



Published by TWU Local 100

Transport Workers

Spring 2016 • Vol. 7 • No. 1

BULLETIN



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The Bernie Endorsement

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TWU LAUNCHES 'FIX TIER 6' FIGHTBACK CAMPAIGN

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TWU LOCAL 100 SAYS TWU LOCAL 100 SAYS
Fix Tier 6 Fix Tier 6

TWU LOCAL 100 SAYS
WE MOVE NEW YORK



Standing on Principle

THE POLLS SAID WE WERE NUTS.

The entire Democratic political establishment in New York City and New York State had already endorsed Hillary Clinton for President along with most of the city unions.

Instead, our Executive Board voted 41-1 to endorse Bernie Sanders just 6 days before the New York primary. It's a decision that I remain proud of despite Bernie's subsequent loss.

Bernie himself was incredibly thankful to receive our endorsement. He personally addressed our Executive Board to make his case, and he shared a national media stage with us to thank us for our help in his uphill fight.

At that event, he echoed the familiar themes of his campaign: fighting for an America where no one who works 40 hours a week lives in poverty, where health care is a right for all Americans, where kids of all backgrounds can go to college without crushing debt, and to reclaim the democratic process from the billionaire class. Bernie voted against NAFTA and every disastrous free trade agreement of the past 25 years that resulted in the destruction of millions of good blue collar union jobs.

Anyone who was at the union hall will tell you that the place was buzzing with excitement. Never in the history of Local 100 had a major candidate for President visited the hall.

Bernie has been a fighter for working families and trade unions his entire life. Bernie speaks loudly for us; walks our picket lines; and fights our battles on Capitol Hill. When a candidate steps up and fervently supports the beliefs that trade unionists hold dear, we must support that candidate.

Virtually every vote he has ever taken in the Congress

and the Senate was done so with the workers of America in mind. How any union could turn their back on a candidate with this kind of pro-union credentials is hard to believe.

Some might say we wasted our endorsement. It certainly would have been easier to simply join the crowd, endorse Hillary and then declare that we backed a winner.

I say we did back a winner.

Contract Campaign Underway

Our current agreements with the MTA covering nearly 38,000 TA, OA and MTA Bus members expire on Jan. 16, 2017. That's less than eight months away.

For many good reasons, our last contract with the MTA took more than two years past the expiration date to get a contract that addressed our demands for raises in every year, and improvements – not contraction – of our benefits.

No one wants to go down that long road again. It is my intention to settle this upcoming contract on time, and hopefully we will not be forced to take drastic action to secure a fair and equitable settlement.

We have already taken the first steps in devising our strategy for negotiations. I called together the union's top 11 elected officers, key staff and every elected Division Chair for a two-day conference where we turned off our cell phones and concentrated on organizing for a successful campaign.

Most importantly, it was clear that no matter what slate we ran on in the December 2015 union election, we have no differences when it comes to this most important contract for our members. We are all on the same page in waging a united campaign against the MTA to come away with the best contract possible.

We also came out of that meeting with a plan to engage the membership with a one-on-one canvassing campaign to assess the membership's attitudes and goals for the upcoming agreement. So please cooperate if one of your division officers or stewards asks for a few minutes of your time to fill out one of these canvass sheets. The information we gather will be vital in setting goals that we all believe in and will fight for.



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Stirring dance performances by the New Beginnings Performing Arts Studio helped Local 100 celebrate this year's Black History event in late February.



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Signs declare that TWU is in Albany to demand pension fairness for all transit workers. The annual bus caravan drew more than 1,500 transit workers to the state capital.



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Sen. Bernie Sanders, flanked by Local 100 officials and members, addresses a packed press conference at union headquarters just days before the New York Primary.



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26 Meet 103-Year Old Retiree Sam Hopkins

Sam Hopkins, 103, tells his story to Communications staff member Pete Donohue (right) as Sam's niece Joyce Bethel, joins in. Joyce says Sam is "amazing."



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**Official Publication of the Transport Workers Union
of Greater New York, Local 100, AFL-CIO**

Published quarterly by the Transport Workers Union, Local 100, AFL-CIO
195 Montague St., Brooklyn, NY 11201

Postmaster: Send address changes to: Transport Workers Union, Local 100,
195 Montague St., Brooklyn, NY 11201

Front Page Photos
Alan Saly

GOVERNOR CUOMO TO TWU: “You’re Best on the Planet”

NY GOVERNOR ANDREW CUOMO BARNSTORMED New York City earlier this year, announcing major capital program renovations for Penn Station and upwards of 30 NYCT subway stations for complete makeovers.

As the Governor unveiled his \$3 billion plan to transform Penn Station into a state-of-the-art transportation hub, Local 100 President John Samuelsen and a contingent of rank-and-file transit workers joined building trades members to show labor’s unified support for this key element of economic development for New York State.

The Governor’s plan would link the iconic Farley Post Office on 8th Avenue with Penn Station to create additional capacity for transit riders.

Samuelsen told the press: “It was an honor to stand with Gov. Cuomo today to show our wholehearted support for his vision for the new Empire State Station on the site of the current Penn Station. A modern, well funded transportation network is vital to our City’s economic development and societal mobility. The positive, cascading economic effects of the new Empire State Station will be tremendous. Every dollar invested in public transit pays massive dividends for society. Gov.



Gov. Cuomo at the Transit Museum presser with, from the left; Local 100 VP's JP Patafio, Tony Utano, Recording Secretary LaTonya Crisp-Sauray and Exec. Bd. Member Mario Galvet.



Press crowds around Gov. Cuomo and President John Samuelsen (in background) at Penn Station event.

Cuomo’s initiative shows real leadership. It’s good for the economy. It’s good for transit workers.”

The Governor returned the praise at the Transit Museum on January 8, when he came to Brooklyn to announce plans to bring the subway and bus system into the 21st Century with modern technology, including Wi-Fi on every bus and USB charging ports on hundreds of subway cars. Subway stations will be rebuilt under the plan, which Cuomo said was part of his state-wide infrastructure efforts that include building a new Tappan Zee Bridge.

“We are New Yorkers,” Cuomo said. “We don’t take no for an answer. The New York workforce is the best on the planet. TWU is the best on the planet. We’re going to rebuild New York better than ever before.”



Local 100's contingent to Gov. Cuomo's presser announcing the new Penn Station.

Liberty Lines Members Approve New 5-Year Contract

THE 600 LOCAL 100 BUS OPERATORS AND MAINTAINERS at Liberty Lines Transit in Westchester overwhelmingly endorsed a new five-year contract in March. The balloting was conducted by the American Arbitration Association.

The agreement provides an 11.5 percent compounded wage increase, along with a substantial boost in the pension multiplier from \$105 times years-of-service to \$115.

Negotiators secured all medical benefits, with an increase in contributions by the company. The union agreed to a modest increase in the weekly contribution from the employees.

Both sides agreed to jointly recommend to the plan's trustees that they participate in the TWU Local 100 Dental and Optical Plans (improved benefits in these two areas at no cost to the employee).

In addition, negotiators secured solid increases in allowances for tools, shoes, uniforms and cleaning, and an improvement in the night shift differential.

Bus Operators who act as instructors will now get \$1 per hour above the hourly rate, up from \$.50 cents above the hourly rate.

For mechanics, the union negotiated improvements in the promotional track and safety award, as well as winning relief from a provision that compelled mechanics to go to work in catastrophic weather.

The union won better protections in the disciplinary process and in more narrowly defining a chargeable accident.

Local 100 President John Samuelsen heaped praise on the union's negotiators. "I want to commend our negotiating team, led by Administrative Vice President Angel Giboyeaux, Vice President Peter Rosconi, Division Chair Bill Mooney, Vice Chair Carlos Bernabel, Executive Board member Manny Agosto, Jeanette Rosa, Tom Monaco and Counsel Denis Engel," said Samuelsen. "Their tenacity and professionalism brought this outstanding contract home on time and without a strike."

Samuelsen added: "I am very proud of the fact that this is the second consecutive contract in which Liberty Lines members are receiving raises in every year when so many contracts in both the public and private sectors are littered with zeros in one or more years."



It's thumbs up for the TWU negotiating team, led by Admin. VP Angel Giboyeaux (4th from right) with VP Pete Rosconi, Exec. Board member Manny Agosto, Div. Chair Bill Mooney, Vice Chair Carlos Bernabel, Jeneatte Rosa, Tom Monaco and Counsel Denis Engel.

TWU's Giboyeaux explained that the committee met with management regularly during February and then around the clock for two days to reach a settlement before the old agreement expired.

The Local 100 Executive Board added its stamp of approval as well, voting 43-0 to send the contract out to the membership with a strong recommendation to accept.

Union Joins Assemblywoman Mayer In Fight for More Transit Funding

As the clock ticked down on the state budget battle in Albany, TWU Local 100 Administrative Vice President Angel Giboyeaux and other TWU officials joined Assemblywoman Shelley Mayer, Senate Minority Conference Leader Andrea Stewart-Cousins, and Assemblyman Steve Otis in calling for additional funding for public transit infrastructure in the Yonkers area at a late March presser (shown above). Giboyeaux (third from right) was joined by Private Bus Lines Division Chair Bill Mooney (far right) and Exec. Bd. Member Manny Agosto (2nd from right) at the event. Giboyeaux said that the additional funding is necessary to connect Westchester residents to regional job opportunities, school, and community activities. Assemblywoman Mayer added: "It is imperative that the final state budget include additional funding for public transportation, especially in our downstate urban and suburban communities."



4th Annual Hometown Heroes

TWU-ers Get the Daily

EACH YEAR, THE DAILY NEWS HONORS rank and file transit workers at its Hometown Heroes breakfast – the majority of them TWU members. The annual event at the Edison Ballroom brings out hometown celebrities to sing the praises of Bus Operators, Station Agents, Train Operators, Cleaners, Maintainers, and others. It showcases the winners in a special pull-out in the Daily News.

The event is MC'd by New York 1 Anchor Pat Kiernan, and hosted by the Daily News Editor-in-Chief Jim Rich, who said, "These individuals demonstrated the qualities of a Hometown Hero: generosity, compassion, dedication, selflessness and ingenuity. Their efforts genuinely deserve to be recognized."

On February 24th, at the fourth annual breakfast, President Samuelsen called the award winners New York's unsung heroes,



Front page of the Daily News insert hails transit workers.

"who prove it time and time again, whether it's the last snowstorm, where we dug out miles and miles of track by hand, or at the World Trade Center, where 3,000 transit workers responded."

NYCT President Ronnie Hakim, standing in for CEO Tom Prendergast, gave credit to "the New York City Transit employees who bravely prevented crimes, who proved exceptionally alert in high-risk situations, and some who just went out of their way to brighten the lives of our customers."

Kudos were also delivered by celebrity presenters like WCBS's Mary Calvi, WNBC's Darlene Rodriguez and David Ushery, WPIX's Brenda Blackmon, and Telemundo's Allan Villafana, who stood proudly as each partnered with a transit worker.

Honorees holding their awards with Local 100 President John Samuelsen (far right) and Administrative Vice President Angel Giboyeaux (far left) looking on.

News Hero Treatment

We'll do it again next year – so if there's a situation where you came to the aid of a rider or worker, or know of someone in Transit who went above and beyond to help another, please let us know at communications@twulocal100.org and we'll pass the word along when the next contest gets going.



Don't mess with Structure. That's Structure Maintainer Joe Landro (holding plaque) with his wife and children at event as MOW VP Tony Utano (right), President John Samuelsen (2nd from right) and Admin. VP Angel Giboyeaux (left) join in. Landro, who is also Recording Secretary of Structure Division, singlehandedly took down a perp in downtown Brooklyn who had assaulted a young woman. He held him for cops who slapped the cuffs on the culprit.



Above: Local 100 took out this full page ad in the Daily News to honor our transit heroes.

Union Presents Strong Case at MTA Bus Pension Arbitration

Local 100 President John Samuelsen is heading the TWU team at binding arbitration over pension parity for MTA Bus members. Samuelsen and Counsel Denis Engel presented the TWU case to Arbitrator Howard Edelman on April 29, 2016. Vice President Peter Rosconi and Division Chair John Day assisted.

The presentation documented how the two sides arrived at the binding arbitration process after reaching impasse on what constitutes pension parity with the TA, OA during recent contract negotiations.

The union took the arbitrator through a history of the MTA Bus pension plan, as well as a history of the OA pension which went through similar issues decades ago.

The union offered possible solutions to the parity issue, including establishing a Final Average Salary formula used to calculate the OA pension, or increasing the pension multiplier used to calculate the current

MTA Pension benefit to at least \$143 times years of service.

President Samuelsen said that the MTA made an effort to rebut the union's arguments, and will likely present its own case at a later date.

During contract negotiations, the MTA had made an important concession on the pension piece by dropping its demand that a pension improvement be paid for with concessions or work rule changes.

Samuelsen said: "We are fighting for the improvement to the pension with no strings attached. The MTA conceded this critical point during negotiations, which in effect has ended the unfortunate cycle at MTA Bus of paying for pension improvements with concessions. We continue to steadfastly argue that the pension improvement is a matter of justice and that any demand by the bosses for concessions is misplaced. We seek equal pay and benefits for equal work for MTA Bus members."



'Transit Worker' a Heroine in New Ghostbusters Movie

COLUMBIA PICTURES MUST HAVE WANTED AN unmistakable New Yorker to play one of its heroines in the new Ghostbusters movie due out this summer. You know, a confident, fearless type who wouldn't be intimidated by such mundane things as ectoplasm-spewing ghosts.

So, who you gonna' call? A transit worker, of course! And, in the case of Ghostbusters 2016, it's a Station Agent, played by Saturday Night Live star Leslie Jones.

Station Agents, especially those on the graveyard (no pun intended) shift, have certainly seen it all. During his years on the overnights, Stations Division Vice President Derrick Echevarria has had blood-soaked bills and envelopes of marijuana shoved into his booth; seen gibbering drunks vault turnstiles and then complain about service; witnessed "customers" engaging in all sorts of sordid acts in the wee hours; others who cover MetroCards with saliva, and a host of domestic-type quarrels taking place in front of his booth – which the aggrieved parties then ask him to referee as if he were Judge Judy. All in a day's (and night's) work.

But when the studio released its official trailer for the movie, and Leslie Jones appeared in full MTA uniform in an official looking Station Booth, a lot of actual Stations Agents were concerned that Ms. Jones' portrayal might not be a positive one.

One of those was veteran Joanna Briley, who coincidentally works the Wilson Avenue stop on the L train, which is directly across the street from Trinity Cemetery, an eerie and somewhat scary place late at night.

So Joanna reached out to SNL's Jones, who plays a NYCT Station Agent named Patty Tolan in the new Ghostbusters movie. Joanna sent Leslie Jones an email, just as the actress herself started getting some flack from film critics about allegedly perpetuating a stereotype. Film critic Janessa Robinson wrote in The Guardian: "Three white women play 'brilliant' scientists; the black actor plays a sassy transport worker. Go figure."

This stirred a bit of controversy on the internet, and Briley sent Leslie Jones an email defending the role:

"Hey Leslie, thanks for being you," said Briley, herself

a stand-up comic who draws material from her everyday experiences on the job. "I work for the MTA as a Station Agent and I was happy to see my job, something which provides me with plenty of jokes, a great perspective on society, and a bird's eye view of horrible stuff that I witness everyday on screen. However, the fact that my position as an Agent is the most abused by society, I feel this may give us a semblance of humanness."

"That glass in the booth has folks thinking I'm invisible, that I'm not a college graduate, and a producer, comedian, writer, actor, etc. I'm a verb. I'm not a miserable, neck-rolling, stereotype in civil service. I love my job and I enjoy engaging people with information infused with humor. I am supporting this movie because I see me."

Leslie Jones responded by tweeting out Briley's letter to her tens of thousands of followers on Twitter – and that started a Twitter storm that had Jones defending Station Agents, including: *Leslie Jones @Lesdoggg Mar 4: It's not a man, woman, race, class thang!! It's a ghostbuster thang!! And as far as I'm concerned we all Ghostbusters!! Stand tall!!*

Leslie Jones @Lesdoggg Mar 4: Regular People save the world everyday so if I'm the stereotype!! Then so be it!! We walk among Heroes and take them for granted.

Leslie Jones @Lesdoggg Mar 4: Why can't a regular person be a ghostbuster. Im confused. And why can't i be the one who plays them i am a performer. Just go see the movie!

She also sent a Facebook message assuring TWU Local 100 that her performance in the role of Station Agent Patty Tolan is positive and reflects well on our membership.



Joanna Briley in her booth.



Leslie Jones in her booth.

GOV. CUOMO STOPS BY QUILL TO SAY 'THANKS'

SNOWMAGGEDON 2016

Transit Workers Rise to the Occasion

All Photos by Alan Saley



TWU LOCAL 100 TRANSIT CREWS GAVE NEW YORK'S biggest snowstorm ever the brush-off over the weekend of January 22-24th.

While the rest of City was paralyzed by the record 27.5 inch blizzard, for transit workers it was a day at the beach. Well maybe not quite, but we certainly took it in stride.

First, the snow obligingly waited for the end of Friday's rush hour to begin falling. As the blizzard intensified in the early hours of Saturday, we kept service moving with some personnel assigned to snowplows on major thoroughfares like Lexington Avenue in Manhattan. Then the MTA announced that bus service would end at 12 Noon Saturday.

As a reduced service schedule took effect, with delays on the IRT lines, our signal crews were cleaning switches in the yards. Area airports were effectively shut down and

automobiles were banned from the roads. We were the only game in town. Train crews laid up trains in tunnels and cleaners went to work on the outdoor platforms and hundreds if not thousands of stairwells where snow was drifting three and four feet high as the storm dumped over 27 inches on the City.

Hundreds of TWU members slept in quarters in yards and terminals to be ready to handle assignments once the snow stopped falling around midnight Saturday. While there were hundreds of car crashes and a few deaths attributed to the storm, no incidents threatening life or limb occurred in the transit system.

While most politicians and transit bosses, as usual, didn't bother to say "thank you" to transit workers, one actually did. Gov. Cuomo visited Quill Depot to offer his gratitude for keeping the City moving during another crisis.



Photo top left: Gov. Cuomo said “thanks” to transit workers for efforts during January blizzard. Also in photo, Local 100 VP Richard Davis and Division 1 Chair Donald Yates at Quill Depot. Other photos here and on page 10 show transit workers keeping the City moving during paralyzing storm.





TRANSPORT WORKERS UNION

OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John Samuelson
President

Angel Giboyeaux
Administrative VP

LaTonya Crisp-Sauray
Recording Secretary

Earl Phillips
Secretary Treasurer

“\$50,000 IN TWU LOCAL 100 SCHOLARSHIPS FOR MEMBERS ONLY!”
GUARANTEED, TAX-DEFERRED INTEREST RATE OF 4.00%!**
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NO MEDICAL EXAMINATIONS, NO BLOOD TESTS!
(ALL CHILDREN MAY BE COVERED FOR \$10,000 FOR ONLY \$0.58 WEEKLY)
PLEASE RESPOND BY JUNE 15, 2016!

Dear Local 100 Member:

We are proud to announce that TWU Local 100 has been able to achieve significant Guaranteed increases in the present Supplemental Life Insurance Program with cash accumulation, Long Term Care, Automatic Increase, Terminal Illness, and Disability, Strike, and Layoff Waiver benefits. Family members may also be covered.

The following are the coverage and cash accumulation benefits of this special Local 100 Guaranteed Acceptance Life Program:

1. **Guaranteed Acceptance Life Insurance** - low-cost, income tax-free, death estate insurance benefits for members and family members for a maximum of **\$150,000**.
2. **Guaranteed Tax-Deferred Interest** - on cash accumulations of **4.00%****
3. **Cash Accumulations** - can be taken in a lump sum or lifetime retirement income.
4. **Program Is Portable** - if you change jobs, you can take it with you at the same rates.
5. **Loans** - available at low interest rates.
6. **Disability Waiver Benefit** - available to age 55, pays for coverage after six months of total disability.¹
7. **Terminal Illness Benefit** - allows the withdrawal of **50%** of death benefits for terminal illness for a maximum of **\$100,000**.¹
8. **Long Term Care Benefit** - available to age 70, allows the withdrawal of **100%** death benefits at **4%** per month for **25** months for Long Term Care for a maximum of **\$150,000**.¹
9. **Automatic Increase** - allows future increases in death benefits for five years without evidence of insurability.¹
10. **Lay Off and Strike Waiver Benefit** - pays for coverage for six months, after a 60 day waiting period.¹
11. **Lifetime Retirement Incomes** - can be requested from cash accumulations.
12. **Convenient Premiums** - affordable, convenient, systematic, payroll deduction.

2016 Annual Scholarships - for members in good standing, their children and grandchildren of \$50,000!

See attached application card.

What Action Must I Take?

Simply return the enclosed priority information card in the enclosed postage-paid privacy envelope today. Do not miss this opportunity for Guaranteed Acceptance Life Insurance and Tax-deferred Cash Accumulation, Long Term Care, Automatic Increase, Terminal Illness, and Disability, Strike, and Layoff Waiver benefits. ***Please return the priority information card and scholarship application by June 15, 2016!***

Fraternally,

John Samuelson
President

¹ Consult your policy for details. * Based on current IRS regulations. **After mortality and expenses.



**Benefits Administered by
M³ Technology, LLC**

TWU LOCAL 100 MEMBERS ONLY
NEW BENEFIT INFORMATION & SCHOLARSHIP REQUEST

I would like information about the following benefit offering for NAPS Members:

- | | |
|---|---|
| <input type="checkbox"/> Life Insurance With Guaranteed Cash Accumulation at 4.00%** and "Living Benefits" for Long Term Care, Critical Care, Terminal Illness, and Disability. | <input type="checkbox"/> Disability Income Benefits |
| | <input type="checkbox"/> Hospital Income Benefits |
| | <input type="checkbox"/> Accident and Wellness Benefits |
| | <input type="checkbox"/> Lifetime Retirement Annuities |
| | <input type="checkbox"/> Discount Homeowners and Auto |
- Coverage for:

<input type="checkbox"/> Member	<input type="checkbox"/> Member and Family
---------------------------------	--

PLEASE PRINT AND RETURN BY JUNE 15, 2016

Name: _____ Date of Birth: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____

Cell Phone: (____) _____ E-mail Address: _____

Work Address: _____ Dept: _____

Work City: _____ State: _____ Zip: _____

Work Hours: From: _____ am/pm To: _____ am/pm Days Off : _____

☐ I would also like to apply for \$50,000 Student Scholarship by M³ Technology
You must complete the entire form to qualify!

Student's Name: _____

Relationship to Union Member: _____

Name of Accredited Two or Four Year College: _____

Course of Study (Major): _____

Union Member Name: _____ Pass No: _____

Rules: Only members of TWU Local 100 in good standing, and their children, and grandchildren who have been accepted by an accredited two or four year college are eligible. \$50,000 in scholarships are awarded to members in good standing on a yearly basis for one time only. If you have any questions call: 1-877-456-3428.

Union Celebrates B

A packed house was treated to an inspirational program of speeches, presentations and performances at this year's TWU Local 100 Black History Month celebration on Feb. 26 2016 at Transport Hall in Brooklyn.

The event focused on a watershed moment for black transit workers, the Harlem Bus Boycott of 1941 (see sidebar on page 15), led by Adam Clayton Powell, Jr. and supported by TWU.

His son, Adam Clayton Powell IV was a guest speaker at the event.

Other speakers including Assemblyman Keith Wright, Chair of the Housing Committee; Thomas Giovanni, Chief of Staff of the New York City Law Department, and social activist Walter Newsome of the New York Justice League and the Black Lives Matter movement. Assemblywoman Latrice Walker and Brooklyn Borough President Eric Adams also greeted attendees.

This year's honoree was Regina Wilson, the first woman President of the Vulcan Society, which advocates for black firefighters at the FDNY.

The New Beginnings Performing Arts Studio provided entertainment with music and several dance performances. There was also a poetry reading.



Meeting opens with singing of "Lift Every Voice and Sing."



Honoree Regina Wilson, President of the Vulcan Society at the FDNY, with supporters and the TWU Local 100 Ceremonial Unit.



Black History Month



The TWU Local 100 Black History Committee, with Recording Secretary LaTonya Crisp-Sauray (2nd from left).



Dancers perform in beautiful African dress.



Harlem Bus boycott leader, Adam Clayton Powell, Jr. at rally during 1941.

1941 Harlem Bus Boycott Remembered

On March 10, 1941, TWU struck Omnibus and 5th Avenue Coach after long and contentious negotiations broke down. One of the union's demands included promotional opportunities for black workers. After 12 days on the picket lines, the union and management agreed to intervention by the New York State Mediation Board, which fashioned an agreement devoid of the promotion issue.

Shortly after the strike, the union endorsed a boycott of the buses in Harlem by community activists, including Adam Clayton Powell, Jr.. The protest lasted for a month. TWU International President Mike Quill proposed hiring black and white workers in equal numbers until black workers made up a reasonable percentage of the workforce in the Bus Operator and Mechanic titles. The final agreement, hailed by the protestors, guaranteed the next 70 Mechanics jobs for black workers, and as soon as 91 laid off white drivers were called back, the next 100 driver's positions were reserved for black workers.

One of the first black workers to be hired as Bus Operator was Edward Lansing "Flash" Gordon. He got the nickname "Flash" because he had won an Olympic Gold medal in the longjump at the 1932 Los Angeles summer games. He had also been a star college longjumper at the University of Iowa.

To give some historical perspective to the boycott, it was 14 years before the more famous Montgomery, Alabama bus boycott sparked by Rosa Parks. It was seven years before President Truman ordered desegregation of the military, and 13 years before the Supreme Court ordered public school desegregation.

Quill Connolly Event Celebrates The Centenary of the Easter Rising

THERE WAS A TRUE INTERNATIONAL FLAVOR at this year's Quill Connolly event on March 15, 2016 as guests from Ireland, Great Britain, Canada and Australia joined in the union's recognition of its Irish roots.

Local 100 President John Samuelson told the assemblage at Transport Hall that this year's celebration held special meaning as Ireland and millions of Irish Americans marked the 100th Anniversary of the Easter Rising, a seminal event in the establishment of the Irish Republic.

Samuelson also reminded attendees that TWU's evolution as an industrial union under founding President



Guests from Great Britain's RMT and the Rail Tram and Bus Union in Australia.



President Samuelson with Mickey Brady, member of the Irish Parliament from Sinn Féin.

Michael Quill was tied closely to the beliefs of Irish patriot James Connolly, one of the founders of the Irish Transport and General Workers Union in the early 20th Century, and a hero of the Easter Rising.

Special guest speakers included Brian Hanley, Irish historian and lead-

ing authority on the Easter Rising; Mickey Brady, Member of the Irish Parliament from the Sinn Féin party; Mick Cash, General Secretary of the Rail, Maritime and Transport Union of Great Britain; Bob Kinnear, President of Local 113 of the Amalgamated Transit Union in Toronto, Canada, and Luba Grigorovitch, General Secretary of the Rail, Tram and Bus Union of Australia.

A delegation from the International Union's Air Transport Division also attended.

NYC Councilwoman Elizabeth Crowley, a staunch labor supporter, received this year's "Irish Woman of the Year" award at the event.



President Samuelson presents 'Irish Woman of the Year' award to City Councilwoman Elizabeth Crowley.



President Samuelson and Shannon Poland (left), assistant to the President, with ATU Canada officers Bob Kinnear, Frank Malta and Jody Kerr.

celebrates St. Patrick's Day



President Samuelson with RMT General Secretary Mick Cash (center) and Australia's RTBU General Secretary Luba Grigorovitch.



The TWU Local 100 Ceremonial Unit with PAC staffer Sharase DeBouse.



TWU Air Transport Division Officers join President Samuelson (center) and Secretary Treasurer Earl Phillips (2nd from left, rear).



1,500 JOIN BUS CARAVAN TO TELL ALBANY:

Fix Tier 6, Don't Forget the Workers

By Alan Saly

AMID ALL THE TALK IN ALBANY OF THE \$26 BILLION MTA Capital Plan and of new rolling stock, renovated stations and wifi coverage, more 1,500 transit workers went to Albany on March 1, 2016 with a different message: make sure that funds are appropriated for pensions to “Fix Tier 6,” and other worker benefits.

The Tier 6 pension went into effect on April 1, 2012. Among the changes that hurt workers hired on or after that date is the contribution rate, which went from a flat 2 percent under the Tier 4 plan, to as high as 6 percent under Tier 6.

TWU Local 100 President John Samuelsen told legislators that “transit workers have very unique, very important, and very dangerous jobs and they deserve respect and pension fairness.”





President Samuelson with Sen. Martin Dilan (left), sponsor of TWU's bill to end misdemeanor arrests of Bus Operators in non-reckless pedestrian accidents, and Sen. Adriano Espaillat (right), sponsor of the Tier 6 Pension Reform legislation.

Earlier this year, President Samuelson launched a Tier 6 Fightback campaign, and assigned two full time staff members as coordinators, James Manzella and Michael Cordero.

The union has already succeeded in getting legislation introduced in the State Senate with the help of Sen. Adriano Espaillat to roll back the pension contribution. Companion legislation in the Assembly is pending.



Local 100 PAC Director Marvin Holland (center) is flanked by Assembly Speaker Carl Heastie (left) and Sen. Majority Leader John Flanagan. The Assembly and Senate leaders promised action to stop assaults on Bus Operators.

Pension fairness, the Union says, also should extend to Station Agents who were maliciously laid off in 2010 by then MTA CEO Jay Walder, only to be re-hired a year or two later – but without pension credit for those years. Local 100 wants to see them allowed to pay pension contributions for that break in service.

Rank and file members walked the halls of the Legislative Office Building and delivered packets to every legisla-



Lobby Day 2016

Continued from page 19

tor. They held scores of meetings with the elected officials. At the main event in the Convention Center, TWU members were addressed by politicians including Assembly Speaker Carl Heastie, Republican Senate Majority Leader John Flanagan, Senators Adriano Espaillat and Martin DiIano, Assemblymembers Peter Abbate, Denise Richardson, Walter Mosley, Latrice Walker, and many others.

Senate Majority Leader John Flanagan and Assembly Speaker Carl Heastie agreed that the issue of transit worker safety is crucial. "No one should be assaulted on

their jobs," Flanagan, a Republican from Long Island, said while promising to partner with Heastie and Gov. Andrew Cuomo on a solution. Heastie agreed, calling transit workers "the blood and veins of the City of New York."

Senate Democratic Leader Andrea Stewart-Cousins, a Democrat from Yonkers, told members that her father was a transit worker, and that the union was what allowed her family to be middle class. "What you do affects millions of people," she said.

Expanded disability benefits, extension of felony as-



Members, staff show off t-shirts given to all Lobby Day participants.



Assembly Transportation Committee Chair David Gantt (3rd from left) with President Samuelsen, Secretary Treasurer Earl Phillips and Shannon Poland, Assistant to the President.



sault protections to Cleaners that are already on the books for other workers, and more money for Bus Rapid Transit rounded out the package for TA/OA members. In school buses, the Union is lobbying for a “due process” bill for drivers and matrons, which would bind school boards to disciplinary provisions in union contracts with school bus companies, giving our members the right to arbitration in actions brought against them.

On a crusade to do everything he can to stop assaults against our Bus Operators, President Samuelsen, working

with PAC Director Marvin Holland, got a commitment from Assemblyman Walter Mosley to sponsor – along with State Senator Martin Dilan – a bill that would replace arrests with desk appearance tickets in cases of accidents between City buses and pedestrians or cyclists.

Samuelsen also personally lobbied Assembly Transportation Committee Chair David Gantt outside the Assembly chambers to get a measure passed to put more Police Officers on city buses to combat the ongoing wave of assaults against our Operators.



Below across spread: Assemblyman Herman “Denny” Farrell, Jr. (right), Chair of the Ways and Means Committee, and veteran member of the Black, Puerto Rican, Hispanic & Asian Legislative Caucus, with President Samuelsen, Secretary Treasurer Earl Phillips, PAC Director Marvin Holland, and Shannon Poland, Assistant to the President.



Lobby Day 2016

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TWU Goes Against the Grain, Feels the Bern

THE TWU LOCAL 100 EXECUTIVE BOARD BUCKED the political headwinds by giving the union's endorsement for President of the United States to Brooklyn-born Bernie Sanders, who Local 100 President John Samuelsen labeled "a fighter for working people in the tradition of Mike Quill and Dr. Martin Luther King, Jr."

In announcing the union's endorsement to a packed press conference at union headquarters just six days before the New York primary, President Samuelsen said that "New York needs a jolt. Working families need a jolt. Business as usual is not going to give us the jolt we need. But Bernie Sanders will."

Despite polls putting Hillary Clinton far ahead in New York, Samuelsen said that the Sanders endorsement "is a strong statement that Local 100 will stand by those who make it their business to fight for working families."

"If Sanders can not get significant support from labor," Samuelsen continued, "this would dissuade other pro-labor politicians from having the strength of their



Top photo, Sen. Bernie Sanders accepts Local 100's endorsement at packed presser at TWU headquarters. Above, the event received a two page spread in the Daily News.

convictions in the future. Not endorsing Sanders would have the effect of asking these politicians to pull their punches, and substitute ideas that support corporate America first and foremost."

The announcement of the Union's endorsement of Sanders, first made on the Local's Twitter account, was



Rank-and-file members gather for Bernie Sanders presser.



Sen. Sanders with from the left: VP JP Patafio, President John Samuelson and Secretary Treasurer Earl Phillips.

huge – over 2320 “likes” and 1,130 “retweets,” breaking past records a hundred times over. A massive two-page spread in the New York Daily News on Tuesday, April 14, also got hundreds of thousands of views. The Local 100 endorsement was covered nationally in over 25 TV markets as well as in international publications.

The final primary numbers, in line with projections, favored Hillary Clinton. But the uncompromising message of Bernie Sanders – on income inequality, banning fracking, and unstinting support of labor unions against the “one percent” remain on the table, thanks in part to TWU Local 100’s courageous stand.

Citing Puerto Rico Debt Crisis, NYCERS No Longer ‘Hedging’ Its Investments

In April, the NYCERS Board of Trustees decided to remove hedge funds from the investment portfolio that preserves and grows the benefits of public employees including nearly 70,000 Local 100 active and retired members.

Forecasts by the Trustees’ consultant indicated that hedge funds would do nothing in the years ahead to improve returns or reduce risk in the NYCERS investment portfolio. By dropping hedge funds, the trustees reduced NYCERS’ exposure to any additional risk that may come with investments that are shrouded in secrecy.

The current situation in Puerto Rico exemplifies one type of additional risk that public pension funds face when they enter into such investments.

Hedge funds have become Puerto Rico’s biggest creditors, and are holding its future hostage. At one time, bonds issued by Puerto Rico, largely to build the island’s infrastructure, were chiefly held by mutual funds. But as “free

trade” ate into the Puerto Rican economy and the debt burden grew more ominous, mutual funds panicked. They dumped Puerto Rican bonds and opportunistic hedge funds snapped them up at bargain basement prices.

Four hedge funds in which NYCERS invests became involved in Puerto Rico without NYCERS’ knowledge. In November, the NYCERS Trustees wrote to those hedge funds to voice their concerns. The trustees pointed out that “Creating additional economic misery among the island’s population and threatening the Commonwealth’s prospects for economic growth and revival is a bad bet for the long term” and called on the hedge funds to “negotiate in good faith to find a just and equitable solution to the crisis.”

Meanwhile, one of those four funds was leading a consortium opposed to any solution that would give Puerto Rico room to breathe. Instead, they called for closing down public schools.

Our 'Remarkable' 103-Year Old Local 100 Retiree

By Pete Donohue

Sam Hopkins often ends his day with a joke.

"Wake me up at midnight and we'll go out partying," the retired Bus Operator might quip before closing his eyes.

It's unlikely that Hopkins will hit the town at such a late hour. He's 103 years old.

Then again, you never know.

Hopkins did make it to the dance floor during his centennial birthday celebration that friends and relatives threw for him three years ago at Sylvia's Restaurant in Harlem.

"He amazes me," Joyce Bethel, Hopkins' niece, said. "He's remarkable."

TWU Local 100 has approximately 18,000 retirees but few have Hopkins' staying power. Retirees Association Director Mike Tutrone estimates there are fewer than a dozen who are 100 years old or older.

Samuel T. Hopkins was born in rural North Carolina on April 10, 1913.

His father, Marcus Frank Hopkins, was a carpenter. His mother, Oakrie Virginia Slade, was a seamstress.



A dashing young Sam Hopkins in his WWII Army uniform.

The family – including seven boys and one girl – grew up in Jamesville, N.C., a tiny town on the banks of the Roanoke River with a population of less than 400. It was here that Hopkins developed a life-long love of fishing.

"The river was just a block from our house," he said.

Hopkins graduated high school in North Carolina but left the country for the big city and Harlem in the 1930s.

"I wanted to make a change," he said. "Jamesville is a small town. Here, they have everything."

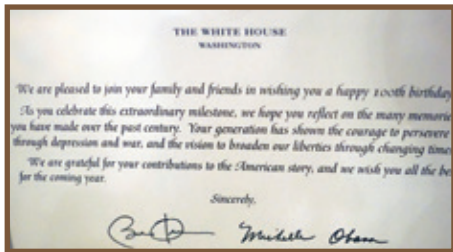
Details and memories are elusive to Hopkins. At his age, he can't simply retrieve them like a book from a shelf. They arrive on their own from time to time, according to Joyce, 73, with whom he shares an apartment on West 147th St. in Harlem.

Sam in his crosstown bus, circa 1970's.





Sam with his niece, Joyce, who says “he’s amazing.”



A message from POTUS and FLOTUS on his 100th Birthday.

But there are old photographs, discharge papers from the U.S. Army and recollections retold by relatives that help provide the arc of his life.

After arriving in New York, Hopkins first worked as a rivet heater, also known as a rivet “cook” in a ship repairing operation. His job was to heat the steel bolts in a furnace until they were red hot. Using prongs, he’d toss them to another worker who would catch them in a bucket. The bolts would then be placed into drilled holes near joints being fastened and hammered home.

He met a young woman named Beatrice at a dance hall in Coney Island, Brooklyn, and they married. In just a few years, however, he was shipped out to war.

Drafted into the Army in 1944 dur-



Sam needs a magnifying glass to see smaller type. But, hell, so do people half his age.

ing World War II, Hopkins was assigned to the 241st Ordnance Ammunition Co. He served as a shipping clerk in the China-Burma-India Theater.

One faded photograph from that time shows Hopkins behind the wheel of a beige Jeep. In another, he’s standing next to an elephant.

Hopkins received an honorable discharge in 1946 and was awarded three medals, including the World War II Victory Medal.

After returning from the war, Hopkins took up anew and became a small

businessman. He had his own tailoring and dry-cleaning shop on Washington Ave. in the Bronx for a decade.

“He loved life and he loved entertaining,” Joyce said.

When Hopkins wasn’t going out to Harlem’s clubs with his wife and friends he’d cook for gatherings at home, she said.

Hopkins changed careers again in 1963 when he joined the New York City Transit Authority, which was created by the state Legislature a decade earlier to manage and operate all of the city-owned bus, trolley and subway routes.

He worked out of the 146th St. Bus Depot on Lenox Ave. Originally a trolley barn, the depot was renamed decades later after Clara McBride Hale, or Mother Hale, another North Carolinian who moved to Harlem. Hale became renowned for her work with children born addicted to drugs.

Hopkins operated a bus for 17 years, mostly crosstown routes on 42nd St. and 65th St. in Manhattan. It was a good union job with benefits, including a pension that he still collects today, his niece said.

He doesn’t have a theory on his longevity.

“I have no answer for it but I’m here,” he said.

His sense of humor and upbeat attitude might be part of the equation, Joyce suggests.

“Nothing ever bothers him,” she said. “He’s always positive. I tell him he should take care of me with all of my aches and pains.”

TWU Stands Tall for Pedicabbies

By Alan Saly

TWU FOUNDER MIKE QUILL'S LEGACY OF SOCIAL activism and support for the working poor was on display as the New Year dawned and Local 100 took up the cause of pedicab drivers in Central Park.

The pedicabbies, mostly recent immigrants, many from war-torn lands like Iraq and Sierra Leone, were about to be banned by New York City Mayor Bill de Blasio from the areas of Central Park where they make their livelihoods.

On January 18, The New York Times announced that the Mayor had cobbled together a deal to finally deliver on a campaign promise to get rid of the horse drawn carriages that have been plying New York City streets since the Civil War.

De Blasio wouldn't get rid of all the horse-drawn carriages. He would just reduce their numbers. He'd support the sale of stable properties on the West Side to real estate developers. And he'd build a new stable in the Park on public land.

But there was one group without voice that got completely smashed by the Mayor's deal – the pedicab drivers, a relatively recent part of the sightseeing industry, who would be forbidden to pedal below 85th Street, the area where all the tourists congregate. More than 300 of them would lose their livelihoods. According to the Mayor, that was "a fair outcome" for the drivers.

With nowhere to go, the pedicab drivers asked TWU Local 100 for help. President John Samuelsen didn't hesitate.

The pedicab drivers had a rudimentary association, but couldn't get any traction in the press or with the City Council. Drivers met with Samuelsen and Local 100 staffers on January 29th after it was determined that there was no conflict with any other union organization. In fact, many horse carriage drivers, represented by the Teamsters, were supportive of the pedicab workforce.

President Samuelsen wasted no time in slamming the Mayor's horse carriage deal, winding up in each of New York's major papers in addition to getting TV coverage on New York 1 and other local stations. In a New York



This piece in the New York Daily News covered TWU's opposition to the Mayor's devious plan to restrict pedicabs to north of 85th Street.

Post article, Samuelsen said, "This deal stinks to high heaven. These [pedicab] workers now have a voice and the backing of the 42,000-strong TWU."

Editorials in the News (January 28th), and the Times (January 29th) supported TWU's position – and bared the open secret that the deal was really about real estate – the huge payouts developers would earn for selling the stables – and not the workers, either horse carriage or pedicab drivers.

On the political front, support for the deal on the Transportation Committee, which was scheduled to vote on February 5, was crumbling.

in Stand Off with de Blasio



President John Samuelsen with pedicabbies Ibrahim Barrie (left) and Ali Salih (right), both refugees from war-torn Sierra Leone and Iraq, respectively.



Pedicabbies at Central Park South celebrate big win with Local 100 Education Director Nick Bedell (center rear) and Organizer Joe DeManuelle Hall (right).

“Thank you for coming to the rescue of the pedicab drivers. You guys were the true heroes here. How outrageous for the mayor and speaker to offer them up as sacrificial lambs.”

— Elizabeth Forel, noted animal rights activist

The plight of the pedicab drivers, aggressively pushed onto the public radar by the TWU, was making sure that people had “another think coming” on the bill – even the horse carriage drivers in whose name the deal was allegedly being pushed.

On Wednesday, February 3, Mayor de Blasio was still bullish, replying to a question at a press conference that “TWU, God bless them, but they have not had any involvement with this issue previously. So, I want to just affirm that I’m very happy to work with the pedicab drivers to figure out a good long-term plan for that industry, but TWU has not been a part of that process previously. And I think there’s a lot of support in the Council.”

But the timbers on the barn supports had rotted out. On February 4, the Teamsters withdrew its support from the bill, and a protest march organized by Local 100 and set for Thursday afternoon on Central Park South was quickly converted into a press conference where we showcased the drivers and their successful fight.

Pedicab driver Ibrahim Barrie told the press: “Everything is very new to us. It’s hard to comment because this bill was written without us. And we are still in the learning process and we are learning from TWU. They’re providing us with the facility to learn.”

On Friday, February 5th, the day of the vote, both the

Mayor and the Council Speaker issued statements confirming that it would not be held. The Mayor’s statement reflected his “disappointment,” and desire to create “a new path” forward on the issue. Melissa Mark Viverito’s statement was terse and gave no hint of ongoing discussions.

Noted animal rights activist Elizabeth Forel, in a letter to President Samuelsen, said, “Thank you for coming to the rescue of the pedicab drivers. You guys were the true heroes here. How outrageous for the mayor and speaker to offer them up as sacrificial lambs.”

After the big win, Samuelsen said that one of his proudest moments as Local 100 President came when the pedicab drivers donned TWU t-shirts signifying they were putting themselves under our protection. Samuelsen was later to tweet out: “This victory is proof of the necessity of a vibrant trade union movement.”

Union founder Mike Quill would have been proud of Local 100’s principled stand. More than 50 years ago, Quill had famously said: “Most of my life I’ve been called a lunatic because I believe that I am my brother’s keeper. I organize poor and exploited workers, I fight for the civil rights of minorities, and I believe in peace. It appears to have become old-fashioned to make social commitments — to want a world free of war, poverty and disease. This is my religion.”

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TWU Marks Sad Memorials for Boggs, Franklin, Garvey

TWU LOCAL 100 MEMBERS GATHERED FOR THREE sad memorials in April for fallen Brothers.

Liberty Lines members gathered in the swing room at the company's Yonkers depot on April 20th to remember Barrington Garvey, killed while leaving picket duty during the 2005 strike. Local 100 Administrative Vice President Angel Giboyeaux and Private Operations Division Chairman Bill Mooney attended the ceremony at the Liberty Lines depot on Saw Mill River Road in Westchester County, along with more than two dozen Bus Operators.

On April 26th members joined the family of Trackworker Danny Boggs, killed by a train at Columbus Circle nine years ago as he set up perimeter lighting for an overnight construction job on an express track at the station. He was 41. Four days later, members gathered on the mezzanine of the Hoyt-Schermerhorn Station in Brooklyn to mark the ninth anniversary of the tragic death of veteran Trackworker Marvin Franklin, an accomplished artist off the job. He was 55.

In 2007, the deaths of Boggs and Franklin just days apart



Chaplain Rabbi Berkowitz, Track Division Chair Paul Navarro and the Boggs family at Columbus Circle.

led to a four-day safety stand-down of all track work for a review of safety standards.

Track Division Chair Paul Navarro, who eulogized both Boggs and Franklin reminded mourners why a memorial for a lost co-worker is so important. "Why do we keep coming back here every year," asked Navarro. "We do so because the day we stop is the day we all start taking our safety for granted. We cannot let that happen."



Members and officials gather in the swing room at Liberty Lines for the Barrington Garvey memorial.



Mourners gather for moment of prayer at Hoyt-Schermerhorn for Marvin Franklin memorial.



TWU Mourns Brendan Creighton

TWU Local 100 mourns the passing of retired Bus Operator Brendan Creighton on Feb. 9, 2016, the patriarch of a true transit family.

Brother Creighton worked for nearly 29 years for the old 3rd Avenue Bus company (now MABSTOA Division 1) at the 54th Street Depot at 9th Avenue. He enjoyed his retirement on a union pension for more than 34 years. He was an Irish immigrant and a U.S. Army veteran of the Korean War.

He is survived by his sons, Eddie, a veteran Train Operator; and MTA Bus members Michael and Brendan Jr., and daughters Mary and Eileen.

Retired T/O Paul McGonnell Passes

Veteran Train Operators will remember Brother Paul McGonnell from working the picks in RTO for a number of years. Paul passed away on April 7, 2016. He had retired in 2003 after 23 years on the job. He leaves his wife, Cecilia, and children, Kirsten, Daniel and Brian. RIP, Paul, you are missed.



4-4 Vote is a Big Win



Justices (from upper left clockwise) Sonia Sotomayor, Stephen Breyer, Elena Kagan, and Ruth Bader Ginsburg voted for the union position.

The Labor Movement won a major legal battle over union funding - but the war is far from over.

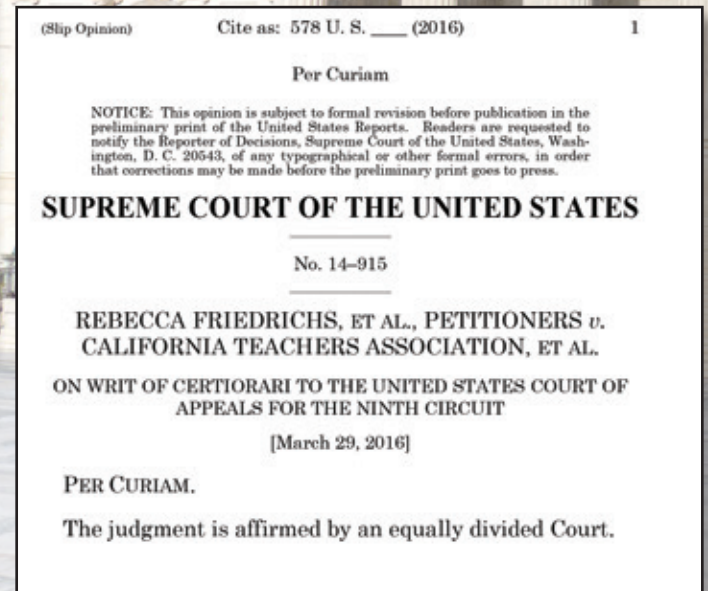
Anti-union conservatives sought a U.S. Supreme Court ruling forcing public sector unions to provide services – such as negotiating raises and representing workers at management disciplinary hearings – to non-members for free.

Such a decision potentially would have opened the floodgates to freeloading, reduce unions' revenues and, as a result, diminish their effectiveness in negotiating strong contracts.

Thankfully, the case – *Friedrichs v. California Teachers Association* – ended with a 4-4 tie in late March. That means unions can continue to collect so-called “agency fees” from the misguided few workers in their units who decide not to join.

It's far too early, however, to uncork the champagne.

The tie vote was a direct result of Associate Justice Antonin Scalia's death in February. Scalia, 79, who died of natu-



ral causes, was widely expected to vote with the conservative block of justices and resolve the *Friedrichs*' case with a 5-4 vote prohibiting agency fees on the grounds that they violate free speech provisions of the U.S. Constitution. And there are several similar lawsuits pending in lower courts. Legal experts say it's just a matter of time before they too wind up before the Supreme Court that will then be comprised of nine justices once the U.S. Senate confirms a candidate to fill the vacancy.

Laws in 23 states, including New York, authorize public sector unions to collect agency fees or reduced dues from nonmembers. Under a 1977 Supreme Court decision, *Abood v Detroit Board of Education*, such money can't be used for

for Labor Movement



?

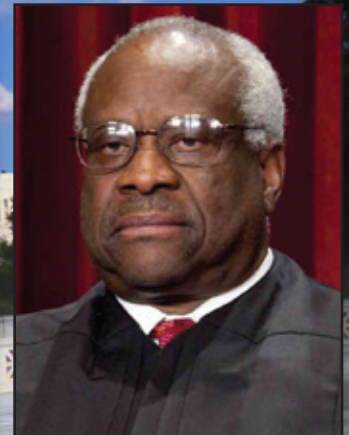
Whoever replaces Antonin Scalia will tip the balance on cases similar to *Friedrichs*.

Current law provides that under an “agency” or “fair share” agreement, a union (i.e. TWU Local 100) has the exclusive right to represent a particular group of employees at a state, city or local agency (i.e. the MTA), and those employees who choose not to join the union must still pay an “agency” or “fair share” fee for costs related to collective bargaining and other representational activities.

In the *Friedrichs*’ case, conservative activist lawyers asked the Supreme Court to overturn the *Abood* ruling. Everything a public sector union does, even negotiating a pay raise, is political because public funds are involved, they argued.

The case was pushed by the Center for Individual Rights, a

traditional political purposes, like lobbying state legislatures and supporting individual candidates for elected office.



Justices (from upper left clockwise) Anthony Kennedy, John Roberts, Clarence Thomas, and Sam Alito, voted against labor on Friedrichs.

right-wing law firm previously known for cases attacking the Voting Rights Act, affirmative action, and undermining the separation of church and state. The actual case carries the name of Rebecca Friedrichs, a California teacher, and eight other teachers represented by the California Teachers Association (NEA).

Backers of the Center for Individual Rights include a Who’s Who of right-wing organizations. The two biggest donors to the Center are the Bradley Foundation and foundations controlled by the notorious billionaire union-hating Koch Brothers.

The question remains: what next?

The fate of these crucial laws for public sector unions lies in the hands of the next President. If a Republican gets elected, we can expect a conservative leaning Justice, and vice versa if a Democrat gets elected.

Stay tuned.



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Sen. Espailat thanks TWU Local 100 for its endorsement in front of the Kingsbridge Bus Depot in upper Manhattan as Secretary Treasurer Earl Phillips looks on.



Espailat with Local 100 Vice President Richard Davis

TWU's Phillips: 'Espailat has been at our side in every fight we've waged.'

Union Endorses Adriano Espailat in Open 13th CD

THE TWU LOCAL 100 EXECUTIVE BOARD VOTED OVERWHELMINGLY in April to give the union's endorsement for the open seat in the 13th Congressional District to State Sen. Adriano Espailat. The District encompasses Upper Manhattan and a part of the Bronx.

The seat is currently held by long-time Rep. Charles Rangel who is retiring at the end of this term.

Espailat accepted the union's endorsement at a press conference outside the Kingsbridge Bus Depot on Broadway and 215th Street.

Secretary Treasurer Earl Phillips told the assembled media that the union chose Espailat over a number of other candidates vying for the seat because "he knows our transit system and its value. And he knows us. He will be a strong and effective voice in Washington for the federal funds that are so necessary to improve and expand mass transit here."

Phillips, who was joined by MABSTOA Vice President Richard Davis, Depot Chair Richard Fields and about a dozen Kingsbridge Bus Operators, praised Espailat for being a dogged supporter of transit workers in the State Legislature. "Senator Espailat has been at our side during every fight we've waged, and we've waged quite a few. He championed our cause when we demanded bus safety shields for bus operators and when we vigorously opposed bus operators getting arrested under Vision Zero."

Phillips added that Espailat "is currently sponsoring Tier 6 Legislation that will bring pension parity and fairness to bus operators who were hired in the last couple of years."

"Sen. Espailat has been a great friend in Albany and will continue to be a great friend in Washington. He has stood with us many times and today we are proud to stand with him and give him our endorsement," Phillips concluded.

Espailat said that he was "deeply, deeply grateful" for the union's endorsement, but he said that he expected no less. "TWU has been a loyal supporter throughout my career."

Espailat decried the fact that fewer and fewer federal dollars are arriving from Washington to underwrite important transportation initiatives. "In Washington I am going to be a fighter for TWU Local 100 members. I am going to be a fighter to bring federal money to complete the 2nd Avenue subway and the other transit mega projects."

Espailat said that he believes Local 100 could make the difference in what will be a hotly contested Democratic primary. He has fallen short in the last two primaries to wrest the seat from Rep. Rangel. But, Espailat reminded reporters, "Rep. Rangel is not running this time. It is an open seat."



Greeting well wishers outside the depot.

In 1961, TWU Battles Automation

By James Gannon

BY THE MID 1950'S AUTOMATION WAS A GROWING concern among workers and unions across a wide-spectrum of industries.

Big business viewed the great technological breakthroughs in robotics as the "new industrial revolution." But union leaders saw this wave of mechanization as a serious threat to good middle class jobs.

In 1955, A.H. Raskin, the preeminent labor reporter of the New York Times, saw the danger to employment. In January of that year he wrote: "In Michigan automobile factories, Illinois railroad yards, Pennsylvania oil refineries and New York brokerage offices, a new kind of industrial magic is making old operating methods look like slow motion. Its name is automation, and its ability to edit man out of the productive process is an awesome thing to watch, whether the proving ground is an insurance company's record-stuffed headquarters on Madison Avenue or the mighty River Rouge plant of the Ford Motor Company, cradle of mass production."

In collective bargaining, companies claimed bitterly that unions were resisting automation by demanding the assignment of unneeded workers. Union leaders countered that labor welcomed improved technology as long as its benefits were equitably shared among workers, employers and the consuming public.

In 1959 at the tail end of a recession, automation was one of the main factors cited in a persistent employment crisis in the auto, steel and coal industries.

It was also in 1959 that the New York City Transit Authority became enamored with new technology being developed by GE and Westinghouse of a crewless subway train. The specter of automation had arrived in a big way in the subways. It would cause another showdown between Local 100 and Transit management.



The "headless horseman" rolls into Times Square on a test run.

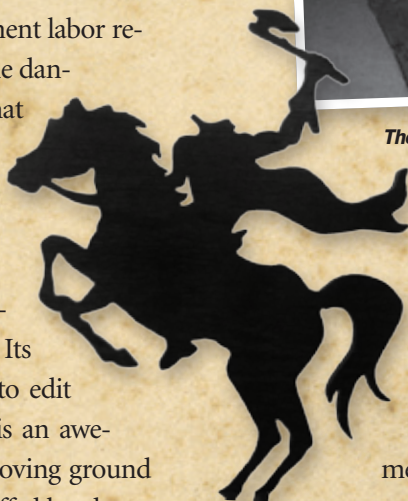
The Authority spent a good part of 1960 and 1961, and countless thousands of dollars buying what the press labeled "robot trains" and doing extensive tests on non-revenue tracks.

But then in the middle of a tense negotiation on a contract that was to expire on Jan. 1, 1962 the Authority stunned the union and the media when it announced that it would start revenue service on the crewless "robot" train on the Times Square-Grand Central Shuttle on Dec. 15, 1961.

TWU International President Michael J. Quill ridiculed the train as "the headless horseman," and said it was a threat to union jobs and public safety.

Quill jumped all over the controversy and called for an immediate strike vote of the membership. He threatened a walkout of the subways, City buses and all seven of the private bus lines to coincide with the launch of the crewless train, instead of on Jan. 1, 1962 when the contract actually expired.

The Authority demanded the intervention of Theodore Kheel, the City's permanent transit arbitrator. On Dec. 13, 1961, Kheel announced at a press conference: "I am assuming jurisdiction of both the complaints by the Transit Authority that the threatened strike will violate the collective bargaining agreement and the union's charge that the operation of a crewless train without a motorman and conductor will likewise violate the contract."



and the 'Headless Horseman'



Arbitrator Ted Kheel with Quill, center, International Secretary Treasurer Matthew Guinan, right, and Local 100 officers Tim Cronin and Roosevelt Watts in the background.

Quill demanded that Kheel immediately enjoin the Authority from running the crewless train. "Unless you promptly enjoin the Authority from carrying out this insane plan, we will have no alternative but to strike on Friday Dec. 15 at 5:00 a.m. simultaneously with the operation of the automated train."

The Authority accepted Kheel's recommendation of binding arbitration, but Quill was having none of it. He said bluntly, "If the Transit Authority runs even one of these headless horsemen, we'll strike at 5:00 a.m. no matter what Kheel says or does. We're willing to mediate or negotiate on this driverless nonsense, but will not accept final and binding arbitration."

Quill added that if the strike occurred it would "rest on the reckless shoulders" of management.

Management and Kheel took the threat seriously. Kheel worked out a temporary solution under which the Authority would postpone the launch and instead agreed to negotiate the "headless horseman" issue as part of the overall collective bargaining agreement. Quill agreed and called off the Dec. 15th strike date.

Two weeks later, on Dec. 29, 1961 the union and man-



Aftermath of the fire at Times Square shows severe damage to the crewless train. It never ran again.

agement announced a two-year contract settlement with substantial wage increases, as well as better health benefits, and more money from management for the pension plan.

The contract also settled the crewless train dispute. Management agreed to TWU's demand to have a motorman on all runs during a 6-month experimental period.

On Jan. 4, 1962 the first "crewless" train (with a motorman aboard) was launched. But the saga was not over.

The automated train ran daily from 1962 until April 1964 with a motorman on the train at all times. Passengers complained about abrupt stops and noisy brakes, but no major incidents or mishaps occurred.

Then on April 21, 1964 an intense fire erupted at the Times Square Station in an electrical equipment room. The flames reached the crewless cars on track 3 and ignited the grease and oil under the train, and the seats inside car. The fire grew to six alarms. Firefighters were unable to fight the inferno from the mezzanine level of the station due to the intense heat, so they were forced to drag the hoses from man-hole covers on the west side of the station, and through the connecting passageway between the East Side IRT and the shuttle station. It took a number of days to restore service.

But by 1964, management had soured on the high cost of running the automated equipment, and simply abandoned the project.

Alas, the "headless horseman" was never to ride again.

Trial Is Finally Set in the William Pena Case

After two and a half years, it looks like the family of murdered Bus Operator William Pena will finally see his killer tried by a Manhattan Jury. Criminal Court Judge Gregory Carro said, "I'm certainly not going to wait forever," when defense attorney Laura Miranda asked for another adjournment to July so that an expert she wants can be free to testify. Carro seemed to acknowledge the agonizing wait that Brother Pena's widow, Nancy Rodriguez, and his family – both immediate and in TWU Local 100 – has had to endure. On February 12, 2014,



Family and Local 100 officials and members at presses outside courtroom

William Pena was killed when a stolen bread truck driven by a drunken Whilby crashed into his M14 bus on 14th Street at around 5AM.

Carro noted that the Manhattan District Attorney put an offer on the table to Domonic Whilby of a sentence of 14 to 24 years on a plea to manslaughter, plus a term of 8 to 24 years on a plea to aggravated vehicular homicide. Both sentences would be served concurrently. Carro called it "a generous offer," but Whilby's attorney rejected it. Carro set a trial date for June 9th, and we're asking all transit brothers and sisters to be there.

Local 100's 'Transporters' Skate to Playoffs Final

TWU's own ice hockey team – the Transporters – plays at the Northwell Health Ice Center in Eisenhower Park, on Long Island. The 19 men on the team include Structure, Signal, and Telephone Maintainers, a Bus Mechanic, a Painter, and a Citibike Mechanic. Last year, we made it to the finals in the league playoffs. This year, we hope to win the championship. Photo shows the team along with Local 100 President John Samuelsen, Vice President Tony Utano, L/ES Chair John Chiarello, Exec. Bd. Member Sherlock Bender, Rosario Parlanti, and Tim Hammel. For more info on the team, send an email to: local100icehockey@outlook.com.



TWU's ice hockey team

TWU Local 100 Pension Consultant is Here to Help

If you are a TA or OA member thinking of retiring, but not sure what your benefits or options are, TWU Local 100 has a Pension Consultant on staff to help you out.

Norman Rosenfeld, an expert on public pension issues, will assist you – for free – on all issues, including filing for a disability pension.



Norman Rosenfeld

Following are what you can expect during a sit-down with Rosenfeld for normal service retirements and disability retirements for both TA and OA.

1. Go over the steps to retire for both service and **disability retirements** and how to answer certain questions on the disability forms.
2. Work up the pension under the different options for both service and **disability retirements**
3. Discuss the advantage of purchasing a life insurance policy versus taking an option
4. For TA workers, he talks about the value of purchasing the "pre-membership" service (the service immediately preceding the NYCERS membership date)
5. Discuss "tier reinstatement" and military buyback advantages.
6. Discuss occupational diseases, i.e. hearing loss and carpal tunnel.

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