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THE LOCAL 174

Teamster Record

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100TH BIRTHDAY



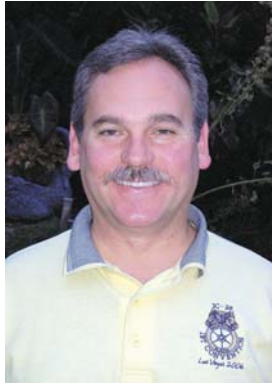
Local 174 signed its Charter on February 19, 1909 as an affiliate of the International Brotherhood of Teamsters.

Secretary-Treasurer's Message

HAPPY 100TH BIRTHDAY TO ALL LOCAL 174 MEMBERS AND THEIR FAMILIES

Sisters and Brothers:

As we look back and celebrate the first 100 years of our great Local Union, we must take the opportunity to acknowledge and congratulate those who came before us. Their struggles provided many of the benefits we have today. Much of what we take for granted on a daily basis was secured through real blood, sweat and tears.



RICK HICKS

We often overlook the years of struggle our forefathers endured to lay the foundation for many of the best contracts in the Country.

Seattle was at the forefront of the Labor Movement when Teamsters Local 174 was chartered one hundred years ago. It was during those early years when our background of militancy was born and we have never forgotten our roots.

The Local's members have always been up to the task and we have only gotten stronger as time passes on.

Teamsters Local 174 has not only witnessed, but participated in many of the Labor victories over the last Century. Without the sacrifices made by our predecessors, we would still be working seven days a week and twenty hours a day. Their fight for social justice also brought us the weekend and the eight-hour day. Thanks to their unwavering commitment to Unionism, all workers — not just Union members — enjoy benefits such as vacation, medical and retirement.

That commitment reflects the collective strength of true Solidarity. These are the people who forged the American Dream.

When I think about the battles waged and the victories won, I always pause to thank our Retirees for all that they achieved, not only for themselves but also for future generations. The most productive way to honor their memories is to continue to fight for the next generation of members. We are now responsible to protect the Legacy of our Local and to improve upon what we inherited so those who come after us will never forget those of us that are here today.

On February 19, 2009 we will officially celebrate 100 years since our Local was chartered. Throughout this year we will hold events to recognize this historic occasion — culminating in a full-blown Commemoration in September to cap off this very special time in our history.

I ask that all of you join in and become part of that history as we celebrate today for the generation of tomorrow!

Happy Birthday, Local 174!

In Solidarity,
Rick Hicks,
Secretary-Treasurer



The Local 174 Teamster Record

Official quarterly publication of the 7,200 members of Teamsters Union Local 174

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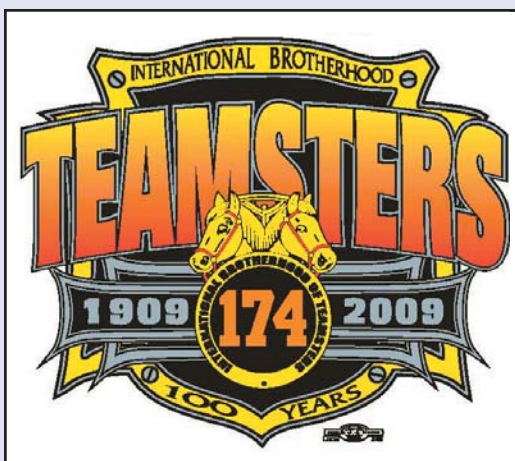
EDITING AND PRODUCTION

Bill McCarthy



CENTENNIAL CELEBRATION IT HAS BEEN A GREAT 100-YEAR RIDE SO FAR AND THE JOURNEY CONTINUES

By DAVE JACOBSEN, Local 174 Business Agent and
100th Birthday Centennial Events Coordinator



I have been coordinating the Local 174 Centennial Celebration Events Calendar since the Rick Hicks Administration started its current three-year term in office on January 1, 2007. On behalf of the Executive Board and the Local's Office and Field Staff members, I would like to thank everyone who has helped.

It isn't every Labor Organization that makes it 100 years and is still alive, kicking, and very ready to continue on into the future. Local 174 is one of those rare successful Organizations.

We affiliated with the IBT on the important date that appears on our Charter, which is pictured above in Secretary-Treasurer Hicks' column — February 19, 1909. What a historical ride it has been. Happy Birthday, Local 174!

LOCAL 174 A POWERFUL PRESENCE IN THE AMERICAN UNION FAMILY

NATIONWIDE INFLUENCE FROM BASE IN SEATTLE-TUKWILA

Since it was chartered a Century ago on February 19, 1909, Local 174 of the International Brotherhood of Teamsters has grown to become one of Greater Seattle's most important and influential Unions. Its first members truly did drive teams of horses to deliver goods for local employers and citizens, like the team pictured to the right. These teamsters — the humans, that is — quickly made the transition to motor trucks. The IBT was founded in 1903 and celebrated its own Centennial Birthday six years ago. Local 174 hopped on the IBT bandwagon only six years after its start, while the Teamsters Union was still in its Labor childhood.

We are reminiscing in this special issue of the *Teamster Record* about our Teamster Century as an IBT affiliate. Please read on. Most of the text will be about the “old days,” and the establishing of the IBT, Joint Council 28, the Western Conference of Teamsters, and Local 174 as Labor powerhouses. In future *Teamster Records*, we plan to look more closely at recent Local 174 history as the opportunity arises.

Reflecting on the historic Teamster Legacy that includes Local 174, the IBT said on its Website in 2003: “For more than a Century, the Teamsters Union has helped millions of workers achieve the American Dream. Our success is a testament to those who came before us, who stood together to form a Union and a Labor Movement. These workers fought for the rights and privileges that today most Americans take for granted. Without the Solidarity of Unions, there would be no weekends, no pensions and no health insurance.”

It further notes, “The founding members of the Union foresaw the growth and promise of the Teamsters as a model for workers everywhere. And they developed a philosophy that is as true and vital today as it was in 1903: *Let each member do his duty as he sees fit. Let each put his shoulder to the wheel and work together to bring about better results. Let no member sow seeds of discord within our ranks, and let our enemies see that the Teamsters of this country are determined to get their just rewards and to make their organization as it should be — one of the largest and strongest Trade Unions in the country now and beyond.*”

TEAMSTERS LOCAL 174 EMERGES

Local 174 was a major force in the Western United States area's dramatic rise in unionization prior to World War I and it gained strength through the 1920's and the Great Depression under the leadership of **Dave Beck** and **Frank Brewster**. After World War II, **George Cavano** achieved national stature as an outspoken, effective and creative unionist. All three had close ties to Local 174.

After World War II the “hero” status of workers diminished. The Federal Government stopped praising and started attacking Unions, especially the Teamsters. Local 174 weathered every challenge though, including the vicious “union busting” assaults of the 1980's. It emerged as a progressive force on both the regional and national Labor scenes, and more recently it joined forces with environmentalists and human rights advocates to challenge the rush to globalization during the 1999 World Trade Organization meeting in Seattle.



The “Team” in “Teamsters Union” came from teams of drivers and steeds like this one, circa the early 1900's. It is a Great Northern Express Company cart. Photo courtesy of MOHAI.

LOCAL 174 AND THE EARLY IBT YEARS

Today, Teamsters Local 174 is known by its many friends and foes alike as a proud, militant, progressive, patriotic, democratic organization. All know it is dedicated to serving the best interests not only of its membership — but also of the entire Labor Community and the General Public. Its journey has been a tough one full of both struggle and triumph.

At the beginning of the Twentieth Century, the average teamster worked 10-12 hour days, seven days a week, for \$2.00 a day. Unionism was needed.

In 1901, the Team Drivers International Union was formed, but some of the 1,700 members soon broke off to form the Teamsters National Union, a rival organization. There was bluster but not strength. Teamwork was needed by the teamsters.

With guidance from American Federation of Labor leader **Samuel Gompers**, the two Unions rejoined in 1903 to create the International Brotherhood of Teamsters. The first IBT General President, **Cornelius Shea**, served 1903-1907. In 1907, **Dan Tobin** was elected General President, and he would guide the IBT as its GP for the next 45 years, turning the Teamsters Union into a juggernaut. Tobin is little known by most “modern” Teamsters, who focus almost exclusively on his more “exciting” successors. But Tobin was the man whose personal leadership qualities eased the Teamsters out of the days of horsepower into the days of industrialism.

Dave Beck was the third IBT General President, serving from 1952-1957. Then came General Presidents **James R. “Jimmy” Hoffa**, 1957-1971; **Frank Fitzsimmons**, 1971-1981; **Roy Williams**,

1981-1983; **Jackie Presser**, 1983-1988; **William McCarthy**, 1988-1992; **Ron Carey**, 1992-1997 — and the present Teamster leader **James P. “Jim” Hoffa**, son of Jimmy, who took office in 1999. The 1997-1999 gap between Carey's exit and the entrance of the second Hoffa was filled by legal proceedings, and the IBT was like a rudderless ship for awhile. It has a strong rudder again now.

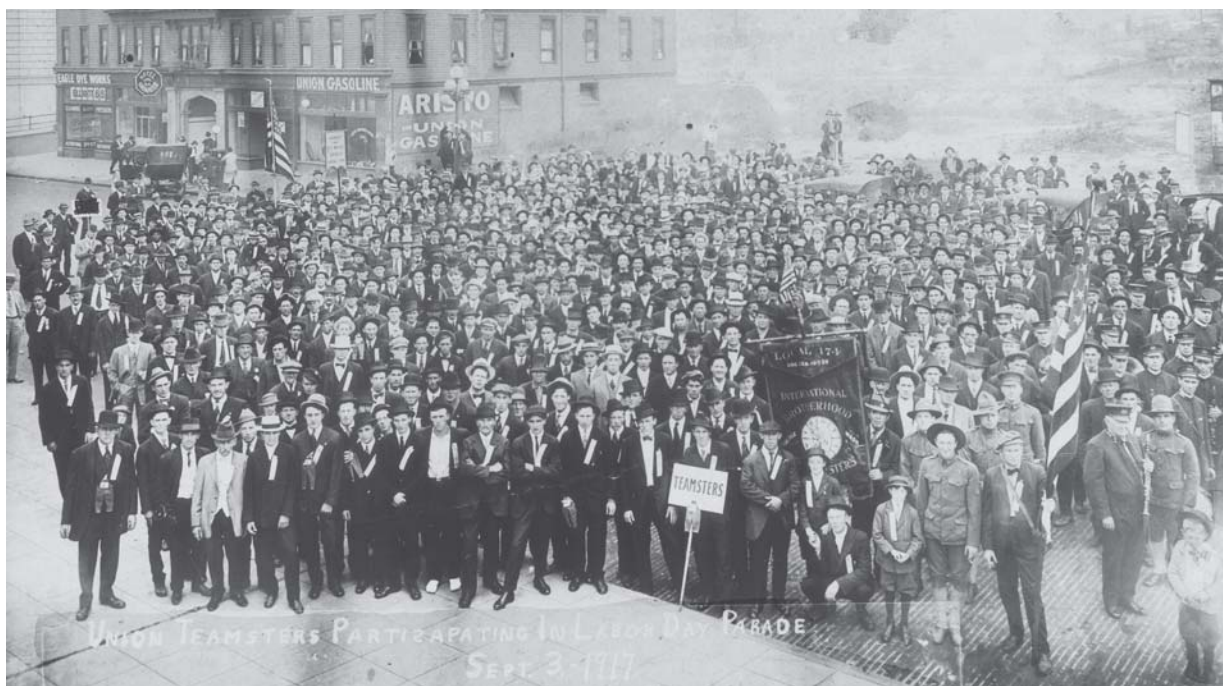
SEATTLE GROWING IN THE EARLY YEARS

In the 1910's, Seattle — the home City for Local 174 — was experiencing rapid growth. A quarter-century earlier, most goods were transported on water, but by the 1910's a network of roads and streets laced the hillsides all around Seattle. Horsedrawn carts carried goods to and from the Seattle Waterfront, and from businesses to homes, which were being built in all directions from downtown.

Dockworkers had organized in Seattle in 1886, (Continued on page 4)



National Guard members confront strikers during the 1919 Seattle General Strike. Photo courtesy of “HistoryLink.org”. All the workers wanted were rights to pursue a better life through collective bargaining. Gunfire and bloodshed often accompanied their union efforts.



Local 174 members and friends pose for a picture on Labor Day, 1917. Photo by Joint Council 28, courtesy of Local 174 Retiree Les Albright's collection of historical Teamster photos. By 1916, Local 174 had unionized most of the Trucking Industry in Seattle. By 1920, total membership in the Seattle Teamsters had reached 4,000 — 10 times what it had been in 1910.



Police in Seattle fire tear gas at strikers on July 4, 1934, during the Waterfront Strike. Photo courtesy of *Seattle Post-Intelligencer*. The Waterfront Strike was the only major setback Dave Beck and the Teamsters suffered in the 1930's.

LOCAL 174 A POWERFUL PRESENCE IN THE AMERICAN UNION FAMILY

(Continued from page 3)

and by 1900, nearly 40 Trade Unions — including Tanners, Lathers, Cigar Makers, and Brewers — were holding regular monthly meetings in the Evergreen City. The General Teamsters had formed in Seattle initially in 1899, but their activities were so weak they soon disbanded. They would be back.

LOCAL 174 CHARTER FEBRUARY 19, 1909

The men who drove wagons still felt that they'd be stronger in Solidarity, and they reorganized. Teamsters Local 174 in Seattle was chartered on February 19, 1909. Total membership in 174 at the start was 400 and it grew quickly. Teamster early organizing efforts everywhere were successful due to changing Transportation. The Auto Age had begun. Motor truck drivers were brought into the fold. But while Labor organizers expanded their roles, U.S. businesses everywhere fought for "open shop" non-union situations.

1913 GLOBE TRANSFER STRIKE AND HEAVY TRUCKING ORGANIZING

On June 14, 1913 in Seattle, Local 174 struck Globe Transfer, and when the Team Owners Association refused to bargain, the strike spread to other truckers and industries. Armed deputies and Pinkerton private business-hired thugs battled the strikers, which initially aroused sympathy from still other unions and the public, including Seattle's mayor at the time. But when the strike started affecting services, the tide turned against the Teamsters and their friends. The walkout ended in April 1914, and although the Team Owners Association rightfully declared victory, it was a case of the workers losing the battle but winning the war — as other employers, including the Bon Marche, were forced to unionize soon thereafter. Two years later in 1916, the Team Owners Association quietly signed a contract with the Teamsters.

By 1916, Local 174 had unionized most of the Trucking Industry in Seattle. Specialized Locals, such as those of milk truck drivers, were spun off the main Local 174 entity once they had sufficient membership numbers to enable them to survive on their own. That breaking-up pattern was not negative behavior. It was just the Teamster Way at the time, aimed toward getting enough Locals to have an IBT Joint Council. By 1920, total membership in the Seattle Teamsters had reached 4,000 — 10 times what it had been a decade earlier.

DAVE BECK AND TEAMSTERS JOINT COUNCIL 28 ENTER PICTURE

By this time, Joint Council 28 had formed in the manner as provided in the Bylaws of the International Brotherhood of Teamsters, which allowed for a collective JC unit of three or more Locals. It was also during this period that a young Teamster, **Dave Beck**, began rising through the ranks of the Union, fast. In 1917, Seattleite Beck joined the Teamsters at the age of 24 as a laundry truck driver, helping organize IBT Laundry Drivers Local 566. He then left to join the U.S. Military Service, but after World War I, he returned to Seattle and 566, and became active in Union politics at a time when most other unions were looked upon harshly but the Teamsters Union was respected because it had gained a strong national foothold. In 1927 he was elected 566 President, the top office in that Local, equivalent to Secretary-Treasurer in 174.

That same year, 1927, Beck was hired by the IBT as a full-time organizer. Before that, Beck had been elected President of JC-28 in 1923, the top office in the Joint Council. Though Beck never was in Local 174, he was very near it all the time, and he soon formed a close professional relationship with the chief 174 leader of the time, **Frank Brewster**. Brewster like Beck was tough and effective on his own. He and Beck together were dynamic. The Beck-Brewster partnership both helped and hurt Local 174 and its membership over the years. Power came from it, but along with clout at the bargaining table came confusion and political intrigue at multiple levels of Teamster leadership.

Due to their attention to higher-up details in the West and throughout the U.S., Beck and Brewster were sometimes "out to lunch" back home in Seattle. Local 174 was the biggest victim. It nearly imploded in the mid-1950's due to Beck-Brewster inattention and Brewster mismanagement.

The Local 174 savior was the third man in the Big Three, **George Cavano**. Brewster had first been elected Local 174 Secretary-Treasurer in 1929. He held that post until "stepping down" in 1952. Cavano then ran Local 174 as Secretary-Treasurer "in fact" if not always "in title" — from 1952 until 1975. More about that later.



Three extremely successful, notorious Teamster leaders in Seattle Labor History during the foundational 1920-1975 span at Local 174 and Joint Council 28, left-to-right Dave Beck, Frank Brewster and George Cavano. During nearly all of the entirety of the 55-year Beck-Brewster-Cavano Era Local 174 was the foremost Seattle Teamsters Local Union organization. All three men were controversial. Cavano never got along personally with the other two. The political battling within JC-28 and Local 174 between Brewster and Cavano was brutal and neverending. But despite all the conflict, the trio did many good things for Teamsters. JC-28 photos.

FIRST TRUE GENERAL STRIKE IN SEATTLE

On February 6, 1919, more than 65,000 Seattle laborers walked off their jobs in America's first true General Strike. The purpose was to support shipyard workers, who had struck over Federal wage caps remaining from World War I. Teamsters, whose leadership opposed the strike, joined the weeklong citywide walkout anyway and in the meantime helped to maintain vital services such as milk delivery as part of the Labor-directed Strike Committee.

Although it was a powerful demonstration of worker Solidarity, the Seattle General Strike provided a pretext for Business and Government to purge "radical" unionists and to restrict Labor Rights. A Pandora's Box of anti-worker sentiment and strategy was released and an array of old and new foes began attacking Labor harder than ever before, and with growing "legal" strength.

During the following decade, many Seattle-based unions went into serious decline and some died entirely — but not the Teamsters. Local 174 and other Teamster Locals in Seattle grew under the leadership of Beck, Brewster, and countless others who helped them. They quietly, strategically and forcefully organized Seattle's Short-Haul and Long-Haul Trucking Industry participants one employee and one employer at a time into great regional prominence.

BECK-BREWSTER DUO ON THE RISE IN THE 1920'S

Dave Beck's organizational skills were unparalleled in the Labor Movement during his Glory Days. Beck soon became the IBT's main Teamster organizer for the entire Northwest and Canada, and then for the entire West Coast, too. **Frank Brewster's** rise to power paralleled Beck's. Both men won important battles on their own and together in the 1920's. In 1925, Local 174 almost struck the Truck Owners Association, but Brewster, not yet the S-T, was able to renew their contract through arbitration after the Truck Owners Association refused to negotiate. In 1926, Beck forged a three-year "Union Shop" agreement with the Laundry Owners Association, which was then notorious for customarily demanding and getting non-union "Open Shop" agreements.

Teamster membership rolls were up to 5,000 by 1929, but dropped back to 3,500 after the Stock Market Crash that year and in the next few years before

(Continued on page 5)



This was the Teamsters Joint Council 28 much-loved Union Hall in Seattle back in 1948. JC-28 photo.



Transition from horsedrawn wagons to motorized vehicles like these came quickly in the first two decades of the 20th Century, and changed every facet of Teamster organization. Photo courtesy of MOHAI.



Teamster Labor Day 1938 Float in Seattle. Photo courtesy of MOHAI.



Local 174 members and others at the Seattle Center in 1999 during the huge demonstration against the World Trade Organization. The WTO was meeting in Seattle for a week. Local 174 photo.

(Continued from page 4)

good times returned. Nevertheless, Beck-Brewster continued their efforts to expand Teamster influence. In 1931 the Teamsters built Joint Council 28's familiar and much-loved Union Hall on Denny Way in Downtown Seattle.

BATTLING WITH THE BREWERY WORKERS UNION

When Prohibition was abolished in 1932, the Brewery Workers Union was revived, but soon found itself battling the Teamsters, who claimed jurisdiction over beer truck drivers. At one point, Brewster was arrested after four Brewery drivers were beaten senseless with lead pipes. Brewster was no shrinking violet. The Brewery Workers Union hired **John Dore** as its legal counsel. Dore had just returned to private practice after serving a term as Seattle's mayor. Dore argued that Beck and Brewster were setting up a beer monopoly.

But when Dore was again elected mayor in 1936, he had a major "change of heart." His first official act was to appoint Brewster as head of the Civil Service Commission — the overseer of the Seattle Police Department. The next month Dore gave a talk at a Labor Convention, where he credited Beck and Brewster for his election win, stating, "I am going to pay back my debt to Dave Beck and the Teamsters in the next two years regardless of what happens."

WATERFRONT STRIKE IN 1934

The only major setback that Beck and his Teamsters suffered in the 1930's came during the 1934 Waterfront Strike, one of the longest and nastiest Union battles in Seattle history. For five months, ports were shut down all along the West Coast, but the Teamsters and other unions voted down a General Strike, which would have shut down all of Seattle's union workforce.

Teamster Beck then did some "stepping out." He urged Seattle's longshoremen to break from their Union's official ranks and negotiate "their own best deal" with Seattle shippers. But the local Seattle longshore workers didn't. Instead they maintained their Solidarity with the overall longshore group, solidifying International Longshore Workers Union leader **Harry Bridges'** control of the Waterfronts in Seattle, and along the entire West Coast. But the strike was a major impetus for passage of the 1936 Wagner Act, which established the National Labor Relations Board and legalized collective bargaining.

FIGHTING WITH NEWSPAPER WORKERS

The Teamsters bounced back in 1936 by helping the fledgling American Newspaper Guild win their strike against the *Seattle Post-Intelligencer*. It was one of the first successful white-collar worker strikes in the U.S. After Beck threw the weight of the Teamsters behind the Guild, he was attacked in the press by the still-angry newspaper owners. Beck sued the *Seattle Times*, the *Seattle Post-Intelligencer* — and two radio stations allied with them — for libel, and he won. For the next 20 years, neither paper published any criticism of the powerful Labor leader.

BECK CREATES THE WESTERN CONFERENCE OF TEAMSTERS

Beck was instrumental in the creation of the Western Conference of Teamsters, which was chartered in 1937. As its IBT-appointed Seattle-based Chairman he was now in a unique position to officially control an entire Region of the U.S., and after he organized Teamsters in Los Angeles — which was then a notoriously anti-Labor city — International Brotherhood of Teamsters head **Dan Tobin** grudgingly and nervously appointed the upstart and ambitious Beck as an International Vice President in 1940. Beck's stage was now getting much bigger every year. Tobin knew that Beck wanted his job, and would be coming after it as soon as he could.

LOCAL 174 DURING WORLD WAR II

Meanwhile, back in Seattle, local Teamsters became active in all aspects of the World War II Homefront effort — from delivering supplies to gathering up newspapers and metal during scrap drives. They continued to organize. In 1941, office workers in all Seattle furniture stores joined 174, which by now was a "General" Local, not just one for short-haul and long-haul truck drivers.

BOEING STRIKE IN 1948

In 1948, the Aeronautical Machinists Union, IAM District Lodge 751, held a long and bitter strike against the Boeing Company. The strike ran from April to September, and was complicated by the interference of the Teamsters, who actively collaborated with Boeing and attempted to recruit IAM members. The Machinists won a contract victory, and soundly defeated the Teamsters in the subsequent federally-supervised election to determine which of the two Unions had jurisdiction over Boeing Machinists and allied workers.

BECK ELECTED IBT PRESIDENT IN 1952

In 1952, **Dave Beck** was elected IBT General President. Unsurprisingly his partner **Frank Brewster** quickly became an IBT Vice President, and took over from too-busy Beck as JC-28 President and Western Conference Chairman in 1953. In that same year of 1953, Seattle Teamsters showed how they had become largely well-liked and well-known in the City under subleaders in the frequent absence of Beck and Brewster, who were often travelling elsewhere.

Local 174 Teamster Record • Tukwila, Washington • Volume 3, No. 1 • January-March 2009

They assisted in "Operation Orthopedic," an all-volunteer operation to move Children's Orthopedic Hospital from Queen Anne Hill to a new facility in Laurelhurst in just one day. Thirty-nine transfer companies offered free moving service for all the furniture, equipment, and other items. Patients were moved by taxi. The prominent Local 174 subleader in this humanitarian effort and many others like it, and also the unofficial leader for JC-28's combined forces in the absence of the distracted Beck and Brewster, was **George Cavano**.

In 1954, a second building was erected on the north end of the block from the JC-28 Union Hall, to house the Western Conference of Teamsters staff, and also the Joint Council staff and those of the Locals in existence then. The eastern half of the building was completed first, and the western half after that. It was all finished in 1957.

There was a complication. It brought Beck, Brewster, Cavano, and all their political supporters, into too-close-for-comfort proximity. Bickering reigned.

BECK'S DOWNFALL IN 1957 AND LOCAL 174 REORGANIZATION

The year 1957 was not a good one for Seattle Teamsters in general, and for Beck and Brewster specifically. IBT President Beck was ousted after he was found guilty of grand larceny and for aiding and abetting the filing of a fraudulent income tax return — and he was sentenced to five years in prison on McNeil Island in Puget Sound. The AFL-CIO expelled the Teamsters Union from the Federation in 1957, too. Brewster got jettisoned in 1957 as both an International Vice President and as the WCT Chairman. **Einar Mohn** took over as the WCT Chairman that year.

The 1957 shakeup in the International Brotherhood of Teamsters also caused a rift in Local 174. At the Miami Beach IBT Convention to choose a new General President, when he was still International VP and WCT Chairman, **Frank Brewster** supported **William Lee** from Chicago. **George Cavano** — who had succeeded Brewster as Local 174's appointed "acting" S-T in 1952 when Brewster was getting ready to become WCT Chairman and JC-28 President the next year — backed **Jimmy Hoffa**. Almost all the delegates in JC-28 were aligned with Brewster, but Hoffa won. Brewster was on thin ice as 1957 ended, but he still had two influential posts left — JC-28 President and Local 174 President. Brewster retired as 174 President in 1958, and stepped down from the JC-28 Presidency in 1966.

Local 174 was in chaos. In 1958 it went into receivership when bookkeeping came under question and it was determined that S-T **George Cavano** and Vice President **Russ Anderson** were still holding office even though their terms had expired. What had happened was that the Local had long suffered from having Cavano running daily affairs as an able but hamstrung S-T. Former 174 S-T and still President of 174 Brewster, thanks to his overriding powers as JC-28 President, was able to still affect the finances at 174 and the financial books were in monumental disarray. Court overseers ordered a new election and a full audit to clarify the Brewster-Cavano confusion, then allowed 174's voting members to right the 174 ship. Thus began the convoluted process of fixing 174, the "backbone" of Seattle's Teamsters — which obviously was suffering from severe scoliosis.

TEAMSTER RECORD ENTERS PICTURE

Brewster's approach at 174 had been to work mysteriously and keep minimal written records of anything. To get and then keep members abreast of internal 174 news, changes, and topics of importance — and to begin a new scenario of public openness both inside and outside of Local 174 — S-T "in fact if not title" Cavano began publishing this newspaper, the *Local 174 Teamster Record*, whose first issue came out on October 20, 1958.

One of the first major stories in it involved the upcoming swab-the-decks court-ordered 174 election, which would see the votes be tallied on January 8, 1959. **George Cavano** headed the "Progress Ticket," which touted a 14-point plan that included health & welfare benefits and low cost drugs for members. Cavano and his Slate won easily.

The courts okayed the election results and the books, and Local 174 was back on track — with a now finally "legally documented" chief officer. S-T Cavano held true to his campaign promises, and one fine day in 1964 a Members' Pharmacy opened right in the 174 section of JC-28's shared Union Hall. Retirement benefits were bolstered, earning Cavano the well-deserved IBT designation as "Father of the Western Conference Pension Plan."

IBT PRESIDENT J.R. HOFFA FALLS IN 1967

At the national level charges of corruption and alleged ties with Organized Crime led to IBT President **Jimmy Hoffa's** imprisonment in 1967, and passage of the anti-Labor Landrum-Griffin Act for federal monitoring of internal union affairs.

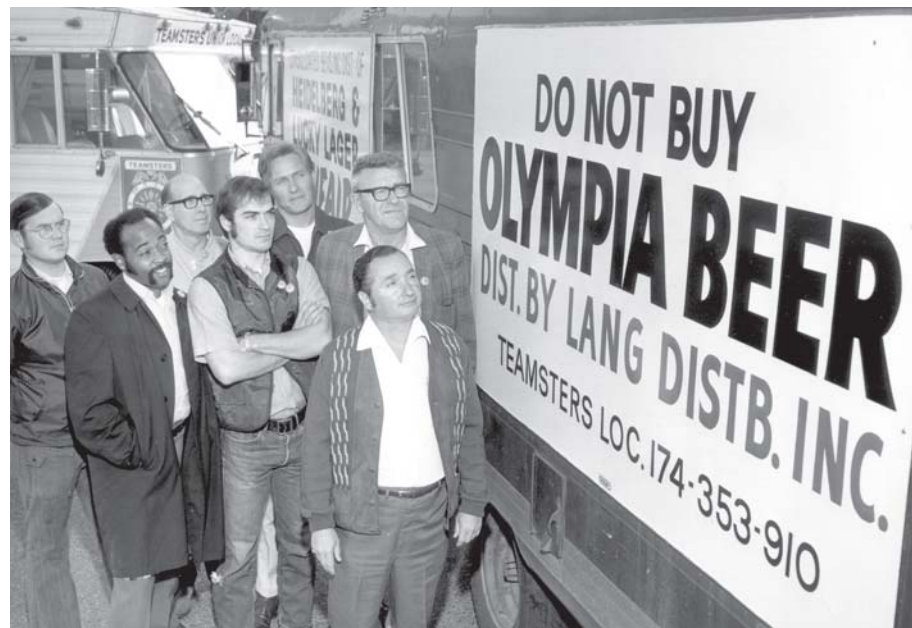
LOCAL 174'S GARBAGE BATTLE IN THE 1960'S

In the 1960's, Local 174 battled Seattle over garbage disposal. The City was leaning towards "privatizing" collection services, but the Teamsters fought to "put the City into the Garbage Business," by providing pickup service and delivery service to landfills. In 1965, Local 174 won that battle with contracts to protect Teamster jobs in the Industry.

OTHER BATTLES NOT SO SUCCESSFUL

Other battles were lost causes. In 1968, the Teamsters opposed water fluoridation, but Seattle's voters approved it. The Teamsters also fought against rapid transit, and in 1975 against the conversion of the former Sand Point Naval Air Station's unused grounds into a public park, making the odd claim that parks attracted the "cesspool of humanity." Clearly it was time for an attitude and personality change by the JC-28 Teamsters, including those run-

(Continued on page 8)



Local 174 members in the middle of the Beer Industry battling in 1981 get ready to state the Teamster case to Seattle's public. JC-28 photo.



TEAMSTERS HISTORY



Graphic Art by David Jacobsen

IBT LOCAL 174: PAST, PRESENT AND FUTURE

By BILL MCCARTHY

This special edition of the *Teamster Record* celebrates the Century Local 174 has been affiliated with the International Brotherhood of Teamsters. We have spent most of our time traversing the formulative early parts of those ten decades, talking about pioneers of the IBT, JC-28, the WCT and Local 174.

However, we don't want to stop without also featuring some of our present-day members, both Active and Retired. On this page we spotlight some of our Active Members. On page 7, we feature a few of our many Retirees.

On Sunday, February 8 at 10 a.m. at the JC-28 Headquarters Building in Tukwila, many Active Local 174 members had gathered for the regular General Membership Meeting. Many of their family members were on hand, too, waiting in the corridors and outside. The reason was, they were all invited to a Pre-100th Birthday Lunch to be held after the GMM was over, a warmup commemoration event leading up to the actual Birthday on February 19th.

The younger members of Local 174 get most of the public attention these (Continued on page 7)



Top photo: Local 174 members at the February 8 General Membership Meeting. The other pictures were taken at the post-GMM pre-Local 174 100th Birthday Lunch. Photos by Bill McCarthy.

IBT LOCAL 174: PAST, PRESENT AND FUTURE

(Continued from page 6)

days making present-day history. But many Local 174 retired members are still very involved in 174 affairs. A good number of them are in the General Teamsters Retirees Club, with their feet in the present and their eyes on the future. But they possess something most younger members don't — direct knowledge of and deep appreciation for how we got where we are now.

GTRC President **Hank Thompson**, himself a longtime 174 general member and Business Agent, interviewed some of the Club's most "active" Local 174 veterans for this special *Teamster Record*. Some of the GTRC's members go back more than 70 years as Teamsters. Hank also took all the photos below, except obviously the WWII-vintage picture.

We hope to be featuring more of Hank's "bio's" of GTRC Local 174 Retirees in future regular *Teamster Record* issues.

JIM DROSS, 86

Jim started school in Great Falls, Montana. Then his family moved to Longview, Washington in 1930. He graduated from Longview High School in 1941. He was initiated into the IBPS



Local 153 and went to work at Longview Fibre. In 1942 he enlisted in the Navy, serving four years, going to radio school. He then hooked up with the AMPHIBS hitting the beach in the Marshall Islands. He served on the *USS Collingsworth* and *USS Wharton*. He was at Bikini Island during the A-Bomb test there. The accompanying photo shows him aboard one of his ships back in those memorable World War II days.

Jim spent three years in the Aleutians, before returning to Seattle and joining Local 174 June 6, 1950. He drove semi at Arden Farms until they closed in April 1979. He was the last 174 member employed there, and then went to Darigold until he retired in December 1985. He said that although not required to attend Union Meetings it was "understood" that you would be there.

He recalled working with a couple of Irishmen who didn't care for George Cavano and decided to give him a bad time. One meeting night, the two ingrates from the Old Sod sat in the front row, and each opened a quart of beer. Jim said, "I was amazed. George was so surprised, he didn't do a damn thing." Jim has had a very active retirement, and although he has had some recent health problems, his wife Marge keeps an eye on him.

JOE MISKULIN, 93

Joe was born in Phoenix, Canada. While just a baby, his family moved to Seattle and



settled in the Greenlake-Greenwood area. He said, "My dad was a bootlegger; we never wanted for anything." Joe quit school in 7th grade and entered the working world. He cut and sold wood. Still a punk kid he started driving a coal truck.

He went to work for Elmer Piskes Coal Company and joined 174. He recalled his Business Agent was Shorty Reilley, and Frank Brewster was Secretary-Treasurer. In 1939 he got a job with Sunset Bottling and started making \$50 a week plus expenses! From 1943-1945 Joe served in the Sea Bees on Iwo Jima.

Back at Sunset he quit and drove for City Lumber for 10 years. He worked at North End Distributors, and Eastside Distributors. Joe wound up at Sid Eland from 1975 until 1981 when he retired. From 1981-1983 he ran the Odom picket line for Jesse Carr and Local 959 in Alaska.

He has restored automobiles, has a shop, and does woodworking, and he added, "I cook my own food and do my own laundry." He lost his wife in 1994 and has two children and two grandchildren.

He said he knew back in the '30's when folks from Local 174 were tipping over coal rigs to get the companies organized, that this was the Local for him.

BONNIE BLAIR, 62

Bonnie was born in Long Beach, California. Her family came to Seattle in 1948. As a



girl she played the piano and was a church organist, graduating from Enumclaw High in 1964. She was married young, had four children, and worked a couple of jobs until entering Seattle University from which she graduated in 1976 with a degree in Psychology.

Earning a living with her degree did not look promising so she investigated the potential of driving truck after reading an article about the Women-in-Trades opportunities. After spending time learning how to drive semi at a small firm in Redmond, she hired on at Coca Cola as a transport driver in March of 1977.

She became a member of Local 174 at this time. She said that after her first Union Meeting she wondered with all the yelling, "How do these guys get anything done at all?"

In 1985, on a Saturday night with her young son in the car, she was hit head-on by a drunk driver. Her son escaped with cuts and bruises, but Bonnie was in the hospital for six months and later in rehab for almost that long — beating a break in her seniority by a week. She went back to work and retired in 2002 after 25 years. She said that through her career at Coke she was thankful for the support of her fellow Teamsters and the ben-

efits of a Union Contract.

Bonnie currently has a part-time gig driving doctors around at the University of Washington Hospital, has a great time reading, loves politics, and chuckled: "I still love big trucks."

JIM FOSTER, 71

Jim was born in Hastings, Minnesota, the eldest of five boys and one girl. The family



moved to Richland in 1943, where Jim got his book learning graduating from Richland High in 1956. Following his work history from then until he retired in 2000, is like watching a whirling dervish! He worked in the grocery business, went to Central College in Ellensburg for a while, and worked on the Bomark missile at Boeing when he first came to Seattle in 1958. He made pallets, lumped freight, was in Management, and was a dispatcher, and finally a driver.

His career put him in three Teamster Locals — 741, 763 and finally for the last 16 years, 174. He married wife Margaret in 1961 and they moved back to Richland, their union producing three children.

He recalls the 741 Hiring Hall being at the Dutchman on Spokane Street, and working for Sealand, TransCor and Best Way. He wound up at Maust Transfer where he completed his working career. He said that when the Maust family ran the company it was a great place to work. Jim mentioned their loyalty to their employees and most of all the benefits he and his family received from 30 years of Teamster membership.

He elk hunted every fall until the 1980's, likes to fish, and plays cards. He and Margaret are both GTRC E-Board Trustees. I guess you could say he is still a "working" Teamster.

WILLETTE MITCHELL, 60

Willie was born in Yakima. One of four kids, her family moved to Richland in 1951,



where she graduated from high school in 1966. Early-on she worked in a burger joint and attended Columbia Basin College, hoping to become an electrical engineer. She came to Seattle in 1973 and worked at Pacific Fabrics and Goofy's Tavern.

She got started driving big rigs because when she told a boy friend she wanted to be a truck driver, "He laughed at me!" Aided by the 1970's Women-in-Trades Movement,

she got on at Glacier and she was "trained" at her "own expense." She then went to Lonestar and became a member of 174 (Glacier merged with Lonestar in 1985). She had to file a grievance to gain her seniority! Willie retired in 2004 after 29 years as a Teamster.

She said becoming a Teamster was "one of the best things that every happened to me." As such, she attended the Meetings regularly, including a trip to Philadelphia as a Delegate to the International Convention in 1996, and she served as a Shop Steward for 10 years.

Along with converting skeptical male co-workers and being on strike in 1980 for six weeks she pretty much did it all. Among other retirement activities are being a proficient photographer, and serving as GTRC'S Recording Secretary.

TONY SCANDIFFIO, 79

Tony was born in Brooklyn, New York, the youngest of 11 children and at the age of 15



he became a merchant seaman. It was his first Union job.

He was in the Service for eight years and met his wife in Seattle. He married "in the '1950's sometime." Tony became a Teamster in Local 741 in 1961 when he went to work for Consolidated Freightways, as dockworker and swamper.

Around 1963 he started at Union Pacific and transferred into 174. He worked at Acme Fast Freight until 1972, when he went back to UP Motor Freight and stayed there until retiring in 1994. He recalls that when former Secretary-Treasurer George Cavano and Nick Matula walked in the company offices, "Management all began to shiver." In those days, Cavano frequently settled beefs the workers had in person. Tony also told me that co-worker and longtime Shop Steward Jack Miller was a great Steward, militant and always prepared.

He has two kids, five grandchildren, and is very active in retirement. He bowls with a 300 game to his credit, plays golf, is a Ranger at West Seattle Golf, and volunteers at the Veterans Administration Hospital.

He has many fond memories of his years in 174, and recalled other remarkable Brothers at UP, mentioning Bob Girdley, Wally Marquart and Tom Davis. He fondly recalled the November and December Union Meetings when they gave away hams and turkeys. Tony, nicknamed "New York Vinnie" by former GTRC President Grant Nevels, is another high energy guy that helped make 174 unique.

JACK HUDI, 80

Jack was raised in the Interbay neighborhood and went to Queen Anne High. He



wound up in the Army, July 8, 1946 for a two-year stint.

He went to work at Matheny Bacon in 1949 and became a member of Local 174.

He bounced around in his early years, and went to Alaska on a herring boat two or three different seasons hoping for the big payday that never came.

He also drove for United Buckingham Meats Incorporated, Washington Asphalt, and Canton Tucker. Meanwhile, Jack got to know a politician in Ballard, who gave him a note that said, "Get this guy a job" and told him to go see George Cavano. He did, and wound up at Lang Distributors, who sold Olympia Beer.

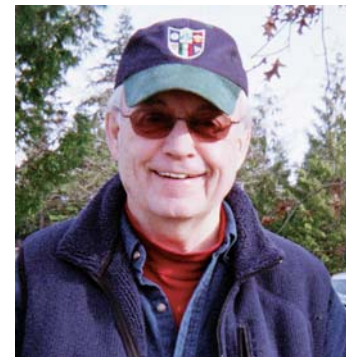
Jack became a route driver and was there until former Governor Al Rosellini bought Lang and it became Premium Beverages and then was sold to K&L Beverage in 1983. Jack retired in 1986. Reflecting on his Lang years he said fondly of his boss Joe Santone, "He kept things straight."

He had less kind recollections of Gov. Rosellini. Jack remembered, "When he was an ex-Governor he referred to himself as a friend of the working man yet he put us on the bricks for six months!" That was in the Beer Strike in 1980.

Other than getting robbed and locked in his own truck, Jack's Teamster years were good to him. He plays golf every Sunday, walks his dogs, and looks after his wife who has some health problems. He still gives a golf ball a good ride.

CLINT COPELAND, 70

Yakima-born Clint was one of six kids and was aptly nicknamed "Clinker." The family



moved to Ballard, then to Burien where he attended Highline. He joined the Marine Corps and served from 1956 to 1958.

After the Service he worked at several places including Boeing, insulated houses, and when at Chef Canning Co. Clint managed to talk his co-workers into joining a union.

When they all backed out at the last minute, he went into the bosses' office and negotiated his own contract! Clint says that later when he went to work at Northern Pacific Transport and joined Local 174, "I found out what a Union was all about!" That was on September 17, 1963 and the Company went through a series of name changes, but was always referred to as the "BN."

Copeland served as a Shop Steward and was on the Election Committee in 1977 and was the guy who had to tell incumbent Secretary-Treasurer Bill Simmons that he had lost the election. He became an employee of Local 174 in 1985 as a piers organizer, became a Trustee 1985-1986, then was a Business Agent with 174 until he retired on June 30, 1994.

Clint also served as 174 President, surprising many by allowing opposition to have a say at meetings. He noted he learned a lot about contract language from officemate Don Stober.

Travel, golf, 22 grandchildren and 11 great-grandchildren keep him hopping in retirement.

Clint's father Russell was also a 174 member, from 1946-1976. Yes, Union genes are important.

LOCAL 174 A POWERFUL PRESENCE

(Continued from page 5)

ning Local 174. Things had gotten bothersome to many general members as nationally, the IBT had gained wide “repute” as the leader of the conservative wing of the Labor Movement for its support of the War in Vietnam and its backing of Republican President **Richard Nixon**, who pardoned Hoffa in 1971. In 1974, resigning before getting impeached for the Watergate scandal, Nixon later got his own pardon from new unelected Republican President **Gerald Ford**. In fairness, though, it was hard for the IBT to deal with Presidents.

U.S. PRESIDENTS OFTEN NOT TRUE LABOR FRIENDS

In the 1970’s, an activist Local 174 member rankled employers and Union leaders alike by refusing to shave his beard. Seattle’s “Hippy Teamster” made headlines while fighting for democratic reforms in Local 174. Eventually the Local 174 leaders hired that hippy as a business agent — but without his beard. Nationally, the Teamsters faced “hairier” issues than bearded hippies.

Deregulation of interstate trucking started quietly under a supposed friend of Labor, 1977-1981 Democratic President **Jimmy Carter**. Then came eight years of horribly anti-Labor policies under Republican President **Ronald Reagan**, who served 1981-1989. The anti-Union onslaught from the White House continued under Republican President **George H.W. Bush**, 1989-1993.

Another supposed but not true friend of Labor, Democratic President **Bill Clinton**, 1993-2001, opened the U.S. door to the North American Free Trade Agreement and the global mess that has followed it.

Republican President **George W. Bush**, 2001-2009, topped all the others in the damage he inflicted on unions.

BEER INDUSTRY BATTLES IN 1981

During the first half of 1981, Local 174 was locked in a bitter strike with Premium Distributors, partly owned by former Washington State Governor **Albert D. Rosellini**, which hired non-union beer truck drivers and refused to negotiate. After months of picketing, 174 spent \$1,000 on interior bus ads targeting Premium’s primary client, Olympia Brewing, which had just launched a multi-million-dollar campaign with the theme that Olympia was made by invisible “Artesians.” The Union’s “*I Seen ‘Em: Scabs Delivering Olympia*” slogan horrified the brewery, which forced Premium to settle the strike in June 1981, just weeks after the Union’s ads appeared.

REAGAN FIRES PATCO MEMBERS IN 1981

President Reagan’s mass firing of striking PATCO air traffic controllers in August 1981 was the opening move in a conservative all-out attack on the rights of Labor that has lasted until today.

UNION BUSTING IN SEATTLE IN 1981

Coordinated “union busting” first appeared locally among Greater Seattle’s beer distributors. Local 174 used satirical, consumer-oriented advertising to target non-union distributors of Rainier and Henry Weinhard’s. It also intensified its promotion of a national boycott of Coors, the national “poster child” of union busting. Not every campaign succeeded, but Local 174’s use of modern advertising techniques and media was a major innovation in the mid-1980’s.

IBT GENERAL PRESIDENTS ATTACKED INCESSANTLY

At the national level, the Federal Government attack on the Teamsters Union that started with mostly obscure boring hearings with **Dave Beck** and became a much ballyhooed public spectacle with the multi-faceted persecution of **Jimmy Hoffa**, continued after their demise. It became commonplace to see the Feds punishing Teamster GP’s. President **Frank Fitzsimmons** died in 1981 while under federal investigation. The next year his successor, **Roy Williams**, was convicted of bribery. President **Jackie Presser** followed him to prison in 1985 amid a growing rank-and-file movement calling for democratic reforms in the IBT. **William McCarthy** became President and negotiated settlements with the Federal Government and the Teamsters’ 1988 return to the AFL-CIO. Three years later McCarthy was succeeded by **Ron Carey**, who was the first Teamster President directly elected by the members in federally-supervised elections. Carey, though, was forced out of office over campaign violations and replaced by **Jim Hoffa** in 1999. Hoffa remains IBT General President today.

LOCAL 174 SECRETARY-TREASURERS

Local 174 is known far and wide for having a vigorous and outspoken rank-and-file membership, and hotly contested Secretary-Treasurer elections. Due to a lack of available records, we won’t try to go back in this special *Teamster Record* to 174 S-T elections before **Frank Brewster’s** election as the Local’s Secretary-Treasurer in 1929. There was some disagreement in those days over whether Brewster ended his time as 174’s S-T at the end of 1951 or at the end of 1952. His successor as 174’s S-T, **George Cavano**, though, was either “act-

ing” or “actual” S-T from 1952 until 1975. Since Cavano’s 1975 retirement Local 174 has featured hardfought S-T campaigns. The following Secretary-Treasurer summary of the past 34 years features names that are quite familiar to most veteran 174 members and retirees — and quite unfamiliar to the Local’s younger, often history-aphathetic members.

Bill Simmons served as 174’s S-T from mid-1975 through 1976 after the mid-term retirement of Cavano. Simmons after a short run was followed as S-T by **Bob Cooper**, who served two terms, 1977-1982. He was followed by **Wayne Triplett**, who served from 1983 to mid-1986, when he retired in mid-term. The next S-T, **Al McNaughton**, served from mid-1986 until he retired at the end of his one full three-year elective term in 1991. In the open 1991 Local 174 S-T campaign with outgoing lame duck McNaughton watching from the sidelines, a fierce battle ensued involving three slates of candidates. In the S-T race, **Bob Hasegawa** defeated his two opponents, and thereafter served as 174’s Secretary-Treasurer 1992-2000. **Scott Sullivan** was elected Secretary-Treasurer in the 2000 election and then served as S-T from 2001-2003. In the 2003 Secretary-Treasurer election, **Dan Scott** won, and he was Local 174 S-T from 2004-2006. In the 2006 S-T election, current Local 174 Secretary-Treasurer **Rick Hicks** won, and he has led Local 174 since January 1, 2007.

LOCAL 741 REJOINS LOCAL 174 IN 2002

In the old days, Local 741 did not exist. Its members were just regular 174 members. Then many of 174’s long-haul drivers broke away to form Local 741 in 1955. Local 174 became the short-haul drivers Local. Common sense reigned finally, though, and the two driver Locals’ memberships voted for a merger to eliminate wasted money and effort when teamwork was a better choice. In 2002 this took place. Now in 2009 it is like the two groups had never split up.

UPS STRIKES IN 1994 AND 1997

For years the largest 174 employer has been United Parcel Service, founded in Seattle in 1907. In 1994, Local 174 distinguished itself and furthered its reputation for militancy in the “70-Pound Strike.” Then-IBT General President **Ron Carey** called for a nationwide Unfair Labor Practice Strike against UPS for their failure to bargain with the Teamsters over an increase in the maximum weight of their packages. This “call to arms” was perhaps the greatest indicator of the political turmoil Carey’s election brought to the IBT, as the vast majority of Locals nationwide chose not to honor the GP’s request. Local 174 was one of only two Locals on the West Coast to walk off the job in support of not only the issue, but Carey. The militancy was rewarded later with word that UPS had agreed to a new policy for handling these packages. UPS members, most for the first time, came down to the Union Hall, spilling out into the street to hear details of the agreement they had won. When asked from the podium, “*What time is it?*” — the crowd thundered back, “*UNION TIME!*”

At that moment, all in attendance knew they had become a force with which UPS would forever have to reckon. In 1997 bolstered by the success of the few participating Locals in the “70-Pound Strike,” UPS workers nationwide went on strike for the first time in their history. More than 185,000 UPS workers represented by the Teamsters Union walked off their jobs for 15 days over part-time workers and pension funds. UPS capitulated and agreed to pay increases and continued control of pension funds by the Teamsters.

WTO DEMONSTRATION IN 1999

Teamsters Local 174 joined with other unions, environmentalists, and human rights advocates to protest globalization during the 1999 World Trade Organization meeting in Seattle. While the vandalism of a few young radicals and their clashes with police made international headlines, the image of “Teamsters and Turtles” marching together established a new and powerful icon for progressive Solidarity around the world.

NEWSPAPER STRIKES 2000-2001

Teamsters also respected the picket lines of newspaper workers during the 2000-2001 strikes against the *Seattle Times* and the *Seattle Post-Intelligencer*. Those were ugly disturbances, but many Local 174 and Local 763 members helped their fellow unionists, with good reason. Both Teamster Locals have “fellow” workers who also are employed by the Seattle Times Company.

OAK HARBOR FREIGHT LINES ULP STRIKE

Ironically, the 100th Birthday of Local 174 has come during the ongoing Oak Harbor Freight Lines Unfair Labor Practice Strike, which started way back on September 22, 2008. Local 174 is one of several Teamster Locals in Washington, Oregon and Idaho involved in this very distasteful ULP Strike. At press time, no end was in sight. However, this battle with a greedy Freight Company will be dealt with like all past Labor struggles that have affected Local 174, and the Teamsters intend to emerge victorious.

MANY ADVANTAGES TO BEING AN IBT AFFILIATE

By IBT COMMUNICATIONS

The Teamsters are America’s largest, most diverse Union. In 1903, the Teamsters started as a merger of the two leading Team Driver Associations. These drivers were the backbone of America’s robust economic growth, but they needed to organize to wrest their fair share from greedy corporations. Today, the Union’s task is exactly the same.

The Teamsters are known as the champion of freight drivers and warehouse workers, but have organized workers in virtually every occupation imaginable, both professional and non-professional, private sector and public sector.

Our 1.4 million members are public defenders in Minnesota; vegetable workers in California; sanitation workers in New York; brewers in St. Louis; newspaper workers in Seattle; construction workers in Las Vegas; zoo keepers in Pennsylvania; healthcare workers in Rhode Island; bakery workers in Maine; airline pilots, secretaries and police officers. Name the occupation and chances are we represent those workers somewhere. There are nearly 1,900 Teamster affiliates throughout the United States, Canada and Puerto Rico, with the following breakdown:

Teamsters Locals, United States — 440; Teamsters Locals, Canada — 35; Brotherhood of Locomotive Engineers and Trainmen Locals — 573; Brotherhood of Maintenance of Way Employees Division Locals — 635; and Graphics Communications Conference Locals — 206.

Teamsters stand ready to organize workers who want to bargain collectively. Once a contract is negotiated and signed, the Union works to en-

force it, holding management’s feet to the fire and invoking contract grievance procedures if management chooses not to. Wages and benefits under Teamster contracts are markedly better than those of non-union employees in similar jobs.

Teamster contracts are the guarantors of decent wages, fair promotion, health coverage, job security, paid time-off and retirement income.

The Teamsters Union also performs vital tasks in such areas as pension management, safety & health, community outreach, governmental affairs, and communications. For more than a Century, the Teamsters have been a public voice for the rights and aspirations of working men and women and a key player in securing them.

GET TO KNOW THE TEAMSTERS

The best way to celebrate Teamster History is to highlight the actions and events that improved working and living standards for American families and communities. Learning about the struggles and victories of the past will help Union leaders, members and non-members alike appreciate the contributions Teamsters made not only to Labor History but to American History. The stories, photos, audio recordings and videos that are available on the IBT Website are fortunately not just half-forgotten mementoes of past glory days. They are a living testament memorializing the marches, strikes, tears and victories of the past, and they also form a foundation of tradition, strength and pride upon which Teamsters all together build our future. All 174 members should check them out.