



My years at Allison began in January of 1947. I heard they were hiring veterans, so I made application and happily they took me on. Jeane and I were living in a basement apartment at the time on 10th Street and I walked back and forth. There were so many veterans home from the war so getting good cheap housing was really hard to find and even cars, tires, washing machines and vacuum cleaners. I had been discharged on December 2nd. Lots of vets took advantage of unemployment checks for a year but I needed the money and looked for a job.

I started out on the night shift at \$1.12 an hour at plant 4 right off 10th Street. It was a demanding job. Everyone had a machine to run and did NOT leave it for the restroom unless someone took your place. I was running a dual milling machine finishing the bosses off Chevy shock absorber arms.

Getting used to standing, loading, clamping and inspecting for eight hours was quite a challenge the first few days, but I adjusted and enjoyed my paycheck every Thursday evening. I was filthy when I came home; I smelled like the sooty factory.

After about six months there I learned that Coca-Cola was hiring route drivers and quit Allison. Jeane was pregnant and not working so I went for more money. That didn't work out so I left Coke and went to RCA on East Michigan Street, and we were living on Dequency Street, and again I walked to work. This time I was

getting \$1.42 an hour and getting a lot of overtime just before Christmas and then getting laid off twice convinced me to go for greener pastures. I floundered around awhile working for Sanders Cleaners, Raab Tailors as a sales clerk, peddled chickens and eggs, and went to a radio school. Then I did manual labor at Shampay Rug Cleaners and finally Nobel Cleaners pressing clothes. I even carried hod once. I was a private detective at Hargrave Secret Service and Gaseteria at two locations.

I had a better idea and rehired at Allison at Plant 5 on May 14, 1952. We soon moved to Roachdale and I paid \$1.00 a day for a ride. I bought a 1947 Limousine Desoto from Norman Hughes and began taking riders myself.

The career at Allison lasted for 39 more years. I retired in May of 1989.

I worked at Plants 2, 3, 4, 5, 7 and 8, and had been in Plants 10, 12 and 14 and a warehouse off of Tibbs avenue. At one time over 7000 people were employed.

I held several production jobs including job setter. I ran milling machines, drill presses, grinders, lathes, a punch press, bar folders, tube benders, saws, Elox machines but never a robot. I even drove a fork lift for several weeks.

I was a Supervisor at Plant 5 on the evening shift making propeller blades and hubs for three years.

I took a test for tool maker and machine repairman and my grades put me on top of both choices. Tool Maker came up and I refused and went into Machine repair as an apprentice in 1971.

I served a four year apprenticeship and went back to Tech High School for classes; and to Ford Motor Company and Western Electric for hands on classes. I was recognized by the Federal Government as a Journeyman Machine Repairman and held seniority in experimental sheet metal and mill operator.

The last seventeen years I was at plant 2, 3 and 7 as a Machine Repairman and the last 2 serving as preventative maintenance.

During this last tenure I volunteered and planned thirty retirement parties. I also made over 100 retirement books, and numerous projects for the company. Since retiring in 1989 I have continued planning parties. I also initiated Machine Repair Breakfasts at the Paragon. In 2011.

They had a nice retirement party for me and Paul, Bill and brother Bob spoke. Bill took some nice pictures. They passed the hat in the plant and I received a generous sum of money, a plaque, and a banner with lots of signatures and two clocks.

I visited the plants before Christmas break for several years and some celebrations outside at that time.

I received a nice pension negotiated by the bargaining by the UAW-CIO and a generous benefit package. I am a current member and gladly pay my dues.

Local 933 is still the bargaining agent for Allison and Rolls Royce and has a retiree group that meets with chip-in meals, trips and Euchre Games and Holiday Celebrations. I have been to several meetings.

I went on strike one time and we were out only about a week. I was also the beneficiary of a strike related slowdown and was upgraded to a skilled trades Mill Operator slot.

During Inventory week every year I had to find employment to keep money in my pocket. I worked at a filling station on west 10th street. I was called into the office by the FBI as they were fencing stolen tires. I was clean. I did however see a man who was selling counterfeit American money. I didn't tell that to the FBI.

I was called into the office by the FBI another time. As I served in Manila during the time the Huk-Bala- Huks were active in Luzon. Everyone knew they were left-ists. I was queried and they left. Some super patriotic soul had picked up on that and called the FBI.

I was called aside one time by a GM spy. He told me that years ago I had been watched as some employees were stealing silver chips and they didn't know if I was involved. Again I was clean.

I am still in contact with many by e-mail, the UAW meals and breakfasts.

