

Nov. - Dec. 2012 • Vol.3 • No.4

MTA Castaways Survive Monster Surge

The MTA told them to hunker down at Stillwell Terminal, a Zone 'A' evacuation area. Only a heavy dose of heroics and union brotherhood brought them through it. President Samueslen (center) visted the Band of Brothers after the storm. Details on this and full hurricane coverage pages 6-15.

He Got a 'Lhota' Credit For Your Work

THE MTA'S REVOLVING DOOR SWUNG OUTWARD AS WE WERE WRAPPING UP THIS ISSUE OF THE TRANSPORT

Workers Bulletin.

Stepping through to possibly bigger and better things was, remarkably, the guy who had just walked through the same door less than a year ago.

MTA Chair Joseph Lhota is living large off the high marks awarded him for getting the system up and running after Sandy while the rest of the City struggled for weeks to recover. You would think Lhota did all this single-handedly by the way he's portrayed in the press. Like me, you probably blanched a little watching him taking the bows for your hard work and professionalism.

Someone – no doubt his former boss, Mayor Giuliani – has put it in Lhota's head that he can parlay his new street cred into a successful run for Mayor. Having dealt closely with Lhota for the past year, I will say that he is going to give his opponent(s) in the Republican primary, and in the Mayor's race against a Democrat if he gets that far, a real run for their money.

Lhota has yet to show that he is a friend of public sector workers. He had an opportunity to come through for thousands of transit workers who were docked because they could not get to work during Hurricane Sandy, but did not. And he did not budge on the MTA's demand for zeroes, which he knows is not going to fly with the transit workers who acquitted themselves so well during the hurricane.

But now it's time to get back to the bargaining table, and at the same time pursue our strategy of building union power so that we can speak truth to power with real clout.

It doesn't really matter who Gov. Cuomo sticks in the job. We'll deal with him/her. But that person will have their hands full, not the least of which is negotiating a fair contract with fair wage increases for transit workers. Stay tuned, brothers and sisters. Let's watch to see who comes through the door.

A Second Term

Votes in our union election were counted on Dec. 7, 2012. I deeply appreciate your overwhelming show of support for my election to a second three-year term as President of Local 100.

I view my reelection and that of so many of my running mates as a validation of our program to rebuild our union into a more democratic, responsive organization, as well as underscoring our approach to collective bargaining on a new contract for TA, OA and MTA Bus members. Local 100 leaders have traditionally adhered to a deadline-driven, "no contract, no work" strategy for bargaining, which has led to three strikes and in some cases unnecessary concessions for the sake of gaining an on-time contract.

That would have been the easy way out last January. We

chose the road less taken in this union, a more pragmatic approach demanded by the economy and bargaining atmosphere of a year ago.

We will continue along this path, until either circumstances or possibly even the new MTA chair push us in another direction.

In closing, I wish everyone, especially those members and families, who are still struggling to get back to normal after Sandy, all the best for 2013.

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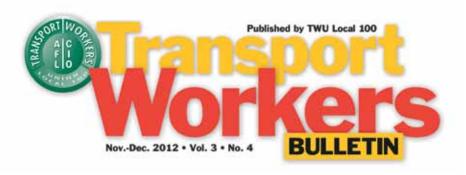
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6-7 Stillwell Waters Ran Deep

The flood waters rose quickly at Stillwell Terminal, creating havoc and a life threatening situation for stranded transit workers. This photo was taken as the tide rolled in. Later it reached 5 feet in the facility.

10-13 Sandy Shutdown

Local 100 member locks the gate at the Flatbush Ave. station on the 2, 5 lines in Brooklyn. No one could have envisioned at that moment what lay ahead in bringing the system back to life.

18 No to Part-Timers, OPTO

Members and officers pulled at surprise demonstration at 2 Broadway recently to protest management's contract proposals to establish part-time Bus Operators and expand OPTO.









TWU Local 100 Wishes Our Members, Retirees and Families All the Best for the Holiday Season

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Samuelsen, Phillips, Giboyeaux and Crisp-Sauray Win Top Posts in Local 100 Election





Transit workers have re-elected Local 100 President John Samuelsen to a second three-year term in overwhelming fashion. The vast majority of Samuelsen's STAND UNITED Slate, including Secretary Treasurer Earl Phillips, Administrative Vice President Angel Giboyeaux and Recording Secretary Latonya Crisp-Sauray, a newcomer to the ticket, were elected as well.

STAND UNITED candidates were victorious in 6 of the 7 races for Vice President including Tony Utano (Maintenance of Way); Brian Clarke (MABSTOA); Kevin Harrington (RTO); Maurice Jenkins (Stations); John Day (MTA Bus/PBL), and J.P. Patafio (TA Surface). Nelson Rivera from the Transport Workers United slate won in the Car Equipment Division.

Ballots were opened at the American Arbitration Association, and winners were announced at about 4:30 PM on Fri-



day, December 7th. Transit Workers resoundingly re-elected John Samuelsen as President, by a tally of 7152 to 4975 for his opponent, Joe Campbell, and 351 for independent candidate Michael Cordero. Secretary-Treasurer Earl Phillips, Administrative Vice President Angel Giboyeaux and Recording Secretary Latonya Crisp-Sauray were elected by similar margins.

In a victory speech near the Union Hall in midtown Manhattan, Samuelsen thanked transit workers for their "tremendous show of support," and said that the decisive vote "sends a powerful message to the MTA and Governor Cuomo that transit workers stand behind me and my team to win a fair contract, and that should good faith negotiations fail to produce the desired results, the membership stands strong behind their union no matter what direction we may be forced to take."

Improved Medicare Rx Option for TA/OA Retirees

As of February 1, TA/OA retirees age 65 or older will have a new option for prescription coverage.

This new option, administered for the TA by UHC, wraps our present coverage around a Medicare Part D plan. Some retirees will see little difference. But others will see differences, including:

- Lower co-pays for some drugs
- Coverage of some drugs that weren't covered before
- An end to required use of generics

An end to required use of mail order These improvements were made possible by Obamacare, which helps employers with the cost of retiree prescription coverage in exchange for making the rules a little friendlier to retirees.

Management is sending out a letter and other materials to inform you about this.

Nobody has to change coverage if they don't want to. You can opt out before February 1 by calling the toll-free number in the material from management. In the future, you get a chance to opt out every year. If you opt out, you will continue to have the prescription plan you have now.

Why would anyone opt out? One reason is that you are only allowed to be covered by one Medicare Part D Plan. If, for example, you can get coverage through a spouse's Part D Plan, you have to figure out which Transit plan works best for you.

At the union's request, management is holding information meetings for retirees. Look at their letter to see whether there is a meeting near you.

For everyone who goes with the new plan, a new card is supposed to reach you before February 1, 2013. It is not easy to change the coverage for more than 20,000 retirees and do it right. Our Union is trying to make sure that management does.

2012 Annual Mass Membership Meeting

THE UNION'S ANNUAL MASS MEMBERSHIP MEETING WAS HELD ON DEC. 15 AT Brooklyn's City Tech auditorium on Jay Street. President Samuelsen addressed each session with a detailed presentation of his administration's accomplishments to date; a plan to continually challenge management as we negotiate a contract going forward, and a call for unity of all working people, especially the public sector.

Secretary-Treasurer Earl Phillips gave a financial report that showed that the Samuelsen administration has collected over a million dollars in back dues over the past three years, but that over \$7 million remains outstanding. Administrative Vice President Angel Giboyeaux emceed the meetings, introducing inspiring speakers including Chicago Teacher's Union Financial Secretary Kristine Mayle. She stirred transit workers with a detailed recount-



From the left in group shot at MMM are: Administrative Vice President Angel Giboyeaux; Public Employees Federation President Susan Kent; President John Samuelsen; Chicago Teachers' Secretary Treasurer Kristine Mayle; NYCCLC President Vinnie Alvarez; PEF Secretary Treasurer Carlos Garcia; Local 100 Secretary Treasurer Earl Phillips and Int'l Administrative Vice President Jeff Brooks.





ing of that union's successful seven-day strike last year, which pushed back Mayor Rahm Emmanuel's plans to hand the city's educational system over to charter schools and judge teachers based on their students' test scores.

Closer to home, newly-elected Public Employee Federation President Susan Kent talked about creative approaches to winning a good contract. She said that it is the task of public employee unions to "re-humanize" public sector workers "so the public can see who cares for them." This was especially apparent in the recovery from Hurricane Sandy, which was the subject of a Local 100 video portraying the hard work of transit employees who brought the City's transportation network back in record time.

New York State's top labor officials, Vinnie Alvarez, President of the New York City Central Labor Council, and Mario Cilento, President of the New York State AFL-CIO also addressed the Mass Membership Meeting, expressing their strong support for President Samuelsen and recognizing the TWU's role in the recovery from Hurricane Sandy. They echoed a theme also developed by President Samuelsen about the devastating blow suffered by workers in Michigan who saw "right to work" legislation rushed through their state house recently. All three labor leaders made the point that if legislation that could strip unions of the right to collect dues via checkoff could succeed in Michigan, it could surface anywhere.

International Administrative Vice President Jeff Brooks delivered fraternal greetings from the TWU International.

AT STILLWELL TERMINAL: Abandoned by MTA, Band of Brothers Pull Together to Reach High Ground

IN THE SPACE OF A CITY BLOCK AND A TIME FRAME OF LESS THAN 30 minutes, 40 Structure and Lighting Maintainers at Still-

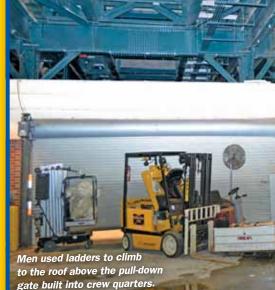
well Terminal had to rely on their own ingenuity to save themselves from the raging storm surge that poured in from the Coney Island beachfront, just a few hundred yards away. The flood started at 7:39 PM on Monday, October 29 at Stillwell, according to one S/M who snapped the surge on his cellphone as the water started to rise. In minutes, the men realized the danger they were in. Calls to NYCT management before the surge started brought back orders to stay put – a directive that put dozens in grave danger.

Shop Steward Joseph Landro (center) with S/Ms Joseph Fraschilla and Johnny Goings, who stepped up to rescue fellow workers. the customer entrance to the terminal, on the other, crew quarters for structure maintainers including locker rooms, supply rooms, and crew rooms. Towering above both is the elevated structure carrying the D, F, and N trains. In back of the crew quarters, a wide

Stillwell has a horseshoe-shaped

roadway which curves between two en-

trances to the property. On one side is



S/M Johnny Goings points to the line showing where the water stopped rising on the bus shelter outside the Stillwell crew guarters.

metal roll-up gate as well as a door give access onto a large parking garage.

The men got out into the garage area as the water started to rush in and flood MTA vehicles and personal cars. Ladders were at hand and their first instinct was to get to high ground – the roof of the facility just underneath the elevated structure.

With his car flooded, Structure Maintainer Johnny Goings took off at a run up the street, where he found a police rowboat on a relief truck. He unloaded the boat with the help of cops and jumped in. Structure Maintainer Joseph Fraschilla got in one of the big dump trucks and began maneuvering it through the flood as his union brothers climbed onto the roof.

Said S/M Anthony Amatucci: "Some climbed up through the elevated struc-



the flooding.

ture to get away from the water. Some of the guys were too big to fit between the gaps in the railroad ties. They had to come down the ladder and go through the water. They got stuck. Some of the men got into the police boat. Goings came rowing into the parking lot with it."

After standing on the roof for nearly three hours, the floodwaters started to subside and Fraschilla offloaded men from the roof into the back of the dump truck, bringing them to high ground, the MTA's training center at PS 248 just a few blocks away. He came back again, transporting another group for about 40 men in all. The storm's fury continued unabated through the night.



Said Structure Maintainer Frank Johnson: "We had to stick together. We had to save each other."

Lighting Maintainer Philip Paippatt, who has 24 years on the job, gave this account: "We were in a NYCT van at Mermaid and Stillwell when the flooding started. We were trying to get out. As we were heading toward Neptune Avenue, we were blocked by water. The van floated. I opened the partition door, and the water came up to chin level. I was wearing heavy boots and I went down, but my friend, Ilya Shatz, also a Lighting Maintainer, held me, lifted me up and we used the bus shelter to get to the other side of the bus loop and then we climbed up on the elevated structure."

After the water receded, stains on the walls showed the flood had topped four feet in the crew quarters and reached higher outside – more than five feet on the bus shelter Plexiglas. Waterlogged clothing, equipment, and personal items formed a huge mound of trash that was carted away the next day.

TWU Local 100 President John Samuelsen met with structure and lighting maintainers in the parking garage area after the storm, near where the force of the flood bent the wide metal gate into a U-shape. He addressed pay issues and compensation for lost equipment, and took note of the heroics displayed by rank and file members when managers had bailed out. Then he proudly stood for a photo with the men.



EDITOR'S NOTE: This article was written in September, long before Sandy was even a blip on the radar. We considered pulling it and the art on opposite page as possibly making light of the consequences of a catastrophic flood. In the end, we decided to run both as the issue is more important now than even two months ago.

Coming

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e

IT MAY NOT BE THEIR DEBT THAT SINKS THE MTA. Posing a bigger threat to New York City mass transit than even the billions owed to the banks and bondholders, sea level rise induced by climate change is knocking at the door.

When Hurricane Irene nearly swamped the system in 2011, sandbags were stacked to protect subway gratings near the Bowling Green station in lower Manhattan. Planners nervously contemplated the flooding of the 1 and R lines.

Klaus Jacob, a research scientist at Columbia University's Earth Institute, told the New York Times that if the storm surge had been just a bit more severe, the waves would not only have breached the tracks, but came just one foot short of "paralyzing transportation into and out of Manhattan" and flooding subway tunnels.

The water also would have been pouring into the basement of the MTA's huge office tower at 2 Broadway – just yards from where the line of sandbags was placed.

It turns out that 2 Broadway is not just a financial

boondoggle, costing the MTA \$63 million a year in lease and rental payments. It's going to turn out to be an environmental disaster, as well. The scientific evidence is now in, and we know that the oceans are rising twice as fast now than they were 50 years ago, about a foot per century. But the rate of rise is steadily increasing.

Sea ice in the arctic gets thinner and covers less ocean each year than the one before. 97% of Greenland's surface ice experienced melting this past year. NASA climate scientist James Hansen called it "a planetary emergency" last month. He has said that we may well be on track for as much as a five meter, or 15-foot rise in sea levels by 2095.

Where does this leave New York City Transit? The MTA has set up a task force on climate change and sea level rise. So has New York City Mayor Bloomberg. But instead of the Mayor telling his rich friends to stop mining coal and stop fracking, his focus – and that of the MTA – focuses on building flood barriers and pumping stations. It's probably too little and too late. TWU Local 100 has asked for a seat on the climate change task force, so that we can represent the concerns of the workforce even as planning gears up to build seawalls and elevate grates and other structures.

One thing we will likely do is renew our push, with riders and transit advocates, for more and better mass transit throughout the MTA's service area. Getting thousands of New Yorkers out of their cars and trucks and into environmentally cleaner mass transit may be our best long-term strategy. Protecting our vulnerable shore lines and subways from sea-level rise induced flooding is going to be the major challenge of the 21st Century.

Transit Workers Push Back a Sandy Surmounts Sandbags, Inundates MTA HQ

By Alan Saly

LIKE BARBARIAN HORDES OVERWHELMING ROME'S defenses, Hurricane Sandy assailed New York City on October 29th. Sandbags built up to safeguard subway stations and buildings in low-lying areas like Manhattan's financial district (including the MTA's 2 Broadway headquarters), proved no match for a tidal surge that reached nearly 14 feet above normal sea levels. It smashed the old record of 10 feet set by Hurricane Donna back in 1960.

The MTA had wisely halted the system at 7pm the night before. TWU Local 100 members brought the last trains into the yards and Bus Operators secured their buses. Severe weather advisory signs and police tape were at most subway

entrances. Sandbags and plywood barriers were reinforced. But the planners weren't ready for what was coming.

Transit workers, however, were as ready as they could be. With Conductors and Train Operators temporarily idled, Track Workers, Signal Maintainers, Structure crews and Tower Operators holed up in crew quarters until they were needed. Ventilation and Drainage crews were ready at the pumps. Bus Operators were standing by in depots, ready to take out their vehicles as directed, and to assist in evacuations as they did during Hurricane Irene, just a year ago.

After steadily darkening skies and gusty winds, at

9:30 PM on the 29th, the full force of the surge was felt in lower Manhattan as stations on the #1 line south of Chambers Street were inundated. The escalators at Whitehall Street got submerged. South Ferry Station was in deep water and covered with debris. The under-river tubes linking Brooklyn to Manhattan came next. Uptown, the portal draining the 215th Street CED Shop became a lake, and A train stations like Dyckman Street started flooding. The tracks at the 148th Street Lenox Avenue terminal looked like the water slide at Great Adventure. In Brooklyn, at the Stillwell Terminal, TWU *Continued on page 12*

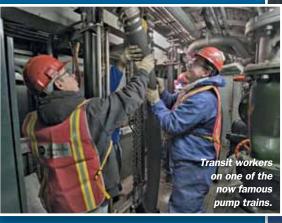


SME Vladimir Portnoy pumps out the flooded tracks at Dyckman Street on the A line (far right).



the flooding.

Overflow crowds greet commute at the Bus Bridge at Barclays Ce





V. Patel and his crew of Signal Maintainers get ready to inspect flood damage.

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Sandbags are piled high in an unsuccessful attempt to defeat the storm surge from flooding 2 Broadway.

President Samuelsen talks with a Bus Operator at Barclays Center.

Hurricane Hammers Transit

Continued from page 13

Local 100 structure maintainers were forced to climb the elevated structure to avoid being drowned when the ocean

rushed in faster than anyone had anticipated (see pages 6-7). The lower East Side of Manhattan looked like New Orleans after Katrina. Avenue "C" lived up to its name. Uptown, water poured into the Lexington Avenue IRT lines and 86th Street became an underwater grotto.

At 2 Broadway, the MTA's paltry five-foot wall of sandbags

proved no match for a surging sea. The MTA's flagship building, already a \$4 billion money pit, proved to have been built on a flood plain. Water crested into the lobby, inundating the building's basement and lobby level offices, forcing an evacuation, and costing additional millions. Ironically, Telephone Maintainers assigned to Jay Street (Transit's former headquarters) easily waited out Sandy and then went to work.

Throughout, the TWU Local 100 leadership kept in close touch with division and section officers to insure coverage of all issues. As soon as it was safe and the winds had calmed, our crews got to work. The Union's first concern was safety as many TWU Local 100 members rushed in to flooded locations to check electrical systems and make sure equipment was functioning.

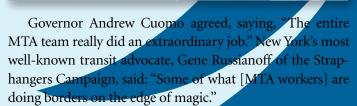
Without subway service on Tuesday, October 30, shuttle buses were deployed to give people a shot at getting to work, but incoming vehicles clogged Manhattan streets. Fares were free, and in spite of the Mayor's urging New Yorkers to stay home, it seemed like everyone was on a bus. Wednesday saw even more "carmageddon," with the City paralyzed for lack of subway service. Power remained out in Manhattan south of midtown, and TWU Local 100 Bus Operators were fielding overflow crowds. They did so with remarkable aplomb and courtesy. President Samuelsen and the union leadership in buses were constantly on the phone with MTA management, negotiating relief, overtime, and breaks for Bus Operators coping with tens of thousands of people taking the "bus bridge" from Brooklyn's Barclays Center into Manhattan.

The speed at which the system got back up to speed thrilled New Yorkers and even MTA management, with MTA CEO Joseph Lhota calling transit workers "New York's fastest." Lhota tweeted: "MTA workers deserve all the credit for getting NY moving again. They aren't the Finest or Bravest, but they are THE BEST."

Station Agents wait it out while Sandy rages outside.

Trying to block the waters at the

"portal" tunnel.



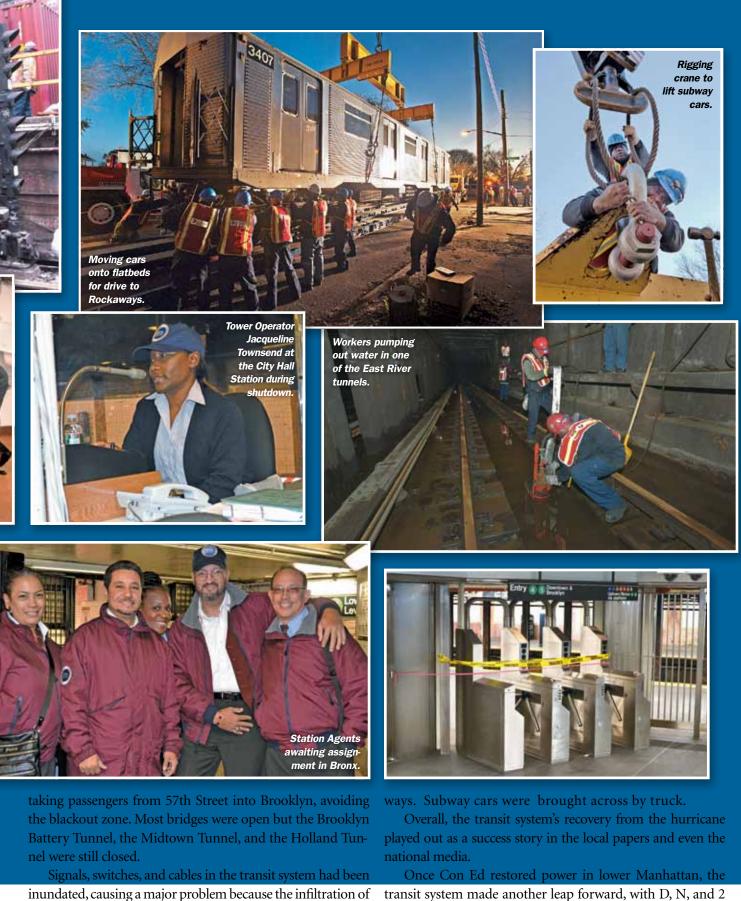
Customers chimed in on Facebook. Sonia Poinsett wrote: "They are awesome..MTA aims to please..I love you MTA and the free fare was awesome."

By Wednesday night, just 48 hours after Sandy hit with its full fury, trains were back in service in upper Manhattan, terminating at either 42nd or 34th street. Shuttle buses were









inundated, causing a major problem because the infiltration of corrosive seawater meant equipment had to be painstakingly washed with fresh water, dried out, and tested.

The storm knocked out subway access to the Rocka-

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trains back in service. Subway cars were more crowded than

usual, but New York was back in business - thanks to New

York's public transit union.

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TRANSIT WORKERS USUALLY MAKE FOR A LIVELY CROWD, and the mood on the bus from West Farms depot was just that until it got near the Rockaways. "When we pulled past Riis Park, the mood changed," says Power Section Vice Chair Celeste Kirkland, who was on the union's disaster relief bus. "We saw a ten-foot wall of the remains of houses. I got a lump in my throat to know I was entering into a disaster zone."

The union bus, arranged for by OA Division 2 Chair Frank Austin, made pickups in Manhattan and in Brooklyn before proceeding out into the Rockaways. Along with a capacity crowd of 48 volunteers, it carried members of the recently formed Transit Forward Coalition including aspiring City Council candidate and radio personality Yetta Kurland. Local 100's Vaughn Brooks was driving. Also on board was Oneshia Shade-Portlette, who together with Kirkland is coordinating the Union's disaster response, and Norma Lopez from Member Services and her husband, also a transit worker.

As the bus drove on, says Kirkland, "you saw block after block of leaning lampposts, furniture on the sidewalk, pieces





of houses missing, windows blown out...and these had been beautiful, expensive homes." When the bus arrived at Beach 47th Street, everyone wanted to get to work right away alongside the press of relief organizations that included church groups, community organizations, radio stations, and the Red Cross.

Some TWU Local 100 members were drafted to hand out supplies to residents who had queued up with shopping carts. Our two union vans had been packed with donated goods that were swiftly unloaded into waiting hands. On deck were a half dozen veteran Union activists including Tareque Ahmed, Joe Ruggerio, and PAC organizers Cheska Tolentino, Henry Butler, Dexter Victory, and DaShawn Williams. Many Local 100 members had boarded the bus with bags of clothing and food and went to work where they were needed. Local 100 President John Samuelsen and Secretary-Treasurer Earl Phillips got busy at a community center unloading boxes from a Red Cross truck with radio personalities from HOT 97.

Back on Beach 48th, Celeste Kirkland was drafted into a group of six relief workers who were tasked with walk-



ing up seven floors of a housing project and bringing help to residents who needed it. "People had power, but no heat, and had been told not to trust the water." Not trusting the elevators either, Kirkland and her crew walked up stairwells lighted by power from a generator. "We hunkered down, it was heavy. We had many gallons of water. Each of us had all hands full, and a backpack. We took a lot of supplies. People didn't take what they couldn't use."

"I saw a door that had a religious sign on the seventh floor, and knocked," she remembers. "No one was there, but then other neighbors opened their doors to see what was goKirkland handed out sardines, tuna, soup, coffee, dog food, and paper goods. "People really needed dog food. Everyone had dogs. They said, 'God bless you. My back is injured, I can't make it down to where they are. We appreciate you.' Behind one door a group of teens welcomed a carton of ravioli. "In one apartment a lady had a lot of kids. We were able to give her apple sauce, baby foods, and fruit snacks. Tuna fish was like gold. We had whole boxes of soups. Someone was giving out hotplates."

After another trip down to get supplies, Kirkland rejoined union members and pitched in until the transit bus was ready to head back into the warm and lighted areas of the city where life was back to normal.

Retirees Step Up, Again

God bless our retirees and the Retirees Association. Director Mike Tutrone informed the Bulletin that the Retiree Executive Board has voted to contribute \$5000.00 worth of goods to the Local 100 Hurricane Sandy relief effort. Local 100 President John Samuelsen said of the contribution: "No matter what the issue, our retirees step up the plate and pitch in. As a union, we are lucky to have such dedicated life-long union members on our side"

EVENTS: Never on the Sidelines

Union Boosts Breast Cancer Walk



Station Agent Theresa Green (holding sign) and a large part of her family turned out at New York's Breast Cancer Walk to honor the memory of her aunt, retired Collecting



Agent Dorothy Mole, who died of the disease in September. Dorothy's husband, retired Structure Maintainer Joseph Mole (far right) attended. Right, Local 100 participants at the event.

Union at WID Parade

Labor Day 2012 saw a nice Local 100 contingent, led by President John Samuelsen and Secretary Treasurer Earl Phillips (from Barbados), turn out for this year's West Indian Day Parade.





Local 100 members made their contract goals clear at the African American Day parade, no contract concessions.



Last year, the skies opened on a soggy Dominican Day Parade. But not this year, as beautiful weather greeted the marchers, including TWU's contingent.

Thousands Attend Labor Day Parade





Local 100's big contingent helped swell this year's Labor Day parade marchers on Sept. 8. Above, the union's contingent, led by President John Samuelsen, on the move up Fifth Ave. Left, the NYCT Pipe and Drum Band, with Samuelsen.

Huge Turnout At Russian Day

Local 100 members and families came out in big numbers to this year's Russian Day event at

Tatiana's in Brooklyn. Right, President Samuelsen addresses the crowd (inset) as dignitaries, including Brooklyn Borough President Marty Markowitz wait to speak.





Indian Day Brings Out Record Numbers

The Local's Indian Day event hits a new record every year, but this year's turnout will be tough to top. Above, part of the huge crowd watches as traditional Indian dancers (inset) perform.



Retiree Dinner Dance a Big Success



The Retiree Association sponsored its annual fall dinner-dance recently and drew a nice crowd (right) as



well as these OA members (above), including, from the left: retiree Mike Fitzpatrick; Retiree Association Director Mike Tutrone, retired Division 2 Chair Rosie Allen, VP Brian Clarke and current Div. 2 chair Frank Austin.

Never Time For Part-Time, or OPTO

LOCAL 100

IF IT AIN'T BROKE, DON'T FIX IT. THAT'S WHAT TWU Local 100 has to say to the MTA about a significant number of their allegedly cost-conscious bargaining demands. At the top of the list are two recurrent demands – that Local 100 agree to parttime Bus Operators and that we accede to the removal of Conductors from trains.

The union sponsored a surprise demonstration at 2 Broadway in late September (photos right) to underscore TWU's resolve to defeat these MTA schemes.

TWU Local 100 President John Samueslen told the Bulletin that the union has successfully demanded, in negotiations now reaching back over 75 years, progressive improvements in pay

and benefits for transit workers. "Our aim from the beginning has been to create jobs that allow a wage earner to provide for his or her family – and at the very least to live comfortably near where he or she works," said Samuelsen. "With sky-high rents common in New York City, full time positions are paramount."

Samuelsen said that Local 100 views the MTA's demand for part-time Bus Operators an unacceptable departure from the pattern, opening the door to a second-class workforce earning substantially less on a weekly basis, without critical safety net benefits.

"Our concern is the amount on the bottom line: the take-home pay that each Local 100 union member brings home with each check. On that basis, part-time fails the test. We don't have part-time families, part-time medical needs, or part-time pensions," affirmed Samuelsen.

Safety: The Toll of Sleeplessness in Bus Accidents

Part-time operators also present an unacceptable risk to public safety. Each year sees its toll of horrific over-the-road bus crashes, which often result in multiple fatalities. Fatigued drivers – who often work part-time for several companies – are a major cause. Take the recent crash of a Sky Express Bus outside of Richmond, Virginia on May 31, 2011. CNN reported that the crash was caused by "acute sleep loss" when a driver drifted off the interstate, struck a cable barrier, rotated



clockwise, and then overturned. Four died, and 49 were injured.

Closer to home, the National Transportation Safety Board determined that driver fatigue was the main factor contributing to another tour bus crash in the Bronx. This time, 15 died. News

reports said that NTSB investigators found that the driver "barely slept in the three days leading up to the World Wide Travel bus crash, except for brief naps."

Sleep deprivation is serious side-effect of being a parttimer trying to feed a full time family. That difference, we believe, is critical: and part time Bus Operation strongly influences the Operators to take on additional jobs to make a full paycheck.

OPTO: Wrong for New York

The New York City subway system is now seeing ridership that is edging towards all-time highs. NYCT management is continually looking for ways to pack more people into trains. This adds up to more pressure on each train's two crewmembers: the Train Operator and the Conductor. It's another good example of a system that works well, and shouldn't be "fixed" by bean counters.

Members of TWU Local 100 are well aware of the importance of both jobs, and so is the MTA. Conductors help crowded trains get underway safely, make announcements when the automated system is inadequate or can't respond to changing conditions, help stop crime and alert police, and are prepared to lead passengers to safety in the event of a fire, flood, or terrorist attack. None of those missions should be compromised by misguided managers.

REMEMBERING OUR OWN

TWU Mourns Tragic Passing of James Neverson

Local 100 mourned the death of Brother James Neverson, 63, who was tragically killed as he crossed a busy street on his way to work at the East New York Depot. He was hit at the intersection of Alabama and East New York Ave-



Bus Operator James Neverson with his wife in this recent photo.

nues around 8:30 in the morning of Tuesday, September 18.

The veteran driver, with more than two decades on the job, leaves behind four grown children, three daughters and a son, a brother, Reginald, his wife, and other family members, and scores of friends at the East New York Depot.

Fellow Bus Operator and MTA Chaplain Jefrick Dean and other co-workers praised his calm, pleasant spirit and unfailing helpfulness.

At the time of the accident, Secretary Treasurer Earl Phillips told the Daily News that "drivers at the depot are devastated. They are very hurt over the situation. They are shedding tears over their brother."

Union Secures Post Retirement Death Benefit for OA Retirees

In 2008, the New York City Employee Retirement System (NYCERS) changed the Employee Ordinary Death Benefit to include a Post-Retirement Death Benefit for retirees. That ruling only applied to TA retirees, not MABSTOA retirees.

Thanks to the advocacy of Local 100 President John Samuelsen, MABSTOA Vice President Brian Clarke, Pension Board Trustees Jim Whalen and John Jimison, and Retiree Association Director Mike Tutrone, OA retirees and their heirs, are now eligible for the Post-Retirement Death Benefit. This includes everyone in the Tier IV system (employment beginning on or after July 27, 1976). The benefit is being applied RETROACTIVELY to the beneficiaries of OA retirees who retired under Tier IV.

"We're thrilled we were finally able to settle this inequity for our OA retirees and their families," said President Samuelsen. "The benefit, at all levels, is a significant amount of money to help families cope with the loss of their loved ones. And the fact that it is retroactive will be a big help to those families who may have been struggling after the passing of the retiree."

For more information contact the TWU Local 100 Retirees Association at 212-873-6000 ext. 2076 or 2077 or TWU Retiree Consultant Norman Rosenfeld at 646-334-0385.

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

Lyman W. Holmes Retired Train Operator on Dec. 31, 2009.

> Francisco Lopez Retired Railroad Porter, age 93, on May 24, 2012.

Denis Mangan Retired MABSTOA Bus Operator and member of Retiree Association for 30 years, on July 21, 2012.

> Frank Dunworth Active Structure Maintainer, on July 30, 2012.

Timothy O'Garro *Active Car Cleaner, on September 3, 2012.*

Tania McNeill-Doe Retired Station Agent, on Aug. 20, 2012

Frank Massella Retired Private Bus Lines member, on August 27, 2012.

Earl Joyner Retired TA Bus Operator, on July 14, 2012.

Willie Capehart Retired Train Operator, on August 3, 2012. Howard Kripfgans Retired Transit Authority member and member of Retiree Association, on August 21, 2012.

Rosa Sanders *Retired Station Agent, on August 21, 2012.*

Percival "Prince" McFarlane Retired Car Inspector on July 31, 2012.

Thomas Crosson *Transit Authority member, on August 11, 2012.* Alberto Nunez Retired Cleaner TA, on September 6, 2012.

Frank Carrero Transit Authority member, on September 29, 2012.

Donald W. Smith *Retired Transit Authority member, on September 22, 2012.*

Carolyn Joyce Scott *Retired Station Agent, on September 25, 2012.*

James Neverson Active TA Bus Operator, on September 18, 2012. **Charles Polizzotto** *Retired Transit Authority member, on October 23, 2012.*

Stephanie L. Barnette *Active Station Agent, on November 4, 2012.*

John Eulie Retired Transit Authority member, on October 25, 2012.

Jerry Tseng Active Car Inspector, on October 26, 2012.

Adrienne Andrews Active Conductor, on October 29, 2012.

Matthew Guinan A Central Figure in TWU History

By James Gannon

The stories of so many of TWU's earliest leaders have been obscured by the passage of time and the long shadow cast by TWU's charismatic founder Michael J. Quill. But TWU itself might be a footnote to history if not for their dogged courage. The Bulletin, from time-totime will focus on some of these important figures from the union's past as part of "Our Union's Roots" series.

THE HANDSOME YOUNG MAN FROM COUNTY OFFALY, Ireland stepped onto American soil for the first time in 1929 at age 19. He was Matthew "Mattie" Guinan, possessor of a Patrician Brothers education, an engaging wit and a beautiful Irish tenor's voice. He would soon become a central figure in the history of Local 100 and the TWU International Union.

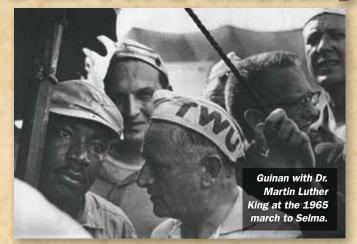
Mattie was one of ten brothers and sisters. His father, a carpenter and builder, took on several of the boys into the trade. But Mattie chose adventure and a new life in America instead.

Early on he found employment as an auto mechanic. After losing that job to the Depression, he found work as a trolley motorman on the Third Avenue Railway at the Kingsbridge depot.

Third Avenue was a hotbed of early TWU activity. Guinan helped organize the Kingsbridge section in 1938, and was elected its first Recording Secretary. He also helped organize other Third Avenue properties, as well as Fifth Avenue Coach and Omnibus.

By 1942, Third Avenue's trolley fleet was replaced by diesel-powered buses. The company was reorganized as the Surface Transportation Company.

Through the war years, Guinan's role grew dramatically



in Local 100. He became a steadfast ally of union founder Michael J. Quill. During the watershed 1948 Convention in Chicago, Guinan supported Quill in defeating a powerful challenge by the more radical wing of the union, In 1949, Local 100 members elected Guinan their second president by a 3 to 1margin, replacing Aus-

tin Hogan.

Early on in Guinan's stewardship at Local 100, the union won the 40-hour week with no loss of pay for subway workers and Board of Transportation

> Speaking at a Local 100 rally circa early 40's.



operated buses. In 1953, Local 100 secured the 40-hour week for the privately owned bus companies after a 29-day strike.

Throughout his career, Guinan was a powerful voice for named to the federation's Civil Rights Committee. equality for all workers on the job. Along with Quill, he was

nan was also named Vice President of the national AFL-CIO, where he continued to advocate for equality and was

Mattie was very popular with labor leaders across the

an early supporter of Dr. Martin Luther King and the Southern Christian Leadership Council.

Guinan succeeded Gustav Faber as International Secretary Treasurer in 1956, while retaining his duties with Local 100. He and Quill greeted Dr. Martin Luther King to deliver the keynote address at TWU's memorable 1961 Convention in New York. Guinan led TWU's delegation

to the landmark civil rights march on Selma in 1965. That event produced one of the union's most iconic photos of Dr. King, Guinan and the TWU delegation at the march.

In 1966, Quill, Guinan and four other TWU officers were arrested and jailed for 9 days for refusing to call off the union's first City-wide transit strike in New York history.

Just weeks after the strike, Michael Ouill died of heart failure and Guinan took over as International President.

One of those congratulating Guinan on his new position was none other than Dr. Martin Luther King, who wrote: "May I take this opportunity to congratulate you personally on becoming President of the TWU of America and to express my conviction that the union will remain unique among trade unions under your guidance as it was under Mike Quill."

Soon after becoming International President, Gui-



TWU founder Mike Quill and trusted partner Mattie Guinan.

country. He was an eloquent speaker, and was one of only two labor leaders given the honor of introducing AFL-CIO President George Meany to deliver his retirement address to the 1979 AFL-CIO Convention.

Guinan earned a permanent place in American political lore when his name came up on President Richard Nixon's "enemy list." That so-called "master list" was compiled by Nixon's Special Coun-

sel Charles Colson, who sent a copy to then White House Counsel John Dean. Dean later provided this "master list" of political opponents to the Senate Watergate Committee. Other labor leaders on the "hit" list included I.W. Abel of the Steelworkers, Jerry Wurf of AMSCME and then AFL-CIO Secretary Treasurer Lane Kirkland.

Mattie always remained popular with Local 100. He often brought union gatherings to tears with his rendition of "Danny Boy."

He retired as International President in 1979. He died on March 24, 1995. Several thousand people attended his funeral at St. Patrick's Cathedral in New York. The funeral mass was said by His Eminence John Cardinal O'Connor.

He was buried in Gate of Heaven Cemetery in Westchester not far from the grave of his long time friend and brother union member, Michael J. Quill.







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