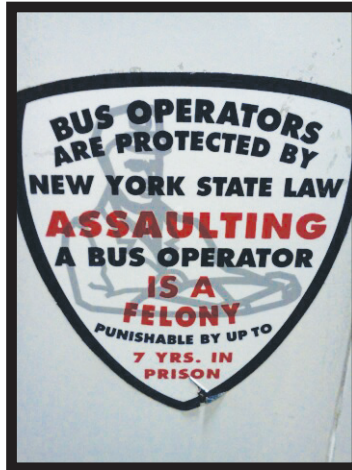




Challenging The Fare

When B/O Edwin Thomas was murdered in 2008 MTA CEO Elliot "Lee" Sander and NYCT President Howard Roberts agreed that challenging passengers for the fare was a bad idea. Sander's administration changed how business would be done throughout the system of buses, even going as far as changing the school room policy on challenges. Unfortunately, as administrations come and go, MTA upper management tends to forget that road operations do not change.

A few weeks ago one of our B/O's was written up for not asking for the fare and a week later he was pummeled by a disturbed individual. Union/management meetings ensued afterward and the Union insisted that the process of protecting our members be expedited without delay. The Division is also going to push for our members not to challenge or even mention the fare to the riding public. We have told management that they should know that any mention of the fare can turn into an ugly incident fairly fast and though MTA



spokesman Charles Seaton reminds us to "gently remind" passengers about the fare the reality is that if you are not an operator you have no clue what you are talking about.

So TA Surface's campaign will stand:

WE DO NOT CHALLENGE FOR THE FARE!!

TA Surface has been working extra hard with MaBSTOA and MTA Bus to alleviate the problem. We will not stop until all our members are safe.

Division Officers

- | | |
|---------------------|----------------------------|
| Vice-President | Stephan Thomas |
| Recording Secretary | Marcia Phinn-Olivier |
| Willie Rivera | Divisional Chair |
| Whitfield Gibson | 1 st Vice Chair |
| Armando Serrano | 2 nd Vice Chair |
| David Smith | 3 rd Vice Chair |

F 5

B/O's do countless trips a day where they pick up passengers who short-change the system without any care in the world. The MTA loses money with these short fares every day and claims down ridership. Our drivers know better and do all the extra work without any compensation.

As the buses move up and down the line, you can see how much of the unregistered work load we do every single day. We see it with the people who walk through the front doors without paying or sneak through the back doors in droves. The problem we have is that if the fare beaters are not registered in the fare box the MTA has no way in knowing how many people we actually carry per day. Wi-

Over, please



We Will Not Be Left Behind

Brothers and sisters, this contract year will be the most decisive battle in our careers. To win it we will have to fight with all we have and unite to break through the MTA line. We are facing a Governor intent on freezing our wages for three years while tripling our medical deductions, all the while giving the 1% a free ride. We also have the TA that wants to rewrite our work-rules and leave policy (i.e., sick, vacation rules) and force us towards more productivity. The MTA's end game is to make us work harder and come to work for less pay. Slowly they are stripping our picks and stuffing us with unwearable schedules, increasing the number of passengers we pick up, having less time to do the work and shortening our swing times. They really want to burn us out and are doing it effectively!

We Are Not Alone and We Need to Act That Way!

Unlike our fellow mechanics, B/O's don't work in groups under one roof, and we don't report and clear at the same time. We are on the road, and many times we seem alone, but our strengths are formidable. We forget that there are over 9,000 bus operators in TWU Local 100. In Brooklyn alone we are nearly 4,000 strong. If we in-

clude ATU B/O's from Queens and Staten Island, and B/O's from MTA Bus we are nearly approach 15,000 unionized B/O's throughout the five Boroughs. We are not alone.

In truth, B/O's are the largest block of TWU Local 100 members under one title. We move over 2.5 million people a day; we cross hundreds of neighborhoods and interact with the public each and every day. We keep the streets of NYC moving 24 hours a day. We help set the pace on the streets. As we all know too many times our pace is too, too fast. Many times it's too fast because we act as if we are alone or in fact in competition with each other instead of working together to make our lives better.

It is hard to find "unity on the road" when we are out there working against each other, but it is something we must do if we are to succeed in accomplishing anything during this contract session. We must find unity with each other, in the depots between the Brooklyn depots and across the TA and OA divisions. Then we must



find unity with the riding public. While the Governor and the TA want to paint us as "lazy, selfish, over paid with too much benefits public sector workers" we must show the public that we are courteous and caring public workers who transport families safely every single day.

As the contract fight progresses we will be out there on the streets and in the depots giving you information and challenging you to act like "Family" on the road. If you want to change your everyday working conditions we must have unity on the road. As your Division Officers we work hard to make sure that with unity we can accomplish much. We ask each member to do their part. As is always the case in union business, unity on the road will help determine the outcome at the negotiating table. Do your part and spread the word; with Unity in numbers there is strength; with strength there is power!

WHO YOU GONNA CALL?

2 Broadway

646-252-5549 or 646-252-2925

If you need to speak with someone about a hearing, a contract grievance, or disciplinary charges.

130 Livingston

718-694-4168 or 718-694-4212 For general information and assistance, such as probationary issues, arrests, grievances, sick leave.



TWU Local 100 Member Services

347-643-8061, 8062, 8064 If you have questions about medical benefits.

TWU Local 100 Safety Hotline

888-898-6608 If you need to reach someone on weekends or at night, or for safety matters that need immediate attention.

TWU Local 100 Union Hall • 212-873-6000

TAS ext. 2040, 2041, 2039

F5 Continued

thout this information the MTA uses this excuse to cut lines, runs and schedules.

We need to show the MTA how much work we are doing. PRESS the F-5 Button whenever there is a short or no fare. This includes students and senior people who do not show you their half fare cards. We need to defeat the constant attacks on our schedules. Pressing the F-5 button will eventually alleviate the pain we feel from harassment, assaults, and stress every single day.