the UAW would call a strike and leave workers isolated on the picket lines for weeks or months with only a pittance from the UAW’s \$600 million strike fund.

Throughout, the UAW worked closely with both the auto companies and the Obama administration, which, along with the entire political establishment,

that unite all autoworkers with other sections of the working class in the United States and internationally, that pursue class conscious policies and are not intimidated by the red-baiting and anti-socialist propaganda of the companies, the media and their UAW henchmen.

The bureaucratic numbskulls in the UAW hope that by ramming the contract through at Ford they can simply move forward with their plans to assist the auto companies in further transforming auto production into a new form of industrial slavery. They think that they can deal with opposition through fraud and force and that the anger of autoworkers is merely the product of “outside groups” who “stir things up.”

Whether they like it or not, however, the opposition exists, and it will grow. The challenge is to unify this resistance, to give it an organizational form and a program upon which to fight.

The WSWS and the *Autoworker Newsletter* will do everything it can to assist workers in carrying forward the struggle.

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sees the attack on autoworkers as a critical component of the attack on the working class as a whole.

The UAW conducts itself with no less hostility and venom towards autoworkers than the corporate bosses and wealthy shareholders. There is not an ounce of democratic accountability in the so-called union, which is nothing more than a corporate syndicate of cheap labor contractors.

The *Autoworker Newsletter* calls on Ford and other autoworkers to form rank-and-file factory committees to unify autoworkers on the basis of the methods of the class struggle, not class collaboration.

Workers feel deeply the need for organizations on the shop floor that genuinely represent them, that are democratic, controlled by the members,

Join the fight to build rank-and-file committees:

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