

# 5 More Plants Shut or Curtailed; Idle Auto Workers Rise to 112,800

**19,500 Are Losing Jobs With New Closings, With All Chevrolet  
and Cadillac-La Salle Production Now Cut Off—5,000  
Lansing Employees Ask Presidential Aid.**

**By RUSSELL B. PORTER**

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DETROIT, Jan. 11.—The General Motors Corporation announced today the complete or partial closing of five additional factories, throwing 19,500 more employes out of work, because of the shortage of glass and other consequences of the widespread strikes in the automotive and allied industries. The new shutdowns will begin tonight and be spaced over tomorrow and Wednesday.

By Wednesday thirty-four of the sixty-nine General Motors factories throughout the country will have closed, with 112,800 of the company's 175,000 hourly wage-workers in automotive trades forced into unemployment.

Further shutdowns during the week are expected.

As most of the General Motors factories still running are engaged in the production of other goods and are not essentially automobile factories, today's developments mean that the mammoth General Motors automobile production machine, the largest in the country,

has been brought near to a standstill, which may be fully realized in the next few days.

All Chevrolet and Cadillac-La Salle production has been stopped, and Pontiac and Oldsmobile production has been seriously curtailed by the newest shutdowns.

It is learned that the company has no intention of attempting to open any of its plants with strikebreakers. It feels that this would not be necessary, even if it wished to do so, as it has plenty of loyal workers who would like to work if they could.

Moreover, it is held in company circles that G. M. has not made a practice of using strikebreakers in the past and it does not desire to do so now.

The most important units still running at full force are five Chevrolet assembly plants, in various parts of the country, and their adjacent Fisher Body plants. It is only a matter of time before the shortage of engines, glass and parts

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# MORE AUTO PLANTS SHUT OR CURTAILED

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will force them to close, the company expects.

Because production was so greatly curtailed last week, it is understood that General Motors dealers throughout the country, especially in the Chevrolet trade, face uncertainty on their ability to guarantee deliveries. A shortage of cars is imminent and it is said that dealers will probably run out of cars altogether soon unless the strike is settled.

Although the Ford and Chrysler companies, chief competitors of General Motors in the low priced field, have not yet been seriously affected, and may profit in the immediate future by the General Motors strikes, it is believed in some circles here that either new strikes or the growing shortage of glass and parts may finally injure them and all other automobile companies.

So all Detroit was anxiously watching events at Washington tonight, in the hope that something would develop at the conferences there to bring about the peace which Governor Murphy's negotiations failed to effect last week.

## Schedule of New Closings

The five additional General Motors plants closing or greatly curtailing operations early this week are:

Monday — Detroit — Fisher body stamping plant, because of lack of demand for its products, 2,000 employees.

Tuesday — Pontiac — Fisher body plant, to be closed at end of day shift except for a few minor operations, because of the shortage of glass, 7,300 men; Lansing—Fisher body plant, to be shut down completely at the same time, for the same reason, 4,100 men; Lansing—Oldsmobile plant to curtail operations because of the closing of the body plant, and consequent shortage of bodies, 4,300 of the 7,900 employees to be laid off.

Wednesday—Pontiac motor plant at Pontiac, final assembly line to close down, because of the closing of the adjacent Fisher body plant, with about 1,800 men to be laid off and 7,500 to continue work.

No labor trouble has been reported

at any of these five plants, nor has there been in most of those already shut down, according to the company.

The Buick plant at Flint is still running except for its final assembly line, in the same manner as the Pontiac factory will continue. The General Motors truck plant is still running. Also still in operation is the Fleetwood division of Fisher Body at Detroit, which makes Cadillac and La Salle bodies.

But all plants that actually produce cars have ceased or greatly curtailed operations, while those still open are mostly assembly plants and parts factories. All Chevrolet engines are made at the Flint plant of that company, which is tightly closed.

At the Fisher body Ternstedt factory in Detroit, where door handles and other body hardware parts are made, 4,000 of the 12,000 employees are still at work.

## Failure of Pontiac Sit-down

According to the company view, further evidence that a majority of its employees are against the strike and the United Automobile Workers was supplied by an incident at Pontiac this morning, when an attempt to stage a new sit-down strike at the Pontiac motor plant failed.

The Pontiac plant manager reported that five union members struck with a gesture which was apparently intended to be the signal for starting a stay-in strike. This, if successful, would have meant occupation by strikers of the sixth General Motors plant.

According to the company, a group of "loyal" employees who did not want to be forced out of work rushed the "sit-downers" and forcibly ejected them from the factory after some resistance, with minor violence occurring.

Homer Martin, international president of the Automobile Workers of America, received a report from union sources concerning the difficulty at the Pontiac plant.

He said that some of the union employees tried to walk out on strike but had been clubbed by city police and company guards.

When reporters told him that one version from the company side was that loyal workers who objected to a strike had beat their fellow-employees who began to walk out he said that this was not his information.

At the Yellow Coach and Truck Company in Pontiac twenty men "sat down" in the coach framing department, the union reported, but a company official said that most of the men returned to work later.

Complaints by union leaders that members were actually beaten and ejected by plant guards when they

attempted to walk out of the factory on strike were emphatically denied by the company.

As General Motors sees it, the incident was significant in that it was the first time, at least in the history of the sit-down strikes at the company's plants, and perhaps in any such strikes, that fellow-workers forced abandonment of the attempted stay-in.

Company officials in Lansing said that 5,000 employees there had signed a petition declaring their desire to continue work and their opposition to the strike, and that additional signatures were still being obtained.

## Pontiac Employees' Petition

The petition, addressed to Governor Murphy, reads:

"We, the employees of the Pontiac Motor Car Company, are determined to provide security for our jobs and homes. We do not wish to fight organized labor or industry. During the turn of our economic crisis and now when we can be independent, a few men have told us when and how we can work.

"We wish to state that we are not in sympathy with the present organizing movement and its attendant shutdowns either through strikes or shortage of materials, which bring hardships to employees and their families.

"We feel that our working conditions, hours of labor and general labor relations are agreeable at present until legislation is passed to provide for us and we hope that the present relations will continue.

"As our chief executive, we make an appeal to you to ask our President, the Hon. Franklin Delano Roosevelt, to tell labor to return to work until necessary legislation can be passed satisfactory to labor and industry.

"We are sure that one word from our President and labor will return to work. These signatures represent common labor only."

Company officials were also encouraged by the action of 200 business men in Flint who adopted resolutions asking civic organizations to inform Governor Murphy that a majority of Flint workers wished to go back on the job.

While these developments stand out, according to the company, as showing that public opinion is turning in its favor, the company is waiting to see what happens as a result of the breakdown of peace negotiations Saturday.

Since then there has been no communication between company officials and Governor Murphy, or between company officials and any Federal official or agency, it was said at the General Motors Building this afternoon.