



TWU LOCAL 100 NEWS

March 2012

Station Division

Another 'First' for Station Division:

System-wide Conference Call April 11, 2012



Here's the 411 on 4-11. For the first time ever, we will be conducting a Stations Conference Call on Wednesday April 11 (4-11) 2012 6pm to 7pm. Stations Department members will have the opportunity to hear Station VP Maurice Jenkins answer your questions. This is part of our continuing effort to get information out and into the hands of the members. We may not all have computers or emails but we all do have phones.

It should be made clear that while this will be a "live" call the questions must be pre-submitted. If we allowed everyone to ask questions on the phone at the same time "live" the background noise would make it impossible for others to hear. So in the interest of having a clear discussion, we will take questions be-

fore hand and answer them live.

A crucial part of this endeavor will be for the members to get their questions to the VP. That can be done in a number of ways:

phone 212.873.6000 x2037, x2036, x2055, x2035;

email: mjenkins@twulocal100.org, dechevarria@twulocal100.org, ppiazza@twulocal100.org, or nbedell@twulocal100.org.

You can also submit questions in person at the monthly division meeting on Thursday March 22nd.

On April 11, Education Director Nick Bedell will be at a computer screen (nbedell@twulocal100.org) if members would like to email in questions live.

Also, members can text in questions live to 646-298-2123, while the conference call is going on.

All we ask is that you state your name, your title and specify that this is a question for the conference call. That's it. We would like to have any and all questions by April 6, 2012. Remember, ask any question you want and they will be answered.

Here is the information members need to get onto the Conference call on April 11, 2012.

Call the access number: (888) 278-0296 and put in the Participant code: 7216354.

CHECK YOUR FINAL BAGS

To a veteran SA, this item may seem a bit simplistic but, there is a reason for it: Recently MTA Labor Relations has been writing up and sometimes taking out of service Station Agents who develop a consistent pattern of submitting "short" bags.

A short bag might be \$10 or \$20 dollars short of the total remittance on a given day. If that happens on a semi-regular basis, you may be taken out of service. Also MTA is taking people out of service who have relatively

minor amounts short in their bag who have little or no history of shortages. That is why it is crucial that every Station Agent checks and makes sure their bags are 100% consistent with the amount of money the fare report says is to be bagged. This is something we all can do and should straighten out ASAP.

We realize that any short bags are just an oversight by a busy Station Agent who is doing many things at the same time. But in the face of the renewed vigilance by MTA Labor Relations we must check and recheck our bags, just to be sure.

2012 Contract Status

The contract negotiations continue. When this process began I think we all realized that it would be a long one. It is certainly turning out to just that. A good guess is that it will turn out to be even longer.

But just to update: the divisional negotiations are pretty much completed. What is taking place now, is the Union-wide or Main Table negotiations, things like wages, health-care contributions; in other words issues that affect all members, not just stations.

The MTA is not offering us a raise, and they want us to increase our payments for healthcare. Conversely, Local 100 is seeking moderate raises with no changes in what we pay for healthcare.

TWU Local 100 President John Samuelsen had a medical procedure done in mid February. He has returned to full duty and negotiations have resumed. The important part is that both sides, the MTA and TWU Local 100, are still in agreement to meet and negotiate.

Division Meetings:

Stations Divisional Meetings are on the 4th Thursday of every month at the 63rd street YMCA located at 5 West 63rd street in Manhattan at 10am and 6pm. All members in good standing are welcome. If there is a change in location, members will be notified well before hand.

Division meetings are the best place to get your questions answered and your concerns met. Also they are a great place to add your suggestions on how things could be better. Our meetings have been well-attended as compared to other divisions in TWU. We welcome you all. Expect a lively discussion, there seems to be very few shrinking violets in Stations, and that is a good thing. It is better to air our differences in a public, open forum, than anywhere else. We are currently looking for a place in Queens to accommodate us for a meeting. If anyone knows of a place that is relatively inexpensive and can accommodate up to 50 people for a private meeting in the borough of Queens please let us know.

State of the Station

By V.P Maurice Jenkins



This month has been busy and productive. We still don't have a contract but we have found money in the form of OPEB (other post – employment benefits). To condense this for the sake of argument, it

would seem that transit has a slight overage of funds collected for benefits other than pensions. I.E. health coverage. Guess what it totals. Ok I'll tell you, \$500 million.

The MTA says they want to save this money for a rainy day and maybe use some to restore some service cuts. That's cool but how about this; restore service by opening all the closed booths and by putting our laid off members back to work.

It seems to me the days are pretty rainy right now! We had our annual Black History celebration on Feb. 29. This year, we took the celebration to the epicenter of black culture, Harlem. There was something there for everyone. It was thought-provoking, up-lifting, informative tasteful and tasty. Great music great food and great speakers. It was an event that those who attended felt so good about it that they were still talking about it in positive tone as they left that night, and a day later.



Here's the winner of a flat screen TV door prize at Black History.

Late Trains and Late Clears: Something you might not know

by Markeith Woolford, Shop Steward

All employees and customers of NYCT know that sometimes trains and buses run late. What most people don't know is that late trains are not always reported to rail control. As a result OSAC supervision will write you up over late trains that are not your fault. Can they get away with this? Yes, but only if you let them. What most employees, with the exception of RTO, don't know is that trains arrival and departure times are recorded at each and every Tower. Even though a train that is running late in the middle or beginning of its trip can be reported as on time if the train gets to the last stop as scheduled. The problem is that if your job is in the beginning or middle of that train's trip it will look like it is your fault for being late and not the train's fault. Fear not, all Towers record every train's actual arrival time, location and departure time for their record.

The question is how can we use this information to help us? Glad you asked. If you report late to work because of a late train, always get the car number of the train you are riding in (it is also a good idea to get the train operators' car number or the conductors's car number.) When you call OSAC and they say that they



have no report of a train delay. Do not argue. Ask for the Supervisor's name and pass, record the time and what was said for your own records. After that contact the nearest Tower along the route where the train delay occurred and get the actual arrival/departure time of the specific train. Confirm the car number, and the lateness of the train. If there was more than one delay, contact all the towers involved. But, because of the large amount of Towers that the MTA has recently unstaffed, the best place for delay information on the IRT and "L" line specifically is Rail Control Center. Keep all this information so you can defend yourself at a hearing against a late to work charge.

Use this information to protect yourself. Because of wholesale changes in the booth times, S/As have to travel many times when trains are running infrequently, are being re-routed or undergoing track work. Of course we should all allow ourselves more extra travel time, but those unexpected emergencies like police actions, sick customers, GO's etc. should be on Management, not on us.

Station Agent Pick

Before this new Station Agent pick had begun, there were many members who were apprehensive of the safety aspects of the changing booth times. The Union would like to know if anyone has experienced any safety or security problems with the changing in booth times. If you have, please give us a call at 212.873.6000 x 2036, 2037, 2055 and we'll discuss it.

SAFETY

by Vanessa Jones



So, you want to be shop steward!

The job of a Shop Steward is to learn information about the workplace that can be carried out to the members.

There are a great many factors that comprise employees being able to perform their duties properly. Health, safety, mental attitude, housekeeping, environment are just some of them. Even though we may do one specific job, there are many components that may affect you in a way that you may not totally realize.

I became a Shop Steward in 2010. I should have done so sooner. I signed up for class and went. It is surprising the difference between what we think we know, and what we actually do know. I didn't think I could remember enough information to help myself, never mind helping a member. But once I got asked a couple of questions, even if I had to research the answers, it got easier and I was able to help more members, which was very rewarding.

Sometimes, all I could do was direct the member to someone who could help them. As a Shop Steward you have to realize that no one knows all the answers.

But you have to make the decision that you want to help the members and the Union any way you can. Members must understand that they should report all problems to supervision first before they come to their shop steward with it. When supervisors ignore a problem, that is where we step in.

Today, there are many forms of media that can help us find out issues and concerns of the members. The job of Shop Steward can be customized to fit your personality; it can be as involved as representing members in hearings or even just delivering Union literature to the members. It is totally up to you. To be effective, Shop Stewards must communicate with everyone: the members and the elected officers in the division. Recognition of the chain of command is necessary to have good communication.

I have been a Station Agent for 23 years and I used to think that my job was just to assist the customers. Now I know better and could not be happier assisting my fellow members as well.