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Union officials charged Tri-Met with “blatant union-busting” Two soon-to-be displaced union subcontractors considered legal action against Tri-Met after it awarded contracts for special mobility services to three non-union companies, two of which were from out of state. The contracts went to non-union Dave Systems of California, ATC Management Corp. of St. Louis, Mo., and School Bus Services, Inc. of Gresham, which in addition to being non-union, had no experience in paratransit service. About 150 Union employees at Special Mobility Services and Broadway Transportation were expected to be gone by February. The companies transported special needs riders for Tri-Met in Multnomah and Washington counties. The Union contracts provided improved wages and benefits to workers in addition to work rules and employment condition guarantees.

The Valley Transit Association board approved a new 3-year agreement with the Union in July, giving mechanics and drivers an annual 3-percent wage increase. The contract affected two mechanics and 17 drivers. Employees received employer-paid health insurance contributions that increased from \$120 to \$390 per month by the end of the contract term, a significant improvement.

Additional problems arose involving Greyhound and its drivers. The Union, in September, said it had to cut off the \$50-a-week strike benefit payment to drivers because the 6-month-old dispute had already cost it more than \$6 million. The Union’s so-called “defense fund” was about to drop below \$2 million. About 50 people gathered outside the Portland Greyhound depot to hear from Irv Fletcher, president of the Oregon AFL-CIO. He told the group that the national labor movement was still with their brothers and would still be until they got justice. Greyhound drivers walked out March 2 over wages and job security.

Brother Heintzman was ordered to active military duty as a result of the Persian Gulf crises. Heintzman, a reserve Army Criminal Investigation Division special agent, served through December for a total of 90 days during “Operation Desert Shield.”

In September, Local 757 successfully negotiated a first-ever contract with Special Mobility Services and Odyssey Travel Club, later taken over by School Bus Services, Inc. The Union achieved major gains in wages, benefits and working conditions.

The Union threatened to withdraw from the Oregon AFL-CIO over its agreement with the proposed governor’s recommendations on workers’ compensation. According to Brother Heintzman, “This is a sellout and we find it hard to believe that any union representative can endorse a proposal that would hurt injured workers. It’s unbelievable.”

The nationwide strike between the Union and Greyhound continued. The fate of the members was tied up in expensive litigation involving lawyers and judges at the National Labor Relations Board and in federal bankruptcy court. The Union reported spending \$200,000 a month in legal and court costs. Greyhound replaced some 9,000 striking ATU members with a reduced workforce of about 3,000 new employees—the impact of which was being felt by the traveling public. Fred Curry, the chief executive officer and the man primarily responsible for the situation, was out of the picture, having

walked away with over \$1 million in cash and stock options.