

**BUILDING COMMUNITY**

**Donations reach \$227,680 for families of ironworkers killed in Seattle crane collapse**

An outpouring of support for two ironworkers killed in an April 27 tower crane collapse in downtown Seattle has raised \$227,680 for the surviving families.

The mishap took the lives of Travis Corbet, a member of Portland Iron Workers Local 29, and Andrew Yoder, a member of Seattle Iron Workers Local 86.

Corbet, 33, was a newlywed from Oregon City just getting ready to start a family.

Yoder, 31, was married and the father of two sons, ages 5 and 3. He lived in North Bend, Washington, but had ties to Oregon, having been raised in Silverton.



Travis Corbet

Shortly after the accident, Ironworkers USA Credit Union put out the call for donations to help the families. Money came pouring in from ironworkers, contractors, and trade unionists from 22 states. One hundred percent of the donations go directly to the families.

“I think this is an amazing show of support and love,” said Teri Robinson, CEO of Ironworkers USA Credit Union. “This is another perfect example of People Helping People and UNION STRONG. The brotherhood and sisterhood shown has really touched my heart!”

**Local letter carriers gather 23 tons of food**

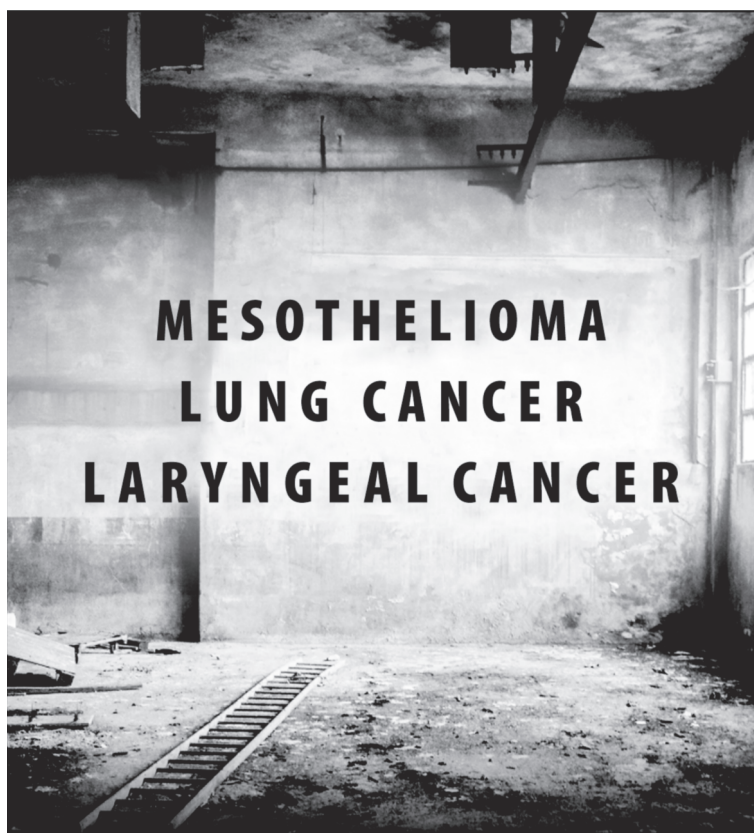
National Association of Letter Carriers (NALC) Branch 82 collected 465,845 pounds of food in the one-day Stamp Out Hunger food drive on May 11. In Clark County, Washington, NALC Branch 1104 brought in 122,405 pounds of food. Both numbers are down from the previous year: -2.7% in Oregon and -16.5% in Clark County. The two locals also took in \$15,374.65 in cash donations. The Stamp Out Hunger food drive started 27 years ago in a partnership between NALC and the U.S. Postal Service. Other labor partners include the AFL-CIO and United Food and Commercial Workers. On the second Saturday in May, letter carriers—in addition to their regular workload—collect nonperishable food products left at mailboxes



Teamsters Local 162 members Bill Martinmass and Greg Hampton joined retired IBEW Local 48 member John Vandermosten (right) sorting and boxing food donations at the Gresham, Oregon Post Office. That location collected 15,972 pounds of food. After the food was boxed up, Martinmaas and Hampton, who are employed at Fred Meyer, loaded it onto 18-wheel trucks and hauled it to the Oregon Food Bank, where it gets distributed to families in need.

by participating residents in more than 10,000 cities across the country. It’s the largest one-day food drive in the world. Last

year, the food drive brought in 71.6 million pounds of food nationwide. National results for this year have not been released.



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**GREENING OUT THE OHSU BOARD.** More than 100 members and supporters of AFSCME Local 328 marched into the June 27 meeting of the Oregon Health and Science University (OHSU) board of directors. They were there to show their opposition to concessions in contract negotiations. The board wouldn’t give them an opportunity to deliver a statement, so they sat in silent protest, then walked out when OHSU’s chief financial officer got up to speak. He reported that OHSU’s operating income was “well above budget” at \$140 million, with earnings at \$56 million above budget. At the bargaining table, OHSU is proposing meager raises, takeaways on health insurance, and a new paid-time-off policy that would incentivize employees to work while sick.

**A life-saving school bus driver**

Amalgamated Transit Union Local 757 member Deb Biel loves her job as a school bus driver, but at times her outer-Northwest Portland route—with lots of curvy two-lane country roads—can be dangerous. Biel, 65, is a five-year employee of First Student, transporting students to and from Skyline K-8 school in the Portland Public School District.



Deb Biel

On June 6, with two dozen

children aboard on their way home, she was on Cornelius Pass Road waiting for a pause in oncoming traffic to turn left onto Kaiser Road. Checking her rear-view mirror as she’s trained to do every eight seconds, she saw a double dump truck coming around a blind curve behind her at approximately 45 miles an hour. The narrow road where she was stopped has no shoulder, just a few feet of grassy

ground. Realizing that the truck wasn’t going to stop or even slow, she accelerated into the center of the road, giving the truck just enough room to pass her on the right. Her action stopped traffic in front of her, and she was pretty shaken up, but her focus and reflexes may have saved lives.

“The most important thing to stress is that all of us drivers need to remember our training,” Biel told the Labor Press. “Don’t become complacent, and don’t take anything for granted.”