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Transport Workers

Spring 2013 • Vol.4 • No.1

BULLETIN

STATEN ISLAND



Out With the New, In With the Old

Local 100 Members Resuscitate Old South Ferry

See Pages 16-17

Union Mourns Signal Maintainer Louis G. Moore. See Pages 5-8

Strength to Move Forward

I DIDN'T PERSONALLY KNOW BROTHER LOUIS MOORE, THE SIGNAL MAINTAINER WHO LOST HIS LIFE ON THE TRACKS in the early morning hours of April 24, 2013. In a sad irony, it was six years to the day that Track Worker Danny Boggs died on the tracks at Columbus Circle.

I did know Danny well, however. I first met Danny at a Track Division union meeting in the early 90's, and I counted him a friend. The last time I saw him on the job I was inspecting work sites as a union safety representative. He was hoisting ridiculously heavy pre-plated tie blocks over his head and tossing them onto a work train like they weighed only a few pounds. Danny had tremendous physical strength. But since his death, his family has had to display a different kind of strength to carry on without him every day.

Now, another transit family is faced with this same challenge. As I have told Danny's widow, Bernadette, and other transit families in similar circumstances; and as I now tell the family of Louis Moore. This union will remain at your side. We will support you financially through our Widows and Orphans Fund. We will support you emotionally, and in every other way we can to help you get through this.

We as a union cannot bring our lost Brothers and Sisters back. But we can and will provide a small part of the support system for the families in these tragic circumstances who need to carry on.

New Home in Brooklyn

We do have some good news this month. We are closing in on completion of the construction of our new, permanent union hall at 195 Montague Street in Brooklyn. We should have all operations of the union moved into the new location over the summer.

Completing the purchase of the new hall has also enabled us to put together a strategic financial plan that frees the Local from a decade-long cycle of debt, and will allow us to move into the new building with our finances in far better shape than they have been in years. The Local 100 Executive Committee unanimously approved the plan, and reported it out to the Executive Board at the March meeting.

When the move is completed, the Local will be saving \$1.2 million a year in rent. In addition, we will be taking in rental fees from current and prospective tenants. All in all, it's a big win for the Local and the membership as we look to a better future.

Contract Fight Continues

You'll recall that when the old contract ran out in January 2012, the economy was in the tank. Every state union that settled contracts in 2011 got hammered with three years of zeroes and big health care givebacks.

The Executive Board voted overwhelmingly to adopt the strategy of bargaining past the deadline, while building organizational strength and unity in the ranks. While the economy is not totally out of the woods, we are now bargaining in an improved situation.



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5

Signal Maintainer Louis Moore Dies in the Line of Duty

Local 100 President John Samuelsen addresses a union press conference at the scene of the tragic accident that claimed the life of S/M Louis Moore, who fell into the path of a train at the Broadway and 46th Street station in Queens.



5

12-13

Heroes All

The New York Daily News recently honored 11 transit workers, most of them Local 100 members, for actions above and beyond both on and off the job. Photo shows the 11 with union officers and some of the high-profile presenters.



12

16-17

Local 100 Brings Old SF Back to Life

The MTA assigned the rehabilitation project of the old South Ferry station to Local 100 members, and we did not disappoint.



16

18-21

Lobby Day a Big Success

Local 100 President John Samuelsen greets State Sen. Martin Dilan, one of the most influential Democrats in Albany covering committees important to transit workers. More than 1,500 members joined Samuelsen for the union's annual Lobby Day in March.



18

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Front Page

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Alan Saly



And the Oscar Goes to...



Here's our three first place winners. Best Front Page for our Summer 2011 edition; Best Illustration for the elderly passenger receiving her MetroCard from a rat-filled machine; and Best Photo for the shot of assaulted Bus Operator Maria Hogan being comforted by Kingsbridge Chair Richard Fields and concerned union members.



IT'S LIKE OSCAR NIGHT FOR THE LABOR MOVEMENT, BUT WITHOUT the lights, glamour and celebrity presenters.

Labor communicators from coast to coast have their moment in the sun when the judges at the International Labor Communications Association (ILCA) and the Metro NY Labor Communications Council announce the results of their annual awards. ILCA covers all unions throughout the U.S. and Canada, including the Internationals, and Metro's membership covers the New York region.

So it's noteworthy that TWU Local 100 copped over a dozen awards – including first place honors that beat out other unions which are significantly larger with greater resources.

Taking the ILCA first prize for "Best Cover or Front Page" was our Summer, 2011 issue of the *Transport Workers Bulletin*, showing three female members of a Mobile Wash Crew working a grimy staircase at 59th Street and Lexington Avenue. The shot was taken by Alan Saly.

We also picked up a first prize for our video documentary on the rise of TWU Local 100, "From the Beginning." That video was a cooperative effort by the Communications Department and Bob Wechsler, retired Education Director and Historian for the TWU International.

A second prize went to Alan Saly for his journalistic portrait of Power Cable Section Vice Chair Celeste Kirkland, "Breaking Barriers."

Graphic Artist Noah Rodriguez picked up a Third Place award for his design of the TWU Local 100 website, and another one for his rendering of a transit worker suited up as Captain America, under attack by former MTA Chair Jay Walder and Mayor Bloomberg. Dave Katzman picked up an ILCA Third Award for his editing and layout of the union's weekly "E-Alert" newsletters.

In the Metro Awards, our own Daniel Tasripin took a still photo that beat out those submitted by many professional shutterbugs. His photo of assault victim Bus Operator Maria Hogan, overcome by emotion at a press conference as Kingsbridge Depot, won First Prize. It communicated not only the gravity of the assault, but the solidarity and comfort union members give each other.

Cartoonist Fred Harper took First Place in the Metro Awards for his astonishing graphics that have highlighted every issue of the TWU Bulletin. We were judged to have written the best headline when we splashed "Jay Walks" across our website after Walder's surprise 2011 resignation as MTA CEO. Our TWU E-Alert copped a Second Place Award, as did the TWU Bulletin in the category of "General Excellence." Taking Third Place Awards in the Metro competition were our analysis article, "Union Support Lifts 'Wall Street' Protests," our 911 "Ten Years Later" retrospective by Alan Saly, and our editorial, "Why We Are Supporting OWS." Jim Gannon picked up an award at Metro for his profile of a Union member who is also an artist entitled "Urban Sketcher."

We don't get statuettes, only nice certificates. They'll be filed away in a drawer somewhere. Recognition by our peers is important – but not as important as sitting down every day to document the trials, victories, and day to day struggles of our Union Brothers and Sisters.

“It’s the most unforgiving work environment in the City.”

—President Samuelsen

Signal Maintainer Is Killed on the Tracks

LOUIS MOORE, 58, THE FATHER OF THREE AND A SIGNAL MAINTAINER FOR a decade, lost his life on the job April 24, 2013. He was struck and killed by an E train near the end of his shift at 3:00 A.M. at the Broadway and 46th Street station in Astoria.

The MTA immediately ordered a Board of Inquiry to determine the cause of the accident. LES Chair John Chiarello is representing the union in the investigation. Early indications are that Brother Moore fell from a bench wall into the path of the train. In a tragic irony, Moore’s death comes six years to the day of the death of Trackworker Danny Boggs at Columbus Circle.

Within hours of the incident, Local 100 Secretary Treasurer Earl Phillips was at Brother Moore’s apartment in Hollis, Queens to comfort the family, including his 17-year old daughter, Shalaine. Union officers remained with the daughter until other family members arrived.

Chiarello accompanied Moore’s Signal Helper to 2 Broadway for the initial interview to determine the cause of the accident. Track Chair Paul Navarro responded to the scene, and later joined S/T Phillips at Moore’s home.

Brother Moore worked out of the crew quarters at the Parsons/Archer transit hub. LES Chair Chiarello said: “Everyone is really upset. It’s tough losing a good union brother like this. He went to work, expecting to go home to his family, and this hap-

pens. It could happen to any one of us.”

Within hours of the incident, Local 100 President John Samuelsen held a press conference at the scene to remind the public of the many dangers transit workers face on the job.

“Once again, we are faced with trag-

edy on the subway tracks,” said Samuelsen, adding that “too many transit workers have died in the line of duty,” since he came on the job as a Trackworker in 1993.

“No public employee in the City or State works under the conditions we do as transit workers,” he said. “It is an unforgiving environment.”

He said that conditions faced by those who work on tracks with live train traffic, electrified third rails, darkness and heavy work “are a disaster waiting to happen, and unfortunately tragedy struck today.”

Samuelsen promised that the union would once again review the safety regulations for working on the tracks. But, said Samuelsen: “All the rules in the world, all the most finely engineered rules, won’t prevent every accident in this work environment.”

Samuelsen said that the knowledge of possible serious injury or death on the job is part of the “legacy of our City’s transit system, and is ingrained in the mind of every transit worker.”

“We’re out there every day and every night swinging hammers, working signals without the recognition we deserve; we suffer fatalities, and we come back the next day and do it all again.”



Signal Maintainer Louis Moore



Local 100 President John Samuelsen addresses the media at the scene of the tragedy in Astoria. From left with Samuelsen are: subway safety director Tom Carrano, Secretary Treasurer Earl Phillips, Track Chair Paul Navarro and LES Chair John Chiarello.

Signal Maintainer Louis G. Moore Eulogized



“He Lived His Life Extreme Pas

FAMILY, FRIENDS, CO-WORKERS AND BROTHER AND Sister union members said goodbye to Signal Maintainer Louis G. “Louie” Moore on May 1, 2013.

Hundreds attended the services for Brother Moore at Gilmore’s Funeral Home in St. Albans, not far from his home in Hollis, New York.

The sad farewell, attended by scores of fellow Signal Maintainers, came one week after Brother Moore was hit and killed by a train at the Broadway and 46th Street station in Astoria.

The union’s top leadership, led by President John Samuels, attended both the funeral and wake for Brother Moore, as did top MTA officials and New York City Comptroller John Liu.

Line Equipment and Signal Division Chair John Chiarello gave the eulogy for the union. He said that the call in the early morning hours of April 24 that a Signal Maintainer had been killed, “is without a doubt the saddest and most surreal moment I’ve ever encountered since being on the job.”

“There is no question a Signal Maintainer’s and any track worker’s job is dangerous. But when confronted with the sudden death of a fellow worker under these horrifying circumstances, it takes your breath away.”

Chiarello brought a smile to everyone when recalling his first encounter with Moore, who duly impressed him with his knowledge of politics, philosophy and religion. “I remember saying to myself, what’s this guy doing in Signals? He should be a college professor.”

Chiarello concluded: “We will remember Louis as a good father, brother, friend – and union Brother. In the union there’s a saying ‘an injury to one is an injury to all.’ Today the entire union mourns the passing of our dear brother Louis Moore.”

Continued on page 8



Recent photo of Brother Moore with daughters Amira and Shalaine, and son, Nasser.



Moore, left, with brothers Denis and Colin in their youth.



With sion”



Signal Chair John Chiarello delivers eulogy for Local 100.

Co-workers express condolences to the Moore family.



Brother union members and Louis Moore's son, Nasser, serve as pallbearers.



Local 100 members, led by President John Samuelson wait somberly for final salute.



Secretary Treasurer Earl Phillips was among the many mourners at the Moore funeral.

Signal Maintainer Louis G. Moore

Continued from page 6

Long time NYCT Chaplain Harry Berkowitz and Bishop Errol O'Savio also eulogized Moore. Berkowitz spoke of the composure with which Moore's 17 year old daughter, Shalaine, received the news of her father's passing from MTA officials. "You gave me strength," the Rabbi said.

His two brothers, Denis and Colin, delivered deeply touching remembrances of Louis as well. Denis said his brother "lived his life with extreme passion, searching for insight with creative intelligence," and affectionately called him "a mad scientist, but a dear and loving father, special brother, and valued co-worker."

Louis Giles Moore was born on May 20, 1954 in Kingston, Jamaica, the son of Wilfred and Isadora Moore. The family emigrated to the U.S. in 1969 and found residence in Queens.

Louis graduated Andrew Jackson High School in 1972. He studied at Queens College, York College, City Tech in Brooklyn and at the Vaughn College of Aeronautics and Technology in Flushing.

The family said that Louis had a lifelong passion for scientific research and was a student of history, Egyptology and the Bible.

He was a talented designer of one-of-a-kind jewelry, and believed strongly in the need to develop alternate energy sources.

He was also remembered as a quiet, thoughtful and deeply spiritual person.

Louis is survived by his daughters, Amira and Shalaine; son, Nasser; brothers, Denis and Colin; aunt, Brizela Sewell, two nieces and a host of cousins.



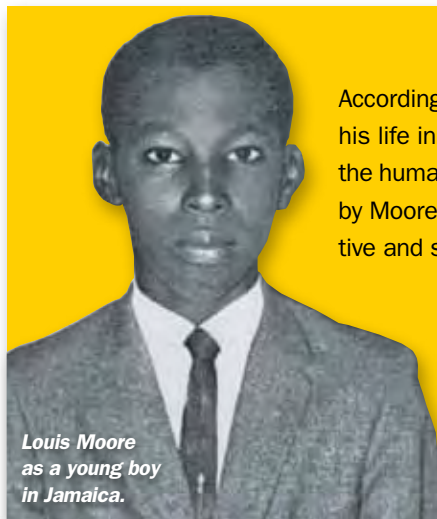
Fellow Signal Maintainers at services for Brother Moore.



President Samuelson tells the press that the union is reviewing the need for new safety regulations. MOW Vice President Tony Utano is at right.



Union members line Linden Blvd. in a final farewell to Louis Moore.



Louis Moore as a young boy in Jamaica.

The Electron Sea

According to his family, Louis Moore spent much of his life in quiet research and reflection on God and the human experience. The following poem, penned by Moore in the late 90's, reflects a deeply inquisitive and spiritual mind.

*Adrift upon an electron sea,
Dying of thirst, how could this be?
With water everywhere,
I search for money without a care,
Never once did I stop to think
Maybe it's time to take a drink.*

Gracie Mansion Hopefuls Say They Will Be Strong Public Transit Mayors

SEVEN CANDIDATES IN THE CROWDED FIELD FOR NEW York's Mayor gathered on Feb. 22 for a debate on public transportation at a forum sponsored by TWU and several advocate groups. The event was held at the CUNY Murphy Institute for Worker Education.

The participants, including Democrats Bill Thompson, Christine Quinn, John Liu, Bill de Blasio and Sal Albanese; Republican Tom Allon, and Independent Adolfo Carrion, professed strong support for additional funding options for public transportation.

Two candidates, Comptroller John Liu and former City Councilman Sal Albanese, endorsed TWU Local 100 President John Samuelson's funding proposal to set aside one percent of the City's \$70 billion budget for mass transit. Currently, the City contributes just \$100 million each year to the MTA in capital funds, along with \$45 million to subsidize MetroCards for school children. The two said they favored raising the City's subsidy to \$700 million, with Liu going so far as to say that even that level of funding "would be a pittance." Liu said the needed money could come from rescinding corporate tax breaks awarded to companies that pledge to create jobs and then renege, along with companies that overbill or defraud the city.

Intriguingly, Liu said that the City's year-to-year budgeting, where allocations to various agencies and programs are ratcheted up or down incrementally, should be given a major overhaul, with the City's needs given a fresh re-think.

The other candidates, including City Council President Christine Quinn, former Comptroller Bill Thompson, former Bronx Borough President Adolfo Carrion, Public Advocate Bill de Blasio, and Republican contender Tom Allon, all

balked on committing the extra money, either opposing it on principle or saying that the budgeting situation was fluid and they were uncomfortable making the commitment to more transit funding this early in the game.

All of the Democrats supported keeping the current payroll tax that partly funds the MTA in place, with Bill Thompson and Ms. Quinn also calling for the restoration of the commuter tax, under which commuters to New York City pay approximately \$1 per day to support the MTA. That tax was killed due to political infighting back in 1999, depriving the MTA of about \$200 million a year in revenue, a shortfall that forced the agency to increase its debt load.

All of the candidates strongly supported additional measures to increase the safety of both transit workers and members of the public on subways and buses, with Republican Tom Allon suggesting that a cellphone app be designed so that riders could quickly report a crime in progress. Mr. de Blasio was outspoken on the need to restore the human presence in the subways that has been reduced by cuts in Station Agents. Most of the other candidates echoed those views, with Mr. Albanese saying that both Station Agents and Conductors are "essential for public safety."

Mr. Carrion, the lone Independent in the contest, came across as a law and order candidate, pushing for the hiring of additional police officers to be assigned to the NYPD's transit bureau to help reduce crime in the system. These views, again, were broadly shared by the other candidates. Mr. Albanese, who called the Police Department's Transit Bureau "the Siberia of the NYPD," advocated for the reestablishment of an independent Transit Police Department as in the past.

All of the candidates were broadly in favor of expanding mass transit in the outer boroughs, where jobs are being created, with Allon advocating light rail expansion on Staten Island.



From the left at Mayoral Candidate forum are: Marvin Holland, Local 100 PAC Director; radio personality and forum moderator Mark Riley (partially obscured); moderator Mona Davids of the New York City Parents Union; Comptroller John Liu; City Council President Christine Quinn; Local 100 Secretary Treasurer Earl Phillips; former Bronx Borough President Adolfo Carrion; Public Advocate Bill de Blasio; former Comptroller Bill Thompson; businessman Tom Allon and former City Councilman Sal Albanese.



The Race For Mayor, And Why It Matters To Public Transit

By David Katzman

SEVEN CANDIDATES IN THE CROWDED FIELD FOR MAYOR of New York City gathered on the evening of February 22 for a debate on public transportation at a forum sponsored by TWU and several rider advocate groups. Among them were all five Democratic hopefuls Bill Thompson, Christine Quinn, John Liu, Bill de Blasio and Sal Albanese — Republican Tom Allon and the Independence Party's Adolfo Carrion. Republicans Joseph Lhota and John Catsimatidis ducked the event.

The high-level of candidate turnout is a tacit acknowledgement by the candidates of the importance of mass transit in the economic life and social fabric of the city. The role of TWU Local 100 in organizing the forum reflects the importance we attach to city politics.

Throughout its existence TWU has been involved in city politics. With the public takeover of the two private subway companies and their bus lines in 1940, the City became our principal employer. Political involvement became crucial for winning fair treatment. This continued to be the case as the large private bus operations in Manhattan and the Bronx were added to the City's portfolio in 1962.

Although transit was handed off from the City to the State in 1968, NYC mayors and their administrations continue to influence the conditions under which we work and our chances for a fair contract. Our TA/OA and MTA Bus contracts are considered to be in the same family as the major contracts for City employees, and therefore part of the same pattern of wage increases. In some past contract cycles, Local 100 has gone first and walked away with substantial increases that became the pattern for City workers.

This history alone poses a big temptation for NYC may-

ors to weigh in on our contract negotiations, and they have done so. In 1999, the draconian injunction prohibiting Local 100 and its members from even discussing a strike was sought, not by the State, but by the then-Mayor of New York City, Rudy Giuliani. In October 2008, when the then-sitting administrations of Local 100 and the MTA penciled out a tentative agreement on a new contract, Governor David Paterson sent it to the Mayor of New York City, Michael Bloomberg, for an OK. Bloomberg vetoed it and we ended up in arbitration. Mayoral involvement in our contract is a prime reason for Local 100 to involve itself in city politics.

Another reason is what the City fails to do: pay its fair share to support mass transit. NYC grossly underpays for student passes and its other payments toward transit have been a shrinking piece of the pie. This is why President John Samuelson has challenged mayoral candidates to commit themselves to dedicating just 1% of the city budget to mass transit. Letting the City continue to ride for free makes no sense.

City government also plays a special role in bus service. While the Department of Buses is responsible for bus operations, the NYC Department of Transportation controls many of the conditions buses operate under. Dedicated lanes, bus bulbs and other street technology associated with Select Bus depend on the cooperation of the DOT, while enforcement of dedicated lanes depends on the NYPD. When buses crawl, it is not just on the Department of Buses.

More broadly, what life is like in the city where most of us live and all of us work is shaped in part by city policies. They help determine whether there is affordable housing in the City, whether the infrastructure is maintained, whether schools are centers of learning or warehouses for the young, and so forth.

For all these reasons, we have a big stake in city politics. Look for Local 100 to amp up its political presence in the months ahead.

NEW YORK DAILY NEWS Transit 'Home

Transit Workers Recognized for Heroism On and Off the Job

TRANSIT WORKERS WHO MADE THE CITY PROUD BY SAVING LOST CHILDREN, stopping a man with a container of gasoline in a subway car, catching a baby falling from a third floor window, rescuing a customer on the tracks and other heroics great and small were honored January 29 by a star-studded cast of prominent New Yorkers, in an event sponsored by New York's Hometown Paper, the Daily News.

The likes of Daily News Publisher Mort Kelly, Channel 7 Eyewitness News anchor Liz Cho, CBS Morning News anchor Mary Calvi, Daily News Columnist Mike Lupica, New York Giants great Carl Banks, and Top Chef Marcus Samuelsson served up tributes to 11 MTA employees, represented by TWU Local 100 and ATU Locals 726 and 1056.

In a piece published in the News for the occasion, veteran transit writer and columnist Pete Donohue wrote:

"It's called 'the daily miracle.'

"Transit workers every day move more than 8 million people to their destinations safely. It's a monumental feat that alone is worthy of recognition. But behind the scenes, and largely overlooked, there also are individuals who deserve a day in the spotlight for their bravery, compassion and dedication — which makes this a great city above and below ground."



The News launched its Hometown Heroes in Transit awards last July in conjunction with TWU and the MTA. Nominations were solicited through a series of Daily News articles and posters that were distributed in subway stations, bus depots and other transit facilities across the city. The awards ceremony was originally, and somewhat ironically, scheduled for the week after Sandy slammed the City. It was understandably postponed until January 29.

Another News writer, Corky



Rueber Cornick and CBS Anchor Mary Calvi.

Siemasko, put it this way: "It's what never stops in the city that never sleeps. It's what makes New York a 'helluva town.' Behold the New York City Transit system, an engineering marvel of concrete, sweat and steel, a symphony of screeching trains and chugging buses. Unsung in daily life, unlovely in some aspects, it's stitched the boroughs together into a city for 108 years. More than 45,000 TA workers keep the trains rolling and the buses going. Through blizzards. Through heat waves. Bowing only to Mother Nature's mightiest blows, like Hurricane Sandy. And bouncing back fast. Today we celebrate the under-

HONORS town Heroes'



Top photo, all of the award winners; middle left, WABC's Liz Cho gives award to Carlos Betancourt middle right; NYPD Commissioner Ray Kelly congratulates Bruce Petry; lower right, retired NY Giant Carl Banks with Charlandra Gibson.

ground heroes who have gone above and beyond to keep the system the city relies on moving. Today we sing their song."

Daily News Editor-in-Chief Colin Myler said at the event: "The Daily News is proud to salute and honor

the incredible work of all the transit workers who give so much to keep this great city of ours moving. In many ways they are silent, unsung heroes. They are New York's lifeline."



As 12-9's Mount, MTA Snubs Low-Cost Solutions

HOW MANY IS TO

LAST YEAR TIED WITH 2007 FOR THE HIGHEST NUMBER of subway fatalities in recent MTA history, with 55 riders killed by oncoming trains. And 2013's early numbers are blowing that out of the water. With the year about three months old as this edition was going to print, 18 have died, a trend that would result in more than 60 deaths by December 31 if it continues.

"Get Back" – the title of an old Beatles song – has been the MTA's main message when it comes to avoiding fatal 12-9's. For the MTA, 50 to 60 fatalities due to 12-9's is simply the cost of on-time service.

Public opinion, swayed by continuing news coverage in which TWU Local 100 has played a prominent part, is turning against the MTA's announcement-only campaign. The ball is in the MTA's court. Past experience suggests they'll fumble it.

Alarmed by the rash of fatalities, Local 100 sensibly suggested back in January that train operators should be free to slow on entering stations, giving them enough time to stop for a person on the tracks.

The MTA's first reaction to the "slow down" suggestion was to accuse us of a job action in violation of the New York State Taylor Law. They pulled back from that position when it became clear just how serious this issue is to the public and the press, sending a letter on January 17 indicating that they "shared the concerns" the union expressed about people dying on the tracks and that they would study solutions.

In February, we proposed a three-point plan that includes slowing

down trains as they enter stations, giving all Station Agents the ability to cut track power from their booths and placing "platform conductors" on many of the busier platforms to control crowds.

At a February 7 City Council meeting, where TWU Local 100 President John Samuels and RTO Vice President Kevin Harrington testified, the MTA predictably tossed our ideas onto the tracks. Just moments after he talked about possibly spending a billion dollars on a laser-beam "intrusion" system at track level, and another billion on platform doors to train cars, MTA subways chief Carmen Bianco said there wasn't money in the budget to put agents on platforms and that slowing trains down would lead to unacceptably high overcrowding on the platforms.

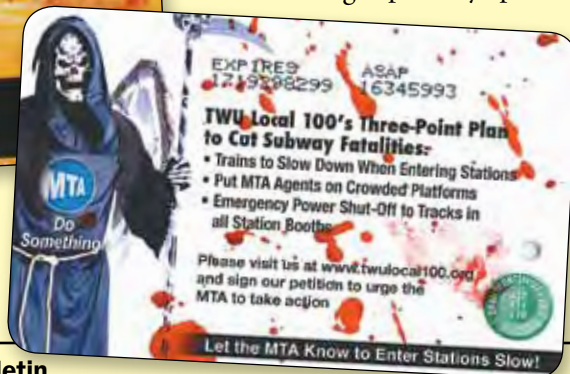
Not true on both counts. In testi-



Local 100 distributed this flyer at 72nd Street on the 1 line, scene of many 12-9's.



Activists handed out these bloody MetroCards to coincide with City Council hearings on the plague of 12-9's.



0 MANY?



T/O Noah Rodriguez, the Grim Reaper (Nicole Wallace), and OA Div. 1 Vice Chair Donald Yates at City Hall handing out "MetroCards" to bemused passengers (below).



Attention Train Operators

Enter Stations with **CAUTION!**

In the interest of safety, enter every station as if there is a pair of yellow lanterns at the entrance. Slow down, blow your horn, and proceed with caution. Preventing a 12-9, and saving yourself the emotional trauma and potential loss of income that go with it, is worth a few extra minutes on your trip.

If you are asked where you lost your time, say you were operating safely to prevent 12-9s. If a supervisor hassles you because of your safe operation, call the TWU at 718-694-4212 and 718-694-4168 (RTO).

On average, there were three 12-9s a week last year. A third of them were fatalities. And that number understates the problem because it doesn't count the number of T/Os who were able to stop their trains before they hit someone. Two recent 12-9s, where passengers were pushed off the platform into the path of an arriving train, have brought attention to this issue – again.

Whether someone jumped, fell or was pushed in front of the train, more than 150 T/Os have had to deal with the after-effects of their train hitting someone on the tracks.

None of the 150-plus 12-9s were caused by improper operation by any T/O. However, we might prevent some 12-9s by coming into stations more slowly.

T/Os can increase their reaction time by entering stations with extra care. This may help reduce fatalities and the traumatizing effects of 12-9s on the T/O. Fewer 12-9s also means less income lost by T/Os who go on comp.

Don't be the victim of a 12-9. Enter every station as if there is a pair of yellow lanterns at the entrance.



President John Samuelsen and RTO Vice President Kevin Harrington testifying at City Council hearings.

mony to legislators after the MTA's presentation, President Samuelsen explained that New York City Transit has enough rolling stock to put on more trains, while maintaining the same headway between trains. That means that, even if the trains complete their runs over a slightly longer period of time, the average wait between trains remains the same. And "no money for platform agents" argument is simply insulting to the public's intelligence.

Rather than spend an extra dime on saving lives, the MTA came out at the hearing with reasons why the escalating number of fatalities is not so bad. One manager at the February 7 hearing said that being killed by a subway car was "less likely than getting struck by lightning." Wrong answer! According to the National Oceanic and Atmospheric

Administration, no one at all was killed last year by lightning in New York State.

While the MTA dithers, Local 100 has been upping the ante with the public. Before the City Council hearing, we paraded a costumed "grim reaper" at subway entrances, handing out bloody mock-ups of MetroCards containing our three-step solution to the public. The campaign has gained traction, spurred by the continuing 12-9's. But until the MTA posts station entry speeds of 10 MPH, we believe the carnage will continue – and it will be on Transit to explain to an increasingly frustrated public why they're not adopting the TWU plan.

Old Is the New New!

Local 100 Members Resurrect South Ferry

WHEN THE MTA CHRISTENED ITS \$600 MILLION SHOWPIECE STATION AT South Ferry in March 2009 – a beautiful, spacious ultra modern facility complete with expensive fused glass walls and stone mosaics – the old South Ferry station was permanently decommissioned.

Workers even built a 30-inch concrete barricade to wall off any access from the new station to the old.

No one seemed to miss the venerable South Ferry loop, which could only accommodate five cars, forcing passengers to herd to the front of the train to exit. Nor did they miss the screeching of metal on metal as trains entered the sharply curved station, complete with equally noisy gap fillers that cranked into place to close the chasm between the train and the platform.

But then came Sandy's biblical floods that laid waste to downtown Manhattan and huge parts of Brooklyn, Queens and Staten Island.

Transit workers miraculously got huge portions of bus and subway service back on track in a couple of days. But the storm devastated other parts of the system that are still being repaired, as well as one that hasn't been touched – the ruined South Ferry station.

While MTA, state and city officials mulled over the pros and cons of rebuilding the former

pride and joy at a staggering cost of another \$500 million, the decision was made to reopen the old South Ferry loop.

TWU Maintenance of Way officials, including Vice President Tony Utano with the backing of President John Samuelsen, worked with management to secure the substantial project for Local 100 members.

Utano told the Bulletin that the union's persistence in fighting for work that might otherwise be contracted out paid dividends in the South Ferry project.

The job, with a 100 percent TWU workforce, which includes all the skilled trades titles, began in January. First up was to knock down the 30-inch wall that had catcombed the old station. Ironically, the wall served as a dyke that helped keep out the destructive seawater that flooded the new station below.

Bulletin photographers visited the worksite in late March, just one week before the MTA reopened the station for passenger service.

Structure Department chair Richie Rocco explained the scope of the job, which included installation of new tile and restoration of big swaths of existing tile, including many beautiful old, ornate pieces. Workers also built new entrances that will feature modern sheet metal work, brand new signage, modern lighting and an extensive security camera system.



Signal Maintainers fully serviced all signals, and refurbished the gap fillers. A new PA system was installed, along with a new staircase and extensive escalator repair. A nice fresh coat of paint helps to brighten the station as well. Entrances to the station will be from both inside and outside South Ferry terminal. Workers also opened access for free transfer from the R line.

"Our guys are really doing an amazing job," said Utano. "They're doing it better, faster and cheaper than any contractor. This success is going to make it easier for us to secure more such projects moving forward. This was a real win for Local 100 and the membership."



Local 100 members rehabilitated the old South Ferry station in record time. Some of the workers involved got together for group shot, with officers including, Edwin Benjamin (Structure), Jay Carrasco (Track), Richie Rocco (Structure Chair) and John Chiarello (LES Chair).

Demands for Contract And Legislative Fairness 1,500 Transit Workers Join Annual Albany P

MORE THAN 1,500 TRANSIT WORKERS TOOK TO THE ROAD on March 12 for TWU's annual Lobby Day pilgrimage to Albany.

Buses left from sites throughout the City at 6:00 am for the three-hour caravan to the State Capital. When they got there, Local 100 members dropped off packets outlining the union's legislative agenda at every office in the Capitol. Groups of members also met personally with Assembly members, Senators, and staff on specific pieces of legislation. At each visit, activists made in clear to that TWU Local 100 needs to hear political voices calling for a fair contract for transit workers.

Members pushed hard for a number of union-endorsed bills, including:



Bus Partitions: Sponsored by Bronx Senator Ruben Diaz (S21), the bill would require the MTA and other State Transportation Agencies to install protective bus partitions on their entire fleets with the next five years.

Military Buyback: Sponsored by Assemblyman Joseph Addabbo, and others, this is a series of bills enabling veterans to buy back up to two years' pension credit for service during certain conflicts not currently covered.

Transit Authority Passenger Security and Safety Act: This bill is sponsored by Assemblyman Keith Wright (A2924). It creates a New York City Transit Authority safety advisory panel to study and report on safety from criminal acts and preventative measures to as-

Continued on page 20



t Workers Pilgrimage



In Albany, TWU Local 100 members and officers stormed the halls to lobby legislators, performed in a 'stand back' video to raise public awareness of deaths on the subway tracks, and stood with politicians to make the point that your support gets our support.



Lobby Day In Albany

Continued from page 18

sure functionality after a natural disaster; it also prohibits the further closing of token booths.

Cleaner Assaults: This bill (S3186), sponsored by Brooklyn Senator Kevin S. Parker, expands the so-called “Assault Bill” provisions to Station and Terminal Cleaners. Under this bill, anyone causing intentional injury to our cleaners would be charged with a Class D felony.

Participants also pushed for many other bills on the union’s agenda, including Medicare Part B Reimbursement for retirees; ‘Just Cause’ coverage for School Bus Drivers and Matrons prior to discipline; health insurance coverage for surviving spouses and domestic partners; heart and lung bills similar to those covering the uniformed services, and funding measures for the MTA.

During a two-hour afternoon session, a dozen State legislators spoke to activists vowing their best efforts to help TWU Local 100 secure a good contract with the MTA. Many expressed frustration that the MTA has not moved to keep wages current with the cost of living.

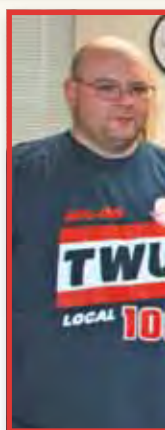
State Comptroller Tom DiNapoli told the large audience in Albany’s Convention Hall that his audits of the MTA’s finances are reflecting what the union leadership is telling him -- that the MTA is wasting money that could otherwise go to worker wages.

Assemblyman Eric A. Stevenson of the Bronx gave a fiery speech about the importance of passing his bill that would mandate the installation of bus partitions system-wide within five years.

Martin Malave Dilan, Assistant Minority Leader in the Senate’s Democratic conference, said that he and his colleagues strongly back TWU Local 100’s safety issues.

TWU International Executive Vice President Harry Lombardo and New York State AFL-CIO President Mario Cilentio both spoke about the need for all workers, public and private sector, to close ranks to defeat attacks on worker wages and benefits.

After the political speeches, rank-and-file members joined the Union’s leadership in setting up shots for a forthcoming Local 100 public service announcement video about the union’s campaign to reduce the alarming number of 12-9’s in the subways. Participants held signs declaring “STAND BACK” from the yellow line, the message of the video of the same name. The Grim Reaper (center), who has a leading role in the video, joined in for the group picture. The video is now playing on Local 100’s YouTube channel.





All In Favor of a Fair Contract

Addressing the Rank and File,
Lawmakers Say They Want the
MTA to Offer Raises



State Senator Tony Avella



Assemblyman Alan Maisel



Assemblyman Walter Mosley



State Senator Jeff Klein



State Senator Toby Ann Stavisky



Assemblyman Rafael Espinal, Jr.



*State Senator
Andrea Stewart-Cousins*

EVENTS: Never on the Sidelines

Signal Maintainers Save Passenger from Grisly Death

A young man who had “one too many” passed out drunk at the Queens Plaza Station. Unfortunately for him, his resting place was the “E” train roadbed. It was nearly his final resting place. Another bad stroke of luck is that the normally busy station on a Friday evening was nearly deserted because of a major mid-February snow-storm.

As New York Daily News columnist, Pete Donohue, reported, “He was about to die.”

But, his luck didn’t run out. That’s because Signal maintainers Frank D’Erasmus, Theodore Filter, Roger Reid, Pradeep Trehan and Isidro Torres were on duty and enroute to fix a faulty signal near the 65th St. station deeper in Queens. Their shift had ended five hours earlier, but as luck would have it for the intoxicated passenger, they were held over to troubleshoot during the storm. A concerned passenger told the men about “a guy on the E-train platform who is acting oddly.”

The workers walked over to investigate. As reported by the Daily News, D’Erasmus “radioed the rail control center to say there was an intoxicated person on the platform, to slow down



Hero Signal Maintainers, from the left are: Theodore Filter, Frank D’Erasmus, Roger Reid, Pradeep Trehan and Isidro Torres.

the trains. I turned around for one second, and the next thing I know, he’s down. He’s on the tracks. He’s just laying there, not moving at all.”

The News went on to report: “D’Erasmus and co-worker Roger Reid jumped down and started to move the man toward a platform ladder. It wasn’t an easy task. This wasn’t a rail-thin

runway model. The man was about 5 feet, 9 inches tall and 200 pounds. Other transit workers also sprang into action. Pradeep Trehan made a second radio call to the control center. An emergency slow-down directive was broadcast, but Trehan was concerned. He didn’t hear a Train Operator respond and acknowledge the broadcast. Signalmen Isidro Torres and Theodore Filter waved their orange “flagging” lanterns horizontally, a visual cue for an Operator to hit the brakes. Sure enough, the glow of a train’s headlights appeared in the distance. It slowed, then stopped about 300 feet outside the station. A train traveling 35 mph, a common rate of speed, would close that gap in less than six seconds.

“It was this guy’s lucky day because if we weren’t there, he would have been run over and killed,” D’Erasmus said.

Local 100 Joins MLK Celebration in Philly

Local 100 activists joined brothers and sisters from other TWU locals for the annual AFL-CIO MLK celebration, held this year in Philadelphia.

From Jan. 17-21, TWU members joined hundreds of other union members from AFSCME, USW, and UAW, among others, in a day of service, workshops and other educational opportunities on the life and values of Dr. King and his commitment to civil rights and the labor movement.

The theme “We Are One: Workers’ Rights and Civil Rights,” commemorated the 50th anniversary of the 1963 March on Washington that rallied hundreds of thousands of people to call for jobs and freedom.

TWU members’ day of service involved painting the Frances L. Myers Recreation center, a mainstay in Southeast Philadelphia since the early 1900s.



Above, from the left, Local 100 participants at King Day in Philadelphia: Curtis Tate, Brander White, Tareque Ahmed, LaTonya Crisp-Sauray, Liz Wilson and Jesse Mendoza.



Left, painting at the rec center.



Union Honors Widows & Orphans

TWU Local 100 President John Samuelsen and other top officers joined TWU families and friends who mourned the loss of transit workers who have died on the job, leaving widows and orphans to face the future without their support. Darnell Barrington Oneil Garvey, a son of fallen Bus Operator

Barrington Garvey, shared a warm remembrance of his dad taking him to a bus rodeo where he competed. He was one of several family members who spoke of their loss and the support that TWU has provided over the years. The event was held on March 2 at the Eastchester Manor in the Bronx.

Harlem Hell Fighters Saluted at Black History Celebration



200 transit workers and their guests gathered in Harlem on February 27 for the annual commemoration of Black History Month. Colonel Francis Kairson (U.S. Army – Ret.) discussed the history of the Harlem Hell Fighters, an all-Black brigade that distinguished itself in WWI and subsequently saw service in every major conflict of the next 80 years. Recording Secretary Latonya Crisp-Sauray addressed Black History from a different perspective, that of her family and her own



life. Our own Brother Cornish (also retired) and three young people presented poetry to a rousing reception. And the All World Band, fronted by Lisa Marie Nero, brought down the house. MCs Maurice Jenkins (VP-Stations) and Curtis Tate acknowledged the presence of active members and retirees alike, including former Recording Secretary Darlyne Lawson, Secretary-Treasurer Earl Phillips, and Vice Presidents Tony Utano (Maintenance of Way) and J.P. Patafio (TA Surface).

MABSTOA Emerald Society Honors Mike Flynn

Local 100 members and officers from MABTOA Maintenance gather for a group shot at the OA Emerald Society's 51st Annual Dinner Dance in March, which honored Mike Flynn, P&E Vice Chair, and OA Maintenance manager John Kivlehan. Flynn is in the front row wearing a white rose boutonniere.



Continued on next page

EVENTS *(Continued from page 19)*

Quill Connolly Day Marks 100th Anniversary of Dublin Lockout



TWU Local 100 and Sinn Féin USA joined forces for this year's Quill Connolly Day celebration to recognize the 100th anniversary of the 1913 Dublin Lockout, a seminal moment in the history of Irish workers' struggle to unionize, and a key moment for the concept of industrial unionism worldwide. The program featured readings from Irish patriot and martyr James Connolly, and Elizabeth Gurley Flynn, one of the founders of the IWW at the turn of the

last century. Featured Speakers included Terry O'Sullivan, General President of the Laborers International Union of North America, LIUNA; Mary Lou McDonald, Vice President, Sinn Féin and Member of the Irish Parliament for Dublin City; Bob Crow, General Secretary, Rail, Maritime and Transport Union, RMT/London, and Local 100 President John Samuelsen. International President James C. Little also attended.

Local 100 Officers Sworn In



TWU International President James C. Little did the honors of administering the oath of office to Local 100's newly elected top officers and Executive Board in January. Photo shows Little and other International Officers (right) delivering the oath to Local 100 President John Samuelsen, Secretary Treasurer Earl Phillips, Administrative Vice President Angel Giboyeaux, Recording Secretary LaTonya Crisp-Sauray, Vice Presidents Tony Utano, John Day, Kevin Harrington, Maurice Jenkins, Brian Clarke, Nelson Rivera and JP Patafio, and the Executive Board.

TWU Supports ATU School Bus Workers

Local 100 members and officers strongly supported ATU Local 1181's battle to preserve its school bus members' jobs, pay and benefits. Members joined strikers regularly on the picket line, at rallies, and at the big march across the Brooklyn Bridge to City Hall to denounce Mayor Bloomberg's union busting. Photo shows TWU Local 100's Charles Jenkins, Norma Lopez and others crossing the Brooklyn Bridge.



Education Department Hosts Advanced Steward's Training

Here's one of three Advanced Steward's Training classes conducted by the Local 100 Education Department. This class focused on the proper way of filling out G-2's. Education Director Nick Bedell and Local 100 rep Tony Aiken (standing rear) conducted the class.



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In Memoriam

Manhattanville Mourns "Bigs"



Darryl "Bigs" Sharper

Workers at the Manhattanville Bus Depot were in mourning with the recent tragic passing of Bus Operator Darryl "Bigs" Sharper. He was only 35 years old and was struck by a car on his way home to Staten Island after working his shift. He had 12 years on the job.

Manhattanville Chair Donald Yates said that the workers were "devastated by the sudden loss of our union brother," adding, "he was a great great guy, everyone loved him."

Yates noted that Darryl was very active in the union and loved his job as a shifter at the depot.

His co-workers collected more than \$7,000 in a day to help the family get through the difficult early days of Darryl's passing.

He is survived by his wife and two little girls.

Retired EEM, Who Made People Smile, Passes



Michael Niedbala

Michael Niedbala, a retired transit worker who always wanted to make people happy, passed away of a massive heart attack on January 31, 2013, according to his good buddy and fellow retiree, John Tagliarino.

Brother Niedbala worked for 20 years as an Electronic Equipment Maintainer Helper, mostly at the East New York Shop in Brooklyn. He retired in 2005.

He was a lifelong New Yorker, born in Manhattan and raised in Brooklyn. He was a veteran of the U.S. Airforce and attended St. John's University. Tagliarino said of his friend, "Mike always kept the atmosphere light at work. It can get pretty tedious at times, but when Mike was around, the mood was always better." Tagliarino also said his friend was a magician with duct tape. "He could fix just about anything with duct tape. If you saw something with duct tape on it, you knew Mike had something to do with it."

Brother Niedbala is survived by his wife of 40 years, Sheila.

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.

Allen Preddy, Sr.
Retired Train Operator
on November 25, 2012.

Jeremiah Fitzgerald,
Retired Train Operator
on November 1, 2012.

Celestino Tirado
Active Cleaner TA
on November 10, 2012.

Barbara L. Young
Retired NYCT employee
on November 21, 2012.

Vincent Kelly
Retired MASTOA
Cleaner
on November 18, 2012.

Raymond Lewis
Retired NYCT employee
on October 10, 2012.

August Fortunato
Retired NYCT employee
on November 15, 2012.

Suber Franks
Retired NYCT employee
on November 1, 2012.

Elizabeth Goldring
Retired Station Agent
in mid January, 2013.

Samuel Kutty
Retired Railroad
Stock Workers
on November 9, 2012.

Pasquale G. Alesci
Retired NYCT Electrician
on January 25, 2013.

Robert Huff
Retired Track Worker
Specialist
on December 30, 2012.

Ralph Verderosa
Retired NYCT employee
on September 8, 2012.

Brian S. Cairney
Retired NYCT employee
on January 5, 2013.

John D'Agnese
Retired NYCT employee
on January 7, 2013.

Frank Labuda, Sr.
Retired NYCT employee
on February 8, 2013.

John Bourne
Retired Bus Operator,
Fresh Pond Depot
on January 10, 2013.

Ormond H. Williams
Retired NYCT employee
on January 28, 2013.

Peter Schaefer
Retired Train Operator
on June 2, 2012.

Keith James
Retired TA Conductor
on June 17, 2012.

Antonio Somma
Retired Maintenance
of Way employee
on June 17, 2012.

James McFarland
Retired Train Operator
on June 5, 2012.

Carl Harrison
Retired Car Cleaner
in June 2012.

Ralph Gilliam
Retired Track Worker
on July 11, 2012.

Ronald Ritz
Active Structure
Maintainer
on October 15, 2012.

Antonio Gonzalez
Retired Train Operator
on October 12, 2012.

Robert Rohan
Retired TPPA/
MABSTOA
on December 5, 2012.

Pablo Ramos
Retired Electrician
on December 28, 2012.

Luther Davis
Retired Power
Distribution Maintainer
on December 12, 2012.

Charles Umlas
Retired NYCT employee
on September 27, 2012.

Fernando Grollon
Retired TA Conductor
on October 6, 2012.

William Lopez
Retired MABSTOA
Bus Operator
on October 7, 2012.

Robert Houston
Retired MABSTOA
Bus Operator
on June 6, 2012.

Melvin Chin
Retired Cleaner,
Coney Island Main Shop,
and July 1999 Employee
of the Month
on February 11, 2013.

James Dickens
Retired MABSTOA
Bus Operator
on February 10, 2013.

James Gilroy
Retired NYCT employee
on January 28, 2013.

Carl Hutto
Retired Station Agent,
in mid-February 2013.

Walter Turner
Retired Station Agent
in mid February 2013.



Jack Higgins

Jack Higgins, Retired MaBSTOA Vice President, Passes

TWU Local 100 MaBSTOA members, officers and retirees mourned the passing of union stalwart Jack Higgins, retired Vice President, MaBSTOA Division 2. He was 83. Brother Higgins retired in 1996 after an exceptional career of service to the Local 100 membership as Depot Chair, Division officer, Staff Organizer and Vice President. He was a Bus Operator out of the West Farms Depot, and had served there as Depot Chair for many years.

Born in County Cavan, Ireland, he had resided for many years in New City, NY. He is survived by his wife, Maureen, and three children, including his son, John Higgins, Chief Maintenance Officer at Zerega CMF in the Bronx.

TWU's 2013 Women's Conference Draws Union Sisters from Many Locals

Union sisters from many TWU locals met in Philadelphia for the 2013 TWU Women's Conference, sponsored by the International Union and hosted by TWU Local 234.

Beginning on the first day of spring, the conference was a Philadelphia-themed meet and greet that had women from all over the TWU family talking, networking, line dancing, and eating Philly cheese steaks. A Friday bus brought 25 TWU Local 100 women to the conference for one day, with others coming up Thursday and staying through Saturday.

Our sisters were met with inspiring talks and courageous women sharing their stories of empowerment, following the theme of Sisters Empowering Sisters. Oneshia Portlette-Shade, who has been coordinating Sandy Relief at TWU Local 100, was elected Chair of the TWU International's Transit, Services, and Rail Working Women's Committee. Theodora Boyd was

elected First Co-Chair, Cassandra Gilbert 2nd Co-Chair, and Constance Bradley, Recording Secretary.

Oneshia received a ringing endorsement from her TWU Local 100 sisters. On Friday, after an emotionally charged day with a spirit of love and sisterhood in the air, many returned to 1700 Broadway. Those who stayed for Saturday shared a day of health and wellness information as well as financial counseling. The day ended with a shopping ven-

ue which included various vendors at the event.

Says Power Division Section Chair Celeste Kirkland: "Our sisters in Philadelphia Local 234 did a great job hosting and providing an atmosphere where sisters could truly learn to empower each other. Sandra Burleson from TWU International said it all with a call to "Holla Back" which demands a response of: "I got your back!"



Local 100's Oneshia Portlette-Shade (3rd from left) was elected chair of the transit and rail section of the International's Women's Committee, along with Theodora Boyd, Cassandra Gilbert and Constance Bradley.

1913's Dublin Loc Seeds of TWU's In

By Jim Gannon

TWU Local 100 celebrated the 100th anniversary of the Great Dublin Lockout at the union's Quill-Connolly day event on March 15. The lockout was an epic five-month struggle between Dublin's working and ruling classes. In its wake, the lockout established the Irish Transport and General Workers Union as the most powerful voice of Irish workers, and elevated the union's two main leaders, James Larkin and James Connolly, to national hero status. It would also have a profound impact on the eventual establishment and core mission of the Transport Workers Union in New York 21 years later.

TWU'S FOUNDING PRESIDENT MICHAEL J. QUILL WAS A few weeks shy of his eighth birthday in rural Kilgarvan, County Kerry, Ireland when the Dublin United Tramways workers went on strike on Aug. 26, 1913. Their organization, the Irish Transport and General Workers Union – which had been launched just four years prior in 1909 – led the walkout. The union took the action after the company had fired known or suspected union sympathizers.

Strike leaders, including James Larkin and James Connolly, timed the action for the week of Dublin's Horse Show, an important event for the City's wealthy and powerful.

Infuriated by the strike, many companies in Dublin demanded that their employees sign pledges not to join or associate with the ITGWU. Workers who refused to sign the anti-union pledge were fired. In a quick chain reaction of opposition, more than 20,000 workers found themselves on the streets. So began the Dublin Lockout that lasted until early 1914.

In 1913, Dublin was a city of dire poverty where in-

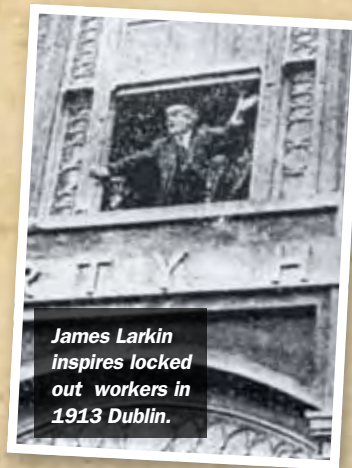
fant mortality was higher than in Calcutta. Over 40% of deaths in Dublin occurred in workhouses and other such institutions compared to 22 percent in similar conditions in England. Over a third of the families in Dublin lived in single rooms in crumbling tenement houses.

It was an atmosphere ripe for a showdown between the workers on one side and the bosses and the police they controlled on the other.

The police and workers fought running battles. Early in the strike, two workers were killed by police. One week into the lockout, the British banned a mass meeting and police savagely attacked the demonstrators. These clashes produced another victim, a 16-year old girl, which further inflamed the workers.

The tandem of Larkin and Connolly were a perfect match – the heart and soul of the union, respectively. Larkin was a dynamic speaker who could electrify and inspire crowds with the rightness of his message. Connolly was a philosophical thinker, prolific writer, and passionate advocate of industrial unionism. He articulated the ideal of real Irish freedom – not only separation from Britain but social and economic equality as well. He emphasized repeatedly from 1896 to his execution by a British firing squad in 1916, that the struggle for national independence and the struggle for social justice were two sides of the one coin.

"Only the Irish working class remain as the incorruptible inheritors of the fight for freedom in Ireland," wrote



**James Larkin
inspires locked
out workers in
1913 Dublin.**



**James Connolly had a
profound influence on
TWU's early organizers.**

Lockout Planted the Industrial Unionism

Connolly. "The cause of labor is the cause of Ireland, the cause of Ireland is the cause of labor. They cannot be dissevered. Ireland seeks freedom. Labor seeks that an Ireland free should be sole mistress of her own destiny, supreme owner of all material things within and upon her soil."

In December of the Lockout, Connolly penned a Christmas message to the workers, that has a familiar ring 100 years later: "Here we have a great City held up by a war between two classes, and in that war the contending classes are represented on the one hand by those who control the wealth, the capital, the armed forces and all the means of coercion, whilst on the other hand all that is represented is toiling men and women with no assets except their brains and hands and no powers except the power and capacity to suffer for a principle they esteem more valuable than life itself."

History reports that the end of the Lockout was in-



This appeal in the Transport Workers Bulletin in 1934 powerfully espouses collective action in the spirit of industrial unionism.

conclusive. But the clear winner in the long run is not in dispute. It launched ITGWU on a road to becoming the voice of Irish workers, and it instilled the concept of industrial unionism into the hearts and minds of a generation of young Irish – including Michael Quill.

Quill came to America in 1926, and with the help of an uncle who was a Conductor on the IRT, got a job as a ticket seller. When he became active in organizing, Quill preached the industrial union message, advocating organizing all workers in an industry under one union, regardless of the specific trade or skill level, and more importantly regardless of race or ethnicity. This was in contrast to

the craft unions that were prevalent at the time, and which barred membership in some cases to black workers.

Craft unions had some success in organizing in New York's subways. But the transit companies, privately owned at the time, were able to suppress widespread unionism by playing off one title against another, and by one group of ethnic workers against another.

Quill and the TWU's other early leaders preached a different message that workers in all titles must band together into one powerful force. During the crucial organizing drive on the IRT in 1937, Quill practiced what he preached. He and other organizers, for the first time, reached out to the IRT's black workers, who held only the Porter title. For this, TWU won almost unanimous support among the Porters – support that helped catapult the union to its first big wall-to-wall win. Within a few years, TWU had organized the entire bus and subway system as an industrial union.

James Connolly would have been proud.



A young Michael J. Quill with John L. Lewis, President of the Mineworkers, and a prime mover behind creation of the Congress of Industrial Organizations (CIO). Photo is from the CIO convention in 1937.

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- Stress
- Family Issues
- Financial Troubles
- Gambling
- Depression

Caring & confidential help for personal and family problems.
An important, free benefit for Local 100 members.

**IT'S CONFIDENTIAL, VOLUNTARY
AND NON-DISCIPLINARY**

For information or confidential assistance, call:

TWU Union Assistance Program (UAP)
519 Eighth Ave. (7th Floor)
(between 35th & 36th Streets)
New York, NY 10018

212-736-3579