

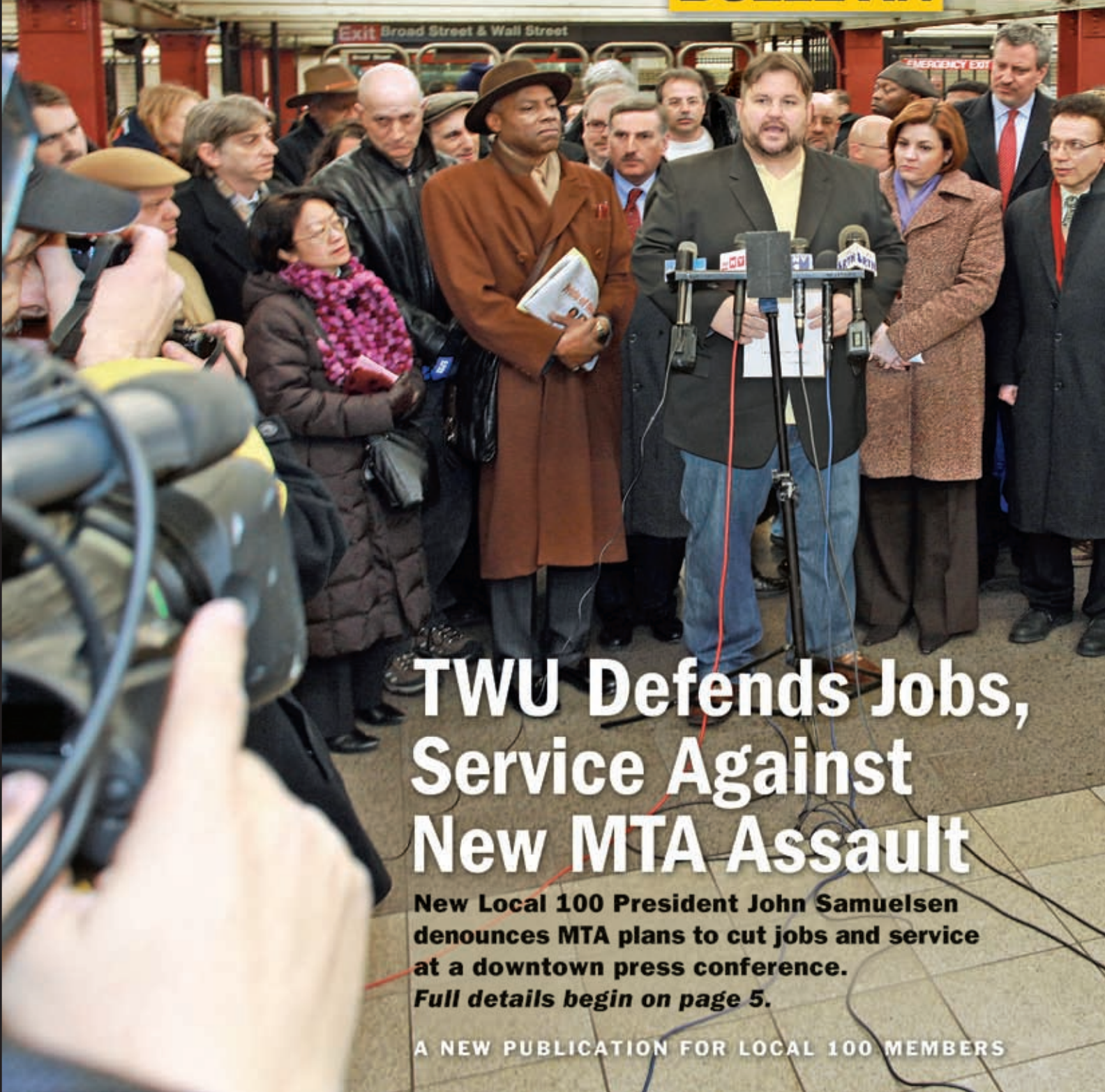


Published by TWU Local 100

# Transport Workers

March 2010 • Volume 1 • Number 1

**BULLETIN**



## TWU Defends Jobs, Service Against New MTA Assault

**New Local 100 President John Samuelson denounces MTA plans to cut jobs and service at a downtown press conference.**

***Full details begin on page 5.***

A NEW PUBLICATION FOR LOCAL 100 MEMBERS



## Striving for a Reunified, Re-energized TWU

IT IS IRONIC, BUT ONE OF THE BEST THINGS THAT EVER HAPPENED TO ME WAS GETTING FIRED FROM THE STAFF OF TWU LOCAL 100.

It was in late 2005 just before our strike against the MTA. I had been on full-time union staff for five years. At the time, I was the elected Chair of the Track Division and was also serving as acting vice president for Maintenance of Way. It was December of 2005 and the potential of a strike seemed very likely. In the midst of this dispute with the MTA, the union's leadership announced that they were going to sell our union hall. I believed that the discussion about the sale of our building should have waited until after our contract (and strike) was settled. Along with several other officers, I publicly objected to the sale of the building. After doing this, I was fired from my union hall job and sent back to work on the railroad tracks.

At the time, I was very angry. But as the weeks went by, and I had time to reflect on what had happened, I couldn't have been happier.

It first and foremost allowed me to fully appreciate my family. Union work is all-consuming at times, and can pull you away from what's most important in life.

Secondly, it allowed me to reconnect with my friends and co-workers on the job. I will be forever grateful to them for how they accepted me back on the job and continued to encourage me to run again for union office.

After working on the tracks for the last 4 years, I once again began to look at life through the perspective of a rank and file transit worker. I will carry that perspective with me throughout my term in office. When union leaders forget where they come from, they are finished. Things quickly start to go downhill.

I have learned important lessons from the mistakes of my predecessors. I will always respect the democratic will of the membership. Every officer elected by this membership, whether they supported me in the election or not, has my respect and my full support in representing our members.

The Local 100 Executive Board must be totally independent and feel free to vote as they see fit for the best interest of the membership without fear of intimidation or retaliation from the top leadership.

I believe deeply in industrial trade unionism – one union which includes all job titles and trades – and a unified, educated membership pulling in one direction. True union power comes from a strong union presence on the

road and in the field, not from 80 West End Avenue.

Union power is also heavily derived from unity, a rare commodity that admittedly does not fully exist yet in the Local. We have been in a state of political civil war for far too long. It has hurt us and hurt our ability to defend ourselves against management. I have already taken steps to reunify the union, including asking my opponent in the election, Curtis Tate, to join my team and he has accepted. This is an important first step toward full reconciliation and reunification. If we are to advance ourselves as a union we all must make every effort to stop the in fighting and bring forth unity in TWU Local 100.

Right now, the most pressing area of concern is the MTA's plan to close their budget shortfall on the backs of transit workers and the ridership. We are in a full-fledged battle against the MTA to preserve our jobs, the integrity of our contracts and service to the people of New York City.

MTA Chairman Jay Walder is an accountant at his core. In nearly every way, he adheres to a philosophy that is diametrically opposed to the interests of TWU Local 100. His idea of customer service is stripping the system of human beings and replacing them with digital signage.

We have launched a multi-pronged campaign to fight off these threats to our livelihoods. We have already built an impressive coalition of labor, political leaders, community activists and rider advocacy groups to support our position. We have also launched a full-fledged media campaign, both in NYC and Albany, to get our message out.

It's been a busy first several weeks as President. But I am really encouraged by what I have seen so far. I think our union is well on its way to healing and to returning to its place as the strongest and most influential union in New York, if not the entire country.

Let me sign off here by simply saying, thank you. I am honored to serve in your behalf.



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# Transport Workers

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## BULLETIN

March 2010 • Volume 1 • Number 1

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## 5-7

### Union Launches Campaign To Fight Job and Service Cuts

*Some of the worst MTA budgetary news in years greeted TWU's newly elected officers on their first day on the job on January 1, 2010. The team, led by new President John Samuelsen, immediately counterattacked with a plan to save transit jobs, student passes and service for New York's working families.*



## 8-9

### Haiti Relief Drive Underway

*The tragic earthquake in Haiti has inspired the nation to open its hearts and pocketbooks to help rebuild the hard-hit country. Local 100 and its members are doing their part.*



## 10

### Local 100 Honors Dr. King

*A standing room only crowd of Local 100 members and their families crowded into Local 100's meeting space to celebrate the birthday of Dr. Martin Luther King, Jr. on January 18, 2010.*



## 11-13

### Turf Battle With the Contractors

*The Inspector General for the Metropolitan Transportation Authority excoriated the MTA for its contracting practices in a new report. TWU Local 100's Bargaining Unit Protection Department offers a solution: let Local 100 members do the work. Photo shows a common sight on TA property, a contractor doing work TWU members could and probably should be doing.*



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Tom Matthews



# Why We're Calling It the "Bulletin"

Within months of the founding of the Transport Workers Union on April 12, 1934, a publication known as the Transport Workers Bulletin began showing up in crew rooms throughout New York City's subway system.

It was the first newspaper ever published by TWU and it was printed regularly until 1948 when it underwent a graphic overhaul and was renamed the TWU Express (which is still published regularly by the International Union).

Page one of the first edition of the Transport Workers Bulletin (reproduced in part here) blared out the headline "Tyranny Must Disappear" along with an editorial outlining the basic principles of the fledgling union. The editorial, in part, proclaimed the belief that "transit workers, in order to be able to counterbalance the powerful transit trust in New York, must organize in one industrial union regardless of craft or occupation – ONE INDUSTRY, ONE UNION."

Always filled with colorful, yet no nonsense language, the Bulletin's editorial also declared: "In order to make this union really representative of the workers in the in-

dustry, in order to safeguard from its being utilized by 'stuffed shirts' who may gain control, we are determined on a policy of rank-and-file control."

Local 100 President John Samuelson, a student of TWU history, said that his personal beliefs in rank-and-file supremacy and industrial unionism echo the earliest precepts of TWU. So, said Samuelson, naming the new (and first magazine format) publication of his administration "The Bulletin" was an easy call.

Samuelson said he believes that TWU's ability to organize transit in New York beginning in 1934, where other efforts failed over a 30 period starting in 1905, was based on the concept of industrial, wall-to-wall unionism.

"A unified union, with everyone in all divisions and sections locking arms and marching together, is as important today as it was 75 years ago," said Samuelson. "And tagging our new publication with a venerable name from the earliest days of our union hopefully will serve as a regular reminder to the members and officers that we can never stray from the core values of our union's founders."



The first edition of the Transport Workers Bulletin from September of 1934 is shown along with a 1937 edition announcing the Union's enormous victory among BMT workers.





# New Leadership Sets Determined Agenda to Reunify Local 100 and Fight MTA's Plan To Slash Jobs and Service



Graphic Courtesy of Grains New York Business

By Alan Saly

LIKE PRESIDENT OBAMA IN 2009, TWU LOCAL 100's new leadership took office in 2010 without the benefit of a honeymoon.



President John Samuelson with Straphangers advocate Gene Russianoff (left) at press conference.

The same fiscal and economic crises that pushed America's unemployment levels past 10 percent and unbalanced the world's financial institutions for the past year and a half, trickled down rapidly to state and local levels across the

country. The flood has hit New York and the MTA hard. In December, prior to Local 100's new leadership assuming office, the MTA had already announced massive service and job cuts to close a growing budget deficit.

On taking office, newly elected President John Samuelson and the rest of the officers set out an aggressive agenda to deal with the threats to jobs and transit service; rebuild and reunify the union, and resolve contractual payments growing out of an arbitration decision.

Here's a brief overview of what has transpired.

Coming in from London Transport to head up the MTA, Jay Walder – who served as the MTA's Chief Financial Officer in the 80's and early 90's – supposedly knows about money. After 100 days on the job, he issued a booklet called, "Making Every Dollar Count," which called for improving efficiencies and increasing service. "For the first time in a generation," the booklet said, "we are expanding the system." But just days after "Making Every Dollar Count" came out, Walder was calling for massive service cuts, including the elimination of two subway lines, 16 bus routes, student fares, and Paratransit – harsh measures which do not appear in his slickly produced report. These deep cuts, Local 100 and transit advocates have determined, will adversely impact four million commuters.

## Our Fightback

But there's a way out for the MTA, which doesn't lead through the wreck-

Continued  
on page 6

Former opponents, now allies for Local 100; Samuelson (right) and Curtis Tate.



## Executive Board Reviews Local 100 Finances



*Local 100's new Executive Board at January 25th meeting.*

Local 100's new Executive Board reviewed the union's financial status at its first meeting on January 25, 2010. Here are the financial basics reviewed by the Board.

- \$46 million was the net profit realized from the 2006 sale of our building at 80 West End Avenue. Of that, approximately \$28 million was left in the building fund when the newly elected officers took over on January 1, 2010.

- \$400,000 was transferred from the building fund to cover operating expenses in December 2009. A little over \$2 million was taken from that fund for operating expenses over the course of 2009.

- The union has been running a yearly operating deficit since 2006.

- Approximately \$1.7 million was spent on the 2009 Family Day outing to Great Adventure. A

substantial number of tickets remain unused, and will be utilized for a union family event this summer, so as not to waste the leftover.

There was general consensus that steps must be taken to begin balancing the budget. Also, to prevent further withdrawals from the building fund without Board approval. Vice President Kevin Harrington (RTO) made a motion in that regard. It was approved 39 to 4 with 3 abstentions.

## New Leadership Set Agenda

*Continued from page 5*

age of layoffs, empty bus stops, and shuttered businesses. The union made that clear to legislators and the public just days after our top officers were sworn in on January 1. On January 7, Recording Secretary Benita Johnson told the New York State Assembly in official testimony that the MTA was sitting on a pot of Federal American Recovery and Reinvestment Act (ARRA) money – \$90 million – that could be used immediately to cover operating expenses (maintaining service and keeping student fares). Then we found additional money – \$50 million in “pay as you go” expenses that were being taken out of the MTA's operating budget and put into capital. The service cuts proposed by the MTA began to look more like an option – and less like a necessity.

In the second full week of January, we reached out to



*Samuelsen with New York powerbrokers, including City Council President Christine Quinn, Transportation Chair James Vacca, and Public Advocate Bill de Blasio.*

transit advocates and refined our message. For the media, it's easy to manufacture a conflict. For Local 100, it's often not what we're against – it's what we're for. We're for better service, excellent transit coverage throughout the City and suburbs, maintaining regular equipment inspections and maintenance cycles, and maintaining staffing on lines and in stations to provide the service the public has come to expect.

## MTA Releases First Year Increases From Arbitration Award

After months of legal maneuvers and outright delays, the MTA finally scheduled payment of the contractual raises covering 2009. The payments are to be covered in the first March paycheck. This will cover the full 4 percent first-year pay increase, as well as

retroactive pay covering that period. An additional 2 percent increase will be forthcoming on April 16, 2010 for TA and OA workers, and July 1, 2010 for MTA Bus.

Local 100 President John Samuelsen said: “I realize that it has been a

long and frustrating wait. But the wait is over. We can now move on to devote our full attention to the current battle to preserve transit jobs and service, and to prevent the MTA from balancing its self-inflicted budget wounds on the backs of Local 100 members.”



## Chicago Transit Cuts Service, Furloughs 1,100 Workers

While Local 100 battles the MTA against service and job cuts, our brother and sister transit workers in Chicago and elsewhere are already experiencing the pain of layoffs. In early February, the Chicago Transit Authority (CTA) imposed more than 1,100 layoffs and broad service cuts to make up a \$95.6 million budget shortfall. The Authority is using cutbacks as a hammer to force major economic concessions from transit workers. For several years

the CTA has faced budget gaps, which have been growing exponentially over the course of time, with the fiscal crisis in the state of Illinois this year exacerbating the crisis, according to the Chicago Tribune and other publications. The across-the-board cuts threaten to put almost 10 percent of the CTA workforce on the unemployment lines. Nine express bus routes have been eliminated and service has been reduced on 41 others. Fewer trains will be run-

ning on 7 out of 8 lines, remaining bus service will be less frequent, and many routes will begin later and end earlier. In total, these measures constitute a 20 percent decrease in bus service and 10 percent decrease in rail service. As do New Yorkers, most Chicagoans rely completely on public transit to get around the city. On the average workday, more than one million people use CTA buses and more than 640,000 ride the trains.

On January 18th, U.S. Senator Kirsten Gillibrand and former Mayor David Dinkins, the City's most prominent Black elder statesman, attended our Martin Luther King Day at the Union Hall. We put video from the event right up on our website at [www.twulocal100.org](http://www.twulocal100.org), including

President Samuelson's first public introduction of our top 11 union officers. Gillibrand did more for TWU than just spend 15 minutes at a microphone. Four days later, she wrote a letter to Senate Majority Leader Harry Reid, urging major mass transit funding within the Obama Administration jobs bill – funding which could mean \$210 million for the MTA.

On January 24, a profile of President Samuelson in *Crain's New York Business* pictured him going head to head with MTA Chair Walder, each man at the controls of a train. As usual, the truth was more complex. Two days after the article came out, Samuelson invited the MTA Chairman to accompany Local 100 to Washington the following month, to lobby for transportation funding.

In his first video address to the members of the Union, Samuelson described the steps he had already taken to build our strength: eliminating the favoritism of paid staff on the Executive Board, respecting every elected officer, bringing his election opponent, Curtis Tate, on board the Union's staff to unify the rank and file.

"Transit workers have already made sacrifices," he said in the video, describing what he told Walder in a face to face meeting. "We are paying for our health care. We received significantly smaller wage increases in our arbitrated



**Local 100's top four officers with U.S. Sen. Kirsten Gillibrand, who pledged support for TWU's efforts. In background, Community Affairs Director Marvin Holland.**

contract than the citywide package for other unions." He challenged Walder to identify just one "archaic work rule" governing our workforce. Conductor positions, he said, are not archaic and are not negotiable.

"I will fight as hard as I can to insure your ability to provide a stable life for your

family," he concluded. "But I am not the union – you are the Union. Our power rests in our ability to mobilize as one when called upon. When that call goes out, he said, we all must respond."

Thousands heard President Samuelson on 1010 WINS, where the Union was sponsoring Black History Month in February and taking issue with the MTA's spending priorities. The coalition we're building with transit advocates and politicians continues to strengthen, with broad-based alliances forming to mobilize the public. The Working Families Party sent out its own MTA petition to 120,000 members, supporting TWU Local 100's agenda.

In a February 4th news conference, Samuelson was joined by many of the City's top officials, including City Council Speaker Christine Quinn and Public Advocate Bill de Blasio. And both Comptrollers – DiNapoli in Albany, and Liu here in the City – went on record against MTA failures: not spending stimulus money fast enough, and not monitoring contractors who waste public money which could be better spent on in-house staff.

This hard-charging beginning for the new Local 100 administration is an expression of our determination to "get there" – to a destination which results in better service for riders, and continued opportunity for the membership.

# TWU Members Rally Be

By Jonathan Bennett

WITHIN DAYS OF THE DEVASTATING EARTHQUAKE THAT KILLED MORE than 200,000 Haitians and destroyed much of the country's infrastructure, Local 100 was making plans to help provide relief.

"Our hearts go out to the Haitian people, and we encourage all union members to donate their time, money and expertise to the relief effort," said Local 100 President John Samuelson on the day after the quake.

Leaders and members of the union began to work immediately to organize assistance. The Union set up a Haiti Relief Fund with an initial contribution of \$10,000 from the Local's treasury, and announced that the union would match all contributions from members to the fund would be matched by the Union. A week later, the Union increased its contribution to the fund to a total of \$30,000.

"I'm very proud of the way our members have already responded to

this terrible tragedy," said Samuelson, but obviously we all have to do more to meet this ever-expanding disaster." He announced that he had set a goal of \$100,000 for total contributions to the fund.

Union members in depots and yards collected contributions to bring to the Union Hall. At the Coney Island Overhaul Shop, members collected \$3667. President Samuelson called upon Marvin Holland, the union's Political and Community Affairs Director, to coordinate the Union's Haiti relief work, with the assistance of Bus Operator Richard Jasmin, who was released by the Flatbush Depot to work full-time on the Haiti relief project.

The Local is coordinating its relief



Members from the Car Equipment Division deliver check in the amount of \$3,667 for Haiti Relief to Local President John Samuelson.

work with the International Transport Workers Union, with the New York City Central Labor Council and with the AFL-CIO.

The Local's Haiti Relief Committee held its first meeting on Jan. 25, with follow-up meetings on Feb. 8 and Feb 22. More than 50 people are active in the committee, which includes

## Haitian TWU Members Experience the Aftershocks

After a magnitude-7 earthquake hit Haiti on January 12, hundreds of Local 100 in New York members experienced psychological aftershocks.

"When I heard the news, I was very, very worried about my father, Fritz, who was on vacation in Port-au-Prince," said NYCTA Train Operator Randolph Richard. "We are trying everything to get in touch with him," he told Transport Workers Bulletin two days after the quake, "and we are glued to CNN, looking for any sign of him. My daughter is crying because she knows her grandfather is there. I'd like to go down there, both to look for him and the help out in any way I can."



Haitian Local 100 members Richard Jasmin (left) and Pierre Bouzi.

Three days after the quake, Richard got a call from his father. "He told me that the house where he was staying collapsed and he's living in the street, but he wasn't hurt. Conditions could get bad because supplies are very short, and it's very difficult to get out of Haiti, but all I'm hoping for the best."

Hundreds of Local 100 members were born in Haiti, like Richard, or have many friends and family members who were close to the epicenter of the worst earthquake to hit the Haitian capital in 240 years.

Claude Luly, a NYCTA Collection Agent, got a message from his mother very soon after the quake. "She said that



# hind Haiti Relief Effort



Local 100 Haiti Relief Committee meets at Union Hall.



not only union members and staff but also representatives of the Haitian American Law Enforcement Fraternal Organization, Katrina Rita Diaspora Solidarity, Pastors for Peace, Haitians in Transit and the Office of City Coun-

cilmember Jumaane Williams.

"We want to make certain that whatever assistance we provide to our Haitian brothers and sisters, whether in the form of food, shelter, clothes or money, is carefully chosen with their

actual needs in mind and is delivered directly to those in need," said Jasmin. "Pastors for Peace is helping to coordinate camps for Haitians who have no shelter," said Jasmin. "We are collecting tents, cots and medical supplies, which Haitians in Transit will begin to deliver to the camps within weeks."

"It's clear that we need to provide much more than short-term assistance to Haiti, because the country's needs can only be truly met on a long-term basis," said Holland. "One of the plans that we are trying to put into place is to join with other unions in calling on employers and on the government to provide Creole-speaking workers in the U.S. with paid leave so they can put their skills to work in Haiti."

"Local 100 has among its members many Creole-speaking construction workers and heavy-equipment operators, whose skills would be invaluable if they could work in Haiti."

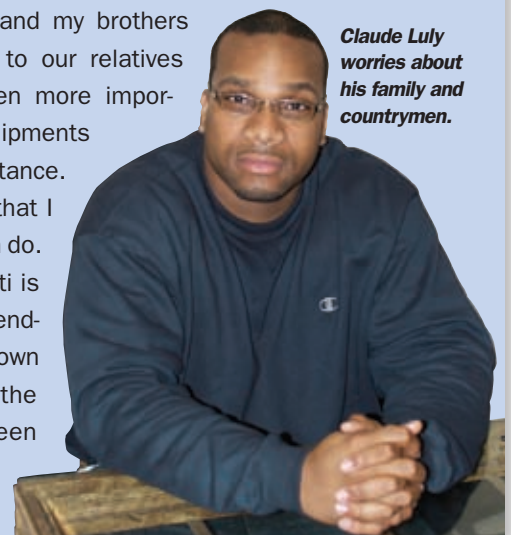
she was at home in Delmas when it hit, and she is fine, but she was frightened because she hadn't been able to get in touch with her sister. When my mother told me she was frightened, I know that things were very bad, because she has lived through many incidents in Haiti that could have been terrifying, but this was the first time she was ever frightened."

Luly eventually had good news about his aunt, but learned that two of his cousins had been killed in a building collapse. "I want to go down there with all the tools and supplies I can take with me, but I can't get a seat on a flight to Port-au-Prince."

Another Haitian-American member of the Local, revenue-equipment maintainer Pierre Bouzi, was not so lucky. "My uncle, who was like a father to me, and who has lived for years in Chicago, was visiting Port-au-Prince and he and his wife were killed when the house where they were staying collapsed."

"I'm very sad to have lost my uncle, but the important thing now is for people here to help the people of Haiti. It's not only

Port-au-Prince that is a shambles, but there has been huge destruction in many, many other cities and towns. All over Haiti people are in need of shelter, food, water, medical supplies, you name it. Me and my brothers have sent money to our relatives there, but it's even more important to organize shipments of material assistance. That's something that I hope the Union can do. A huge area of Haiti is like a war zone. Sending necessities down there could be the difference between people living and dying."



Claude Luly worries about his family and countrymen.

# SRO Crowd Honors Dr. King At Local 100 Celebration

U.S. SEN. KIRSTEN GILLIBRAND (D-NY) AND FORMER Mayor David N. Dinkins were among the special guests who addressed a standing-room-only crowd of rank and file members at Local 100's annual event honoring the legacy of the Rev. Dr. Martin Luther, King, Jr.

Gillibrand said she was honored to be able to address the TWU at the new administration's first public event. In a private meeting with President John Samuelsen before the celebration, they discussed federal aid for mass transit as well as the Union's desire to forestall and reverse the MTA's planned service cuts and layoffs. She pledged a close relationship with TWU Local 100 going forward.



*TWU's top four officers with former Mayor David Dinkins (left) and U.S. Sen. Kirsten Gillibrand.*



*Above, an SRO crowd attended.*



*Right, entertainment by the Harlem School of Arts.*

Dinkins painted a picture of the struggles borne by those striving to fulfill King's dream of equality for all. Dinkins made a point of congratulating Local 100 President John Samuelsen on his recent election victory and seemed to greatly enjoy the opportunity to address TWU members, extending his remarks for over 30 minutes.

Corrections Officers (COBA) President Norman Seabrook also addressed the crowd.

In his address to the members, Samuelsen first brought attention to the plight of our brother and sister TWU members who have family in Haiti. "Your union stands with you and with the people of Haiti," he said, to a round of applause.

He also read from an address by Dr. King to TWU

members at the 1961 TWU Convention in New York.

Samuelsen closed his remarks by offering a pledge to fight incoming MTA Chairman Jay Walder's plan to cut jobs and reduce services. "He looks at our jobs, our neighborhoods, as a line on a ledger that will balance his books. I have news for Mr. Walder. If you move against our livelihoods, you will have a fight on your hands from TWU Local 100."

Samuelsen also introduced his leadership team, including Secretary-Treasurer Israel Rivera, Jr., Recording Secretary Benita Johnson, and Administrative Vice President Angel Giboyeaux. He rounded out the introductions with all of the Union's Vice Presidents, most of whom were in the hall. Local 100 Organizer Charles Jenkins and Recording Secretary Benita Johnson traded time at the podium as MC's of the event.

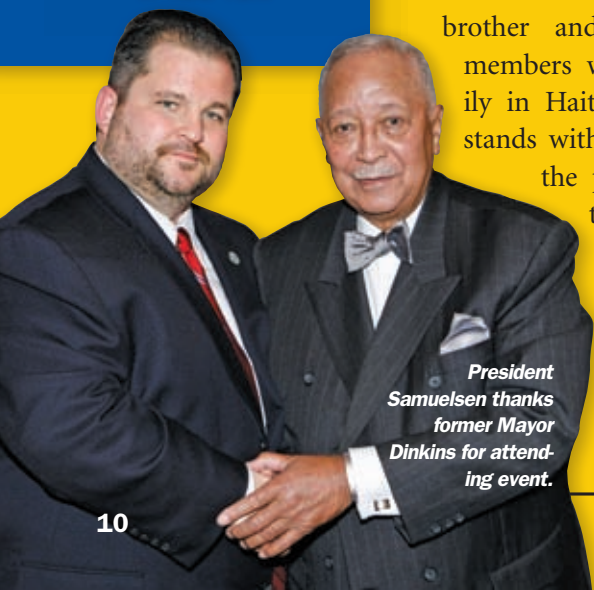
For entertainment, the rank and file heard the jazz sounds of the Harlem School of the Arts. The Rev. Reginald Williams gave a benediction, and a moment of silence was observed for the people of Haiti. After the speakers' portion of the event, a full dinner was served to all attendees.

*President Samuelsen thanks former Mayor Dinkins for attending event.*

"There is a special quality in your leaders that is found in the spirit of this Union itself. It is a quality of independence. You may not always be right, but you are never going to be intimidated into silence or conformity."

**Dr. Martin Luther King, Jr.**

*From his 1961 Address to the TWU Convention in New York*





# MTA

## Wasting Millions On Contractors, Cost Overruns And Shoddy Work

***TWU Officials Say 'Our Members Can Do It Better'***

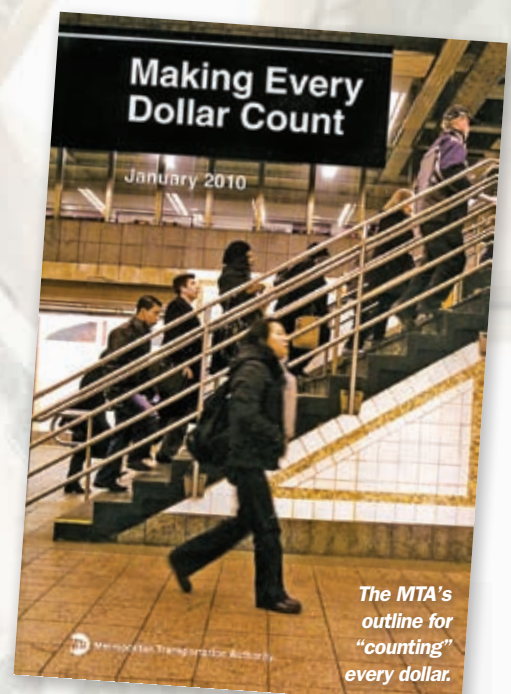
*By James Gannon*

"MAKING EVERY DOLLAR COUNT." THAT'S MTA CHAIRMAN JAY WALDER'S slick new public relations message to riders and the media. "Our customers and the taxpayers want to know that the MTA spends every hard-earned dollar wisely," Walder said at a recent gathering of New York's business and political elite.

Unfortunately for Mr. Walder, the MTA's own Inspector General Barry L. Kluger; New York State Comptroller Thomas DiNapoli, and a host of investigative newspaper articles are blowing the MTA chief's message to smithereens, most notably as it applies to its multi-billion-dollar capital program.

The Inspector General called the MTA on the carpet for an apparently too-cozy relationship with contractors. His report charged that outside contractors are routinely given positive evaluations despite mediocre, and in many cases, substandard work. MTA projects often do not meet standards and are overbudget, yet fewer than 5 percent of the 2,579 MTA contractors evaluated between 2006

*Continued on next page*





## MTA Wasting Millions

Continued from page 11

and 2008 received a grade of marginal, and fewer than 1 percent were graded unsatisfactory, according to the Inspector General. There is "an institutional reluctance, for a variety of reasons, to rate contractors' work as 'unsatisfactory,' even when such ratings are the most appropriate," the report declared.

This practice, which has enabled bad contractors to secure additional contracts with the Authority despite sloppy work, is not about to change. The MTA's aversion to assigning low ratings is "a pervasive mindset, amounting to an institutional culture," the report concluded.

### TWU Perspective

TWU's Bargaining Unit Protection director Pete Foley and LES Executive Board member Mario Galvet told the Bulletin there is a better way to do busi-

ness, which would save the Authority millions in the process. "It's a simple concept. The MTA should look to their own workers first. Give us a chance, we'll do it better, and we'll save them money," said Foley.

Both Foley and Galvet said they are not surprised by recent reports of massive cost overruns, poor results, and behind-schedule projects.

*The New York Times*, the *Daily News*, the *New York Post* and *AM New York* have all reported on costly failures by contractors, including:

- The one-year old South Ferry subway station, built with a \$527 million price tag, is leaking in a number of places. The water damage has caused ugly brown stains on several walls, numerous tiles have separated from at least one wall. The Authority thinks it will cost \$3 million to address the problem.
- Leaks have damaged the \$7.25 million Cortlandt St. R/W station that opened late last year.
- The \$108 million station over the Long Island Railroad Terminal is leaking from the ceiling in numerous spots.
- Completion of the Second Avenue Subway project has been pushed back from 2012 to 2017.
- The cost of the East Side Access project, connecting the LIRR to

Grand Central Terminal, jumped by \$800 million in 2009.

- The cost of the \$2.1 billion No. 7 line extension grew by 6 percent in the past year, and the MTA's independent engineer recently said the project's completion date could be pushed from December 2013 into 2014.

But possibly the worst offender of them all is the MTA's massive CCTV surveillance project, undertaken in the wake of September 11, 2001. State Comptroller Thomas DiNapoli, in his highly critical report, said the project is in "disarray," adding that "the project is taking too long, costing too much, and there is no end in sight," and that "some security improvements are years behind schedule and the electronic security program may never be completed."

The DiNapoli report said that the cost of the capital security program has grown from \$591 million to \$833 million, and noted that the project's largest contractor, Lockheed-Martin, and the MTA are countersuing each other for breach of agreement. Only \$59 million remains to complete the electronic security program, which the MTA acknowledges will not be enough to complete the project as originally envisioned.

New York City Comptroller John C. Liu piled on, saying: "Mismanaged



Pete Foley,  
TWU Bargaining Unit  
Protection Director

## Report: MTA shovels money to bad contractors

BY HEATHER HADDON  
hhaddon@am-ny.com

Despite its financial woes, the MTA has been shelling out millions of dollars to flunky contractors who managers knew were doing lousy jobs.

Agency supervisors buried "F" grades for bad contractors just to keep them in the pool for future projects,

according to a damning report released yesterday.

"Literally billions of dollars are at stake," MTA Inspector General Barry Kluger said.

Among the 40 pages of findings:

- The MTA doled out 19 "unsatisfactory" reviews out of more than 2,500 contractor evaluations between 2006 and 2008, which inspectors believe is too low.

**'My top priority is changing how the MTA does business.'**

—Jay Walder, MTA chief

- MTA managers routine-

ly scrapped unsatisfactory marks under pressure from agency bigwigs or because of faulty paperwork.

- Long Island Rail Road was nine months tardy in recording poor marks for one contractor.

In the meantime, three MTA agencies gave the vendor \$25 million in work.

The mismanagement has gone on to this day, affect-

ing everything from station upgrades to technology projects, inspectors found.

The MTA agreed to the report's findings and pledged to adopt its recommendations, including cracking down on "delinquent" managers.

"My top priority is changing how the MTA does business," MTA CEO Jay Walder said in a statement.



contracts result in huge waste at a time when the MTA can least afford it. Just look at the \$250 million the MTA has squandered with the ill-conceived and ill-fated Lockheed-Martin contract. This cozy, business-as-usual culture permeating the Authority must be fixed right away."

TWU's Galvet said that Local 100's Electronic Equipment Maintainers are fully qualified to install and service much of the high-tech equipment being purchased by the Authority. He said that the surveillance contracts call for installation of video cameras and electronic sensors, motion detectors, access control devices, and intelligent video routed through regional command and control centers. "Our guys are top professionals in this field. There is no question they can do this work."

Both Galvet and Foley pointed to a flawless security project completed by Local 100 EEM's in Brooklyn in 2005 as an example of the quality of work performed by TWU members.

The project grew out of a spike in crime at a series of subway stations in Assemblyman Dov Hikind's district in Borough Park, Brooklyn. Hikind authorized the expenditure of \$1.174 million of his Assembly MTA Capital Reserve Funds for the purchase of CCTVs.

Galvet told the *Bulletin* that EEM crews installed 120 high-definition cameras at nine stations. Each station was outfitted with between 10 and 18 cameras to provide full coverage. Additionally, system redundancies were put in place, Galvet said, so if vandals attempted to take out one camera, another camera would be recording it, catching them in the act.

"Our people know the system. They know where to place the cameras for best coverage. They understand the day-to-day problems facing the transit system," he added.

Since installation, the Borough Park system has performed flawlessly, in stark contrast to the succession of problems besetting the MTA's overall surveillance project.

Assemblyman Hikind was elated with the speed and performance of the system. At the time, he said: "The cameras are up, they're working, and now criminals and terrorists are being watched 24/7. It's 'Lights, Camera, Arrest' because we've got it all on tape."

"There's no reason why our members can't be a huge part of installing and maintaining these systems," said Galvet. "The contractors come in, do the work, and then go on to the next contract. It's just another job to them. But to our people, it's a career."

TWU's Foley said that the rush to contract work out is pervasive. Even small jobs, such as a recent project to install lighting fixtures and to run a CCTV camera to an office was sent out to a contractor charging \$54 per hour for an apprentice. "This clearly should have been done by our in-house ICC people who are looking for work," said Foley. He added that the TA is in the process of farming out tunnel lighting, which has been one of their most successful in-house projects. "We hope to put a stop to a lot of this farming out, but before MTA Chairman Jay Walder makes demands on the union to save him time and money, he should demand that his own staff stop farming out these and lots of other projects that can be done better and cheaper by our members," Foley concluded.

**"Our guys  
are top  
professionals  
in this field.  
There is no  
question they  
can do  
this work."**

**Mario Galvet  
LES Executive  
Board member**



Photos by Mario Galvet

# Protecting Your Job in the Age of New Technology

The TA's new technology means increased danger to the jobs of Train Operators and Conductors. It provides management with new tools for pursuing discipline for operating violations.

Operating violations are especially onerous for members in RTO. Once they are on your record, they never vanish. For example, if you over-run three or more signals, even over a 25-year career, the TA will be looking to fire or demote you.

Don't rush. The TA wants you to rush to make their schedules work. But if rushing leads you to hit a signal or close the doors on someone, all those trains you brought in on time aren't going to matter.

Here are some ideas to help you hang onto your job:

- Nobody deliberately hits a signal or takes a wrong route. But we need to deliberately NOT hit signals and deliberately NOT take or give wrong routes. Don't run up on that red signal. Don't assume it's going to clear.

If the yellow is on time, let it clear to green before you pass. Check your line-up before you take power. If you do hit a signal, don't even think about backing the train up. That's a sure way to lose your handles.

- If you're on the "L" operating in "Restricted Mode" under CBTC, don't go above 5 mph. The computer is putting trains in emergency at 13 mph and Train Operators are being charged with speeding when that occurs. Go 5 mph, not 10, in Restricted Mode.
- Conductors, don't rush to close your doors. Make your full announcement and don't close down if there's any chance of someone being hit by the doors.
- If you're delayed, let the Rail Control Center know.
- Conductor-Flaggers, be sure to put the yellows out first and pick them up last.

Want to avoid days in the street? Want to survive as a Train Operator or Conductor? Don't rush.

## RAPID TRANSIT OPERATIONS OFFICERS



Kevin  
Harrington,  
Vice President

### Conductor/Tower Division

Lee Ireland, *Chair & Executive Board*  
Gennie Smalls, *Vice Chair(A)*  
Joe Costales, *Vice Chair(B)*  
Cleveland Manley, *Vice Chair(B)*  
Sharon Watts, *Recording Secretary*

Lee Ireland, *Executive Board*  
Cleveland Manley,  
*Executive Board*

### Train Operators Division

Steve Downs, *Chair & Executive Board*  
Charles Bryant, *Vice Chair (A Div)*  
Rosalyn Carr, *Vice Chair (B Div)*  
Charles Rogers, *Vice Chair (B Div)*  
Ed Goetzl, *Recording Secretary*  
Brussard Alston, *Executive Board*  
Dennis H. Boyd, *Executive Board*

## Charlotte Russell Chooses A 'New Beginning'

While most New Yorkers were digging out or slogging through mid February's snow storms, recently retired union representative Charlotte Russell was warm and dry and having fun playing the slots at a casino resort in Tunic, Mississippi. The life-long Brooklynite retired in mid-January after 26 years of service to New York City Transit, the last 10 representing her fellow workers in RTO. Prior to that, Charlotte worked for a decade and a half as manager of a clinic for maternity, infant care and family planning. She decided on transit as a career switch at 40 years of age for better pay and more job security. During her time with the union, she served as a shop steward and Division

Recording Secretary. She represented scores of members at discipline hearings and arbitrations. As for the months and years ahead, "I have plenty to keep me busy," pointing to home improvement projects left undone in recent years, as well as crochet classes. She also looks forward to spending time with her daughter, who lives in New York, and her son and new grandson who have relocated to Dallas, TX. Charlotte says that retirement "is a new beginning."



Charlotte Russell



## Central Warehouse Workers Honored for Hitting Two Million Mark

Workers and managers in the MTA's Central Warehouse, located in Maspeth, Queens, were honored by Local 100 and by MTA management on December 18.

A ceremonial luncheon was held in the warehouse to mark the MTA Supply Logistics Division's production of two million parts kits.

The honorees included Local 100 members Supply Logistics Division vice chair Al Jenkins, Jr., shop steward Charles Coger, and Division Recording Secretary John Paluszek, who all have played vital roles in the production of hundreds of thousands of parts kits.

A parts kit is a set of spare parts that are used in a single maintenance or repair operation. The production of parts kits, instead of the distribution of individual parts that need to be gathered from many sources before a repair can be completed, was a supply innovation that was invented



*Charles Cogan, Al Jenkins, Jr., and John Paluszek accepting congratulations from Derick Echevarria (left) and Joe Campbell (right).*



*Vice President  
Maurice Jenkins*

by workers in the MTA's Coney Island Yard in 1989. The systematic production and distribution of parts kits is now a standard feature of transit operations world-wide.

### Jenkins, Echevarria Halt #7 Line Abuse

In Queens, on the #7 line, management took money out of the booths and demanded that the affected Station Agents stay outside the booths, effectively changing their jobs to "SCA" jobs. Vice President Maurice Jenkins and Division Chair Derick Echevarria personally visited each Station with a Union produced handout explaining that even though the money is not in the booth, the Station Agent who picked the booth does not have to spend his/her tour outside of the booth. That would be a violation of contractual and pick rights. This surprise visit by the top two elected office holders in our division clearly put management back on their heels.

These incidents highlight the importance of members communicating to the Union what is going on and the Union stepping in and correcting it. Thank you to those members who called and let us know what Management was trying to do. We will work for you, but we work better with you.

### Time/Attendance Write-Ups a Big Issue

Time and attendance continues to be a huge source of write-ups for the members. Please make sure you show up to work when you are scheduled. If you are going to be late, call your reporting location and let the person you are relieving know you are running late.

We have cell phones and if you are underground, find the booth and make the call. People have been getting caught out there with improper reliefs costing them thousands of dollars. Also, properly fill out and submit your sick forms in a timely manner. Whether you are in the 70% or 30% you have 3 days to get that form to NYCTA.

Members are up for dismissals and final stipulations because of simple lateness, and the failure to properly submit sick forms. Do not let this happen to you.

### MOW Moving Forward

Maintenance of Way, under newly-elected Vice President Tony Utano, is moving to restore an orderly Union administration to the Department's four divisions: Power (Eddie DeCamillis), Signals (John Chiarello), Track (Jack Blazejewicz), and Structure (Richard Rocco).

MOW handles the infrastructure that supports our train operations – a total of 656 miles of revenue track, and a total of 842 miles including non-revenue trackage, carrying more passengers than all other rail mass transit systems in the U.S. combined. It's been the focus of aggressive efforts by TWU Local 100 to increase track worker safety after the much-publicized and tragic deaths of several Local 100 members over the last decade.



**Tony Utano,**  
*Maintenance of Way*  
**Vice President**

Our experience is paying dividends, even for transit workers outside of New York. In February, President Samuelsen and Recording Secretary Johnson (who both came up through the ranks within MOW), went with Administrative VP Angel Giboyeaux to Washington, DC, the site of several fatal subway accidents and derailments within the last year. They shared their knowledge of safety precautions on the tracks with unions representing Washington's Metrorail employees.

Over the years, campaigns by MOW officers have resulted in new safety job shut-down procedures as well as a gradual improvement in infrastructure in general. Yet at the same time, contractors and the MTA have been taking members' work within the system – a trend which Utano is working hard to reverse.

"We're trying to take work in-house," he says. "There are a lot of contractors out there, doing station enhancements, sheet rock, plumbing, tile work, tunnel lighting, station lighting, CCTV systems. But Local 100 can do it better and cheaper. We have presented management with clear evidence that outside contractors are costing much more than what the in-house workforce costs."



**Local 100 President John Samuelsen (standing center)** visits his old stomping grounds in Brooklyn with co-workers from MoW.

"In the 90's, we had a very successful station rehab program. We had politicians acknowledging our excellent on-time, under-budget performance."

"CCTV work (see pages 11-13) is one example of where we went head to head against outside contractors and turned in much better work. But then most of that work went away. We're trying to get it back."

But getting more work is just part of the mission. Making sure our contract is enforced and our rights are respected is just as important. MOW's first fight-back against management has been a refusal to agree to mid-week RDO's. In addition, the union cancelled a pilot program that introduced 12-hour tours because it has proven unworkable. The payroll system didn't credit some members in the pilot with pensionable hours or calculate correct pay rates when the worker was out sick.

"If we're going to look into any such pilot again," Utano says, "we're going to go to the members first, and see what they want before imposing it on them."

Part of going to the members for more feedback about the job is a schedule of regular, quarterly, MOW-wide membership meetings which Utano wants to commence starting this April.

"I want to see meetings where we can talk to one another and understand each others' views," he says. "We'll bring in all four divisions, and discuss our issues together. That's the first step towards bringing MOW together as one."



### Management Targeting Cell Phone Usage

Forewarned is forearmed. So be forewarned. Management 'beakies' are spy-riding buses in the Bronx and Manhattan looking for Operators using cell phones. Those caught talking (even on a blue tooth) or texting are being pulled out of service and suspended. Passengers are getting into the act as well. Some passengers have used their cell phones to take pictures of Operators using a cell phone, and forwarding them to management. The violations go into progressive discipline, with the first violation carrying a five-day suspension. Division 2 Chair Frank Austin said more than twenty Operators have been disciplined for this in recent weeks. "One member who has been caught three times may be facing termination," he said.



old vehicle for the accident. But management terminated him anyway. Attorney Betzabeth Sanchez and Kingsbridge Chair Richard Fields handled the case for the union. The arbitrator agreed with TWU, and ordered the Authority to put him back to work, with full back pay.

### Manhattanville Mourns Mattie Davis

Members at the Manhattanville Depot mourned the passing last month of Sister Mattie Davis, and offered their deep condolences to her son, Brother Hussein Davis, a fellow Manhattanville Operator. Mattie passed in mid January and was laid to rest in Charleston, South Carolina.



Sister Mattie Davis

### File Grievance to Cancel Pick

OA officers are dealing with management's new pick book that includes the loss of more than 60 runs in Manhattan and the Bronx. Vice President Brian Clarke has filed a grievance to prevent the March picking from going forward. Members are actively participating in leafleting campaigns to highlight how the loss of these runs will impact particular neighborhoods.

### Win Accident Case with Back Pay

Union officers at Kingsbridge Depot cheered the recent arbitration victory for Bus Operator William Schefra who was terminated for an alleged at-fault accident. Brother Schefra blamed faulty equipment on the 17-year



Brian Clarke, Vice President

### MABSTOA OFFICERS

#### MABSTOA Division 1

Richard Davis, *Chair & Executive Board*  
Donald Yates, *1st Vice Chair*  
Jose R. Castleton, *2nd Vice Chair*  
Sukhy Singh, *3rd Vice Chair*  
Richard Bermudez, *Recording Secretary*  
Christopher Magwood, *Executive Board*

#### MABSTOA 2

Frank Austin, *Chair & Executive Board*  
L. Lall, *1st Vice Chair*  
Anthony Marshall, *2nd Vice Chair*  
Tony Aiken, *3rd Vice Chair & Executive Board*  
Howard Davis, *Recording Secretary*

#### MABSTOA Maintenance

Thomas Lenane,  
*Chair & Executive Board*  
Daniel O'Brien,  
*Recording Secretary*

#### OA Depots

100th Street Depot  
Kingsbridge Depot  
Manhattanville Depot  
Michael J. Quill Depot  
Amsterdam Depot  
West Farms Depot  
Gunhill Depot  
Zerega CMF

### TA PEGs Longer Inspection Cycles

The MTA/NYCT has been trying to come up with ways to close their budget gaps. The actual term is “Program to Eliminate the Gap (PEG)”. The 2010 PEGs worksheet has been made available to the Union. In CED, the implementation plan calls for increasing the inspection cycle for the older fleet (R44 – R68) from 10,000 miles or 66 days to 11,000 miles or 73 days. In addition, Supervisor efficiencies will be realized by increasing the SMS span of control ratio from an average of 7.5 hourlies to one MS1 to a ratio of 8 to 1.

As you can see for yourself, this minor savings has a large impact on the Mean Distance Before Failure statistics (MDBF). These older cars need major overhaul work before management can even dream about increasing the inspection cycle. Without a proper overhaul, management can only rely on the unsafe speed-up of our work.

This will not be tolerated. In most cases, inspection barns are running at capacity with a work force minimally trained. Your Car Maintenance officers have addressed the training aspect but management is

behind on its obligations. With the increased inspection cycle come more TT’s resulting in a decrease in the MDBF. Then training suffers because local management will be reluctant to send people for fear of losing a day’s production. We fear that this vicious circle will return. The Sec-

#### tion Chairs will be notified of this and asked to keep the Division informed of developments.

#### And the Impact on Car Cleaners?

Along with management’s assertion that less is more, the PEG Worksheet is out on cleaners too. It states and we quote, “Terminal Car Cleaner resources are being reduced with no expected impact.” It goes on further to say, “Early in 2009, a review of terminal cleaning results indicated that the budgeted resources could be reduced by 20% with no impact on cleaning goals...”. Therefore, according to the PEG, management will attempt the following cuts by attrition in the cleaner force of 58 CTA’s in CED per year until 2013. For an estimated total savings of \$14.27 million. This would constitute that 20% reduction that no one is supposed to notice.

In reality, the only way to cut the cleaner force by 20% is to rob the shops of their reno crews and shop and yard cleaners and throw them on the terminals. This is not acceptable and we will do whatever we can to maintain a respectable Cleaner force for our shops.

**The Savings Impact to the Department  
is Estimated in the Following Chart  
(\$ in Millions)**

Year	2010	2011	2012	2013
<b>Total Jobs Cut</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>30</b>
<b>Financial Impact</b>	<b>\$1.457</b>	<b>\$2.596</b>	<b>\$2.596</b>	<b>\$2.703</b>



Vice President  
Nelson Rivera

behind on its obligations. With the increased inspection cycle come more TT’s resulting in a decrease in the MDBF. Then training suffers because local management will be reluctant to send people for fear of losing a day’s production. We fear that this vicious circle will return. The Sec-





# Members Approve First Transit Contract

By an overwhelming margin, Local 100 members who work at the MTA's Access-a-Ride command center in Long Island City voted to ratify a 3-year contract that includes an 11-percent wage increase for most members spread over three years. The first step in the wage increase is retroactive to June 1, 2009.



**Vice President  
John Day**

"In this economic climate, we have obtained a very favorable contract," said Local 100 Vice President John Day. "When so many employers are calling for pay freezes or takeaways, our members have won a new contract with substantial wage and benefit increases."

The Access-a-Ride command center, which is operated under contract with the MTA by First Transit, Inc., operates 24 hours a day, 365 day a year. More than 700 schedulers, transit controllers and telephone reservationists work together

In addition to the wage increases, the new contract increases the number of paid holidays from eight to nine and increases the number of paid sick days from six to seven for new employees and from six days to ten for high-seniority employees.



**Members and officers applaud membership ratification of the First Transit contract. Photo shows, left to right, front row: Joe Sexton, Joe Sammarco, Michele Stout, Tabitha Wilson, Vice President John Day, Renee Hill. Back row: Gwendolina Peebles, Duane Johnson**

to provide safe, affordable transportation to New Yorkers whose disabilities prevent them from using mass transit.

"Local 100 members at First Transit set up more than twenty thousand para-transit trips every weekday," said School Bus/Para-Transit Division Chair Chichel Y. DeFran. "They play an indispensable role in providing a transportation lifeline to more than 125,000 New Yorkers in all five boroughs. Local 100 members at First Transit are proud of the service they provide," said Evelyn Figueroa, Division Vice Chairperson. "It is only fitting that we have a contract that provides annual raises but also a substantial retroactive lump sum," said Organizer Yrma Rapos.

## SECTION ELECTIONS COMPLETED

Nine groups of Local 100 members who belong to the Private Bus Lines/MTA Bus Division held elections for officers recently. Here is a list of the winners and the dates of the elections.

### **White Plains Depot, Jan. 29**

**Chair:** Santos Ramos

**Vice Chair:** Laura McLaughlin

### **LaGuardia Depot, Jan. 17**

**Operator Chair:** James Chadwick

**Operator Vice Chair:** Jerry Greenhaus

**Maintainer Chair:** Robert M. Smith

**Maintainer Vice Chair:** Steven Valdes

**Maintainer Recording Secretary:**

John Erich Flores

### **Baisley Park Depot, Feb. 17**

**Operator Chair:** Hector Comrie

**Operator Vice Chair:** Donna Jones

**Operator Recording Secretary:**

Lee Gordan

**Maintainer Chair:** George W. Jennings

**Maintainer Vice Chair:** Mark Bowlin

### **Yonkers Depot, Feb. 17**

**Chair:** Kenny Moen

**Vice Chair:** Marcos Mendoza

**Recording Secretary:** Kevin Prendergast

### **College Point Depot, Feb. 17**

**Operator Chair:** Joseph Paduano

**Operator Recording Secretary:**

Michael Mark

**Maintainer Chair:** Larry Englebert

**Maintainer Recording Secretary:**

Robert H. Stahl

### **First Transit Command Center**

**Chair:** Gwendolina Peebles

**Vice Chair:** Marjorie King

**Recording Secretary:** Tabitha Wilson

# TWU Safety Steps Up 19A Pre-Trip Observations

Safety is one of the union's top priorities for all transit workers and the millions of passengers we serve. Our safety department is taking a proactive approach to compliance with 19A Pre-Trip Inspections. Safety Representatives have made a number of unannounced visits to both OA and TA depots to observe the inspections and to insure that Operators are not harassed or threatened by supervision for doing what is required by law to keep unsafe buses off the street.

Management, however, has responded with discipline in other ways — writeups for petty rule violations.

Please, do not leave yourself open to such management retaliation. Protect yourself and your job by closely adhering to all rules and regulations, especially:

- Report on time for work assignments.
- Always be in proper uniform while on duty.
- Inspect your bus thoroughly prior to all pullouts.

And, it is illegal for management to retaliate against any TWU member for complying with 19A Inspection requirements.

If you are harassed in any way for performing your duties, contact your union rep immediately.

## More Bus Cuts

The MTA has been talking about new rounds of cuts to bus service. Many of the cuts would affect members in our department. We need to mobilize to take them off of the

table, and that means making a strong and direct appeal to the public to save bus service.

We ask that our members take part in leafletting riders along threatened lines. This is in conjunction with the MTA's public hearings where we need the public on our side.

Your union reps will be distributing essential information.

## Holiday, Vacation Schedules

Our members in both the Operator and Maintainer titles should note changes to holiday and vacation scheduling.

For Operators: the TA is running hybrid schedules on or around several holidays this year. To distribute work fairly, there will be a pick for these dates.

The holidays will include the following: Good Friday (April 2); Saturday, July 3; "Black Friday" (November 26); Christmas Eve (December 24), and the week after Christmas (Sunday, December 26 - December 31). The date of the pick will be forthcoming. Check with your officers.

For Maintainers: an Arbitrator has determined that the TA is within its rights to change the vacation year from April to January, and that vacation days will be pro-rated. A pick will be set up April 2010 to go into effect May 1. Afterward, a pick will be held in December 2010, to go into effect January 2011.



Stephan Thomas Vice President

## TA SURFACE OFFICERS

### Operators

Willie Rivera, *Chair*  
Whitfield Gibson, *1st Vice Chair*  
Armando Serrano, *2nd Vice Chair*  
David Smith, *3rd Vice Chair*  
Marcia Phinn-Olivier, *Recording Secretary*  
Lloyd Archer, *Executive Board*  
Ron Carter, *Executive Board*  
Latonya Crisp-Sauray, *Executive Board*  
Brander J.L. White, *Executive Board*

### Maintenance

Joe Sclafani, *Chair*  
Daniel Ascona, *1st Vice Chair*  
Daniel Donaldson, *2nd Vice Chair*  
Anthony R. Preddie, *3rd Vice Chair*  
Luis E. Mercado Jr.,  
*Recording Secretary*  
Anthony Narduzzi,  
*Executive Board*



# It's Time To Return to Full Membership in Local 100

OUR NEW LEADERSHIP TEAM IS NOW IN PLACE, AND IS AGGRESSIVELY taking the fight to management to protect our jobs and preserve our work.

Currently, many members are still in arrears in their dues. Unless your dues are paid up, you cannot be a full participant in the new effort to restore Local 100 to full strength. President John Samuelsen is urging members in bad standing "to come back home."

"We need the entire membership locking arms together to repel management's latest attacks on our livelihoods," he said. "We don't have that today." The new Local 100 President recognized that many members may have been withholding their dues as a political protest, or simply stopped payment or fell behind after the loss of ease of payroll checkoff.

"Whatever the reasons," said Samuelsen, "it's time make up the shortfalls, to put Local 100 back on sound financial ground; begin the process of reconciliation and bring our union back to full fighting strength." He also pledged a halt to all wasteful or unnecessary spending to insure that the union is getting the greatest impact from every dues dollar.

## *Here are 3 Easy Ways to Pay:*

- Just send us a check from your online bank account. The Payee is TWU Local 100 Dues. The account number is your pass number. The address is TWU Local 100 Dues, 80 West End Avenue, New York, NY 10023: Phone: 646-619-1000.



**Part of the crew who paid their back dues on January 4 are, from the left: J. Munoz, F. Tarulli, N. Roussos and E. Palatulan. Not pictured: J. Becerra, R. Hisusan, and M. Karvounir.**



**From left, Secretary Treasurer Israel Rivera, Jr., President John Samuelsen, Recording Secretary Benita Johnson, Administrative Vice President Angel Giboyeaux.**

***"We're ending the infighting, strengthening our presence, and maintaining and expanding what the Union does for you. The MTA has just announced that it will honor the terms of our contract arbitration – starting with the first two years, which means big retro checks for every member. It's our first big victory of 2010 and an excellent opportunity for you to bring your accounts up to date. Let's move forward together."***

***—John Samuelsen***

- Sign up on the Local 100 website: just go to the "dues" tab and log in. You'll need your bank routing number and your account number to pay via your checking account.
  - Mail a check directly to the union: c/o Bursar's Office, P.O. Box 4119, New York, NY 10033.
- If you have a postage pre-paid envelope, use it to send in your check today.

## **Veteran Members in Good Standing**

TWU Local 100 Signal Maintainer Frank Tarulli, a 27-year union member, is a veteran transit worker who is now current on his Local 100 Union dues. On January 4, the first day of Local 100's new administration, Tarulli brought a check for \$887.54 to the Hall to bring his account up to date. His crew at the signal maintenance center at 14th Street on the A line are also on board: everyone is now a member in good standing of TWU Local 100.

"With John [Samuelsen], we're looking for democracy and freedom of speech, respect and fair treatment for transit workers. We have to go back to square one, unite the strength of the Union before we deal with management."

He urges other Union members who still owe back dues to join him in paying back what is owed.

# In Memoriam

## Station Agent Mark Dressman, 1960–2010

"He loved his job. He was looking forward to retirement. He loved his kids." Those words from Taylor Dressman about his father, Mark.

Taylor's face was etched with grief. A beautiful young woman nearby wept quietly during the interview. According to Taylor, his dad ran out of gas on the Cropsey Avenue Bridge in Brooklyn while on his way to work on January 25th. He got out of his car and was hit by another motorist. He died several days later of his injuries.

Mark was a Station Agent with 23 years of service, who spent nearly half of his life serving MTA customers from the confines of small token booths, most recently on the D train at 18th Avenue. Belying his sedentary job, Dressman was a sports enthusiast who made the Brooklyn College Basketball Team in '79 and '80. He was a member of the KISS-FM basketball team and saw action as a semi-pro football player with the Mariners. Like a lot of former athletes, his son says, Dressman had hip injuries and suffered from arthritis. Ac-



cording to Taylor, "he liked nothing more than watching us run."

Now a Sophomore at Sacred Heart, Taylor made All-American in the Steeplechase, thrilling his dad. His younger brother, named Mark like his father, is 17 and is trying to make All-American in Track at Grady High, where their Dad also coached. The youngest, named Devin, 14, has musical ambitions and attends the Brooklyn High School for the Arts.

Mark Dressman's loss leaves three boys to make their way in life without their mentor, although they have support from their mom and uncles. For the most part, Mark raised his sons on his own after separating from their mother ten years ago.

The funeral home where Mark's life was honored was packed with well-wishers. Union officials including Vice President Maurice Jenkins, attended services.

Besides his three children, Mark leaves two brothers, David, a Conductor, and Ronnie, a retired Correction Officer.

## W E M O U R N O U R L O S S

*Local 100 mourns the passing of the following Active and Retired members.*

**Dominick Lisi,**  
Retired Car Maintainer  
on November 13, 2009.

**Jose R. Rodriguez**  
Active Signal Helper  
on November 17, 2009.

**Johnny Thompson**  
Active Cleaner TA  
on November 23, 2009.

**John Radonis**  
Retired Conductor  
on November 17, 2009.

**Nicholas Rizzi**  
Retired Car Inspector  
on November 20, 2009.

**Peter Ahern**  
Retired Structure  
Maintainer E  
on November 23, 2009.

**Theodore Jones**  
Retired Train Operator  
on November 5, 2009.

**James C. Broderick**  
Retired Bus Operator  
on November 11, 2009.

**Nathan Hunter**  
Retired Train Operator  
on November 30, 2009.

**John A. Evandho**  
Retired Station  
Employee  
on November 28, 2009.

**James Bowens**  
Retired Track Cleaner  
on November 22, 2009.

**Raymond Blasso**  
Retired Station Employee  
on November 29, 2009.

**Herbert Racks**  
Retired Bus Operator  
on November 22, 2009.

**Albert Munford**  
Retired Bus Operator  
on November 30, 2009.

**Robert Ridley**  
Retired Conductor  
on December 5, 2009.

**Lennox M. Franklyn**  
Active Conductor on  
December 25, 2009.

**Joseph R. Columbo**  
Active Tower Operator  
on December 26, 2009.

**William Wilson**  
Retired Cleaner TA  
on December 8, 2009.

**John Roussel**  
Retired Bus Operator  
on December 14, 2009.

**John Bonello**  
Retired Station  
Employee  
on December 8, 2009.

**Tirbhawan Rampal**  
Active Line Equipment/  
Signal Maintainer  
on December 13, 2009.

**Sam Slaby**  
Retired Rapid Transit  
Operations Employee  
on December 24, 2009.

**Herman Roman, Jr.**  
Retired TA Maintainer  
on December 28, 2009.

**John Clarke**  
Active Cleaner TA  
on January 6, 2010.

**Arnold S. Cohn**  
Retired Conductor  
on January 20, 2010.

**Denis Gibson**  
Retired Signal  
Maintainer  
on January 11, 2010.

**Joseph J. Carfagna**  
Retired Air Brake  
Maintainer and Coney  
Island Shop Recording  
Secretary  
on January 22, 2010.

**David Addley**  
Retired Bus Operator  
on January 15, 2010.

**Aida Rodriguez**  
Active Property  
Protection Agent  
on January 20, 2010.

**James W. Greene**  
Retired MABSTOA  
Bus Operator  
on January 29, 2010.

**George W. Busk**  
Active Power  
Department Employee  
on February 1, 2010.

**Ralph Passafiume**  
Retired Signal  
Maintainer  
on January 10, 2010.

**Herbert N. Saab**  
Retired TA Maintainer  
on January 1, 2010.



# Union Monitoring Bus Shield Program



TWU'S SAFETY DEPARTMENT IS CLOSELY MONITORING A NEW PILOT PROGRAM IN TA Surface about the installation of safety shields to protect Operators from potential assaults. The union and management negotiated the program after Bus Operator Edwin Thomas was stabbed to death on his B-46 bus by a passenger in an unprovoked attack in December 2008.

The plastic safety shield segregates the Operator from the riding public, creating a more secure environment. But some Operators have also raised questions of comfort, freedom of movement, and the ability to communicate with passengers.

Safety Director Earl Philips and Occupational Health Director Frank

Goldsmith inspected the shields at a recent visit for the East New York depot, and said the union is determined to improve safety for Bus Operators. Goldsmith has visited a number of European transit systems where a variety of shields are widely used, and said that both parties should explore all options to optimize safety.



**Safety Director Earl Phillips (left) is also shown (above) examining newly installed bus safety shields**

## New Civil Service Regulation Allows Paid Leave for Cancer Screenings

An important new regulation of the New York State Civil Service Law mandates that the New York City Transit Authority and MABSTOA provide employees with four hours of paid leave time for breast cancer and prostate cancer screenings annually.

The four hours can include physical examination, blood work and travel time to and from the screening.

Management posted its rules on utilizing the new benefit on Jan. 15, 2010.

The key point to remember is that the employee must fill out a "Request for Leave of Absence With or Without Pay (Other Than Sick Leave)" form at least seven days in advance of the planned absence. And when completing the form, the employee must specify "wellness screening" as the reason for the requested leave.

*Please check with your union representative for more information or advice on taking advantage of the new regulation.*

## Local 100 to Host Conference on Transit Worker Health

Local 100 and the City University of New York, Center for Biology of Natural Systems, are planning to host an international conference on the health status of urban mass transportation workers this summer.

Transit health experts from around the world are being invited. Delegations from France, Portugal, Greece and Australia have already indicated their intentions to attend.

A preliminary agenda indicates that the conference will review and propose policy directions in regard to all health studies of mass transit workers; the latest in technology changes in mass transportation systems; and, the experience of workers' compensation, disability, health benefits and pensions of transit workers.



**TWU Local 100**

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# ★ Register for Summer Camp 2010! ★

**PRE-REGISTRATION:** February 16<sup>TH</sup>-March 26<sup>TH</sup>

**Mondays - Fridays 10:00AM - 5:00PM**

**OPEN REGISTRATION:** March 27<sup>TH</sup>-April 26<sup>TH</sup>

**Mondays, Wednesday, & Fridays 10:00AM - 5:00PM**

**Tuesdays & Thursdays 10:00AM - 7:00PM**

**Saturdays 10:00AM - 2:00PM**

**Please Bring the Following Original Documents**

- > **Child's Birth Certificate** If not on file from January 2008 forward
- > **Child's Social Security Card** If not on file from January 2008 forward
- > **Most Recent 1040 Tax Form**
- > **2 Most Recent Pay Stubs**
- > **GHI or Hip Card with Child's Name on it**



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