

UAW Locals Here Voting On GM Pact

By BOB McCLELLAN

The more than 13,500 General Motors Corp. hourly employees in Observerland who struck the giant auto firm 65 days ago may soon be back to work.

Affected by the costly, nationwide walkout are five GM plants in Livonia, Westland and Redford Township.

Of the four United Auto Workers union locals involved, one has ratified the national UAW-GM agreement and two have approved local contracts.

Both GM and UAW leaders have repeatedly stressed there can be no end to the

strike unless local pacts have been approved first.

LOCAL 408, which represents 400 workers at the GM Parts Warehouse in Livonia, voted 170 to 19 and 182 to 27, respectively, to approve local and national contracts in a meeting Sunday in Taylor.

Local 163, which represents 6,700 diesel planters in Redford Township, ratified its local pact Oct. 3. Now the members will decide on the national issue at 9 a.m. Saturday, Nov. 21, in Livonia's Roma Hall.

The 2,000 members of Local 174, which represents

hourly workers at the GM Fisher Body plant in Livonia, will vote both on the local and national contracts at 10 a.m. Thursday, Nov. 19, in a hall at 6495 W. Warren, Detroit.

Local 282, which represents 2,640 workers at the Chevrolet and Buick plants in Livonia, will give its decisions on the local and national contracts at 9 a.m. Thursday, Nov. 19, in the Local 182 hall at Levan and Plymouth Rds. in Livonia.

THE ONLY other GM plant in Observerland affected by the strike is the

Chevrolet parts warehouse in Westland.

However, hourly workers at this GM facility are represented by amalgamated Local 203 which is not on strike against the auto firm. Nonetheless, some of the plant's 150 hourly employees, who are employed by Lease-way of Detroit, have been laid off because of the walkout.

Exactly when GM employees will be back on the job was difficult for union spokesmen to determine. But most locals in the nation were expected to vote on ratification of the contracts this week.

As of Sunday, only 62 of 155 U.S. plants still had not come to terms on local agreements.

One Observerland union official expressed optimism his men would be back to work quickly.

"I think there's a good chance our people may be back on the job next Monday," declared Thomas Lucas, financial secretary of Local 408 at the Livonia GM parts warehouse.

SPEEDING AN end to the long strike was that last week GM officials and UAW leaders reached accord on a na-

tional pact covering the next three years.

The pact offers improvements to union members in five major areas, and it will cost the corporation \$2.4 billion in wages alone over the next three years, according to GM spokesmen.

The improvements offered, by category, are:

• WAGES: A 51-cent an hour average increase the first year and an additional 14 cents an hour in each of the two succeeding years.

• COST OF LIVING: Unlimited cost-of-living increases with adjustments annually in the first two

years and quarterly in the third year of the pact.

• PENSIONS: In the first year of the pact, there will be \$500 a month for workers age 58 with 30 years of service. In the second and third year of the contract, workers may retire at age 56 with 30 years on \$500 a month.

Pensions for past retirees jumped \$1.75 a month for each year of service.

• HEALTH: GM will foot the entire bill on health care insurance despite any increases.

• HOLIDAYS: Workers will get two additional holidays a year, effective after Jan. 1, 1971. Those workers

with 20 years of service will now get a fourth week of vacation.

One thing the new pact does is to make GM employees among the highest paid hourly workers in the world for those not employed in the skilled trades.

Before the strike, according to GM spokesmen, GM's blue-collar workers earned an average of \$10,000 a year.

The wage increase is expected to put them in the \$12,000 to \$13,000 yearly bracket by the end of the three-year contract, the spokesmen said.

GM workers now earn an average of \$4.03 an hour.



PROUD OFFICIALS — For the fourth time in the first decade of its existence St. Mary Hospital has been accredited by the Joint Commission on Accreditation of Hospitals. Sister Mary Columbine (left) executive director; Sister Mary Calasanta (center),

administrator, and Rita Radziowski, director of nursing, view with pride the certificate of accreditation before hanging it in the hospital lobby. (Observer photo)

New St. Mary Credits; Patient Care Evaluated

St. Mary Hospital in Livonia has been given another great boost in prestige among medical institutions.

Following a complete inspection of its facilities the hospital has been accredited, for the fourth time, by the Joint Commission on Accreditation of Hospitals.

In making the announcement, Sister Mary Columbine, executive director of the hospital, said the survey was conducted on Sept. 9 and 10 by Dr. William Stafford and Lee W. Yothers, of the joint commission.

Their findings revealed that the new progressive standards set by the commission have been met and that full accreditation has been granted.

THE JOINT Commission on Accreditation is composed of representatives of the American College of Physicians, American College of Surgeons, American Medical Association, and the American Hospital Association.

Prime objective of the commission, Sister Columbine pointed out, is to protect

against "hit - or - miss" standards and to provide evidence that medical and hospital people are on guard for the patient.

The emphasis of the current survey was placed on determining whether quality of patient care is evaluated thoroughly by the medical staff on a routine basis.

During the survey, the entire physical facility was toured and every item pertaining to safety for patients and personnel was scrutinized. Nothing was found wanting, and the

granting of the accreditation followed.

THE CERTIFICATE of accreditation is now displayed in the main lobby of the hospital, and it contains the new seal indicating the date of approval.

The hospital, now in its 11th year of operation, is rated with the best medical institutions in the Midwest.

At the moment, work is proceeding on schedule for the 170-bed addition that will boost St. Mary to a 360-bed institution when completed in the summer of 1973.

Regional Affairs

Area Reps Back Transit Bond Bill

A bill to speed up financing for the Southeastern Michigan Transportation Authority (SEMTA) has been approved by the House.

The Senate bill was amended and passed 74-9 by the House.

Five of seven state representatives in Observerland who voted on the issue favored passage of it. Two did not.

The bill permits local governments to make a contract with a transit authority to give service within their boundaries and it enables the authority to float general obligation bonds in lieu of the money such cities would pay under their contracts.

This is the same type of contractual arrangement which made possible the Detroit Water System services to suburban communities.

OBSERVERLAND lawmakers voting for the bill were: Raymond Baker (R-Farmington) whose 64th District also includes Lathrup Village and the west side of Southfield; John Bennett (D-Redford); Marvin Stempfen (D-Livonia); James Tierney (D-Garden City) whose 36th District includes the northern half of Westland and all of Plymouth and Canton Township; and Richard Young (D-DeARBorn Heights) whose 33rd District takes in the northeast part of Westland and two precincts in Livonia.

Not voting on the issue were Daniel Cooper (D-Oak Park) whose 67th District takes in the eastern half of Southfield, and Vincent Pettipren (D-Westland) whose 70th District also covers the northern half of Wayne and the east side of Inkster.

THE BILL still got back to the Senate for approval on two amendments. It would do away with a financial bottleneck that presently forces such authorities to depend on fare box income or advance payments from involved communities.

Presently the law permits such authorities to float just revenue bonds and to finance them only from fares.

According to SEMTA Executive Secretary William H. Ottenson, the new bill will help because general obligation bonds are easier to sell than revenue bonds and because SEMTA will be in a better position to pick up \$400 million from the federal government in matching funds.

The two amendments to the bill were introduced by Rep. Loren Anderson, Pontiac Republican, and Rep. Thomas G. Sharpe, Howell Republican.

In order to make sure communities outside Detroit do not end up picking up the tab from the DSR debt or pension fund, Anderson succeeded in getting approval

for an amendment to limit such contracts strictly to facilities and equipment.

Sharpe's provision cuts the number of signatures needed on petitions for a referendum if residents want to halt a contract after city officials have approved it.

IN URGING passage of the bill, Rep. George Montgomery, Detroit Democrat and chief backer for the House bill, declared:

"Detroit can't afford to subsidize the transit system for the entire area."

The bill was introduced by Gilbert Bursley, Ann Arbor Republican.



MAX W. JOZWIAK, of 19164 Westphalia Rd., Redford Township, has been named head of a new general insurance agency in Southfield for serving clients of National Life Insurance Co. of Vermont. He was formerly a life insurance agent and sales director in Southfield for New England Life Insurance Co.

Oakland Chiefs Rap Local Tax For Transit

By JACKIE KLEIN

Pending state legislation which would give local units of government the power to impose a special assessment on property owners to meet contract commitments with the Southeastern Michigan Transportation Authority (SEMTA) has been rapped by members of the Oakland County Board of Commissioners.

The proposed bill would provide for an ad-valorem tax over the 15-mill county property tax limit and would give SEMTA carte blanche authority to acquire existing transportation facilities.

Commissioner Christian Powell, (R-Union Lake), chairman of the Oakland County Board of Commissioners legislative committee, said the committee feels there should be a one-half mill limit on the special tax. In Oakland County, that would mean \$2 million in additional revenue.

The committee is also concerned that SEMTA would acquire the Detroit Dept. of Street Railways (DSR), which, according to Powell, already has liabilities of about \$80 million.

THE BILL provides that property owners could put the proposed tax to a ballot referendum if 10 per cent of the number voting for secretary of state in the last election sign petitions opposing the measure.

The Oakland Board of Commissioners last May supported Gov. Milliken's recommendation that the state provide \$2.5 million in grants to area-wide or regional transportation authorities for research, engineering and demonstration projects, involving the state as a financial supporter of public transportation facilities.

SEMTA received \$1.6 million to be used to match federal dollars for the program.

A bill which would have allowed Oakland County residents, among others, to vote on a proposed two-mill property tax increase to finance development of a regional rapid-transit system in southeastern Michigan was not followed through by SEMTA, because the author-

ity felt it was a poor time to add to the property tax burden of residents.

THE TWO mills (\$2 per \$1,000 of state equalized valuation) would have yielded

about \$40 million annually for planning and development of the rapid-transit system, including purchase of existing bus lines.

SEMTA officials have said that ultimate collapse of remaining bus service is only a matter of time without large-scale reorganization to improve efficiency and that transit can no longer be a revenue-producing function for either a private corporation or municipality.

SEMTA was created by the Michigan Legislature in 1967 to provide a coordinated public transportation system for the region encompassed by the counties of Oakland, Macomb, Monroe, St. Clair, Washtenaw and Wayne.

The area includes more than 4.6 million residents and 4,000 square miles.

Hunting Note

Dept. of Natural Resources game men estimate that only 1,500 to 2,000 more deer will be harvested annually throughout Michigan if the state relaxed its hunter bag limit on deer to one animal by gun and one by bow. They point out that shooting success of archers is very low.

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