



# 100 YEAR ANNIVERSARY



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# From Brothers and Sisters at Teamsters 117 Congratulations

Local 690 on 100 Years  
of Solidarity and Service

Hope for another  
strong century!



Teamsters117.org

We build unity and power for all working people to improve lives and lift up our communities.  
This is our Union.

# BEST WISHES AND MANY MORE!

Happy Anniversary from Your  
Washington State Brothers and Sisters



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**TEAMSTERS LOCAL 690**  
**ON THE OCCASION OF THEIR 100<sup>TH</sup> ANNIVERSARY**

*CONGRATULATIONS ON A CENTURY  
OF SERVICE TO YOUR MEMBERS*

*James P. Hoffa*

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*Ken Hall*

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**Teamsters Local No. 690 100th Anniversary Celebration**

**DINNER-DANCE**

**Saturday, September 16, 2017**

**The Historic Davenport Hotel**  
 Grand Pennington Ballroom  
 10 South Post Street, Spokane, Washington

Welcome Reception ..... 5:30 p.m. to 6:45 p.m.  
 Program and Buffet Dinner..... 6:45 p.m. to 9:00 p.m.  
 Live Music and Dancing ..... 9:00 p.m. to 11:00 p.m.

**ADDITIONAL ACTIVITIES**

*In addition to our Dinner-Dance, Local 690 offers the following as part of our Anniversary Celebration:*

**Charity Golf Tournament** (Saturday, September 16 – Shotgun Start at 8:00 a.m.)  
**Inland Northwest Ale Trail** (Saturday, September 16 at 1:00 p.m.)  
**Luncheon Cruise** (Sunday, September 17)

*Like Our Founders, Our Sacrifices Shape the Future of Our Local*

Member, Retirees, Friends and Guests:

As Secretary-Treasurer of Teamsters Local 690, I want to recognize and thank all of the founding members who had the vision, foresight and courage 125 years ago, to fight and organize Teamsters in Eastern Washington.

The Teamsters in Spokane first organized in 1898 with Team Drivers International Union Local 101. They organized for common causes: to work and earn an honest living to be able to provide for their families and to demand a workplace based in dignity and respect, free of discrimination.

I can only imagine the determination of our founding members and I wonder if they realized the seeds they sowed would grow and prosper, providing security and a decent standard of living for over 120 years.

Through several mergers in 1917, Local 690 was established and granted its charter with the International Brotherhood of Teamsters. I am proud of the accomplishments of our founding members and all of our Brothers and Sisters throughout the last century who dedicated their lives to shaping our future.

We must also acknowledge all the employers with whom we have partnered and sometimes fought. They have provided the jobs that have grown and enhanced our communities while providing the livable wages, benefits and standard of living we have in order to raise and provide for our families.

Today we celebrate our first 100 years and look forward to our next century of growth and progress. The future and the legacy of our Union deserves nothing less than our commitment, determination and courage to make the sacrifices needed to ensure we continue to improve the lives of our members today and tomorrow.

We can be proud of who we are and where we came from. I am confident the members of Local 690, with our renewed energy, commitment and courage, will face and overcome the challenges our future will bring.

Fraternally,

Val Holstrom, Secretary-Treasurer  
 Teamsters Local 690



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 Spokane Public Library, Ned M. Barnes Northwest Room  
 University of Washington, Department of History

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**Works Cited:** *The Teamster Century*, International Brotherhood of Teamsters, 2000



# TEAMSTERS LOCAL NO. 690 AT 100 YEARS A CENTURY OF SERVING SPOKANE AND THE INLAND AND EMPIRE EASTERN WASHINGTON AND NORTHERN IDAHO

*“Every member of Local 690 and every other labor organization works together through his local union to improve, where possible, his wages, hours and conditions of employment. Frequently, the employees of an un-organized employer come to Local 690 and seek the assistance of all of the members of the local in improving their wages, hours and conditions. Thereafter, through elections and good-faith bargaining, these employees improve their lot in life and also become members of the local.”*

Local 690 Secretary-Treasurer Edward G. Johnson,  
In a letter to the *Washington Teamster*, May 19, 1967

Well before International Brotherhood of Teamsters and Chauffeurs Local No. 690 was chartered in late 1917, putting it on the road to becoming the oldest continuous Teamsters local in the State of Washington 100 years later, the union had worked to establish a presence in the City of Spokane. Most notably, **Team Drivers and Team Owners Local No. 101** was organized in 1898 and grew to a membership of 120 in 1901 before being disbanded in 1903.

Two years later, the union in 1905 organized **Team Owners and Drivers Local No. 111**, **General Teamsters Local No. 202** and **Heavy Trades Local No. 373** in Spokane. Other International Brotherhood of Teamsters (I.B.T.) locals that were also in the city around that time were Local No. 353 in 1904 and Local No. 414 from 1912 to 1916.

But with the city's three surviving locals apparently struggling as the United States on April 6, 1917, joined the Allies in fighting World War I,



Local 690 members in front of the Imperial Trading Company in Spokane, circa 1917.



for which the nation's trucks were critical to the allied war effort, the union moved to ensure its presence in Spokane. Subsequently, under the guidance of I.B.T. International Organizer T. T. Kilbury, seven men put their names to a charter application for a merged local in the city:

**John Delehanty**

**W. H. Jones**

**George Trescot**

**Carl Walter**

**Harry N. Butthausser**

**Oscar Anderson**

**N. Alberson**

Soon after the application was sent to the International Office on October 19, locals 111, 202 and 373 were then amalgamated on **October 23, 1917**, to form Teamsters Local 690, which would primarily represent the freight-transport industry within its jurisdiction for decades to come.

With 101 original members, Local 690 initially held its general membership meetings at **609 Trent Avenue** in Spokane every Thursday evening. Before the end of 1917, the local had quickly grown to about 400 members, most of whom were drivers making

an average of \$2.75 per day for 10-hour days.

Already gaining traction, by August 10, 1918, the Teamsters of Spokane were preparing to strike against the Auto Transfer Company to gain the 8-hour workday. The Central Labor Council endorsed the strike that day, and three weeks later, after the **Transfermen's Association** refused to arbitrate with the local, the Teamsters won the 8-hour day on August 31.

The following year, Local 690 again went on strike on May 2, 1919, after negotiations with transfer owners, including the **Hawkeye Fuel Company** and **Diamond Ice and Fuel Company**, broke down. The strike was favorably settled on May 12, after which all 400 teamsters and chauffeurs who were out returned to work the next day.

Later that year, the Spokane Employers Association attempted to "destroy" Local 690 but failed because of "the resolve and commitment of the local's members." In fact, the local went on to sign-up **Spokane Cider Works** in November and it "straightened up" the **Columbia Golden Rule Transfer Company** that month, as well.

## EARLY GROWTH AND IMPROVING CONDITIONS

Following the war, I.B.T. **International General President Daniel J. Tobin** became a prominent labor leader in the country, helping to solidify the union's position "in the vanguard of the U.S. labor movement." In 1920, Brother Tobin – who would serve as I.B.T. president from 1907 to 1952 – persuaded the union's membership to double the per-capita assessment charged to all locals, allowing the union to raise its strike benefits. Additionally, the I.B.T. expanded at the time by affiliating with the Canadian Trades and Labour Congress.

As its International continued its growth, Local 690 in Spokane in early May 1920 was again forced to go out on strike when 11 transfer and fuel companies in Spokane refused to negotiate with the union. The local was again successful – to a degree; while it had won 75-cent raises from \$4.25 to \$5 per day, the employers retained "the open shop and the right to employ union or non-union men and to pay a man less than the \$5 average if he is not worth it," *The Spokane News* reported on May 6.

However, union officials claimed they did not concede the open-shop plan and that "wages will be paid as called for in the contract of the Teamsters and Chauffeurs union."

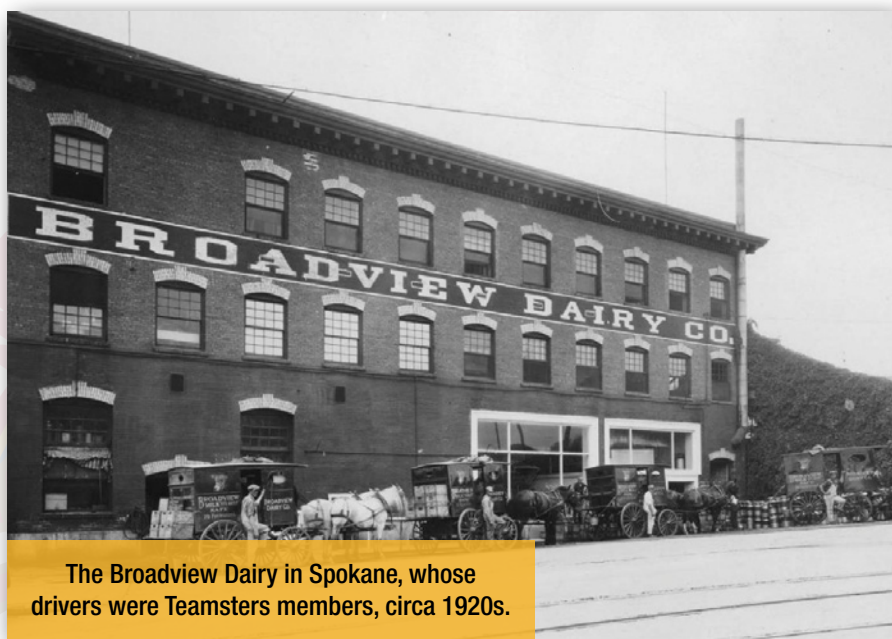
Ultimately, Local 690 went right back out on strike on May 14 as transfer and ice companies refused to acknowledge the closed shop and instead insist on instituting the "American Plan" of open-shop trucking companies – while even obtaining an injunction on May 27 to prevent Teamsters from recruiting their drivers. In that climate, the strike dragged on into October before being settled.

Regardless of those conflicts, between the late 1910s through the 1930s the crafts represented by Spokane's Teamsters locals, including Local 690, grew to include ice housemen, chauffeurs, warehousemen, bakery workers, cab drivers, fuel attendants, milkmen, laundrymen and construction craftsmen. Local 690 itself remained primarily a trucking and drivers local, with the earlier companies it came to represent during that time including **Pacific Transfer** and **Yellow Cab**, the former of which would be operating 20 gas-powered trucks with 14 employees by the 1930s (although it would not survive the Great Depression).

The Star Motor Freight fleet in 1917, shortly after it converted from horse-drawn transports.







The Broadview Dairy in Spokane, whose drivers were Teamsters members, circa 1920s.

In 1920, the Teamsters of Spokane asked the city's Central Labor Council to endorse its demand for a wage increase. However, by early 1922 and for the ensuing couple of years, many Teamsters in Spokane and around the nation were unemployed – but Local 690 held together and even welcomed milk-wagon drivers into the local in 1923.

Then in 1925, **Continental Baking** purchased a plant in Spokane and began making Wonder Bread, which was delivered

too, and to that end in 1927 it was attempting to organize one-man dairies.

But conditions improved dramatically into 1929, and by January 13, only four Spokane Teamsters were idle, “the best report for the local in many years.” One week later, Local 690 signed **City Cab**, after which all eight cab companies in the city were union.

As it was representing construction-truck drivers, the local then joined the **Spokane**

by Local 690 drivers, providing a strong source of employment for years to come. (At its peak, the bakery would pump out 500,000 pounds of bread products each week before the plant changed hands again in 1995 and eventually closed in 2000.)

By 1925, the I.B.T. International treasury had reached \$1 million and the union was again prosperous in 1926. In Spokane, Local 690 was doing its best to rebound,

Teamsters drove for the Continental Bakery in Spokane, makers of Wonder Bread (shown here on right in 1934).



**Building Trades Council** in May 1928 – much to the disapproval of the ironworkers and several other building-trades locals who had earlier openly protested the Teamsters' membership.

The expanding local moved into new quarters at **307 Riverside Avenue** that year. In its growing prosperity, by that time the local also had new agreements with Seehorn, Acme, Spoar, Ranninger, Lincoln, Wagner, City and Donahue transfer companies; Minneapolis Bakery; Inland Ice Company; **Madison Fuel**; and Diamond, Yellow, Checker and City taxi companies.

Then on August 3, 1928, the **Goodwin Transfer Company** signed with the Teamsters, although the Madison company was still Local 690's only fuel-carrying employer.

The following year, **Consolidated Freightways** was founded on April 1, 1929, when four trucking firms including Portland-Spokane Auto Freight were organized under the holding company. Consolidated would employ Teamsters well into the future and at its height possessed over 350 terminals while employing more than 15,000 truck drivers as one of the largest long-haul carriers in the United States in the early 1980s.





## TRAGIC DEPRESSION AND STRONG GAINS

The **Great Depression**, the catastrophic economic collapse that crippled the country beginning with the stock market crash of October 29, 1929 (history's "Black Tuesday"), hit Teamsters locals particularly hard. By 1933, I.B.T. membership rolls hit a Depression-era low of 75,000.

In response, the union intensified its efforts to organize the over-the-road trucking industry, which included a focus on controlling truck terminals at which over-the-road truckers could be organized. As a result, in just two years, Teamsters membership nearly doubled to 146,000 in 1935.

Local 690 and its sister locals in Spokane fared comparatively well during the Depression years, while early on in February 1930, the locals moved into a new location at **816 Riverside Avenue**.

That year, the Spokane's bus drivers joined Local 690, and early in January 1931 two large

A Fageol Portland-Spokane Freight Line truck, pictured circa 1929, was one of the transports of Consolidated Truck Lines (which became Consolidated Freight) driven by Teamsters.



fuel dealers, Horn and Madison, were both fully unionized while Broadview Dairy was the only non-union dairy company in the city. What's more, by May 1931 every taxi company had signed the Teamsters' agreement.

In fact, so loyal to the union was Madison that in August 1931 it refused to entertain a proposal by leading fuel dealers to cut drivers' daily wages to \$3.50. Instead, the company continued to pay its union drivers \$5 per day.

Another staple of employment for Spokane's teamsters was established in 1931 with Manlow Transfer, which would pioneer refrigerated trucking and started hauling dressed meats between Spokane and Seattle. Several years later, the company added new lines and became United Truck before being merged with Buckingham Transportation in 1958 to become **United Buckingham Freight Lines** – another longtime employer of Local 690 members.

During those turbulent times, however, by December 1932 the Minneapolis Bakery was the only bakery in the city using union drivers, and by early 1933, the Yellow Cab company was put on the Teamsters' "unfair" list. Still, the Grimmer, Lincoln, Pacific, City, Moss, Ranniger and Craig transfer companies were all "fair" to union labor at the time.

At the height of the Depression, **Teamsters Local No. 105**, which had been chartered in 1923 (and may very well have evolved from Horseshoers' International Union Local 105 of Spokane), was merged into Local 690 in 1933.

One year later, after many years of clashing, in March 1934 **Beardmore Transfer** finally signed with the Spokane Teamsters.

It was a series of legislative initiatives championed by President Franklin D. Roosevelt, whom U.S. Teamsters embraced because of his support for working families, that helped pull the country out of the Depression. Dubbed the "New Deal," the National Recovery Administration (NRA) was at the center of Roosevelt's plan and would establish minimum wages and maximum hours of labor for each industry, helping to spread employment over more workers.

Then in 1934, President Roosevelt won passage of the landmark National Labor Relations Act, which protected workers' rights to collective bargaining without management interference or intimidation aimed at union activity.

## LOCAL 690 SECRETARY-TREASURERS

**Val Holstrom**  
January 2010 through current

**Justin "Buck" Holliday**  
January 1, 1995 through January 2010

**David G. Favor**  
May 2, 1994 through December 31, 1994

**Robert N. Ross**  
January 1, 1989 through May 1, 1994

**Herman R. "Bob" Wahl**  
January 1, 1983 through December 31, 1988

**Robert D. "Rocky" Lattanzio**  
January 1, 1980 through December 31, 1982

**L.E. "Mike" Olds**  
January 1, 1971 through December 31, 1979

**Edward G. Johnson**  
January 1965 through December 31, 1970

**J. E. "Gene" Whitney**  
January 1959 through January 1965

**A. J. Ruhl**  
1932 through December 1958

**A. B. Sullivan**  
1928 through 1931

**Ted Holmes**  
1922 through 1927

**A. I. Jones**  
1921 through 1925

**W. W. Sullivan**  
1920

**F. W. Fox**  
1918 through 1919

**Ed McLaughlin**  
October 23, 1917 to 1918

Meanwhile, Local 690 joined the **Teamsters Joint Council 28** in May 1934, banding together with other locals in the northwestern region of the United States.

Soon after, **Overland Freightways** and **Cole Freight Lines** signed with the teamsters in Spokane and Portland in July 1934.



A 1933 Fageol operated by Inland Motor Freight, which employed Local 690 drivers.





The next year, **URM Stores** signed its first labor contract with the Teamsters. Founded in 1921 in Spokane, the retailers' cooperative would grow to serve independent supermarkets in Idaho, Montana, Oregon and Washington while also remaining signatory with **Local No. 582** and the Teamsters through to that local's merger with Local 690 in 2000 – after which Local 690 would represent all unionized URM employees.

With the nation beginning to emerge from the Great Depression and Local 690's conditions continuing to improve, the local's truck drivers reported during the local's January 11, 1935, general membership meeting that the outlook for the coming year was "rosy." Indeed, by June 1935 **Coca Cola** was among several companies that had contracted with the local while all four breweries in the city were "fair," and before the end of the year, **Western Motor Freight** and **McAllister Warehouse** were also lined up by the union to use its union drivers.

With its mounting successes, by 1936 Local 690 had grown to over 1,000 members.

The Teamsters and the local then reached "groundbreaking" agreements with the **Western Dairy** and Broadview concerns, the latter of which was part of the fresh milk division of the **Carnation Company**. The successful negotiations, which provided wage increases for drivers of both companies, was said to be the forerunner of similar action with other dairies at the time.

But a jurisdiction "war" that would have national significance waged for months that year between the Teamsters local and the brewery workers' union in the City of Spokane and the Inland Empire. At issue was which union would haul beer from the area's breweries, and during the dispute, the Teamsters declared a ban in 11 western states on all beer not carrying the Teamsters' union label.

Undeterred, the Teamsters and Local 690

signed the drivers and warehousemen in an agreement with McKesson Drug Company in April 1938, adding 35 employees into the young **Teamsters Warehousemen's Local No. 334** (which was chartered in 1934 and would eventually merge into Local 690 in 1961). At the time, all taxi companies in Spokane were union, with **Yakima Cab** paying drivers a minimum of \$4 per day while other companies would pay \$2.50 and 40 percent of gross income.

Before the end of the decade, with the Depression far in its rear-view mirror, the Spokane Teamsters in 1939 began a crusade to place every non-union service station in the city on its "unfair list," including **Standard Oil**, as part of a new organizing campaign for service stations. Local 690 also decreed that any member who was caught purchasing any product from Standard would be fined \$5. Subsequently, by July the Teamsters had signed Signal Oil, and by February 1940, the number of union stations in Spokane had grown from 15 to 30.

Continuing its string of advances, by March 1940 the Teamsters had organized every wholesale grocery warehouse in Spokane except for the Burgan grocery chain.

## A SECOND WORLD WAR, EXPANSION AND A NEW HALL

**W**ith the dawn of the 1940s, a boom in construction in the Pacific Northwest helped bring many new members into Local 690.

But it was during **World War II** that the local experienced an exponential increase in the membership. Before the end of the war in September 1945, Local 690 would represent more than over 5,000 members, including those with **Grand Coulee Dam Drivers Local No. 57**, which was merged into Local 690 in 1941.

By the time the United States had officially entered the war after the Japanese attack on the U.S. Naval Base at Pearl Harbor on December 7, 1941, Local 690, under the leadership of **Secretary-Treasurer A. J. Ruhl**, had grown into the largest union organization in Spokane. In fact, the January 15, 1942, *Washington Teamster* newspaper reported that as the local grew, "housing facilities became a problem as no available building had adequate accommodation for such a large membership."

A truck of the Consolidated Freight-operated Twinway Moving Service, whose employees were also Teamsters, in Spokane in the late 1940s.







A Garrett Freightlines truck in 1941.

To properly address its needs, the rapidly expanding local and its sister Spokane Teamsters in June 1941 voted to have a special assessment of \$2 assessed on each member per year for the next five years to build a new Teamsters hall. Construction began in the fall of 1941 and the locals moved into their new **Teamster Union Temple** at Third and Browne streets that December. As the *Washington Teamster* described it, the \$50,000 building “is attracting the admiration of all Spokane and is rightly attributed a monument to organized labor in this city. ... The Teamsters are, indeed, to be complimented on this fine contribution to our community.”

The Temple was “modern in every aspect,” with several large meeting halls and office space for additional unions – into which Operating Engineers Local 350 and Machinists and Auto Mechanics Local 86 moved immediately after the building was complete. So grand was the structure that the newspaper went on to proclaim:

*“All labor can be proud of this solid evidence that unionism in Spokane is rapidly becoming the biggest single force in shaping the destiny of the Inland Empire.”*

The building was officially dedicated on May 15, 1942, and would serve the Inland Empire Teamsters for the next 57 years.

That same day, Brother Ruhl announced that Local 690 had received a new contract that provided a \$1-per-day raise to city transfer drivers and pickup delivery men, as well as dock hands on auto freight lines.

Meanwhile, Teamsters around the nation were an integral part of the Allies’ victory in World War II, contributing on the



During World War II, Teamsters-employing Redmond-Fairchild Transfer use this horse-drawn unit to deliver freight between railroad stations.



Local 690 Brother Hoyt “Tex” Nixon with a War model Kenworth in 1944.



Brother Nixon shown in 1995, while driving for Lanier Brugh, after 50 years of driving and 4-¾ million accident-free miles.



# INTERNATIONAL HAS STOOD FOR WHAT'S RIGHT SINCE 1903

*(Adapted from The Teamster Century, I.B.T., 2000)*

Frustrated and angry teamster drivers, typically working 12- to 18-hour days for an average wage of \$2 per day, banded together to form the **Team Drivers International Union** in 1901 with an initial membership of 1,700. The following year, some members broke away, forming a rival group, the **Teamsters National Union**.

American Federation of Labor (A.F.L.) leader Samuel Gompers was concerned by what he saw as a waste of resources and energy and convinced the competing unions to work out their differences. Agreeing that they were stronger in solidarity than separately, they re-joined forces to create the **International Brotherhood of Teamsters** (I.B.T.) at a joint convention in Niagara Falls, New York, in August 1903. **Brother Cornelius Shea** was elected as the union's first general president.

With labor laws nonexistent and companies using anti-trust laws against unions, the I.B.T. initially struggled. In 1905, the union backed a bloody strike at the Chicago-based Montgomery Ward Company that lasted more than 100 days and took 21 lives, but in the end, Montgomery Ward's cutthroat tactics broke the strike.

In the face of that setback and other issues, the union realized changes were needed. Subsequently, **Brother Dan Tobin**, a strong young leader from Local 25 in Boston, was elected I.B.T. general president at the union's 1907 convention. His leadership, which would guide the Teamsters for the next 45 years, brought new momentum and vision to the fledgling union.

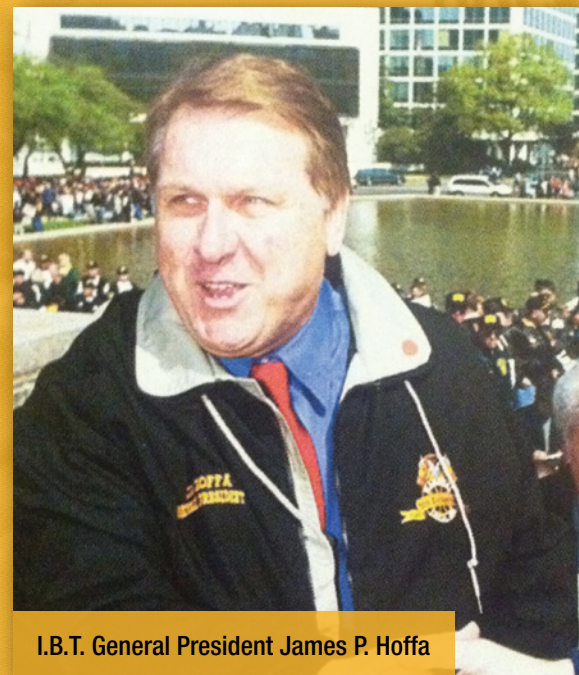
Recognizing that technology, and specifically motorization, was radically changing the freight-moving industry, President Robin began organizing motor truck drivers and persuaded horse-and-wagon companies to train their drivers in automotive skills. In 1912, Teamsters were part of the first transcontinental delivery of goods by motor truck.

Desperate to compete with the new motor carriers, horse-drawn freight firms tried to save money by eliminating feedings for Teamsters horses. Teamsters responded by striking, winning important safeguards for their animals' well-being.

**As further proof of their devotion to their loyal partners, Teamsters declared by proclamation at the 1916 Convention that the horse would always be the heart of the union and always remain a part of any badge, button, logo or flag.**

The early Teamsters also set their sights on bringing the beer wagon drivers, travel haulers and delivery drivers for bakers and confectioners into the union. Teamsters union representation led directly to better working conditions for those groups, and the union won standardized contracts, shorter workweeks and the right to overtime pay for many additional workers, including women and minorities.

What's more, prior to World War I, Teamsters were instrumental in securing strong contracts for women laundry workers, which included a non-negotiable clause calling for equal pay for black and white women on the job. By the time the United States entered the war, Teamsters were calling for equal pay for equal work for all workers, decades before any other organization would do so.



I.B.T. General President James P. Hoffa



battlefield and on the home front. *(In 1942, President Roosevelt asked Teamsters President Tobin to travel to Great Britain and report back on how British unions were helping to win the war. On his return, Tobin urged the U.S. labor movement to emulate the British approach suspending all labor discord in the face of the Axis' threat to world freedom.)*

According to *The Teamster Century*, by 1942, 125,000 Teamsters were in military operations for the Allied forces. "The Allied victory would not have been possible without the Teamsters who drove troops to the front", the I.B.T. history proclaims. "Our members did not hesitate to volunteer for service after the attack on Pearl Harbor, often going down in groups with other members from their locals to sign up together. ... Teamsters won scores of medals for bravery

and dedication to duty in all times of crisis, including members who received the highest honor, The Congressional Medal of Honor."

In one of its many contributions during World War II, Teamsters Local 690 represented drivers and craftsmen at the **Hanford Site** nuclear production complex in south-central Washington, established in 1943 as part of the Manhattan Project to produce atomic weapons. Plutonium manufactured at the facility was used in the first atomic test bomb and in "Fat Man," the bomb detonated over Nagasaki, Japan, helping to end the war in the Pacific Theater and, ultimately, in Europe.

Nationally, the union formed the **National Conference of Teamsters** "to help meet the economic and military crises facing the U.S."





Teamster drivers for Consolidated Freightways, circa 1950s.

by promoting war bonds and organizing drives to collect scrap metal and rubber to be used in military supplies. Local unions, joint councils and regional conferences around the nation raised more than \$2 million in war bonds during the first 18 months of the war, according to *The Teamster Century*.

In Spokane, a critical shortage of manpower – which was being addressed, in part, by women – spurred the Teamsters to set up classes for apprentice truck drivers and warehousemen in late 1943. However, the local also faces a critical truck-tire shortage in the Northwest in 1944 as the U.S. Army commandeered truck tires in the region.

But after World War II and through to its 100th anniversary in 2017, Local 690 continued to expand the crafts it represented to eventually include construction workers; line haul drivers; grocery warehouse workers and drivers; sand and gravel drivers; food processors; clerical workers; salesmen; bus drivers and public-sector employees.

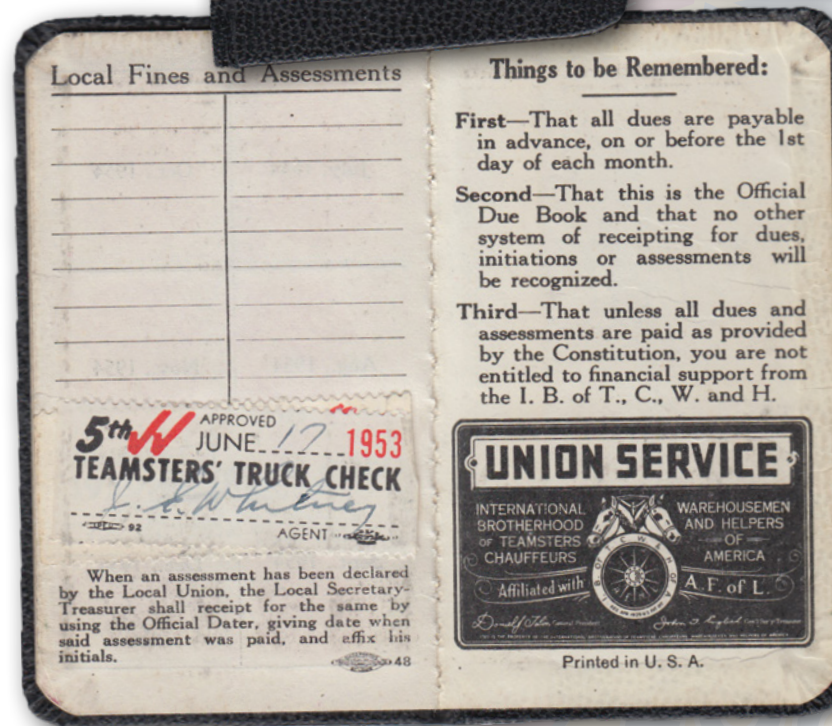
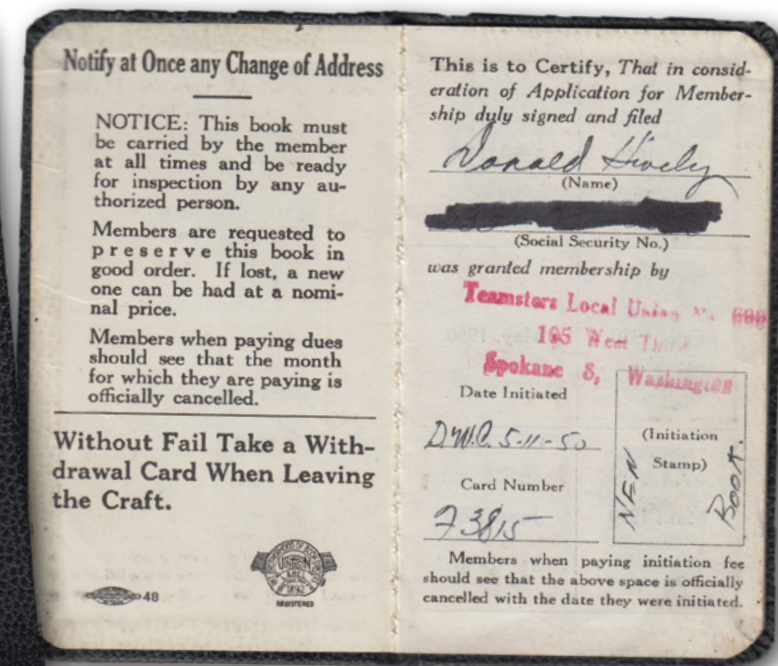
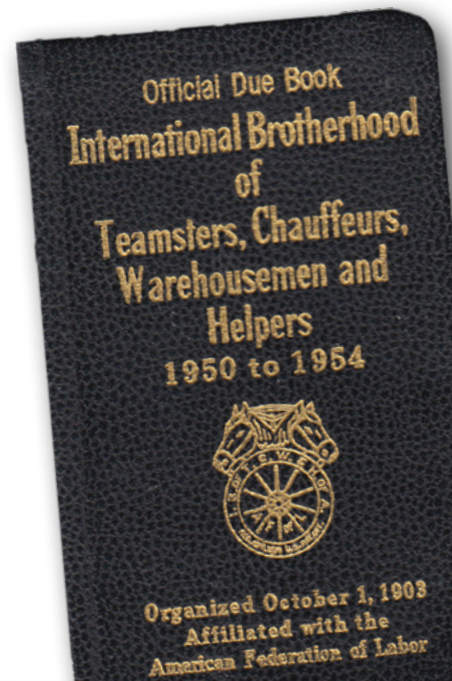
In 1946, the local's Construction Division was part of a contact agreement with the **Associated**

**General Contractors of America (AGC), Spokane Division**, along with Operating Engineers Local 370 and Teamsters locals 551 and 148. The pact provided Teamsters cement truck drivers with a \$1.15-per-hour wage, dump truck drivers with an hourly wage of up to \$2 for more than 20 yards hauled, and semi-tractors and truck drivers \$1.45 per hour.

At the time, Local 690 was still a member of the Spokane Building and Construction Trades Council.

The local had also become so entrenched within its industries by that time that the overwhelmingly positive union-shop elections with its employers were becoming “expected,” as the *Washington Teamster* described in its April 23, 1948, issue. “These elections are becoming such a farce that several employers are apologizing for the fact that they have to be taken at all,” the newspaper continued. “Other employers are becoming resentful of the fact that it is necessary to disrupt the operations of their business in order to hold elections whose results are forgone conclusions.”

That year, Local 690 also voted, by a 9-to-1



By 1949, I.B.T. international membership had topped one million because of the union's organizing efforts in booming post-war industries such as the automotive trades, food processing, dairy and workers servicing vending machines. A decade-long national campaign, “Have It Delivered,” promoted Teamster freight and delivery services, creating more jobs for members, according to *The Teamster Century*.

However, the passage of the national Labor Management Relations Act (better known as the **Taft-Hartley Act**) by the U.S. Congress in the summer of 1947 to amend the National Labor Relations Act severely restricted the power of labor unions by prohibiting various types of strikes and picketing, union donations to federal political campaigns and closed shops. But the I.B.T. did not relent and, instead, “continued to perfect its strategy of creating multi-state bargaining units, area-wide negotiations and control of the trucking terminals to become nearly unbeatable in a sustained job action.”

margin, in favor of adopting a proposed group life insurance program. Subsequently, effective January 1949, the dues of Local 690 were raise to \$4 per month and all members in good standing were mailed an individual life insurance certificate for \$1,000 from **Occidental Life Insurance Company**.





Local 690 Brother Cliff Hoekema driving with Helphrey Motor Freight in 1954.

## OFFICE WORKERS AND INTERSTATE HIGHWAYS

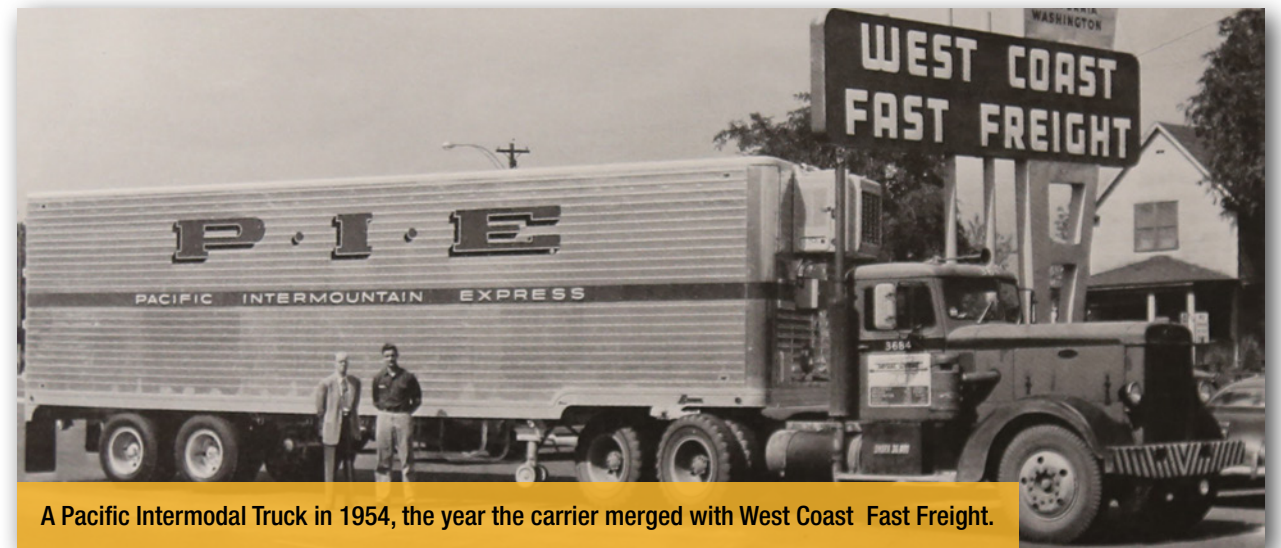
After 45 years leading the Teamsters, General President Tobin announced his retirement during the union's 1952 convention. **Brother Dave Beck** was elected Brother Tobin's successor, and the union's growth would continue over the next five years – as would its bargaining strength – while the union signed national freight contracts with all national freight-transportation companies.

Within the Local 690 jurisdiction, the “birth” of **Ryerson-Spokane** when Ryerson Steel purchased the Inland Empire Steel Company of Spokane (its first venture into a smaller metropolitan area) would turn out to another boon to the local. The company would provide employment for Teamsters for many years to come, as Local 690 continues to represent Ryerson employees as the local turns 100 years old in 2017.

Among many victories that would also come for Local 690 during the 1950s, the local in September 1953 signed its first agreement for office workers employed in the motor freight lines of the **Washington Motor Transportation Association**. Under the agreement, “the first of its kind for office workers in the history of Spokane,” according to the September 11 *Washington Teamster*, 130 office workers gained “substantial wage increases and the Teamster welfare plan.”

However, during negotiations, the newspaper reported that there was “much opposition from Spokane employers, who have adopted a hostile attitude toward all union organization work.”

In that festering atmosphere, Local 690's 200 drivers and warehousemen employed by wholesale grocery houses were forced that month to ask the state's Teamsters office to sanction a strike, which it approved. The grocers were refusing to grant concessions that



A Pacific Intermodal Truck in 1954, the year the carrier merged with West Coast Fast Freight.

the members were determined to obtain and voted to strike in order to do so.

Negotiations were not as contentious two years later, when the two sides settled on an agreement in September 1955 “with a substantial wage increase in the Teamster pension plan.”

Significantly for Local 690 and the Teamsters at the national level, in 1956 Congress approved the **Federal-Aid Highway Act**, which created the Interstate Highway System. “More than

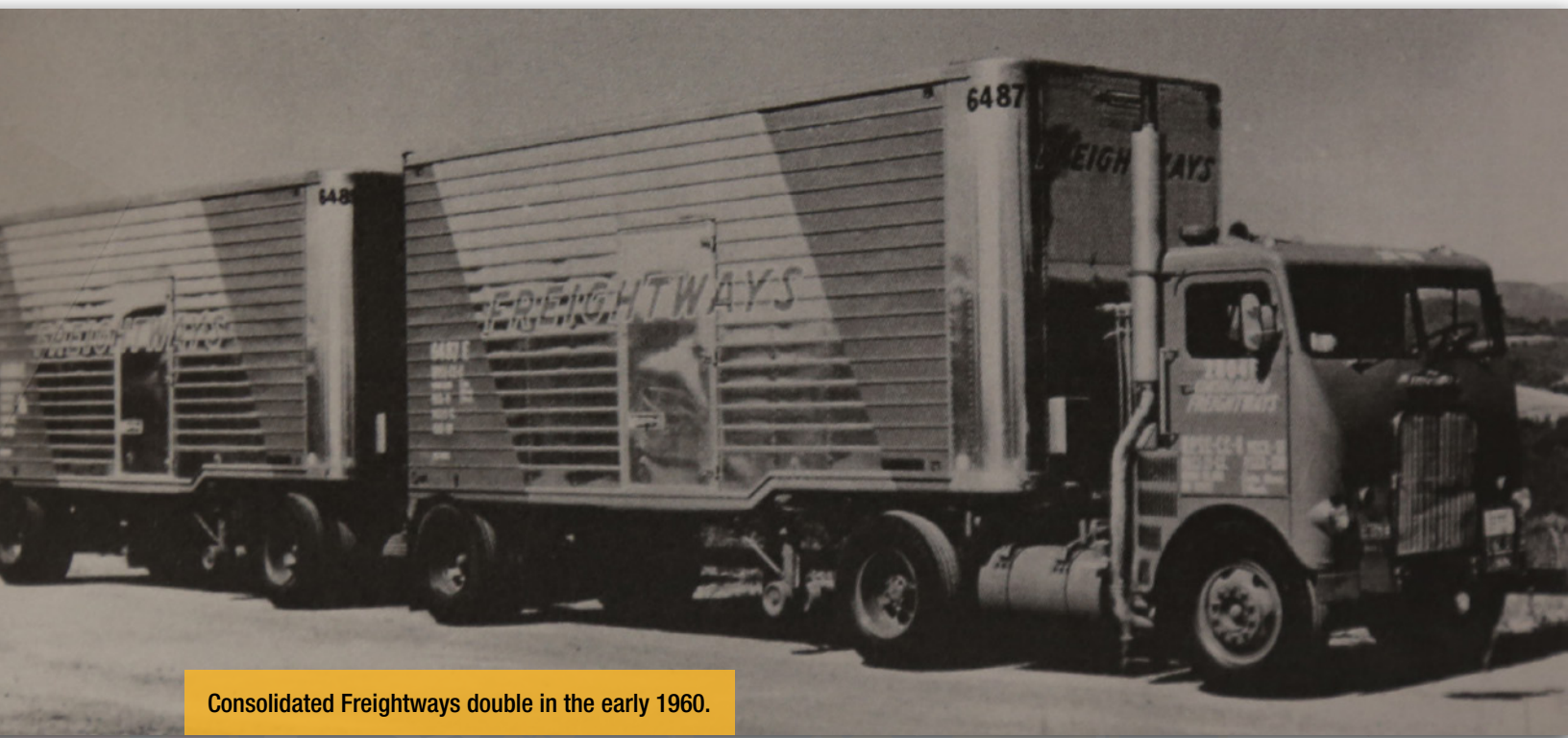
any other single act by the U.S. government, the creation of the Interstate Highway System changed the face of America,” *The Teamster Century* states. “Its impact on the American economy ... was, in a word, phenomenal, and it also coincided with a period of dramatic growth for the Teamsters.”

By that time, Local 690 was representing drivers and employees of most major freight carriers, such as Consolidated Freightways, **Inland Motor Freight**, United Freightlines and **Pacific Intermountain Express (P.I.E.)**.



The Local 690 bowling team of Manny Meineke, Ed Trudeau, Bob Benham and Bob Beal who won the 1957-1958 American Federation of Labor league title for the fifth year in a row that season.





Consolidated Freightways double in the early 1960.

However, the local was still at the mercy of its employers at times, as witnessed when 400 freight-trucking members were locked out in September 1958 by the trucking companies during delayed negotiations for a new agreement when regulations complicated the trucking wage formula.

Local 690 members were also driving and working for Bohemian Brewery, Rainier Brewery, **Silver Loaf Bakery** and multiple dairies, including Arden, Carnation, Early Dawn and **Darigold** – whose workers moved into a new plant on Spokane's north side in September 1958.

Despite legislative assaults, such as the enactment of the Landrum-Griffin Act, the I.B.T. grew in size and power from the late 1950s to the late 1970s. Seeking to expand its political clout, the International union in 1959 established **DRIVE (Democrat, Republican and Independent Voter Education)**, which soon became America's largest Political Action Committee.

## PROSPERITY, AN HISTORIC ELECTION AND DEREGULATION

**W**hile the 1960s would prove prosperous for Local 690, it began with a strike sanction request in early June 1960 by the local and Local 334 for the total 125 drivers and 400 warehousemen in their Private Carrier divisions, which included grocery, plumbing and other lines. Local 690 **Secretary-Treasurer Gene Whitney** told the *Washington Teamster* that the officer from management was “piddling.”

The very next year, Warehousemen Local 334 was brought into Local 690 in 1961 (although it apparently continued to function with its local number for several years to come).

That year, **Garrett Transfer**, which had been founded in 1913 and would be a prime employer of Local 690 members, undertook the largest expansion in its history. Adding Northwest Freight Lines to the company in 1961 provided it with a routes connecting St. Paul, Minnesota, to Spokane.

Meanwhile, **Interstate Motor Lines** also expanded to Spokane in the 1960s, while **Ringsby Truck Lines**, which had been formed in 1929 and had grown to 1,200 employees by the early 1950s, took over Humphrey Motor Freight of Spokane. Ringsby grew again a few years later when it took over the United-Buckingham Freight Lines, putting more Local 690 members and their brother Teamsters onto its employee rolls.

The 400 members of the Local 690 Construction Division went on strike on May 28, 1962, over contract disputes with the AGC, effectively shutting down every major construction project in the Inland Empire, according to the June 9, 1962, *Spokane Daily Chronicle*. Before the \$200 million worth of work would resume, a federal mediator was brought in to arbitrate the negotiations.

In 1964, the I.B.T. signed its first **National Master Freight Agreement** – “a watershed event for the Teamsters” – which covered 400,000 members, including Local 690 members, employed by some 16,000 trucking companies and produced similar bargaining in other Teamster trades and crafts. “The Master Freight Agreement moved more workers into the middle class than any other event in labor history,” according to *The Teamster Century*.

Indeed, by 1965, Local 690 had grown to 1,900 members. It was servicing multiple carriers and employers of ranging sizes that included Beardmore, United-Buckingham, Sunset Transfer, B-Line, Helphrey and **Safeway Grocery Stores**.

However, the local was forced to strike Wallace-Colville Motor Freight beginning August 9, 1967, for refusing to abide by the National Freight Agreement. Using floating pickets, the local was “quite successful in cutting daily pickup and deliveries” of the company, according to the September 8 *Washington Teamster*, while Wallace-Colville was using “scab” drivers to work behind the Teamsters picket line.

Another strike action was necessary in December 1967 against Cater Transfer and Storage. The company had been part of the local's “cartage negotiation” for a new contract, but when it came time to sign the company refused the settlement and demanded to negotiate its own contract.

By 1973, the economy began to slow, but the Teamsters bucked the trends nationally and continued to better the wages, security, and working conditions of the membership. To those ends, the union was able to create a “working alliance” with the President Richard



A Peterbilt United-Buckingham tractor moving a large load near Spokane in 1964.





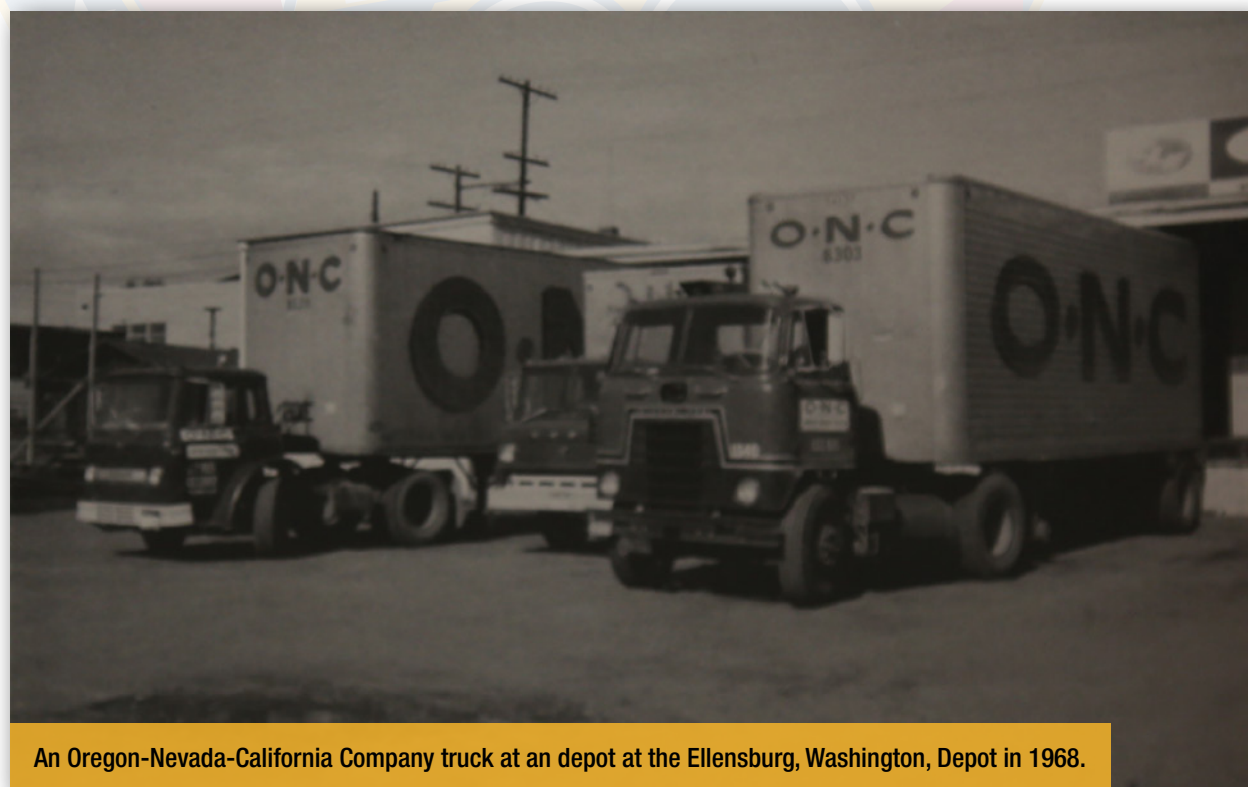
Nixon White House to safeguard the interests of working men and women during the wage and price controls of the early 1970s.

Other advances included a 1975 **Master Agricultural Agreement** won by the Western Conference, which dramatically improved

wages and conditions for more than 30,000 farm workers employed by 175 separate growers. Subsequently, in 1976 I.B.T. membership topped the 2-million mark.

But hard economic times of the late 1970s and early 1980s, along with deregulation of the trucking industry, took its toll on the Teamsters and Local 690 membership, as it did in every other workplace around the country.

Nationally, until 1980 the trucking industry was largely regulated, which allowed trucking companies to keep rates high to ensure a profit. But Congress passed a deregulation bill in 1980 – despite opposition from the American Trucking Association and the Teamsters – and for the first time since 1935, truckers were free to set rates as they pleased, which led to a price



An Oregon-Nevada-California Company truck at an depot at the Ellensburg, Washington, Depot in 1968.



A United-Buckingham Freight pusher, part of the company's heavy haul division that was used to assist large, heavy loads, shown in 1968.

war on rates that forced many companies out of business. The President Ronald Reagan-era escalation of trucking deregulation started in the late 1970s further caused a steady decline in the Teamsters' membership rolls for the first time since the Great Depression.

In response to the legislative assault on unions, the Teamsters renewed the focus on DRIVE, and "America's largest and most powerful political action committee set to work defeating those in the pockets of big business and electing friends of working families."

It was during the 1980s that **Idaho Teamsters Local No. 551** was merged into Local 690, further expanding the local into that state.

However, throughout the 1980s and early 1990s, all of labor, including the Teamsters, continued to be hit hard with "anti-labor legislation, economic turmoil and a decline in morale."

## THE UPS STRIKE AND FRESH LEADERSHIP

It was the Teamsters' successful nationwide strike of shipping giant **United Parcel Service (UPS)** beginning August 4, 1997, that seemingly sparked a resurgence in the labor movement and is considered by many to be one of the most significant labor disputes in history.

Already in July of that year, Local 690 was prepared to walk in support of the 650 UPS employees it represented – 460 of whom were working out of Spokane. "We have the signs ordered," **Business Representative Rick Stone** told the July 30 Spokesman Review. "We're preparing and getting ready to do whatever comes down the road."

At issue was the union's desire for changes in working conditions, wages and benefits,





Acme company vehicles, circa 1990s.



as well as the creation of more full-time jobs. Specifically, full-time UPS employees wanted the union to keep control of their health and pension benefits while part-timer workers wanted more money and a better chance at full-time jobs. (UPS workers in Spokane had said it took part-timers nearly eight years to gain full-time jobs there.)

When their contract expired on July 31, roughly 187,000 UPS workers represented by the Teamsters, including Local 690, went on strike – sparking the first nationwide

stoppage against UPS. The strike lasted for 15 days and stopped the delivery of 80 percent of the company's shipments, costing UPS about \$780 million before the union was granted its concessions in a five-year contract and returned to work on August 20.

In the end, the strike was expected to bring resounding change in labor contract negotiations. "It will probably set the precedent in labor throughout the United States for years to come," Brother Stone said in the August 20 Spokesman Review. "It says something about labor, that changes were needed."

However, in the aftermath of the strike, four Spokane-area UPS employees in February 1998 filed charges against Local 690 for unfair labor practices. The local was among numerous locals charged through attorneys at the National Right To Work Legal Defense Foundation.

According to the charges the employees filed with the National Labor Relations Board (N.L.R.B.), the I.B.T., including Local 690, "did not deal properly with workers who returned to their jobs before last summer's strike ended," the Spokesman Review reported on February 13. The charges against Local 690 were subsequently found to be without merit.

That year, as *The Teamster Century* would later declare, "a new era in Teamsters history opened" with the election of new I.B.T. **General President James P. Hoffa**, son of former president Jimmy Hoffa, who won a landslide victory "under the banner of restoring

Teamsters pride and strength." Within a year, bankruptcy was no longer a danger for the union, a landmark national car-haul agreement won the support of 80 percent of union's members and the beginnings of an in-house anti-corruption effort had been established.

At the time of the election on November 7, 1996, Local 690 had about 2,000 members and was representing UPS workers and drivers at several freight lines, in addition to multiple other smaller employers.

That list grew when on January 28, 1998, grocery workers at **Huckleberry's Fresh Markets** stores on the South Hill and in the Spokane Valley voted, 44 to 10, for representation by Local 690. With the victory, the Huckleberry's employees became the first time grocery store workers in Spokane to be represented by the local, though it did represent grocery warehouse workers and truck drivers.

The United Food and Commercial Workers union, which had represented the Huckleberry's workers until the previous fall, pulled its name from the ballot shortly before the election, which was administered by the N.L.R.B.

## A NEW HOME, ANOTHER MERGER AND NURSES

**A**fter 57 years, Local 690 vacated its old union hall at Third and Browne in downtown Spokane and joined Local 582 in a newer, more accessible building at **1912 North Division Street** in early October 1999 – where the local still resides as it celebrates its 100th anniversary in 2017. The former facility had outlived its usefulness and was hard to access for the local's membership, which by that time included truck drivers, ambulance workers, Stevens County's sheriff's deputies, the city workers for Deer Park, emergency and police employees for Cheney, UPS drivers and many others.

The following year, Local 582, which had been chartered in 1961, was merged into Local 690 in 2000. The former local had been representing about 1,500 members who included grocery warehouse workers, delivery drivers, clerical and janitorial help at such companies as URM Stores, Darigold and Snyder's Bakery.

With the merger, Local 690 reached a membership of more than 3,200 working men and women under its jurisdiction. At the time, the area's economy was strong and the local would continue to grow.



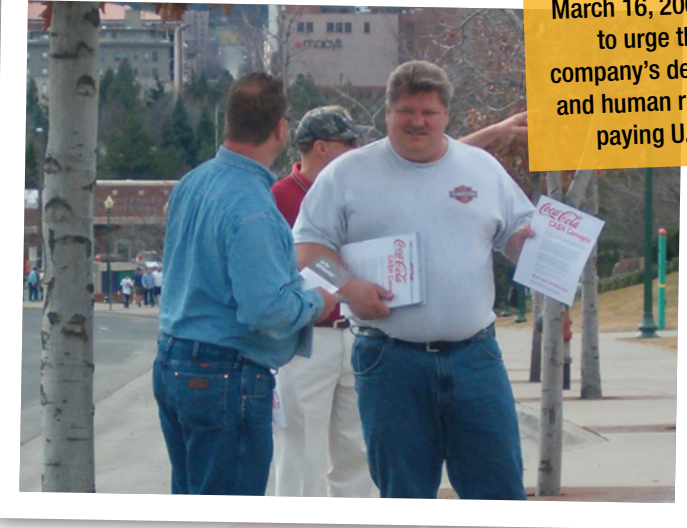
Local 690 members taking part in hazardous materials training in 1992.







Local 690, 760 & 839 members rally and pass out informational fliers on March 16, 2007, at the NCAA Men's Basketball Tournament games in Spokane to urge the NCAA to drop sponsor Coca-Cola over concerns about the company's destruction of natural resources in developing countries, its worker and human rights abuses in the U.S. and abroad, and the elimination of good-paying U.S. jobs at Coke bottler and distributor Coca-Cola Enterprises.



of the hospital's 398 workers, while the nurses there were earning lower pay than nurses at Sacred Heart Medical Center in Spokane and Kootenai County Medical Center in nearby Coeur d'Alene, Idaho. The Bonner nurses also wanted a formal grievance policy, negotiated work rules and strong say in hospital policy regarding patient care, the August 12 Spokesman Review reported.

But just one year later in August 2007, the nurses at Bonner General filed a National Labor Relations Board complaint alleging that hospital officials failed to fairly negotiate terms of their first union contract.

About 600 Teamsters members struck the privately held **Oak Harbor Freight Lines** regional trucking company on September 22, 2008, before the unfair labor practice strike was settled nearly five months later in February 2009, when the company agreed to change some of its practices. Oak Harbor lost more than half its business during the strike after

Also that year, URM purchased Rosauers Supermarket, adding to its list of affiliated markets that included Family Foods, Harvest Foods, Yoke's Fresh Market and Super 1 Foods.

Among another series of triumphs for Local 690 in the new Y2K millennium, the local won a strong Waste Management contract in June 2003.

Yet another noteworthy victory came on August 17, 2006, when the 112 registered nurses at Sandpoint's **Bonner General Hospital** voted to join Local 690. At the time, there were no unions representing any

striking drivers used their relationships with local customers to get them to switch to other shippers, while a union "corporate campaign" persuaded big companies like JC Penney and The Gap to cancel accounts.

However, the dispute continues as the local marks its 100th anniversary in 2017 after workers returned without the protection of a union contract as their previous contract had expired October 31, 2007. Oak Harbor then imposed its own terms on returning strikers and ceased making contributions to the Teamster-sponsored health and pension plans. Meanwhile, Unfair Labor Practice (U.L.P.) charges and counter charges were filed by the union and Oak Harbor with the N.L.R.B., some of which have been appealed to higher levels for determination.

From there, the Local 690 staff achieved a series of record-setting agreements over the next several years. For instance, despite difficult economic times for organized labor and working people, in general, during 2008 and 2009, the local's negotiators gained the best grocery-workers' increases that had been seen in over 18 years in the United States and Canada.

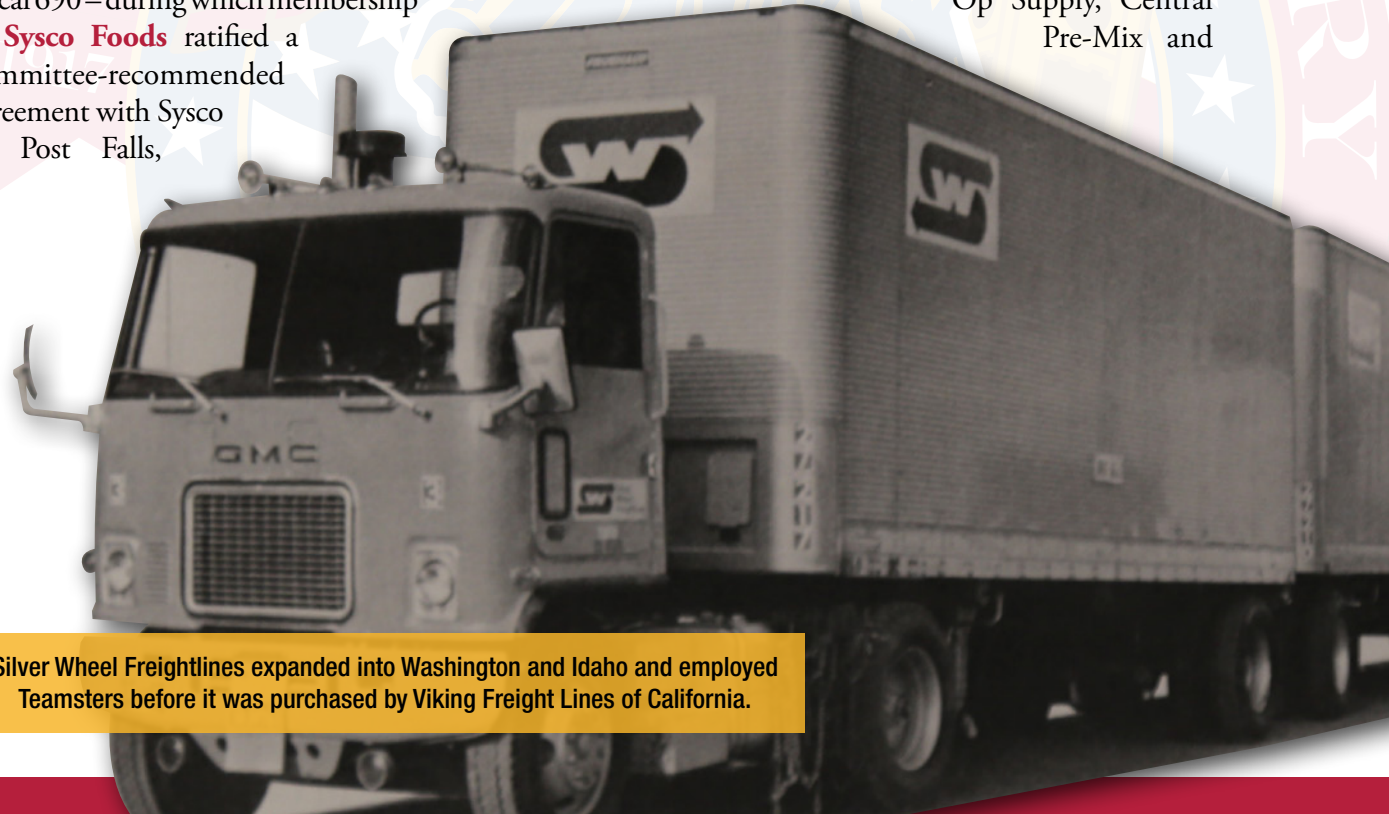
Fast forward to 2012 – another banner year for Local 690 – during which membership at **Sysco Foods** ratified a committee-recommended agreement with Sysco of Post Falls,

Idaho. The contract included a fully funded Healthcare Plan, wage and pension increases in each year of the pact and increased job protection and was overwhelmingly approved by members of the local.

**Secretary-Treasurer Val Holstrom** and **Business Agent Mark Brandt** that year completed negotiations with the AGC. The four-year agreement included wage increases of 75-cents-per-hour each year and a formula for Pension and Health & Welfare increases for all AGC construction workers for the life of the agreement.

As a result of these negotiations, Brothers Holstrom and Brandt submitted the negotiated increases to the **Hanford Site Stabilization Committee**, which resulted in wage increases for the Hanford Construction Teamsters of up to \$2.08 per hour. It was the largest increase in the nation for that classification of work.

**Peirone Produce** members ratified a new four-year agreement that included wage and pension increases each year and full maintenance of benefits for their medical plan. Contracts that were also being negotiated and eventually ratified around that same time included pacts for AlSCO, Co-Op Supply, Central Pre-Mix and



Silver Wheel Freightlines expanded into Washington and Idaho and employed Teamsters before it was purchased by Viking Freight Lines of California.



## AN ENDURING SUPPORT OF ITS COMMUNITY

Local 690 has a proud history of commitment to the many communities in its jurisdiction, often volunteering time and financial resources for a variety of important activities. Indeed, the local has taken part in a range of charitable projects over the years, such as the U.S. Marines Toys-for-Tots; James R. Hoffa Memorial Scholarship Fund; Spokane Labor Council's Worker's Memorial; North Idaho Labor Council's Worker's Memorial Fund; Special Olympics; the Annual "Tom's Turkey Drive;" Sunrise For Children Fight Against Child Slavery and Human Trafficking; The Wishing Star Foundation; Camp Prime Time for Disadvantaged Children; Spokane Firefighters Fund for the Leukemia Lymphoma Society Salvation Army; and American Red Cross.



Recently, those efforts have included a charity sporting clays shoot to benefit **The Spokesman-Review Christmas Fund** in September 1998; a golf scramble charity golf scramble and auction the local first hosted in 2006 to benefit **COLT**, a youth program that pairs at-risk youth with horses to care for and ride in return for a pledge from the youth to stay drug- and violence-free; and the local's ongoing support of **Cancer Care Northwest** through an annual "Long Live to Ride and Drive" Charity Poker Ride.

Banner Fuel, while negotiating teams were still aggressively working for beneficial contracts at Pullman Public Works, Neil Public Library, Lee & Eastes, First Student, Farmer Brothers Coffee and Durham Bus (Newport), Stevens County Deputies, Colville Police, Pend Oreille County Deputies, Corrections Officers, 911



In an annual tradition, Local 690 Secretary-Treasurer Val Holstrom presents a check to Cancer Care Northwest following the local's "Long Live to Ride" charity poker run in October 2012.

Operators, Chewelah Public Works, Whitman County Corrections and Staff and Whitman County Solid Waste.

Meanwhile, the local's negotiating team won a first contract for drivers at **Estenson Logistics**, who had become the Local 690's newest bargaining unit in the fall of 2011 after the former Darigold drivers came to the union seeking stronger representation. Estenson was contracted by Darigold to deliver its products to area businesses, schools and big box stores such as Target, after which Estenson immediately cut wages and benefits, prompting its employees to reach out to the Teamsters.

After almost a full year of wrangling with the employer, Secretary-Treasurer Holstrom and Business Agents Larry Kroetch and Ron Vevoda completed the agreement in September 2012 with a \$3-per-hour wage increase, over \$3 per hour in Teamster Pension contributions and a switch from the company medical plan to the Teamsters plan. In the end, each of the approximately 30 members with Estenson saw an increase in their total pay package of more than \$11 per hour.

"The benefits we receive as Teamster members are the most important part of the contract for me," **Sister Kaui Pilimia**, an Estenson delivery driver said. "Morale has improved here and the brotherhood at the company is stronger."

## DEFENDING PUBLIC EMPLOYEES AND MANY OTHERS

Representing more than 350 public employees in Eastern Washington and North Idaho by 2013, Local 690 came to the defense of one of its public defenders to win her reinstatement that year, complete with back pay, benefits and sick leave. **Sister Carol Huneke** had been fired from her job as a Spokane County Public Defender, but after 14 months the local's legal team took her complicated case to arbitration, through which

an arbitrator in July 2013 ordered the county to reinstate her with no loss of seniority and make her whole for all lost wages and benefits.

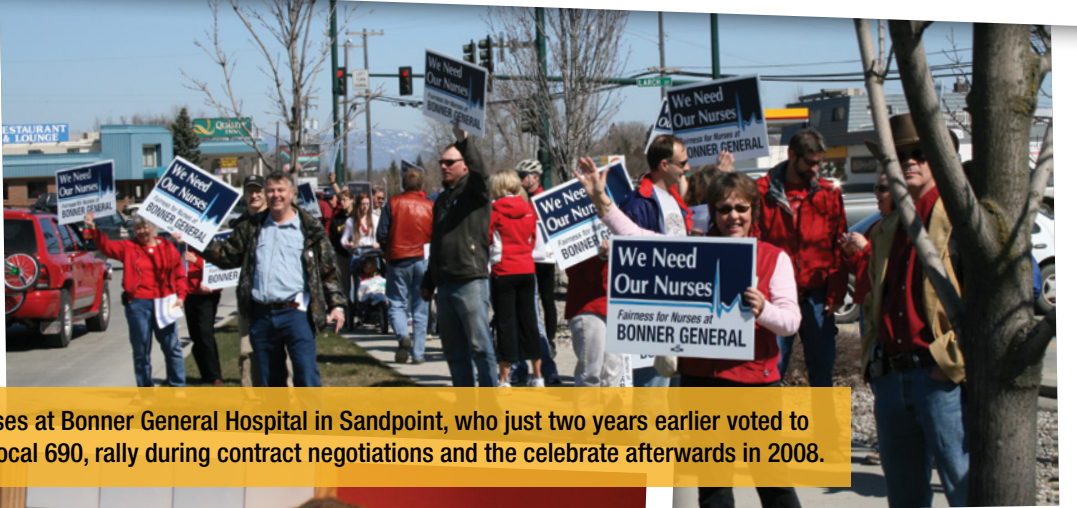
The public defenders had joined the local just seven years earlier, for which Sister Huneke was grateful: "Due to the diligence of the Teamsters, I was reinstated to my job and can continue doing the work I love."

By 2015, the local's Public Sector consisted of multiple employers, including City of Cheney Dispatch, Whitman County Corrections, Spokane County Fire District No. 4, Pend



Lee & Eastes first double unit.





Nurses at Bonner General Hospital in Sandpoint, who just two years earlier voted to join Local 690, rally during contract negotiations and the celebrate afterwards in 2008.



Teamster-driven PHT and Inland Motor Freight carriers on U.S. Route 10 in Spokane.

Oreille County Deputies, Cheney Dispatch and Colville Police Officers. That year, that local was able to ratify several contracts for its public employees, including a one-year deal for Assistant Public Defenders and three-year agreements for Whitman County Roads, Solid Waste and Courthouse employees – while the local also welcomed a new group, **Spokane County Fire District No. 8 Part-Time Fire Fighters**, and ratified their first three-year contract.

Meanwhile, Local 690 was also bargaining or had settled many contracts in the private sector, such as Lee & Eastes, Banner Fuel, Mondelez, Central Pre-Mix, Sysco, Waste Management, Bonner General Hospital and **U.S. Airways Customer Service and Ramp employees**.

Indeed, with a jurisdiction of over 65,000 square miles in Eastern Washington and Northern Idaho at that time, the local represents a wide range of crafts including grocery, bakery, food service, package delivery, freight hauling, construction, beverage, registered nurses, police, sheriffs, corrections, courthouse, prosecuting attorneys, cemetery workers and county road workers. In order to properly represent each trade, the Local 690 team of union representatives and staff is trained and has a thorough background in a variety of professions.

Always defending each and every one of its industries, the local was an active participant in the two-year national Teamsters campaign to halt

Sysco's acquisition of U.S. Foods, during which the Spokane Teamsters stood in solidarity at many rallies to protest the merger. In 2015, that effort came to fruition when Sysco announced on June 29 of that year that it terminated its merger agreement with U.S. Foods – an important win for Teamsters everywhere.

The following year, Local 690 negotiated and ratified over half of its agreements and filed and won many successful grievances against employers.

But Bonner General Health nurses voted in August 2016 to approve a strike authorization while negotiations on the hospital's fourth contract with the union had been ongoing since August 2015. While in the previous contract the nurses won a 35-cent-per hour raise, which they put into their pension, pay was at issue for the new agreement – nurses at nearby hospitals were making \$10 to \$15 more per hour –as were a 16-hour rule for occasional nurses and a mandatory call schedule.

The hospital is seeking to eliminate and consolidate many articles of the agreement while at the same time institute a mandatory call schedule, which the union and nurses oppose. With the negotiations continuing and the nurses having rejected two hospital proposals, Local 690 on November 8, 2016, held an "Action Day" rally outside of the hospital in a show of solidarity.







Local 690 members picket against Oak Harbor Freight Lines over unfair labor practices during a strike that began September 22, 2008, and did not end until January the next year.

drivers earnings go from \$23.34 to \$24.89 per hour. What's more, effective May 1, 2016, all bargaining unit employees were covered under "Plan A" of the **Inland Empire Teamsters Trust** for health and welfare benefits, switching from the Sysco Group Benefit Plan.

The current agreement for workers at the URM Stores grocery warehouse in Spokane runs from June 5, 2016, to June 5, 2021, and gives hourly wages for the final year of \$28.12 for receiving clerks and frozen warehouse workers, \$27.93 for forklift operators and general warehouse workers and \$24.99 for general merchant employees. Additionally, the employer provides health and welfare coverage under the Inland Empire Teamsters Trust and pension contributions that increase from \$5.39 to \$6.39 per hour over the life of the contract.

A U.S. Foods contract that began March 1, 2017, and expires in 2021 escalates the hourly wages of drivers who are members of Local 690 from \$24.55 the first year to an additional total \$4.88 over the its duration. The agreement also provides for health and welfare contributions into the trust fund and pension increases.

The day after the U.S. Foods contract went into effect, warehouse workers at Sysco in Post Falls, Idaho, voted, 19 to 8, on March 2, 2017, to join Local 690. The group of 30 warehouse workers joined the 54 drivers in Post Falls and other locations who were already members of Local 690 for the previous 12 years.

During the N.L.R.B. election, Local 690 members from multiple employers and industries went out to show their support of the Sysco employees. "It was a great win and we had to face a tremendous anti-union push from the company during the last week," Brother Holstrom said.

### SECURITY AND MORE FOR THE FUTURE

Among the notable agreements most recently gained by Local 690, Sysco Spokane employees have a four-year deal running from January 16, 2016 to January 15, 2020. The pact gives relief drivers \$25.34 per hour in wages the first year and \$26.89 the final years, while delivery and shuttle



Local 690 members gather at the Spokane Workers Memorial on Worker Memorial Day 2012 following ceremonies to remember those who have died on the job or as a result of work-related illness.

Also that very month, engineers at **Franz Bakery** won their election to organize with Local 690. Soon after, the local was actively negotiating its first contract with Franz.

However, as Local 690 looks back in 2017 on 100 years of triumphs and tribulations, perhaps its greatest fight is now upon it as the movement to bring anti-union, so-called "Right to Work" laws to the State of Washington has been renewed. In fact, Spokane elected State Representative Michael Baumgartner has recently attempted to introduce the harmful legislation in the state legislature.

In response, the local has remained vigilant in monitoring the legislation while educating its members and other elected officials on the destructive move that would limit union bargaining powers and funding. The local also continues to participate in "Action Days" in Olympia to help stop any such injurious bill from affecting Washington.

Meanwhile, Local 690 remains engaged in

fighting against multiple legislative measures being brought by the anti-union Freedom Foundation, such as attempts to open the local's negotiations to the public and increase reporting of local unions, in addition to "Right to Work." The local is pushing back on those efforts in order to maintain the integrity of the bargaining process that has been in place for many years.

Regardless of the union's detractors, the objectives of Local 690 remain as pertinent as always, having been declared once again within the by-laws the local's membership most recently approved in 2012:

- To unite into one labor organization all workers eligible for membership, regardless of religion, race, creed, color, national origin, age, physical disability or sex, or sexual orientation.
- To engage in organizing workers to provide the benefit of unionism to all workers and to protect and preserve the benefits obtained for members of this organization.



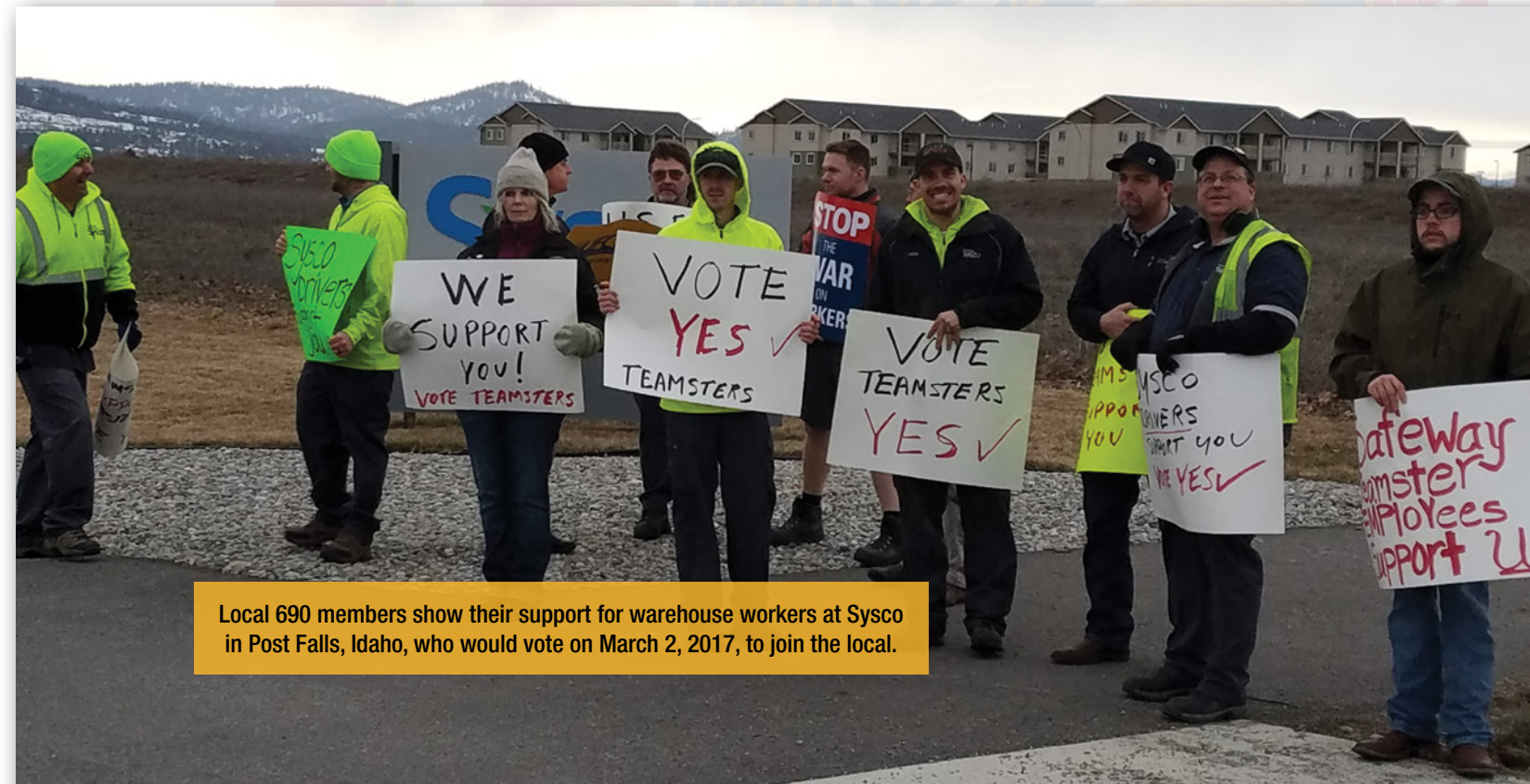
Local 690 members participate in a rally against WalMart in November 2014.



Local 690 members participate in the local's "Take Action Day" at Fairmount Memorial Gardens in conjunction with the Meals on Wheel's "Race to Feed Our Veterans" fundraiser on November 6, 2016. Local 690 made a generous \$500 donation to help feed veterans while conducting an informational picket against Fairmount Memorial Association, which was refusing to give its Family Services representatives a fair contract.

- To secure improved wages, hours, working conditions and other economic advantages through organization, negotiations and collective bargaining, through advancement of our standing in the community and in the labor movement and through legal and economic means and other lawful methods.
- To provide educational advancement and training for employees, members and officers.
- To safeguard, advance and promote the principle of free collective bargaining, the rights of workers, farmers and consumers and the security and welfare of all the people by political, educational and other community activity.
- To engage in cultural, civic, legislative, political, fraternal, educational,

- charitable, welfare, social and other activities which further the interests of this organization and its membership, directly or indirectly.
- To provide financial and moral assistance to other labor organizations or other bodies having purposes and objectives in whole or in part similar or related to those of this organization.
- To engage in community activities which will advance the interests of this organization and its members in the community and in the nation, directly or indirectly.
- To protect and preserve the Union as an institution and to perform its legal and contractual obligations.
- To carry out the objectives of the



Local 690 members show their support for warehouse workers at Sysco in Post Falls, Idaho, who would vote on March 2, 2017, to join the local.



International Union as an affiliate thereof; and its duties as such an affiliate.

- To receive, manage, invest, expend or otherwise use the funds and property of this organization to carry out the duties and to achieve the objectives set forth in these By-Laws and the International Constitution, and for such additional purposes and objects not inconsistent therewith as will further the interests of this organization and its members directly or indirectly.

Those objectives are further enhanced with a final edict within the Local 690 bylaws:

*It is recognized that the problems with which this labor organization is accustomed to deal are not limited to unionism or to organization and collective bargaining alone, but encompass a broad spectrum of economic and social objectives as set forth above, and as the union may determine from time to time; we, therefore, determine and assert that the participation of this labor organization, individually and with other organizations, in the pursuit and attainment of the objectives set forth herein are for the benefit of the organization and its members.*

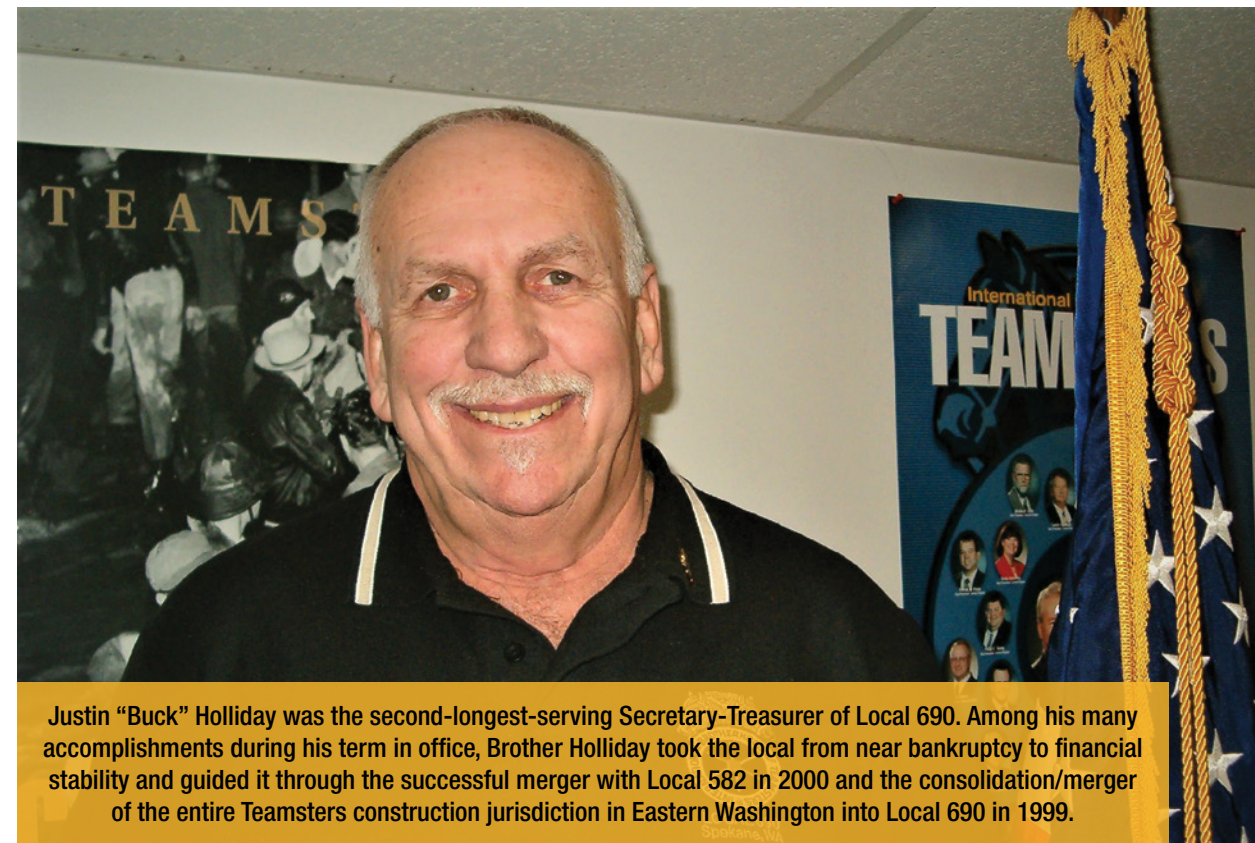
Local 690 Business Agents, 2017: (left to right) brothers Larry Kroetch, Mike Valenzuela, Joe Kuhn, (Secretary-Treasurer) Val Holstrom, Ron Vevoda and Mark Brandt.



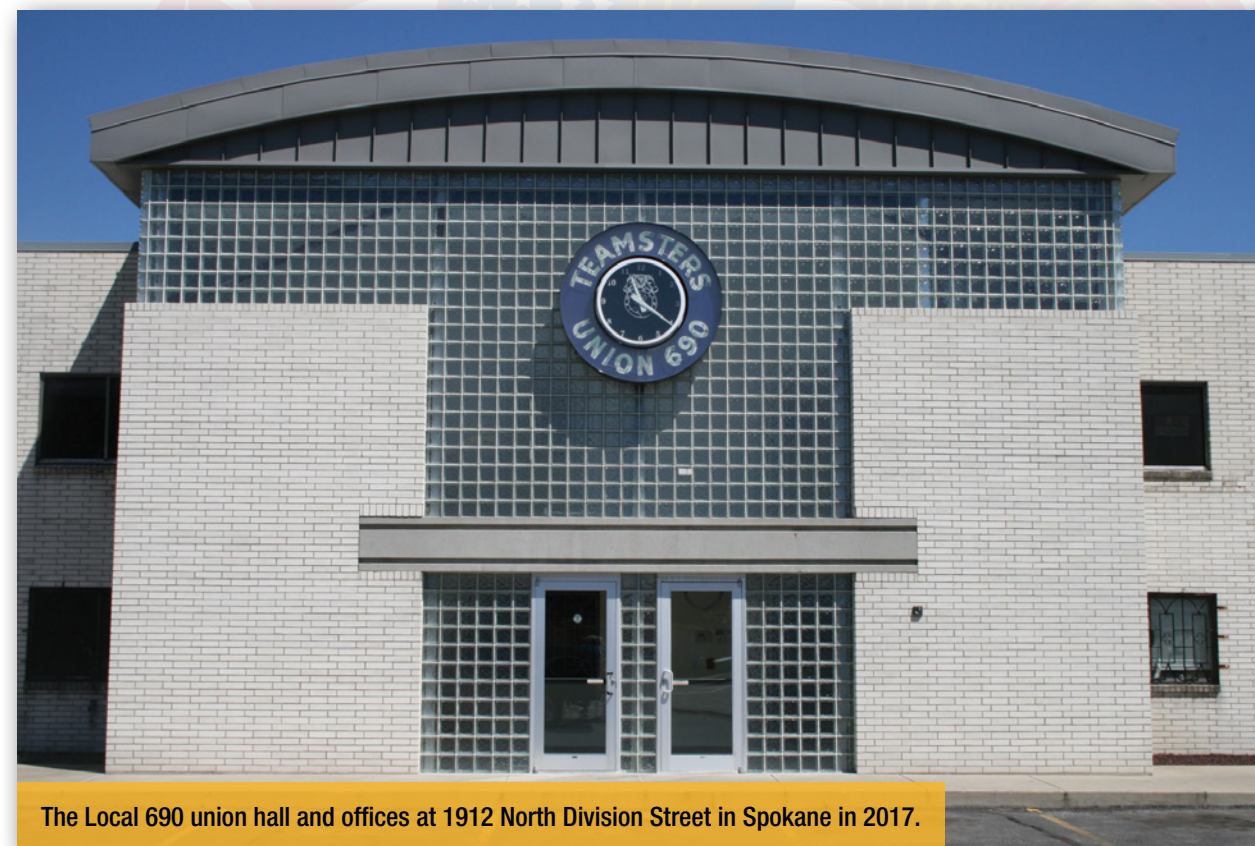
Local 690 office staff, 2017: (left to right) Melissa Lindstrom, Titan Operator and Dispatcher; Kellie Booher, Bookkeeper; and Sue Gemmell, Office Manager.



Local 690 Executive Board, 2017: (left to right) Ricardo Lopez, Recording Secretary; Carol Stone, Vice President; Matt Sturgell, Trustee; Val Holstrom, Secretary-Treasurer; Taj Wilkerson, Trustee; Matt Tanner, President; and Mike Robinson, Trustee.



Justin "Buck" Holliday was the second-longest-serving Secretary-Treasurer of Local 690. Among his many accomplishments during his term in office, Brother Holliday took the local from near bankruptcy to financial stability and guided it through the successful merger with Local 582 in 2000 and the consolidation/merger of the entire Teamsters construction jurisdiction in Eastern Washington into Local 690 in 1999.



The Local 690 union hall and offices at 1912 North Division Street in Spokane in 2017.



# Joint Council of Teamsters No. 28

Affiliated with the International Brotherhood of Teamsters

PROUDLY SUPPORTS  
TEAMSTERS LOCAL NO. 690 AND ITS  
100<sup>TH</sup> ANNIVERSARY CELEBRATION

## STRENGTH IN SOLIDARITY & EDUCATION

Local 38  
Everett

Local 117  
Tukwila

Local 174  
Tukwila

Local 231  
Bellingham

Local 252  
Centralia

Local 313  
Tacoma



Local 589  
Port Angeles

Local 690  
Spokane

Local 760  
Yakima

Local 763  
Tukwila

Local 839  
Pasco

Local 959  
Anchorage

## Joint Council of Teamsters No. 28 Executive Board

**Rick Hicks, President**  
**John B. Emrick, Vice President**  
**Steven C. Chandler, Secretary-Treasurer**  
**Scott A. Sullivan, Recording Secretary**  
**Darren L. O'Neil, Trustee**  
**Rick Boyles, Trustee**  
**Leonard Crouch, Trustee**

### Advisory Board

**Val Holstrom**  
**Rich Ewing**  
**Mark Fuller**

**Russell Shjerven**  
**John Scarcy**

# HAPPY 100TH ANNIVERSARY, TEAMSTERS LOCAL 690!

# TEAMSTERS LOCAL 38

PROVIDING GREATER SECURITY FOR WORKING FAMILIES



**Steven C. Chandler**  
Secretary-Treasurer, Principal Officer

**Samantha Kantak**  
President

**Don Ille**  
Vice President

**Tammi Brady**  
Recording Secretary

**Tricia Nush**  
Trustee

**Jamie Outlaw**  
Trustee

**Wendy Garrett-Drake**  
Trustee

**Business Agents**  
Steven C. Chandler  
Samantha Kantak  
Tammi Brady  
Daryn Wilbur  
Debbie Gath  
Michael Raughter

**Office Manager**  
Barb Saul

**Office Staff**  
Deana J. Wengren  
Denise Olson

**www.teamsters38.org**  
Phone: 425-252-3800



# *Teamsters Local Union No. 763*

*Public, Professional & Office-Clerical  
Employees and Drivers*

*Is proud to support*

## **TEAMSTERS LOCAL UNION 690 100th ANNIVERSARY CELEBRATION**

Scott A. Sullivan, Secretary-Treasurer ..... Liz Brown, Business Agent  
Anthony Murrietta, President..... Debi Humann, Business Agent  
Diane Jaber, Vice-President..... Mary Keefe, Business Agent  
Jason Powell, Recording-Secretary ..... Chad Baker, Business Agent/Organizer  
John McCue, Trustee  
Mike Leahy, Trustee  
Cathy Ward, Trustee

Linda Baker, Administrative Coordinator

Deena Christopher, Fiscal Support Specialist II

Heather Akins, Fiscal Support Specialist I

*TEAMSTERS LOCAL UNION NO. 769  
IS PROUD TO SPONSOR*

*TEAMSTERS LOCAL UNION NO. 690  
100<sup>th</sup> ANNIVERSARY EVENT*



*TEAMSTERS LOCAL NO. 769*

*Mike Scott  
President*

*Josh Zivalich  
Secretary-Treasurer*

*EXECUTIVE BOARD*

*Woodrow Wilson  
Vice President*

*Rolando Piña  
Recording Secretary*

*TRUSTEE'S*

*Robert Grecol*

*Derek Moore*

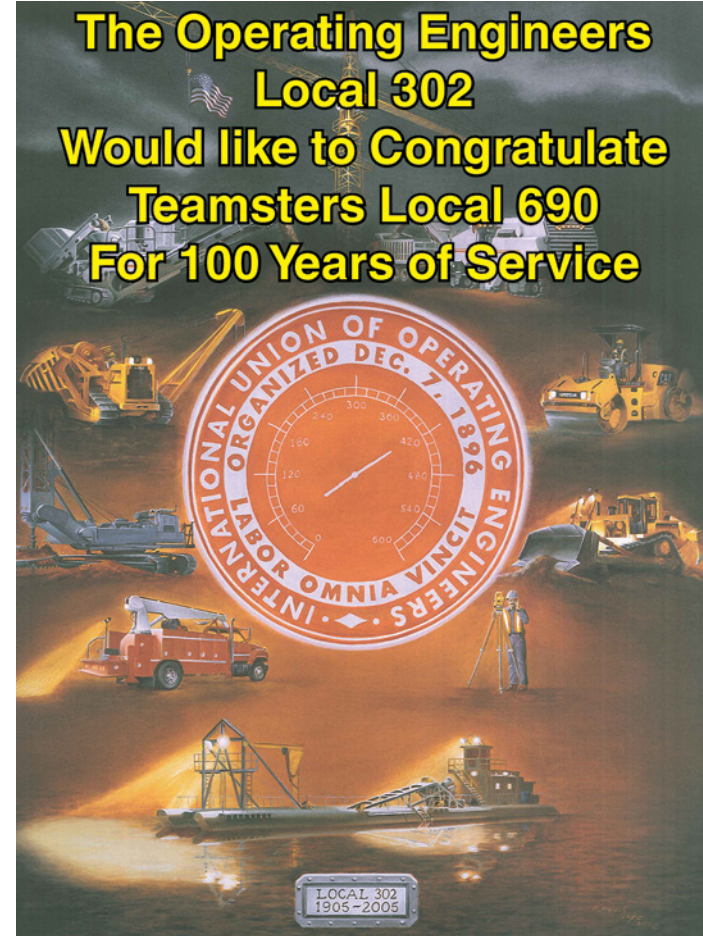
*Shirley Tarpley*





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The Operating Engineers  
Local 302  
Would like to Congratulate  
Teamsters Local 690  
For 100 Years of Service

### *Congratulations*

Teamsters Local 690  
on your 100<sup>th</sup> Anniversary!



from  
Teamsters Local 231  
Bellingham, WA

#### Officers & Staff

Rich Ewing, Secretary-Treasurer  
Rachel Mc Kibbin, President  
Flo Rose-Banks, Vice President  
Jennifer Thompson, Recording Secretary  
Brian Schols, Trustee  
Gunnar Birkeland, Trustee  
Mark Holst, Trustee  
  
Daron Smith, Business Representative  
Heather Ewing, Business Representative  
  
Paula Bennett, Office Manager

# Congratulations Local 690 on 100 Strong Years!



United Food and Commercial Workers Union  
Eastern Washington, Northern Idaho and Northeastern Oregon

CONGRATULATIONS FROM ALL OF US AT  
TEAMSTERS LOCAL 252  
TO  
TEAMSTERS LOCAL 690  
ON 100 YEARS OF LABOR LEADERSHIP  
Darren L. O'Neil, Secretary-Treasurer

John Felts, President  
Daniel Miller, Vice President  
Toni Keller, Recording Secretary  
Kevin Aselton, Trustee  
Leigh Chase, Trustee  
Russ Walpole, Executive Assistant  
Rick Engelhart, Business Agent  
Jim Pea, Business Agent  
Brian Blaisdell, Business Agent  
Toni Keller, Office Manager  
Liz Angeleri, Clerical



## Congratulations 100 Year Anniversary

Teamsters Local 589  
Port Angeles, Washington  
  
Mark Fuller, Secretary-Treasurer  
Dan Taylor, President  
Larry Voshall, Vice President  
Kim Kezer, Recording Secretary  
Rick Irish, Trustee  
Jeff Collins, Trustee  
Bobby Driskell, Trustee





## Local 839

Teamsters Local 839 would like to congratulate Local 690 for 100 years of representing workers!

# Teamsters Local 20



Richard "Chuck" Collinson  
President



Diana "Corky" Hymore  
Secretary-Treasurer

435 South Hawley Street • Toledo, OH 43609 • 419-243-8800  
Fax: 419-243-6270 • Toll Free 800-600-2755 • www.teamsterslocal20.com

## Congratulations Teamsters Local 690 on 100 Years!



Originally Chartered in 1903

### From the Executive Board and Staff

#### SECRETARY-TREASURER

John B. Emrick

#### PRESIDENT

Adam Foutz

#### VICE PRESIDENT

Robert A. (Bob) McDonald

#### RECORDING SECRETARY

Scott J. Brentin

#### TRUSTEES

Richard Pardo  
Daron Uphaus  
Randy Zimmerman

#### BUSINESS AGENTS

Terra Ament  
John B. Emrick  
Robert (Bob) McDonald  
Ron Munson  
Nick Lansdale

#### ORGANIZER

Robert (Bob) Dahl

#### BOOKKEEPER

Tiffanie Eagle

#### ADMINISTRATIVE ASSISTANT

Shirl Irish

# BLUETORCH

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## CONGRATULATIONS Teamsters Local 690 on 100 Years!

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