

WORKERS' POWER

SPECIAL TEAMSTER ISSUE—March 31, 1976

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SOCIALISTS IN THE UNION

The worst dreams of the trucking companies and the leaders of the Teamsters union are coming true. There is a powerful rank and file movement in the Teamsters demanding that the union use its power for the workers and against the company, rather than the other way around. For the first time the movement is organized (Teamsters

for a Decent Contract and UPSurge) and it keeps growing.

THEY'LL TRY TO DISCREDIT A WORKERS' MOVEMENT

The companies and the IBT leaders know that the strength of the movement is in its unity, and they are trying every trick to break

that unity. The latest trick is called red-baiting. Fitz and Company hope that if they slap the label of "socialist" on this movement, then its thousands of supporters will be instantly bent out of shape, will go home, and realize how much better it is to let Fitz and his mafia friends run the union in peace.

WE'RE PROUD TO BE FIGHTING THE BOSSES

Teamster members of the International Socialists have never made any attempt to hide their participation in the leadership of TDC and UPSurge, along with many more non-socialist Teamster rank and filers. Indeed we have discussed this several times in our newspaper Workers' Power that we sell openly at as many barns, warehouses, hubs and centers as we can. But now the companies and Fitz's henchmen are putting out little slander sheets which they don't

even have the guts to sign, pretending that they have discovered something new.

HIDDEN FROM HISTORY

Yes, there are certainly socialists active today in the new rank and file movement. But what Fitz will not tell you is that it was socialists who were crucial in building the Teamsters union in the 1930's, as well as most of the other major unions in this country. This special edition explains that history, and how socialists are still playing a key role in the Teamsters union today.

SET THE RECORD STRAIGHT

"I wouldn't agree with Farrell Dobbs' political philosophy or his economic ideology, but that man had a vision that was enormously beneficial to the labor movement. Beyond any doubt, he was the master architect of the Teamsters' over-the-road operations."

—Jimmy Hoffa

Jimmy Hoffa never liked socialists. He was a Republican, in 1960 he supported Richard Nixon.

He firmly believed in American capitalism, including his own right to make a million off the dues and pensions of rank and file Teamsters.

Nevertheless, Hoffa knew who first organized the Teamsters union. He was there and he was willing to give credit where credit was due.

In his first autobiography, *The Trials of Jimmy Hoffa*, Hoffa wrote that Farrell Dobbs, the Minneapolis socialist, "was the master architect of the Teamsters' over-the-road operations," the campaign that organized truck drivers

in the midwest.

DOBBS' VISION

He also wrote that Dobbs "had a vision that was enormously beneficial to the labor movement.

"His plan to use over-the-road drivers—the long distance operators—to spread the word about Teamsters to all parts of the nation was very successful, especially as he reasoned—most accurately, as it turned out—that improvements would follow for other drivers all along the line."

Hoffa was 21 when he met Dobbs. He had just finished leading the now famous Kroger's strawberry strike, and had been

appointed Business Agent for Detroit local 299.

HARD TIMES

It was 1935, the middle of the great depression. Hoffa wrote that "whole families, sheltered by worn blankets, lived in city parks, and fathers scrounged through garbage pails for the ingredients of mulligen stew."

"The unemployed of Detroit were angry—at the employers, the city, the state, the federal government, the cops who harassed them and were unsympathetic to their plight."

Hoffa also wrote that "radicals and communists filled the city. They spoke on street corners and in park clearings. They orated beside the lines that formed before the factory employment offices."

FIGHTERS WERE CALLED "REDS"

In 1935 Jimmy Hoffa himself was often called a "red" and an "outside agitator." But then so was anyone who was willing to stand up and fight for what was right for workers.

Therefore, Jimmy Hoffa did not find it strange when he was assigned by the union to go to Minneapolis to work for Farrell Dobbs, the famous socialist.

Dobbs was then involved in the organizing drive that led to the formation of the Central States

Drivers Council. He used Local 574 in Minneapolis as his base. Hoffa was sent along to learn what he could.

"BETTER THAN A UNIVERSITY EDUCATION"

"It was better than a university education," he wrote later. The socialist Dobbs was a "crackerjack organizer" and a "brilliant strategist."

Hoffa helped Dobbs organize the Central States Drivers Council. It later became the Central States Conference of Teamsters.

HE TOOK DOBBS' TACTICS

Hoffa of course went on to make the Teamsters union the most powerful union in the world, also the most corrupt.

He borrowed the tactics developed in Minneapolis, but he took nothing else. He did not believe in Dobbs' vision, that workers could run society, and they had to begin by running their own unions.

He believed only in power, and mainly for himself, his families and his cronies. He would do anything to get that power. Naturally he was willing to bring the Mafia, and a thousand local gangsters into the union, including those who killed him.

POLITICS FOR THE RICH

He also preferred leaving politics to the millionaires, businessmen, and bankers. Truck drivers, he believed, should stick to driving trucks.

Still, he knew the Teamsters union. And anyone who wants to call socialists "outsiders" or "anti-union" would do well to remember what Hoffa said and wrote about the Minneapolis socialists. For the rank and file is on the move again. And as always, corrupt union



Farrell Dobbs

officials and bosses will try to use a "red scare" to discredit a powerful workers' movement. That's what's happening to the TDC and UPSurge today.

Truck drivers now carry the news of the TDC and UPSurge across the nation, and all workers will benefit from their success. Socialist are again among the leaders, but this time the fight is a little different. In the 30's truckers fought to get a union—now we've got to fight to get it back. Teamster power is on the rise!



Jimmy Hoffa

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RE-BIRTH OF OUR MOVEMENT

IBT Ranks On The Move

When you look at almost every real struggle of workers over the past fifty years, one thing becomes clear: fighting back against the bosses is a "do-it-yourself" business. Ordinary working people have no one to rely on but themselves. The trade union leaders won't fight in our interests. They don't have any good reason to. Unless the rank and file push them into it. After all, the union leaders don't have to live and work under the conditions they cheerfully accept for thousands of their

workers would have passed almost unnoticed.

If it hadn't been for Teamsters for a Decent Contract (TDC) and UPSurge, these contracts would have gone by with no gains for the Teamster rank and file.

TEAMSTERS FOR A DECENT CONTRACT

The Teamsters for a Decent Contract is exactly what it says—a rank and file organization of

short months it has become a major force on the negotiations for the Master Freight agreement. The thousands of Teamsters in TDC haven't got within a mile of the bargaining table, but you can bet your life that their spirit is hovering over Fitzsimmons' shoulder every minute of the day.

UPSURGE FIGHTS ON

The UPSurge movement goes a little bit further than TDC. UPSurge is a permanent organization pledged to resist the atrocious working conditions imposed on UPS employees. [See box for UPSurge program.] UPSers that agree with the program should join UPSurge.

At the moment the main focus for this fight is the upcoming Central States contract. And quite a fight it's going to be. UPSurge is so strong that the union bureaucrats are now openly talking about a sanctioned strike against United Parcel Service because it has become crystal clear that there is going to be one anyway, and they hate to be exposed as irrelevant.

MILITANTS TAKE THE LEAD

TDC and UPSurge are powerful movements that have been built in the Teamsters union. Movements like these don't happen by accident. Somebody starts them.

Who started TDC and UPSurge? The answer is militant rank and file Teamsters. That's right, some of them are socialists, just like in the 30's. That some of the founders of these two movements are socialists isn't any big secret, they have been quite open about it.

SOCIALISTS FIGHT FOR WORKERS—NOT BOSSES

But if you think about it, even if you hadn't known for certain, it is

pretty obvious that there would be socialists among the initiators of any movement designed to get a fair deal for workers. Because that is what socialism is all about.

It is no accident that socialists are effective working class leaders. Because socialist politics are based on the knowledge that the interests of the bosses and those of the workers are directly opposed. Socialist politics are concerned only with advancing workers' interests. So socialists are ready to fight unconditionally for the working class.

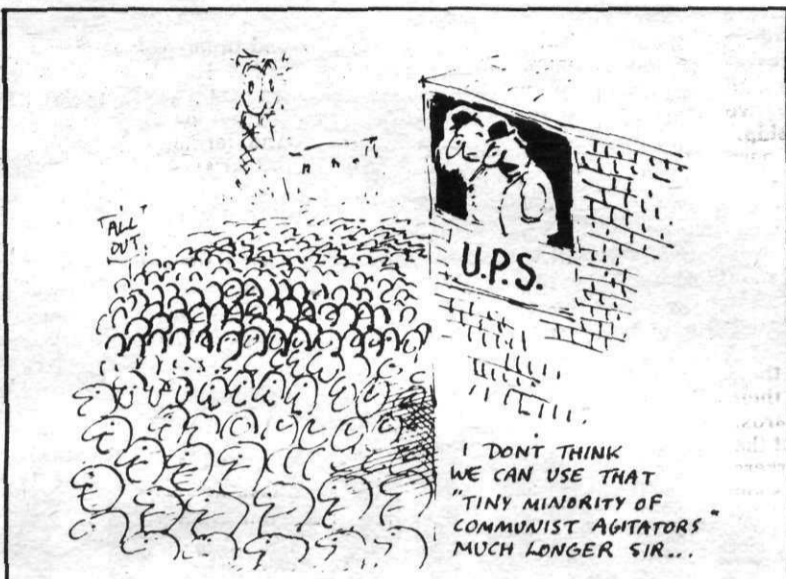
Most labor leaders sympathize with liberal or conservative politics. Their politics tell them that when they try to get something for workers, they must do it without hurting the bosses. So they are not ready to fight unconditionally for workers. Often they are caught in the middle and have no solutions.

A large part of the reason that the bosses and union bureaucrats

are so powerful is that they have their own national organizations. They are a small minority compared to the working class, but they are quite effective at keeping the rank and file down and disorganized. This brings us to the second reason that socialists are effective working class leaders. Socialists too, realize that being well-organized is essential to being effective.

The International Socialists (I.S.) members who have been active in TDC and UPSurge from the beginning, bring to their work and to the movement itself, the strengths of a national organization. I.S. members have communication with other members in many locals and can pool their experiences and resources.

More than that they can use their organization to break down the isolation that many Teamster militants felt at the beginning. The bureaucracy didn't have a monopoly on organization. The value of that cannot be over-estimated.



members!

So if they can get away with it, without upsetting too many of the members who pay their over-sized salaries, they will always take the easiest route, and sell out.

ONLY THE RANK AND FILE

Only the rank and file, organized shop by shop, barn by barn, local by local, has both the will and the means to put up a fight. This was never more true that this year in the Teamsters Union where major contracts for freight and UPS

Teamsters fighting for a decent contract. It is no more and no less. Its program for a decent contract is straightforward [see box]. The TDC welcomes any Teamster ready to fight for this program to join its ranks.

TDC started last August, with only a handful of people. By mid-March it was firmly organized by locals in 60 cities.

A MAJOR FORCE

Even according to the influential Business Week magazine, in six



The Programs of the TDC and UPSurge

Teamsters can judge for themselves whether to support TDC and UPSurge. But they should judge these movements on what they stand for, not what someone says they stand for. That is why we have reprinted the TDC program from Convoy, the TDC paper and "The Big Idea" program from the UPSurge paper. These are not socialist programs, but they represent a real step forward for workers. That is why we in the International Socialists are proud to support them. But every rank and file teamster, not just the socialists, should support them too. For only a shareholder in a trucking company or a full timer of the International union should be against what they stand for.

THE TDC PROGRAM WHAT WE NEED

1. Protect our wages. ruin unlimited cost of living clause with no cap.
2. Protect our families. Company paid health and welfare on laid off employees up to one year. 100% health and welfare coverage.
3. All overtime voluntary and paid double.
4. End slavery for road drivers. 1½ rate after 40 hours. Voluntary dispatch after 40 hours.
5. 100% Job protection in mergers and changes of operation.
6. End casualization. Full union protection and benefits from first day of hire.
7. New Grievance Procedure. Innocent until proven guilty. Restore the 24-hour strike to the terminal. Settle grievances at local level.
8. Protect our lives. Maintain all safety and maintenance standards. Log books to be kept in vehicle. No employee shall be asked to break any law, DOT, or OSHA regulation.
9. Paid sick leave up to 12 days a year.
10. Premium pay for week-end work. Stop the Wednesday thru Sunday work week.
11. Right to vote. All supplements and riders to be voted on separately by the workers affected.
12. All conditions (holidays, work rules, start times, etc.) brought up to the highest standards enjoyed by any area of the country.

WE DEMAND OUR BASIC RIGHTS. We have a right to our jobs, fair wages, a real grievance procedure, a safe job, and a chance to vote on our contracts. **WE MUST BE PREPARED TO REJECT ANY CONTRACT THAT DOES NOT GRANT OUR BASIC RIGHTS!**

OUR BIG IDEA

UPS has a Big Idea — making big money by working us to death. We have a different Big Idea. UPSurge stands for:

A NATIONAL CONTRACT

A national contract with the best conditions extended to all. No more local strikes which are isolated and defeated.

RANK AND FILE CONTROL OF BARGAINING

The IBT officials are now talking about a national UPS contract. It won't be any better than our local ones if we don't have a say in it. The rank and file know what they need. We must elect the bargaining committees.

ELECTED BUSINESS AGENTS AND STEWARDS

We need representatives who are responsible to us and not beholden to the union officials that appointed them.

A NEW GRIEVANCE SYSTEM

Innocent until proven guilty — no discipline until the entire grievance procedure is exhausted. Local right to strike over grievances.

NO DISCRIMINATION AGAINST MINORITIES AND WOMEN

Full union support in cases of discrimination. Don't let UPS divide us by playing black against white, women against men.

AN END TO MILITARY DRESS AND APPEARANCE STANDARDS

Just like the Army, UPS uses regimentation and ridiculous appearance standards to try to turn their workers into robots. We say: the union should put an end to this BS immediately.

FULL WAGES AND BENEFITS FOR PART-TIMERS

No new part-timers hired. Present part-timers should have the option of keeping their jobs or getting first option on new full-time jobs. No more playing part-timers off against full-timers.

BUILD A RANK AND FILE MOVEMENT IN UPS AND THE TEAMSTERS

Only a strong, organized rank and file movement among UPSers allied with other Teamsters can win these things. They've kept us divided, isolated and in the dark too long. **JOIN THE UPSURGE!**

TDC program reprinted from Convoy, weekly newspaper of the TDC. "Our Big Idea" reprinted from UPSurge, the paper of UPS workers.

1934: TEAMSTER REBELLION

The 1934 Minneapolis Teamster strikes ended in August when Brother Sloan signed off over the loud speaker at strike headquarters with these words:

"This is station 574 broadcasting with 7500 pickets, 450 cruiser cars, 16 motorcycles and 2 airplanes, by authority of the Strike Committee of 100."

Brother Sloan could have added that this rank and file union organization had a commissary of 100 volunteer cooks and waiters serving 4000 to 5000 people daily. That it had its own emergency hospital. And a daily strike paper that printed thousands of copies.

This whole operation was guarded by a squad of machine gunners on the roof. From here rank and file Teamsters went out in groups of 5 to 600 to whip the police, the scabs and the bosses.

A SCAB TOWN

When the strikes began in January, 1934, Minneapolis had been a scab town where a worker was treated like a dog. But every dog has his day, and when the strike ended it was a union town.

Before the strikes, coal heavers worked like mules, sixty hours a week for eighteen dollars.

Drivers with their own rigs were paid by the ton for delivery—and paid damn little. Carrymen were under-paid by the ton for toting heavy baskets of coal on their shoulders, sometimes up two or three flights of stairs.

And things were as bad or worse elsewhere in the trucking industry. Wages were from ten dollars to about 18 dollars for a week of 54 to 90 hours.

There was no seniority system. No job security. No grievance procedure. No health or safety regulations.

The Teamster locals which represented these workers were small

and weak. Local 574 which led the organizing drive had 75 members when the drive began. So how did this incredible growth in membership—to 10,000—take place?

It didn't happen by accident. Rotten conditions make people angry—but anger doesn't always make them fight the boss. And an angry fighter isn't always a good fighter.

Minneapolis workers won the three strikes of 1934 and organized the local trucking industry because they were led by a group of socialists. These socialist Teamsters had a plan and a strategy that could be successful.

The socialists saw that most of the union officers of that time, like most of ours today, weren't going to help the rank and file.

The officers wanted to keep their positions, they didn't want to fight the employer if they could avoid it. Dan Tobin, head of the International, and the Frank Fitzsimmons of his time, was against organizing most workers.

NO CONFIDENCE

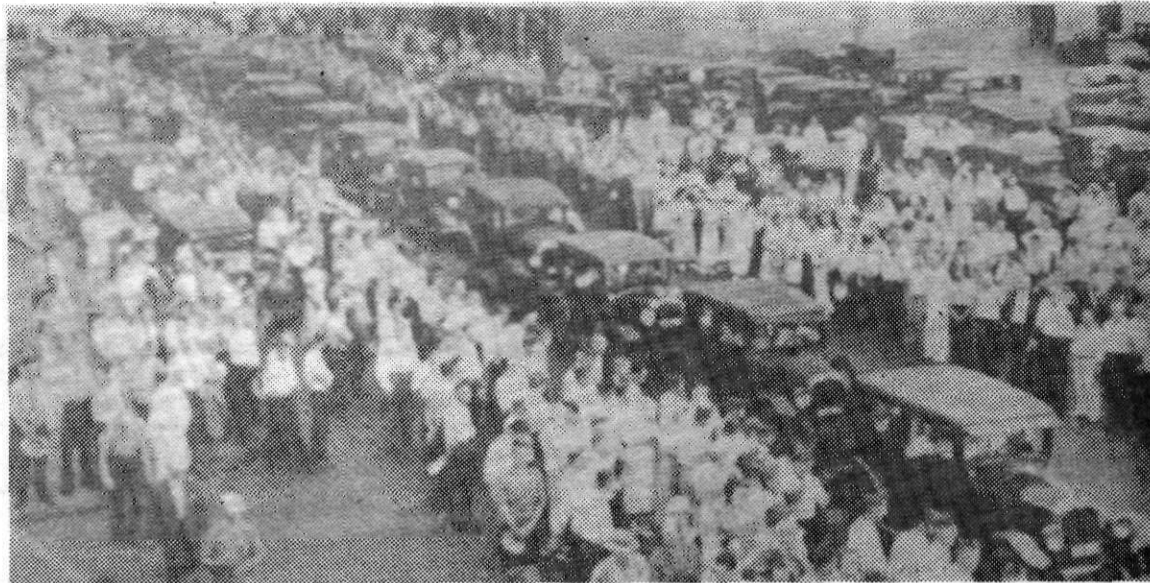
He opposed strikes at all costs. The union officers had no confidence in the rank and file to do anything, and no desire to do anything themselves.

The socialists' politics told them that the Teamster workers couldn't trust the city government, or President Franklin Roosevelt and his new Labor Board. And they turned out to be right.

The city called out the cops, deputized local businessmen and hoodlums, and turned them on the workers by the hundreds, killing two strikers.

And the Labor Board tried at every step to keep the union's gains as small as possible. It acted as errand boy for the bosses.

But the socialists had a strategy which could overcome these diffi-



A procession of Local 574's members and "cruising pickets" during a massive funeral ceremony for a murdered union member.

culties. A strategy based on their revolutionary politics. Its heart was always to organize the rank and file, to use the talent and creative ability of the union membership.

The socialists realized that hard times were making people angry, that they wanted to fight back. They knew that a modest victory would show people that it was possible to do something. A good beginning would build the Teamsters' confidence in their power and organization.

The socialist workers began their efforts in 1930-31 when two of their members got jobs in the coal yards. They fought the union to accept the membership of the coal workers and they called a strike soon afterwards on February 7, 1934. Winter was the best time to strike.

These 600 rank and file coal workers shut down all of the more than 60 coal yards, using cruising picket squads in volunteered cars.

WON RECOGNITION

And they won union recognition February 9. A contract with improved wages, hours and conditions soon followed.

Several workers realized that the socialists were coming up with the winning strategy and tactics for their movement. So they joined the socialist organization.

This was an important start. No Teamster strike had been won in Minneapolis for a quarter of a

century. But now they were winners. Union buttons appeared on the hats of the coal workers and word of the victory spread.

Next, Teamsters had to organize the rest of the trucking industry.

A rank and file organizing committee was elected. It met on a more or less equal footing with the union executive board. This committee trained volunteer worker organizers to go out and recruit new members.

The workers made up their own wage and hour demands for the contract. Union meetings were held regularly to discuss all matters of concern to the members.

The socialist leadership in the rank and file organizing committee knew it was important to line up every sympathetic group on the side of the union.

Women weren't working in the industry at that time, but at strike headquarters the wives handled the commissary, the telephones, and the first aid station. At one point 700 members of the women's group marched on city hall to protest police attacks on the strikers.

Volunteers from IBT 574 went to other union meetings to explain the issues and get the help of workers there. Union carpenters built the facilities in the strike headquarters. Union cooks and waiters trained the strike commissary staff. Other unions contributed money, pickets,

and other help.

The Teamster rank and file also made alliances with farmers groups who might be hurt by the strike. And farmers contributed food to the strikers.

Unemployed workers affiliated their organization with the Teamster local, and the Teamster local took up the demands of the jobless. Because the unemployed were involved in the union and the strike, they wouldn't scab against it.

The Teamsters, the rank and file teamsters, their wives and their allies shut down Minneapolis. They made it a union town. It took eight months, with about seven weeks of strike off and on.

But when it ended workers were paid 40 to 50 cents per hour. The work week was 40 or 48 hours. Seniority was protected. There was a grievance procedure.

The union was established throughout the trucking industry. And most workers were union members.



Building the CIO FORGED IN STRUGGLE

The Minneapolis Teamsters' strikes of 1934 took place in the middle of the great depression.

Millions of workers were unemployed, some were starving. The vast majority of industrial workers, including truck drivers, were unorganized. Sometimes earnings were less than 25c an hour.

Nevertheless, the AFL officials, like the George Meany's of today, were well-fed and complacent. They lived on high salaries, with lush expense accounts in a private world of their own.

Dan Tobin was president of the Teamsters in 1934. He was the Frank Fitzsimmons of his day. He was content to collect the dues of the "respectable workers," the driver-salesmen who were organized strictly along craft lines.

He called road drivers "riff-raff."

The Minneapolis Teamsters changed all this. They broke with the craft unionism of the AFL, and organized along industrial lines, to give the workers real power. They organized inside workers, dock

workers. They organized road drivers. They organized the unorganized.

And they were not alone. In 1934 the whole labor movement shook loose, in the next decade the great industrial unions were built.

In 1935 rubber workers in Akron, Ohio sat down and won. The next year, the great auto sitdowns in Detroit and Flint were organized. The mighty G.M. Corporation was defeated and the UAW was well on its way to becoming one of the major unions in the country.

Rank and file workers, in industry after industry, forged their own solutions to their own and to the nation's problems. They created democratic unions, like Teamsters Local 574 in Minneapolis, which represented the members despite the mass unemployment of the thirties.

And, in almost every case, in San Francisco, in Toledo, in Detroit, just as in Minneapolis, socialists played a leading role.

Today we are entering a new period. The business unionism of

Frank Fitzsimmons is a dead end. It cannot stop the unemployment. It cannot stop the speedup and harassment.

At the same time the prosperity of the 1950's and 1960's is slipping away, and the squeeze is on. There was a major depression last year, and there is worse to come.

Today's alternative to business unionism is militant trade unionism—100% class struggle unionism. It is an organized rank and file movement.

In union after union, the rank and file is on the move. In the Teamsters, in the UAW, in the miners union. The International Socialists, like our predecessors in Minneapolis, are part of the fight.

The point now is not to be distracted by red-baiting, but to get down to the job at hand.

Rank and file Teamsters, if united and ready to take bold action, can win. And in winning they will once again show the way for the whole labor movement.

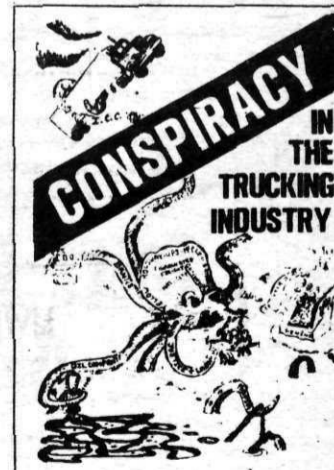
There is a conspiracy in the trucking industry. Lloyd Hicks of Miami Local 320 is dead because of it. Ambrose Bentele, a Chicago UPS driver was killed by the conspiracy too.

They both were murdered differently: Lloyd Hicks by gangsters, Ambrose Bentele by UPS, but both are victims of the conspiracy. The conspiracy threatens us all. It threatens your job, your health, your family, and yes, it threatens your life.

Together we can put an end to this conspiracy. But first we must learn what it is, who's behind it, and how it works. Conspiracy In The Trucking Industry tells all about this infamous conspiracy and what it will take to defeat it. We suggest you read the pamphlet. Learn the facts. And join the opposition to this conspiracy. As the pamphlet says, "Either lead, follow, or get the hell out of the way—because the fight is on!"

Conspiracy In The Trucking Industry is a must for every Teamster!

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Five or more copies—30c each
Order from: Sun Distribution, 14131 Woodward Ave., Highland Park, Michigan 48203.



What Are They Afraid Of?

When a movement of ordinary working people becomes powerful, it terrifies both the union bureaucrats and the companies. They look around for the cause of this terrifying phenomenon. They decide that socialists must be to blame for building a workers' movement.

So they start a vile campaign of slander and intimidation against them. AND THEY FAIL. They don't realize that it is capitalism, not socialism, that created the movement.

CAPITALISM IS THE VILLIAN

It was capitalism, not socialism, that cut Teamster wages through inflation. It was capitalism, not socialism, that forced thousands out of jobs, brought massive speedup to those who were working; and it was capitalism, not socialism, that murdered Teamsters by the score through faulty equipment.

THEY THINK WE'RE TOO STUPID TO FIGHT BACK!

Yes, capitalism created the TDC

and UPSurge, not the socialists who are a tiny minority, even among the leaders of those movements. But the bosses and bureaucrats won't even believe that there are any people who aren't socialists, "commies" or "reds" in the lead. They have such contempt for the workers they exploit, that they really believe workers who have nothing to do with socialism are too stupid to fight back! They will learn their mistakes eventually. But by then it will be too late for them.

All across the country, union bureaucrats have been trying to label the TDC and UPSurge as "communist organizations." In Chicago they have had the cooperation of UPS. The company invited a Business Agent from Local 705 to an in-plant meeting to attack UPSurge as "socialist."



Bureaucrats have labeled TDC and UPSurge as "communist organizations."

Workers' Power

Workers' Power carries more news on the rank and file Teamsters movement than any other paper in the country. Workers' Power has had regular coverage of Teamsters for a Decent Contract (TDC) since its founding last August. UPSurge, the movement of UPS workers is also reported on.

Just recently Workers' Power featured a 3-page special on the 1970 Teamster strike, and its lessons for today's Teamster activists. Articles on the Mafia's involvement, racism in the trucking industry, and the UPS dictatorship are featured also.

The next six months are important for American workers. Many Teamster contracts, as well as contracts in rubber, auto, and electronics expire during this time.

Workers' Power has a special offer for Teamsters. We will send you the next six months of Workers' Power (25 issues) for only \$3.

Please send me the next six months of Workers' Power. Enclosed is \$3.00 for each subscription.

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LIES TO DIVIDE US

In Cleveland they have gone to the length of publishing anonymous leaflets accusing the wife of a Teamster leader of being a criminal. Needless to say this woman has never even been arrested, let alone convicted, of anything. You can be sure that Ohio Teamster boss William Presser wishes he could say the same.

The list of incidents is endless. Everywhere that Teamsters have organized they have faced red-baiting and intimidation. And although the union bureaucrats have not been successful in destroying the movement, there can be no doubt that they have weakened it.

And this weakness will continue until all Teamsters know two things. First, they should know exactly what the program of the TDC and UPSurge is. Then they can see for themselves that these organizations are not in business to overthrow the government, but simply to fight for decent conditions for Teamsters.

And two, Teamsters must see the real meaning of socialism, as opposed to the vicious lies of the enemies of working people.

THE REAL MEANING OF SOCIALISM

Socialism is a system in which those who do the work, control the

fruits of their labor. Where the working class controls all industry, the communities and their own lives through democratic, workers' control.

Is it any wonder that the Teamster bureaucrats lie about socialism and fear it so intensely? What would happen to Fitz and his goons if the Teamsters union was under its members' control? Is it any wonder that UPS and the other freight companies collaborate with the union leaders in their slander campaign? What would happen to the bosses, shareholders, and the rest of their parasite class when the workers take over the trucking industry?

WORKERS CONTROL—EAST AND WEST

Socialism has nothing to do with Russia. After all, that's a whole country that is run exactly like the worst Mafia locals in the Teamster union, a dictatorship of terror. Indeed, true socialists are the only people who support the struggles of workers in the so-called "communist" countries.

Socialists had no doubt about whose side they were on when Russian tanks were used to put down the workers in Hungary and Czechoslovakia. Be clear, socialists are against the bosses and it doesn't matter if the boss is an

American capitalist or a Russian bureaucrat.

IF WE WANT IT— WE HAVE TO FIGHT FOR IT

As long as workers fight back, they will be persecuted by the bosses and their agents—the trade union leaders. Workers will be persecuted because they are black, because they are Mexican, because they are women, because they are Buddhists, and yes, because they are "reds."

There is nothing the bosses won't do to divide the working class. They could never rule over us unless we were divided, and they know that as well as we do. This persecution, this "divide-and-rule" policy must be ended.

Workers have to struggle for unity and collective action above all other things. Even the smallest gains will prove impossible for workers who are divided among themselves. TDC's and UPSurge's greatest contribution to the Teamster union has been their ability to unite the rank and file and give back to the membership some of their power.

But if the bosses and bureaucrats succeed in dividing Teamsters by their red-baiting campaign, you can be absolutely sure that Teamsters will get a rotten contract and Fitz and his mafia thugs will continue to run the union.

WHO THE RED BAITERS ARE...

This collection of criminals, thugs or incompetents are among the leaders of the team the bosses use to red-bait ordinary working people. When they are not stealing pension funds from retired Teamsters, intimidating rank and file dissidents, or playing golf with their mafia friends, they have a little time left to do their jobs as officers of the international union.

Their job is to push sell-out deals down the membership's throat and undermine by any means possible any rank and file organization which could give the trucking bosses a hard time. The whole collection of them is not worth the little finger of a single Teamster whose life they will try to destroy through their foul abuse. These creeps live like kings while the leaders, socialist and non-socialist, of the TDC and UPSurge are just ordinary working men and women. Keep that in mind.



William Presser, Cleveland, International Vice President. Indicted twice for taking payoffs and embezzlement, pleaded guilty to one charge. Got started in the 1940's when he set up a juke box cartel and used his Teamster local to force restaurants to buy juke boxes from the cartel. His Joint Council 41 man promised labor peace to employers who bought advertising in Ohio Teamster Journal.



Frank Matula of Los Angeles, International Trustee from Local 396. In 1950, he admitted to his Local "Sugar Joe" Peskin, main supplier of sugar to Al Capone's bootlegging operations. Matula and Peskin ran juke box and garbage rackets, using the Teamsters union to force companies to join Matula's employers' association! Went to jail for perjury.



Roy Williams of Kansas City, just appointed to head Central States Conference. Charged with embezzlement of union funds, false book-keeping entries. His predecessor as head of Kansas City Teamsters, Floyd Hayes, turned states' evidence and was shot down by masked gunmen.



Louis Peick, Chicago Local 705. Just moved up to Vice President. His local forced gas kickbacks to the union. They also had to join the Illinois Gas Retailers Association, run by a former 705 BA. Although 705 was found guilty of "sheer racketeering" for these practices, Peick was appointed by Mayor Daley to the Chicago Police Commission.



Frank Fitzsimmons, President of the International Teamsters Union. Favorite golf partner of Richard ("I am not a crook") Nixon. Member of Nixon's Wage Control Board. Indicted in 1957 for taking payoffs from an employer. Major stockholder in mob-owned Bally Machine, the largest slot machine and vending company in the country.