



U.S. Congressman
Nick Rahall
WORKING FOR WEST VIRGINIANS

FOR IMMEDIATE RELEASE

March 6, 1990

CONTACT: STEVE SPINA

Phone: (202) 225-3452

RAHALL CALLS OUT THE DOGS ON GREYHOUND

WASHINGTON, D.C.-- In response to the death of Greyhound bus driver Robert Waterhouse and allegations from union leaders that Greyhound is running their strike breaking activities with reckless abandon, U.S. Rep. Nick Rahall (D-WV) called on the House Committee on Public Works and Transportation to conduct a hearing on safety and service reduction resulting from the Greyhound strike.

"What happened in Redding, California to Bob Waterhouse is tragic," said Rahall. "And it has raised some serious questions regarding the training of new drivers to replace the strikers."

Rahall added, "Jack Lee of Local 1493, which represents West Virginia union members echoed this same sentiment. Before the strike, West Virginia drivers were required to receive four weeks training and then drive four weeks with an experienced driver. However, to replace the striking drivers as quickly as possible, Greyhound is allowing new employees to drive or train other drivers after only five days of instruction."

"Whether the drivers are competent are not is not for me to decide," said Rahall. "Let's call the hearing and find out. The sooner we get those buses back on the road, the quicker West Virginia can be back at full service."

--30--

146 + 55
MEMORANDUM

To: Congressman Rahall
From: Michael G.
Date: 3/6/90
Purpose: Greyhound Bus Strike/Press Opportunity

BACKGROUND

Yesterday, we received information from the Washington office of the Amalgamated Transit Union which suggested that Greyhound is allowing under-trained, inexperienced drivers to drive their buses. The Union suggests that Greyhound has allowed new employees to drive or train other drivers after only 5 days of instruction.

I spoke with Jack Lee of Local 1493, located in Charlotte, North Carolina, which represents West Virginia union members. He echoed these comments and indicated that service in West Virginia has been severely reduced. He said that before the strike, West Virginia drivers were required to receive 4 weeks of training and then drive 4 weeks with an experienced driver. He believes that Greyhound's minimal training period represents a serious safety hazard. Further, before the strike several bus routes originated or terminated in West Virginia and several buses went through the state. Now, Mr. Lee is aware of only a few vans that are operating in the Huntington, Charleston area.

RECOMMENDED ACTION

Kent has suggested that we request the Public Works Committee to conduct a hearing on safety and service reduction resulting from the Greyhound strike, and that we do Press on your action.

Steve,

I have a call into the Public Works committee.
You can go ahead and say that the CMAN has requested
a hearing to be conducted.

MG

03/03/90 11:03

TO: Kent Keyser/ Mike Goulding

FROM: Robert Molofsky
Amalgamated Transit Union
5025 Wisconsin Avenue, NW
Washington, DC 20016

DATE: March 5, 1990

SUBJECT: Greyhound Strike

NUMBER OF PAGES INCLUDING THIS PAGE: 11

IN THE EVENT OF AN INCOMPLETE TRANSMISSION OR POOR COPY,
PLEASE CONTACT THE SENDER IMMEDIATELY AT 202-537-1645.

Scab Driver Runs Berserk In Redding Kills Striking Driver

Saturday, March 3, 1990, Redding, California, For Immediate Release

This morning at 7:50 am a scab driver in the Redding Greyhound Terminal ran over and killed a 59 year old Greyhound Driver on strike. The driver has been identified as Bob Waterhouse who lived in Redding and has been with Greyhound for the past 30 years. Bob was a senior driver and well respected and loved by all of his friends and fellow workers.

The incident occurred as the Los Angeles to Portland bus was leaving the Redding Greyhound Terminal. Bob Waterhouse was crushed between the wall (at the terminal exit) and was then driven over by the rear wheels of the bus. Mr. Waterhouse was confirmed dead on arrival at the Redding Medical Center. The bus then also hit a pickup truck parked in the street. The driver did not stop but tried to get to the freeway. The driver of the bus is still not identified, but police had to chase down the bus and arrest the driver. The driver is currently being held in Redding by the Redding Police.

This unprovoked incident points out the danger to the public of using under-trained, inexperienced, non-union scab labor. The Amalgamated Transit Union members have warned the Greyhound Company time again of this very danger. Allowing drivers who are not properly trained to drive these 38,000 pound 40 foot buses is endangering the people riding in these vehicles. The ATU members again ask the public to use alternate transportation for their own safety.

***** E N D *****

GREYHOUND

INTER-OFFICE CORRESPONDENCE

TO		FROM	THOMAS J. CARRIGAN
LARRY KRATZER - RICHMOND LAWRENCE BURKE - FAYETTEVILLE TOM KAYE - PITTSBURGH		CO.	DRIVER HIRING TEAM
		CITY	CAMDEN, NJ
THIS IS IN REPLY TO YOUR LETTER DATED	FILE NO.	DATE	FILE NO.
		FEBRUARY 28, 1990	
SUBJECT			
P-3 FOR NEW DRIVERS INSTRUCTORS			

We need to P-3 for drivers on the attached list effective February 27, 1990.

They graduated from Driver Training School on February 25, 1990 and began instructing on February 27, 1990. They are submitting driver instructor pay slips on a daily basis and we need employee numbers in order to process.

Please advise as quickly as possible.

TJC/mtg

Attachment

cc: Terry Matthews
Frank Hutchins
Tim Lanihan
Jeff Weekly

Post-It brand fax transmittal memo 7071 4 of 4 pages 2

To	L. Kratzer	From	Thomas J. Carrigan
Co.	Richmond Line	Co.	Richmond Line
Dept.	Richmond	Dept.	
Phone	800-353-7109	Phone	202-345-1435



Amalgamated Council of Greyhound Local Unions

AMALGAMATED TRANSIT UNION
A.F.L. C.I.O. C.L.C.

221 E. Indianola Avenue, Suite 202
Phoenix, Arizona 85012
(602) 277-5737 FAX (602) 264-2464

Edward M. Strait, President
Fred Ingram, Vice-President
S. E. Williamson, Secretary/Treasurer

FOR IMMEDIATE RELEASE
March 3, 1990

Contact: Jeffrey Nelson
202-296-0263

Statement From Edward M. Strait, President Amalgamated Council of Greyhound Local Unions

(PHOENIX, ARIZONA) -- "At approximately 7:50 a.m., Pacific Time, striking Greyhound driver Robert Waterhouse was struck and killed by the driver of a Greyhound bus who had crossed Union picket lines, in Redding, California. Bob was 59 years old and was a 30 year veteran at Greyhound.

"The Amalgamated Council of Greyhound Local Unions, representing 9,000 Greyhound employees -- and I personally -- express the most sincere condolences to Bob's family and friends. This is also a tragic loss for the members of his Local Union and for all Greyhound employees.

"We call on authorities to investigate this tragic incident with all due haste. We urge Greyhound Lines, Inc., to provide authorities and the public with all relevant information regarding this driver's previous driving and safety records. And we urge the thousands of striking Greyhound workers, their families, friends and supporters on the picket lines throughout the country, to be extremely cautious."



AMALGAMATED TRANSIT UNION
A.F.L. C.I.O. C.L.C.

221 E. Indianola Avenue, Suite 202
Phoenix, Arizona 85012
(602) 277-5737 FAX (602) 264-2464

Edward M. Strait, President
Fred Ingram, Vice-President
S. E. Williamson, Secretary/Treasurer

PLEASE POST

URGENT BULLETIN

HONOR FALLEN BROTHER BOB WATERHOUSE

Friday, March 9

4:30 - 6:30 p.m.

at your local terminal

On Saturday, March 3, at approximately 7:50 a.m., Brother Bob Waterhouse was struck and killed by a bus operated by a scab driver in Redding, California.

The Council urges all Greyhound employees to gather at their local terminals from 4:30 to 6:30 p.m. (your local time) on Friday, March 9, to honor the memory of Brother Waterhouse and to demonstrate solidarity with his family and friends.

Additional information about this memorial will come from the Council and your local Union officials.

Fraternally Yours,

Edward M. Strait
President



Scab Kills Striking Greyhound Driver in Redding, California

Greyhound is Responsible for this Murder

Nationwide Protest

Called by the Amalgamated Council of Greyhound Local Unions Friday, March 9

- Boycott Greyhound, Support the Strike
- Revoke Greyhound's Operating Permit
- Issue an Injunction Against Greyhound Operation, Not the Unions
- Demand an Independent Investigation by Unions and Community

On March 3, at 7:50 a.m. Bob Waterhouse, a 59-year-old Greyhound driver with 30 years on the job, was murdered by a Greyhound scab driver. He was crushed against the wall and then run over by the rear wheels of the bus. The scab driver then left the scene and had to be chased down. Our union holds Greyhound and its CEO Fred Currey responsible for this murder.

ATU members nationwide, drivers, mechanics, and service workers, are solid and strong. Passengers are taking other means of transportation but Greyhound, in its attempt to break our union, will stop at nothing. Scab drivers have had serious accidents all over the country. They are inexperienced, untrained, and driving unsafe buses. But the death of Brother Waterhouse is no accident. Greyhound has ordered the few scabs they have to drive across picket lines. Company violence and strike breaking is endangering public safety.

Greyhound callously left thousands of passengers stranded across the country by deliberately not informing them that a strike would take place and now telling passengers there is normal service.

Greyhound passengers are poor and working people, yet Greyhound refused to issue cash refunds.

The war against unions and all the workers of this country must be stopped! Greyhound has demanded the right to subcontract 70 percent of all routes to non-union "independent" companies. Greyhound workers are making the same wages we did 15 years ago but the cost of living has gone up 125 percent in those same 15 years. We are fighting back.

Let's join forces, support the striking IAM workers at Eastern Airlines

Port Authority, 41st St & 8th Av
Fri Mar 9, 4:30 p.m. to 7:00 p.m.

Called by Amalgamated Council of Greyhound Local Unions

For information and more leaflets call: Amalgamated Transit Union, Local 1202,
319 West 48th Street, N.Y.C. 212-582-3403, 582-3518
Labor donated by Allied Printing Trades Council Union Members



Amalgamated Council of Greyhound Local Unions

AMALGAMATED TRANSIT UNION

A.F.L. C.I.O. C.L.C.

© 1989

221 E. Indianola Avenue, Suite 202
Phoenix, Arizona 85012
(602) 277-5737 FAX (602) 264-2464

Edward M. Strait, President
Fred Ingram, Vice-President
S. E. Williamson, Secretary/Treasurer

PLEASE POST

URGENT BULLETIN

At approximately 7:50 a.m. on March 3, 1990, a scab driver struck and killed Brother Bob Waterhouse in Redding, California.

This tragic incident has caused great concern among striking Greyhound employees throughout the country. But right now, I personally request that you take a few minutes of your time to bolster the morale of our Union brothers and sisters in Local 1225, which Bob Waterhouse was a member of.

Please send cards, letters, or whatever you choose to express your sympathy to Bob's wife and family, friends and Union brothers and sisters to:

ATU Local 1225
c/o Mike Alexander
2533 Irwin Street
Redding, California 96002

It is important for each of us to remember Bob in our own way, and to let those close to Bob know that they have our sympathies, our support and our fraternal love.

Fraternally,

Edward M. Strait
President





Amalgamated Council of Greyhound Local Unions

AMALGAMATED TRANSIT UNION

A.F.L. C.I.O. C.L.C.

221 E. Indianola Avenue, Suite 202
Phoenix, Arizona 85012
(602) 277-5737 FAX (602) 264-2464

Edward M. Strait, President
Fred Ingram, Vice-President
S. E. Williamson, Secretary/Treasurer

FOR IMMEDIATE RELEASE

March 4, 1990

Contact: Jeffrey Nelson
202-296-0263

Statement From Edward M. Strait, President Amalgamated Council of Greyhound Local Unions

"At each location throughout the country where Greyhound employees previously reported for work, representatives from the Amalgamated Council of Greyhound Local Unions have been meticulously counting the number of individual workers who have crossed picket lines.

"In the 24 hours ending at 12 noon on March 4, some 95 drivers represented by this Union had crossed picket lines. That means that only 95 experienced Greyhound drivers -- representing 1.5 percent of the 6,300 drivers represented by the Amalgamated Transit Union -- are transporting passengers for Greyhound Lines, Inc.

"We appreciate the efforts of the thousands of Union members, their families, friends and supporters on picket lines throughout the country, and hope that Greyhound management will soon realize that the only way they will be able to provide the traveling public with safe and affordable inter-city bus transportation, is by returning to the negotiating table for good-faith bargaining on a fair and equitable contract."

- END -





Amalgamated Council of Greyhound Local Unions

AMALGAMATED TRANSIT UNION

A.F.L. C.I.O. C.L.C.

221 E. Indianola Avenue, Suite 202
Phoenix, Arizona 85012
(602) 277-5737 FAX (602) 264-2464

Edward M. Strait, President
Fred Ingram, Vice-President
S. E. Williamson, Secretary/Treasurer

FOR IMMEDIATE RELEASE
March 3, 1990

Contact: Jeffrey Nelson
202-296-0263

Statement From Edward M. Strait, President Amalgamated Council of Greyhound Local Unions

"The Amalgamated Council of Greyhound Local Unions does not condone violence on the part of any person that would cause harm to individuals or to property.

"In that regard, we have urged members of the Union, their families, friends and supporters walking on picket lines throughout the country, to refrain from any activity that would be in violation of law.

"We believe that isolated acts of violence and property damage that have been reported are best handled at the local level. We have confidence that local law enforcement agencies are competent to handle such isolated acts. And this Union is prepared to cooperate with law enforcement officials in any way possible.

"This morning, a striking Union member was killed in Redding, California, when the new driver of a Greyhound bus struck and killed him. If and when Fred Currey and Greyhound management are prepared to file an injunction against incompetent bus drivers, the Union will join them in that endeavor."



Amalgamated Transit Union

5025 Wisconsin Ave., N.W., Washington, D.C. 20016-4139
202-537-1645

FAX (202) 244-7824

Office of the International President

March 2, 1990

TO: ALL GREYHOUND LOCAL UNION MEMBERS

Dear Sisters and Brothers:

As strikers, you are now engaged in what is almost certain to be the most important battle you have ever fought for fair treatment from the Greyhound owners and its management. I don't know whether we can win this strike, but I do know we can lose it -- almost immediately -- unless the entire membership stands together shoulder to shoulder and convinces this Company that it cannot hope to operate successfully without them. I am convinced that if the members stay united, we can mount an effective strike and force the Company back to the bargaining table. At that point only will it be possible to win a fairer contract.

Your Council made every effort in the bargaining to avert a work stoppage and to persuade management to agree to a fair settlement. In the end, there was no alternative but to strike. We were forced on strike when the Company insisted upon immediate unilateral implementation of its January 10, 1990, offer, which you had already rejected by a 91.9 percent vote. The Council unanimously rejected the Company's last and modified proposal tendered shortly before the deadline because it offered only minimum wage improvements and included many of the same objectionable job conditions which you had previously rejected. These included full time operators earning less than \$15,000 reverting to part-time status with no benefits; the hiring of seasonal employees, further diluting the extraboard; the closing of ten garages; the subcontracting of any and all maintenance work; a loser-pay-all penalty on grievance arbitration with a \$10,000 cap; restrictions on the arbitrator's authority to modify discipline in cases of insubordination; no improvements in pensions unless no Company contributions will ever be necessary; no real increase in the Company's contribution for the welfare program; and contract language permitting the Company to sell portions of its system with no union contract obligation.

I personally consider this Company's tactics a breach of faith with you the members. After you accepted a 25 percent reduction and worked with Mr. Currey to turn this Company around over the last three years and actually produced a substantial profit in the last 12 months of operation, now the Company offers you nothing but substandard wages and unacceptable changes in job conditions. In