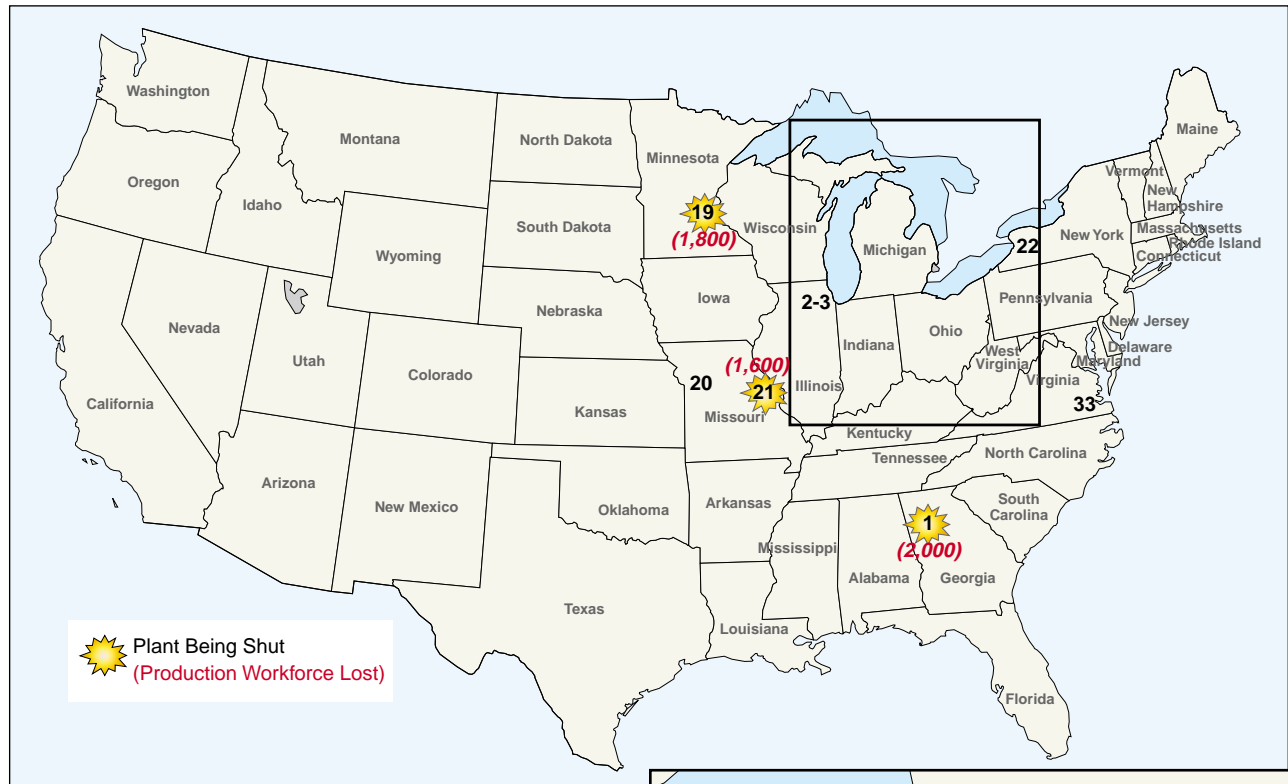


FIGURE 3

Critical Auto Capacity To Be Saved: Ford Threatened Shutdowns



Source: Ford Motor Company; EIR.

Bill Ford's Message on Auto

Ford's plants shown, and others, are threatened with shutdown to be announced in January 2006. Chairman William Ford called on Nov. 22 for Congressional intervention. Lyndon LaRouche, on Nov. 26, responded:

If we allow the U.S. auto-manufacturing industry to be destroyed, the U.S.A. becomes a virtual "Third World" nation overnight. The nation's machine-tool-design capability, most of which is tied up in the U.S. auto-manufacturing firms, is lost.

The loss of employment of that machine-tool design segment of that part of the labor-force, means many times that number of employees out of jobs, with no other place to go.

The loss of auto plants means an economic disaster, approaching ghost-town proportions, for what are already highly vulnerable entire towns, counties, and cities, even states of the union throughout many parts of the country. This could set off a chain-reaction collapse much, much worse than President

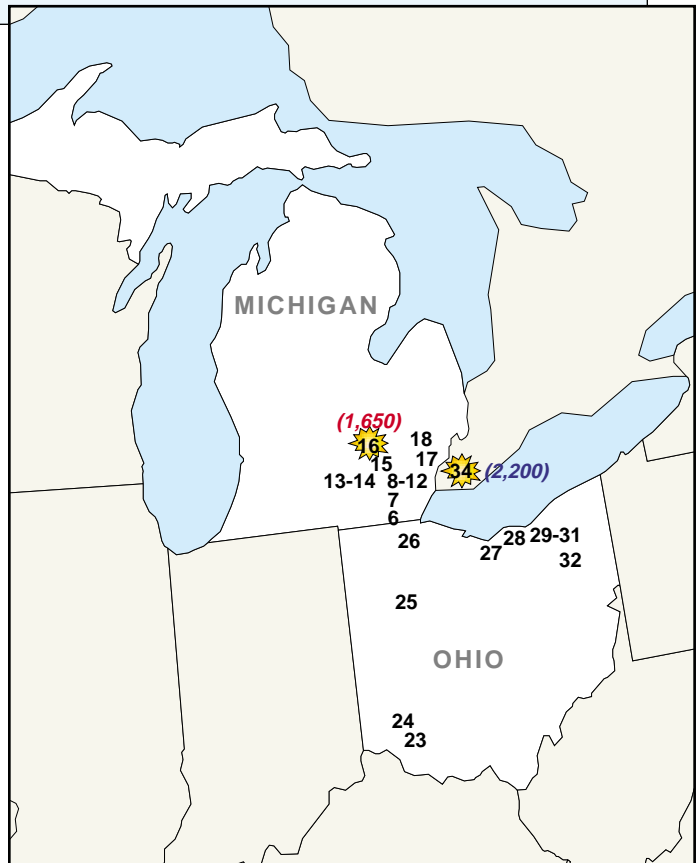


TABLE 3

Ford Production Facilities, 2005

No.	State	City	Type of Facility	Hourly Workers	Salaried Workers	Plant Million Sq. Feet
1.	Georgia	Atlanta/Hapeville	Assembly	1,978	174	2.8
2.	Illinois	Chicago	Assembly	2,635	196	2.8
3.		Chicago	Stamping	1,428	164	2.0
4.	Kentucky	Louisville	Assembly	3,239	208	3.2
5.		Louisville	Truck Assembly	5,311	345	4.6
6.	Michigan	Flat Rock	AutoAlliance Int'l	3,281	339	2.7
7.		Woodhaven	Stamping	1,718	182	4 acres
8.		Dearborn	Engine	766	143	2.3
9.		Dearborn	Diversified Mfg	662	89	1.0
10.		Dearborn	Stamping	783	80	?
11.		Dearborn	Tool & Die	437	43	0.4
12.		Dearborn	Truck Assembly (check)	2,600	200	2.3
13.		Wayne	Truck Assembly	3,200	200	2.9
14.		Wayne	Stamping & Assembly	3,108	225	3.5
15.		Livonia	Transmission	1,952	182	3.3
16.		Wixom	Assembly	1,663	167	4.7
17.		Romeo	Engine	1,320	198	2.0
18.		Sterling Heights	Transmission	1,467	214	2.0
19.	Minnesota	St. Paul	Assembly	1,805	160	2.1
20.	Missouri	Kansas City	Assembly	5,140	315	4.7
21.		St. Louis/Hazelwood	Assembly	1,589	153	3.2
22.	New York	Buffalo	Stamping	1,431	155	2.4
23.	Ohio	Batavia	Transmission	1,480	265	1.8
24.		Sharonville	Transmission	1,672	264	2.4
25.		Lima	Engine	1,080	210	2.4
26.		Maumee	Stamping	651	70	0.8
27.		Lorain	Assembly	1,557	132	4.1
28.		Avon Lake	Assembly	2,159	194	3.7
29.		Cleveland/Brook Park	Casting	1,717	200	1.0
30.		Cleveland/Brook Park	Engine #1	924	106	2.0
31.		Cleveland/Brook Park	Engine #2	1,139	125	1.4
32.		Walton Hills	Stamping	846	83	1.1
33.	Virginia	Norfolk	Assembly	2,429	182	2.8

Source: Ford Motor Company; *EIR*.

Herbert Hoover's foolish reaction to the 1929 crash, a Hoover program which cut the U.S. economy in half over the 1930-March 1933 interval.

Cutting back on automobile manufacturers' plants and payrolls is not a sane alternative. As Ford Chairman Bill Ford emphasized in his recent statement, the answer is to diversify the product line. The key to any sane approach is to accept the reduction in the number of automobiles produced by U.S. auto-makers, but to replace that work immediately with a switch to other categories of technologically very high-grade products which the auto industry's machine-tool capacity is uniquely qualified to design and produce. Members of the U.S. Congress are already focussing attention on urgently needed mass-transit systems, power-generation and distribution systems, and other urgent needs of the nation.

Reversing Deindustrialization—Build High-Speed Rail Networks