

Staff Series

Neal, Thomas T.

1944



INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS-CHAUFFEURS-WAREHOUSEMEN & HELPERS
OF AMERICA
AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR

Dallas 1; Texas
August 1, 1944

Mr. Thomas E. Flynn
222 East Michigan Street
Indianapolis, Indiana

Dear Sir and Brother:

With reference to our telephone conversation with regards to the East Texas Motor Freight Line controversy. The following Local Unions in the Southwest Area are involved in this case:

Memphis, Tennessee Local Union No. 667
Little Rock, Arkansas Local Union No. 878
Shreveport, Louisiana Local Union No. 568
Texarkana, Texas Local Union No. 894
Houston, Texas Local Union No. 968
San Antonio, Texas Local Union No. 657
Dallas, Texas Local Union No. 745
Fort Worth, Texas Local Union No. 47

As per your request you will find enclosed sixteen copies of the Articles of Agreement for the Over-The-Road Motor Freight operators of the Southwest Area. You will note that this Agreement contains the old Agreement which expired May 15, 1944 plus the NALB Trucking Commission Directive Order as of June 19, 1944.

I am enclosing four extra copies of this Agreement just in case you will need them for the Mr. White that you spoke of.

Fraternally yours,

T. T. Neal, General Organizer
1727 Yeung Street

TTN:AS

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**INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS-CHAUFFEURS-WAREHOUSEMEN & HELPERS
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Dallas 1, Texas
August 9, 1944

Mr. Thomas E. Flynn
222 East Michigan Street
Indianapolis, Indiana

Dear Sir and Brother:

Confirming our telephone conversation with reference to your request for a report on the East Texas Motor Freight controversy in the Southwestern Area.

I personally contacted five of the drivers of this company and inquired of them the activities, with reference to the operation of this company, as of the present time. These drivers advised me that the company was operating about 20 or 25 per cent of the normal operation. This condition of operation would be made possible through direct pick-ups by this company at the shippers dock involving straight load movement out of Chicago and Saint Louis into the Southwestern Territory, mainly, San Antonio, Texas due to the fact there is quite a movement of Government commodities into San Antonio and Houston, Texas.

These drivers advise me that they break at a filling station in East St. Louis on 40 Highway and were not pulling to the terminal in St. Louis. They also advised that some of the drivers and dock men in Little Rock, Arkansas had taken withdrawal cards from the Organization and had returned to work for the company in the past week.

The drivers operating out of Dallas, Texas into St. Louis, Missouri are now receiving Twenty-five Dollars (\$25.00) each per trip on the two man operation involving eight pieces of equipment and sixteen drivers. These drivers stated that their initiation fees and dues had been paid to Local Union No. 600 of St. Louis, Missouri quite sometime ago by Mr. Thornhill, General Manager of the East Texas Motor Freight Lines

Mr. Thomas E. Flynn--2

August 9, 1944

Incorporated and they had not received any due books from the Organization and had not been paid in accordance with the contract which I discussed with them.

I have been advised by Brother Biggers of Memphis, Tennessee, that this company had imported strike breakers from Little Rock and other terminals and cities surrounding Memphis into Memphis, Tennessee in order to carry on the business. I advised Brother Biggers to contact their attorney and ask him to take immediate steps to stop the company from importing strike breakers across any State line due to the fact that this is a violation of the law.

Fraternally yours,

T. T. Neal

T. T. Neal
General Organizer
1727 Young Street

TTN:AS