



Published by TWU Local 100

Transport Workers

BULLETIN

Summer 2013 • Vol. 4 • No. 2



Local 100 Endorses Bill Thompson for Mayor

"We like his transit policies, we like that he supports a fair contract for transit workers, and we like his chances."

John Samuelson, Local 100 President

“The gimme, gimme, gimme” nonsense!

FORMER MTA BOSS JOSEPH LHOTA, THE CURRENT REPUBLICAN FRONT-RUNNER FOR MAYOR, WAS ASKED IN A NY1 News debate with other Republican candidates how he expected to negotiate contracts with every uniformed and non-uniformed City union when he couldn't come to agreement on one contract, with us, during his tenure with the MTA.

His answer provided a clear window into how he and the other Joe Lhota's and Michael Bloomberg's of the world feel about us and other public sector workers.

Lhota said that our position was “gimme, gimme, gimme,” and that we were unwilling to consider his demands for massive concessions. “All they want is the raise, and keep everything else the same,” said Lhota. “To negotiate you need two willing parties. The TWU is not ready.”

He was right about one thing. We are not ready to cave in to a contract with the kind of massive “gimme, gimme, gimme” concessions Lhota wanted, (and what the MTA presumably still wants) which include deep health care cuts, three years of zeroes, and more.

Our position really hasn't changed since we began this process in late 2011. We are proposing modest cost-of-living increases and an improved dental plan. For people like Lhota and Bloomberg, the steep rise in essentials like food, gasoline, insurance and rent means nothing. But to transit workers, who despite a decent contract are for the most part living precariously on the edge of middle class, these cost hikes hurt.

Our position is far from Lhota's “gimme” description. It is an effort just to keep our heads above water. To us it's simply status quo.

Why Bill Thompson

Earlier this summer, the Local 100 Executive Board voted overwhelmingly to endorse Bill Thompson for Mayor. It was a difficult choice. Other candidates, especially John Liu and Bill de Blasio, have been tremendous supporters of ours for quite some time. But the Board made the right choice, and we intend to do whatever we can to help Thompson get past the primary and into Gracie Mansion.

Consider the alternative should Joseph Lhota get elected Mayor.

At least Thompson gets it. He understands the plight of working families. He will be in our corner trying to do the right thing, trying to make things happen for us. That's all we can ask.

Bus Assaults

This summer has been tough on our Bus Operators. The ridiculous number of assaults, including verbal, physical and spitting, seem endless, and the justice system continues to fail us. The most recent disappointment was in Bronx Criminal Court, where a violent perp got nothing but 5 years probation for a vicious, unprovoked attack on Bus Operator Jose Rondon last year. We strongly advocated jail time with the Bronx DA's office, at least a two-year stretch, but once again a bad guy did the crime against a Bus Operator but not the time.

This sends a terrible message to those criminals who would use transit workers as punching bags – go ahead do it, there are no consequences.

The answers are not difficult or elusive. We need shields on every bus (even though they are not fool-proof), more police in uniform and in plain clothes on the buses, and off-board fare collection. Finally, we need a justice system that will treat an assault on a Bus Operator the same as if it were an assault on a cop or a politician. We will not rest until we have put assaults in the rear view mirror.



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5 Fight to Restore Service

The handicapped community is part of a strong coalition led by Local 100 demanding that the MTA restore service that was slashed in 2010.



5

12-13 Bus Op Assaults Continue

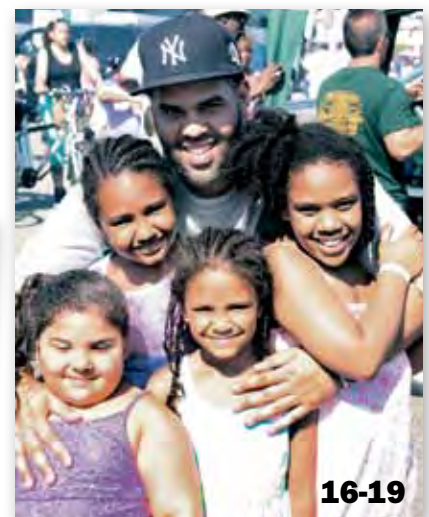
The summer of 2013 has been a bad one for Local 100 Bus Operators, as serious assaults – including a vicious slashing in the Bronx – appear on the rise.



12-13

16-19 Family Day Draws 6,000

Local 100's Family Day 2013 at Coney Island proved to be a big success with thousands of transit workers turning out for the free food, fun and games.



16-19

30 Days Has September...

Yep, we messed up. The "September" page in the 2013 Local 100 calendar has, well, uh, 31 days. Not good. So we're trying to right that wrong by printing a corrected "September" on page 24 of this edition.

*Clip it out
and paste it
into your
union
calendar.*



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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
1700 Broadway, New York, NY 10019

Postmaster: Send address changes to: Transport Workers Union, Local 100,
1700 Broadway, New York, NY 10019

Front Page Photo
Alan Saly

An Easy Way to Pay Back-Dues, And Restore Good Standing Membership

TWU LOCAL 100 MEMBERS WHO ARE IN DUES ARREARS NOW HAVE A simple and relatively painless way to restore good standing membership. By filling out a form like the one shown on this page (which is now being carried into the field by union representatives and your elected officers) the MTA will begin double dues deductions each check until you are paid off.

A bad-standing member may also cut out the form here or download it from the union website, www.twu-local100.org, and fax it to the number shown on the form.

Restoring good standing membership is especially important to all

members, not only those who remain in bad standing. The Local is in a fight to hold the line against contract concessions and achieve retroactive pay. We are stronger as a union when all members are in good standing, and part of the fight.

Taking a stand in the street, on the airwaves, and in court all costs money. Bringing back all bad-standing members will help provide needed financial resources for these campaigns as well.

If you know a co-worker or co-workers who owe dues, urge them to come back into full membership for the good of all Local 100 members.

They can call the union hall at 212-873-6000, extension 2083, to find out how much is owed. Local 100 will be a stronger union with everyone standing strong, united and in good standing.

VOLUNTARY AUTHORIZATION FOR PAYROLL DEDUCTION OF BACK DUES

For Transport Workers Union of America, Local 100, AFL-CIO



I, (name) _____, hereby acknowledge that I have been notified that I am in arrears on my dues obligation in the amount of \$ _____ due to TWU, Local 100. (Call 212-873-6000 ext. 2083 to find out how much you owe.)

I hereby request and authorize my Employer, the New York City Transit Authority, or the Manhattan and Bronx Surface Transit Operating Authority, or MTA Bus Company (**hereinafter "Employer"**) deduct from my wages, in each payroll period, an additional dues deduction equal to my regular dues deduction, for the purpose of paying arrears in my dues obligation to the Transport Workers Union Local 100 (**hereinafter "Union"**). The deduction which pays the final balance on an arrearage may be for an amount less than a full regular dues deduction, should a lesser deduction be sufficient to pay such balance, and such additional deductions shall cease unless I have additional arrearages.

In signing this request and authorization, and for good and valuable consideration for the Employer making such deductions, I HEREBY WAIVE any right I may have now or in the future to make any claim against the Employer and/or its agents for either any deductions made or any failure to make any additional deductions from my wages.

I acknowledge that I may revoke this authorization for additional dues deductions by sending a written request to cease such deductions to the Union President and/or the Secretary-Treasurer. Such authorization shall be terminated within 60 days from receipt of such revocation by the Union President and/or Secretary-Treasurer.

Date: _____ Badge No. or Pass: _____ SSN _____

Division or Department : _____

Print Name: _____

Address: _____

Signature: _____
Sign in Ink Only



Give to a Union Representative or
Fax to Secretary Treasurer Earl Phillips at
212-245-4101

Push Service Restoration in Bronx, Brooklyn

THE UNION IS FLEXING ITS MUSCLE ALONG WITH powerful community allies to get service restored from one end of the city to the other – specifically, at Co-op City in the Bronx and along Third Avenue in Brooklyn. Both pushes are tri-partite projects, with real support from community groups and politicians with clout, in addition to TWU Local 100.

How much clout? Co-Op City has 55,000 residents. It's so big it has its own zip code. And most of those residents are seniors – and they vote. The Union's first meeting there to restore the Bx26 and the Bx28 brought out 400 residents to the morning session and 300 to the evening session – as well as one Mayoral candidate and local politicians.

Likewise, the alliance that turned out to urge the MTA to restore the B37 – which runs down Brooklyn's Third Avenue – had its share of movers and shakers. Organized by Lutheran Hospital, Sunset Park's economic powerhouse along with community group UP-ROSE, the June 15 event brought out the local Member of Congress, Nydia Velasquez, as well as two Mayoral candidates and the complete local line-up of pols, from Council to State Assembly to State Senate. The disabled were out as well. They are especially suffering because the R train that runs on Fourth Avenue has no elevators for accessibility. TWU Local 100 President John Samuelsen talked about the value of coalition building. Neither the community nor the union alone can prevail on service restorations, he said, affirming that a true partnership is the only recipe for success.

Ever since the MTA announced on March 26 that tax revenues were producing more money than expected – a surplus of \$40 million – advocates and politicians have been grabbing for the money. Local 100 thinks service restorations – along with worker raises – is the way to go. In a way, they go hand in hand, because more service equals more work.



Local 100 President John Samuelsen joins activists at the B37 restoration rally in Brooklyn.



City Councilman Andy King, right, with from left: Recording Secretary Latonya Crisp-Sauray, PAC Director Marvin Holland, and PAC staffer Michele Gilliam were on hand at Co-Op City meeting.



Administrative Vice President Angel Giboyeaux (2nd from left) spoke for the union at Co-Op City.



Above, Congresswoman Nydia Velasquez helps in B37 project.



Left, Co-Op City Seniors want their service back.



TWU's endorsed Mayoral candidate Bill Thompson was on hand, with from the right: PAC Director Marvin Holland, TAS transportation Vice Chair Louis Marrero, Vice President JP Patafio, Chair Willie Rivera and daughter, Jessica.



Candidate Bill Thompson and other endorsed candidates join Local 100 President Samuelsen and other officers and members at City Hall presser.

Press Conference Sets Stage For Citywide, Council Races

It's Bill Thompson For Mayor

FORMER CITY COMPTROLLER BILL THOMPSON HAD THE FORTITUDE TO challenge Mayor Bloomberg in 2009 – and Local 100 had the moxie to back him. He almost pulled it off. In choosing Thompson to receive our support this time around, the Local 100 Executive Board looked at the past, but also looked forward to chart a path to bring a friend of working people to City Hall for the first time in 20 years.

In addition to the Thompson endorsement, the Local gave its backing in other citywide races, including: Letitia James for Public Advocate, and Scott Stringer for Comptroller. The union also endorsed Robert Jackson for Manhattan Borough President, Eric Adams for Brooklyn Borough President and a number of City Council races.

But the grand prize in this election is Mayor.

In a presentation to the Executive Board in late June, Thompson delivered the goods, explaining not just what he would bring to the table as Mayor, but how he gets to City Hall. The way forward for his campaign, said Thompson, leads through already-received endorsements from Manhattan and Bronx democratic county leaders, and from prominent politicians like State Senator Adriano Espaillat (who endorsed him along with former rival Charles Rangel), to a demographic take-down on primary day reflecting Thompson's historic strength among Black and Latino voters.



Letitia James, center, our candidate for Public Advocate, with President Samuelsen, right, and Sec'y Treas. Earl Phillips.

Thompson said he'd appoint a Local 100 member (the President or his designee) to a voting seat on the MTA Board, and that he would fight successfully to bring back the commuter tax for mass transit, raising \$700 million for the system. Another \$1 billion for transit would come from a new idea: a weight-based vehicle registration fee. And he promised to advocate strongly for long-time positions taken by Local 100, including fast tracking the installation of bus partitions and protecting system safety by bringing back station agents. Contracting out transit work, he said, "will stop during a Thompson administration." And he said he's looking "to put money aside for raises," something Mayor Bloomberg and Governor Cuomo are ruling out.

Thompson says his good working relationship with the Governor (he was co-chair of Cuomo's first election campaign committee) will allow him to get more of what he wants – which is also more of what we want.

John Liu, Bill de Blasio, and City Council Speaker Christine Quinn also appeared before the Executive Board seeking our endorsement. Even though they did not get it, they are each maintaining positive ties with TWU Local 100.

If Thompson gets in, the contrast with Mayor Bloomberg would be dramatic. Mayor Bloomberg antagonized the union by pushing dollar vans over bus service, as well as ordering the MTA to get rid of 370 Jay Street for \$1, and did not protest when former MTA Chair Jay Walder ordered the wholesale layoffs of station agents and Bus Operators.

Now it's every member's responsibility to hit the streets for Bill Thompson, and to get out the vote come Primary Day, September 10th. If he polls 40% or better, he avoids a runoff, and heads, that much stronger, into the General Election on November 5th where his opponent might be the old boss of bosses, former MTA CEO Joe Lhota.



Robert Jackson, our candidate for Manhattan Borough President, addresses the press.



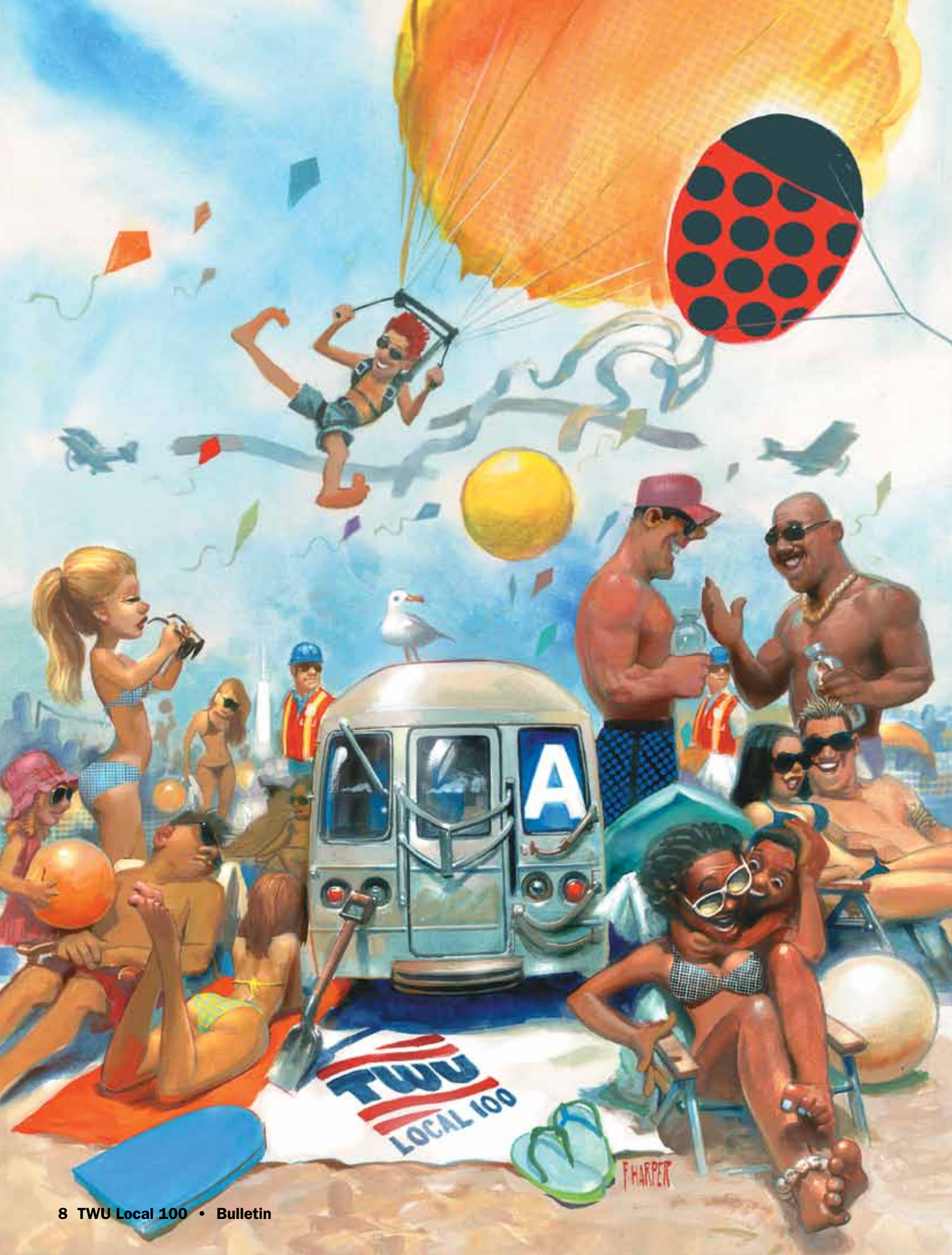
Scott Stringer, endorsed candidate for City Comptroller, was on hand at presser.



City Councilperson Julissa Ferreras, gives dad, a retired transit worker, a hug at the event.



TWU officers, including Sec'y Treas. Earl Phillips and Vice President Tony Utano, with the union's endorsed candidates from Brooklyn.



Summer in the Rockaways Brought to You by TWU

MIRACULOUS

THIS WAS OUR DAY TO BASK IN THE SUN. AFTER SEVEN MONTHS OF unremitting effort on the part of Maintenance of Way workers, including signal, power, structure and track crews, the A was running again from Howard Beach to Rockaway Park/Beach 116 Street.

A festive mood brought out most of the City's press corps on May 30 when the MTA ran antique cars on the A line to showcase their achievement. First to congratulate our members in the MTA's official press release was now-confirmed MTA CEO Tom Prendergast, who said: "Restoring service to the Rockaways is a proud achievement for MTA New York City Transit workers who did an incredible amount of work to rebuild a railroad

from the ground up...the MTA is glad to once again provide a safe, reliable and efficient train trip for our customers."

It was a tough slog for hundreds of TWU Local 100 members, who did the work repairing the track from Rockaway Park back to what is called Hammels Wye, where the two branches of the A converge before heading across the water to Howard Beach and JFK airport. The work included the repair of the en-

tire power grid – pulling and replacing all of the power cables that were damaged by the seawater that swamped the line on October 29, when Sandy rolled in. It included all the track-related work – plates, ties, and the signaling system. Contractors handled the stretch from Howard Beach to Hammels WYE.

Just hours before the MTA's celebratory train tour, Power Cable Maintainers who were still at their tools were hustled to Beach 116th Street for official recognition. Vice Chair Celeste Kirkland and her crew posed for a photo on the platform and were greeted by NYCT President Carmen Bianco. He thanked TWU Local
Continued on page 10



Power Division crew that worked on the broad channel bridge attended ceremony.



T/O Derrick Sherry drove the first passenger train for the restored A line.

Miraculous

Continued from page 9



RTO VP Kevin Harrington, seated, and C/T Chair Joe Costales were on hand.

100 members for their work repairing “miles of signal, power and communications wires,” and restoring track infrastructure. Transit even baked cookies for the occasion, such as the one Train Operator Derrick Sherry is holding up in the photo on page 9.

Given the first speaker’s slot at the re-opening was Federal Transit Administrator Peter Rogoff, who said the feds have committed \$10 billion throughout the tri-state region to repair damage caused by Sandy and harden the infrastructure for the next storm. That’s a nod to more work now in the pipeline for New York City Transit. Bargaining Unit Protection department head Richard Holley is going after it for Local 100 members – with the work done by our crews in the Rockaway restoration being exhibit A as to why the in-house workforce gives the greatest value per dollar spent.



Fun in the Sun:
Hauling cable on long stretches was the order of the day.



A Power Cable Maintainer splices control cables just days before the May 30th re-opening of the line.



CME's D. Richardson and B. Williams helped restore historic train.



Cable Maintainers working on the Broad Channel train bridge.

INTRODUCING LOCAL 100 REWARDS

ENJOY! SAVE! WIN!

Exclusively for TWU Local 100 members and families.

TWU Local 100 is thrilled to announce the launch of Local 100 Rewards, an exciting new service for Local 100 members and their families. Enjoy awesome benefits, savings, and prizes from trusted partners who will go the extra mile for our members. Whether it's tickets to a ball game or a special deal on a new car, look to Local 100 Rewards for something special every day.

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As Bus Assaults Continue...

Punishment Not Fitting the Crime

A STEADY DRUMBEAT OF ASSAULTS AGAINST BUS OPERATORS continues, seemingly just part of the fabric of every-day life in New York City. With prosecutors unable to get judges to impose jail time in virtually all cases, the only measure that seems to be working is the installation of bus safety shields – and that looks to drag out for years as the MTA works to cut retrofitting costs by spreading out the timetable.

Case in point: the July 16, 2012 attack on Bus Operator Jose Rondon, a depot Vice-Chair, who was accosted by passenger Fernando Lopez at 231st Street and Broadway on the Bx 10 bus while discharging passengers. Lopez went at Rondon, breaking his nose and inflicting two black eyes. One year and one week later, on July 23, 2013, Lopez got sentenced to five years probation at the hands of Bronx County Supreme Court Judge John Carter. He said he attacked Rondon because he was suffering

Jose Rondon, with his own blood splattered on his uniform and MTA badge, suffered a broken nose, two black eyes and other cuts and bruises.



Local 100 Recording Secretary Latonya Crisp-Sauray tells New York Daily News transit beat reporter Pete Donohue that the union is disgusted with the light sentence in the Jose Rondon beating case.



Left, Clarence Jackson in ER as blood soaks through bandages.

Below, Bus Operator Clarence Jackson's arm before being sewn up in the emergency room.



This Operator tells of being attacked and fighting back.

from schizophrenia at the time. Union members, who had expected jail time for Lopez, reacted with disgust. OA Division 1 Chair Frank Austin, who thought that ADA Tim Lynch would be able to convince Judge Carter to hit Lopez with substantial jail time, stormed out of the court immediately after the judge handed down the sentence.

A week before, on July 15, two hundred Bus Operators rallied outside of New York City Transit's building at 130 Livingston Street in downtown Brooklyn, holding signs vowing to take buses out of service as per NYCT guidelines when confronted by any passenger threat of violence. A half dozen assaulted operators told their stories to the news media, re-



counting incidents of stabbings, fist-fueled beat-downs, and spitting incidents. Newly elected Assemblyman Walter Mosley promised to push for legislation to get the bus safety partitions installed at a faster clip.

The rally was prompted by more recent assaults. On July 3, just before the holiday weekend, Bus Operator Clarence Jackson, 52, was viciously slashed on the Bx5 by a female teenager, possibly in a gang initiation, who came up to

Jackson as he was reaching for the intercom to make an announcement. A few hours later he was recovering in Lincoln Hospital from deep gashes which took 50 stitches to close.

On July 4, another Operator was stabbed through the left hand on the Bx41 with a pocket knife. On July 8, it happened again. A female Bus Operator was punched in the face twice and had her purse taken around 8:30 p.m., near the FDR Drive and Houston Street.

TA Surface Vice President JP Patafio, who organized the rally in front of 130 Livingston along with Division Chair Willie Rivera and other officers, is telling his members to pull over and call console in the event of an assault or a threatened assault. He's also working behind the scenes to make sure that transit management takes complaints of assaults and threats seriously, including treating the victim with as much courtesy and respect as Bus Operators are expected to show the public.

The message is getting out, thanks to Local 100's media operation. As Anna Merlan of the *Village Voice* put it recently: "It's really not that hard to pay your fare, sit in your seat, and let the bus operator take you where you want to go... These days, the drivers seem to have gotten their fill of being robbed, stabbed, punched, and generally menaced while trying to do their jobs."

Hopefully, it will get you more than late – it will get you jail time. The politicians, including the elected District Attorneys, have yet to deliver on that.

"These days, the drivers seem to have gotten their fill of being robbed, stabbed, punched, and generally menaced while trying to do their jobs."



Bus Operator recounts his harrowing assault at Brooklyn rally.



Raise your hand if you've been assaulted, says TAS Chair Willie Rivera.

UNIONS

CHANGE OR **DIW?**

By David Katzman

UNIONS ARE LOSING MEMBERS AT A RATE CLOSE TO HALF A MILLION A YEAR. Union members now account for 11% of the total workforce, and a mere 6% in the private sector. In contrast, in the 1950s, those figures were 35% and 40% respectively.

Organized labor simply doesn't have the heft it once did. This is shown in the dramatic losses in Wisconsin and Michigan of the right to even have a union.

But it affects far more than unions and their members. The flagging labor movement is the single biggest reason for the dramatic growth in inequality between the richest 1% and the rest of us.

Today's unions grew up following an approach set in the 1930s and reshaped in the 1950s that emphasizes working within the legal framework of collective bargaining to deliver for their members. This approach has ceased to win unions the numbers and strength they need to deliver for their members.

AFL-CIO President Richard Trumka is pushing a new agenda as he prepares for the Federation's Convention in September. The new thinking is that unions are not going to be able to succeed in representing their own mem-

bers unless the labor movement can become an effective voice on behalf of all working people.

That, however, would take big changes.

Some of these changes are not on the level of individual unions but rather in the places where different unions come together, such as in the AFL-CIO, the state federations, and the central labor councils. These should be organizing centers for leveraging the strength of organized labor, but that is often not the case. Local unions may or may not belong to their local central labor council or state federation, the labor councils and state feds are not necessarily on the same page as each other or on the same page as the labor movement nationally. Even the names are confusing leftovers from another era.

Equally or even more important is how to bring some of the benefits of collective organizing to more workers

in an era in which it has become all but impossible to get more workers under the protection of a union contract.

Over the last 20 years, alternative forms of labor organization have emerged. In New York State, domestic workers won basic rights such as days off through a statewide campaign resulting in new laws. In New York City, the Taxi Workers Alliance won a bigger share of the fare dollar for taxi drivers through a one-day strike and other mobilization, even without benefit of a contract.

Similarly, groups like the Restaurant Opportunities Center and the National Day Laborers have curtailed wage theft and won overtime pay and other improvements. All told, hundreds of thousands of workers have benefited from these alternative forms of organizing.

Another project of note is the now three million strong Working America. Working America knocks on 10,000 doors a week in pursuit of social justice. Its members have fought on fronts familiar to union members; for example, against anti-labor legislation and against unfair cuts in state budgets. Yet they are not themselves currently members of unions.

Helping these new forms flourish and bringing them together with traditional unions is another focus of discussion today.

We can agree or disagree with any of this. But we can't get away from what the numbers say. If something doesn't change, a generation from now organized labor may be no more than a memory.

Push to 'Bring Back the Booths'

IF IT WERE UP TO THE POLITICIANS, KEY BOOTHS SHUT down by the MTA in 2010 would be back in service.

At least that's the conclusion some would draw from TWU Local 100's June 6 day of action, which brought out Mayoral candidates, local and state officials in Manhattan, Brooklyn, Queens, and the Bronx.

Vying Borough President Candidates Julie Menin and TWU's endorsed candidate for Manhattan Borough President Robert Jackson were both on hand at 168th Street near Columbia Presbyterian Medical Center with union troops. They handed out flyers and encouraged subway riders to sign the union's petition to bring back selected token booths for reasons of public safety and convenience. The Manhattan action also brought out Assemblywoman Gabriella Rosa.

In Queens, at Jamaica Center, Comptroller John Liu, Councilman Leroy Comrie and City Council candidate Austin Shafran joined union activists.

The action at Brighton Beach brought out City Council Candidate Ari Kagan and Assemblyman Alec Brook-Krasny.

Endorsed candidate for Public Advocate Tish James came to our action at Clinton-Washington on the C line, as did Mayoral candidates Bill de Blasio and Bill Thompson.

With friends like these, you'd figure putting the booths back in service would be easy. Many took advantage of the photo ops by Tweeting and Facebooking them to constituents. Stay tuned.



Comptroller John Liu, Council member Leroy Comrie and candidate Alec Brook-Krasny turned out at Jamaica Center.



TWU and community activists with Assemblywoman Gabriella Rosa (right).



City Council member Robert Jackson hands out literature at 168th St.



Public Advocate candidate Tish James, left, and mayoral candidate Bill Thompson at Clinton-Washington on the C.



Below, Public Advocate Bill de Blasio joins in the fun.

6,000 Enjoy Family Day 2013 At Coney Island

THE GOOD LORD MUST LOVE TRANSIT WORKERS. For the third year in a row, Local 100's early June Family Day at Coney Island was greeted by glorious weather. Gorgeous blue skies, warm temperatures and low humidity helped make this year's event the best attended yet. As many as 6,000 members and their families turned out for the festivities on June 1st that included all the food and soft drinks that anyone could consume, a talent show, a live band, face painting, and lots of kids "moonwalks."

New York Mets 'mascot,' Mr. Met and two members of the new Brooklyn Nets Dancers were on hand to say hello and take pictures with revelers.

Individual departments sponsored tailgate parties as well (at their own expense), with the combined Stations/TA Surface event a definite hit.

A Local 100 men's softball team played two games against rival TWU Locals at MCU Park, beating the team from Local 229 from New Jersey (Hudson Bergen Light Rail), but falling in the nightcap to Local 234 (SEPTA, Philadelphia). The Local 234 squad avenged last year's loss with a hard-fought and exceptionally well-played 3-1 win over the hometown crew. Local 100's only score came on a homerun by Jesse Mendoza, fresh off hip surgery.

For the first time, a Local 100 women's team also competed against a very seasoned band of sisters from Local 234. The final score was ugly with the '234' team on top, but sisterhood and friendship shone above all else.

Continued on page 18





Family Day 2013

Continued from page 17





EVENTS: Never on the Side Lines

May Day March/Rally a Show of Strength by Local 100

May Day – International Workers Day – saw over 300 TWU Local 100 members take to the streets and march down Broadway proclaiming the power of the union that moves New York. Members proudly marched behind the union banner, declaring “No Concessions,” in the current contract fight. Young TWU workers from across the country also participated in the march and a two-day conference. The march concluded with a rally near City Hall where TWU Local 100 Recording Secretary LaTonya Crisp-Sauray and other top labor leaders spoke.



Legislature Honors Transit Hero Danny Hay

At 4:58 on June 11, the New York State Senate interrupted its “fast roll call” legislative session to honor TWU Local 100’s own Danny Hay with a special proclamation. Danny took action to save lives when he stopped an F train about to barrel into the Delancey Street subway station where a man had fallen onto the tracks. Hay used his flashlight to alert the oncoming Train Operator and the train stopped in time, avoiding tragedy. Two good Samaritans had also descended to the road bed, and all three would likely have been killed if not for Hay’s quick thinking and acting. While in Albany, Hay met with Assembly Speaker Sheldon Silver, Jim Brennan, Chair of the powerful Committee on Authorities, and with State Senator Jeff Klein (D-Bronx) who shares the top leadership post



in the Senate with Republican Dean Skelos. The Senate proclamation says in part that it is “the sense of this Legislative Body to recognize, honor and pay tribute to those individuals within the State of New York who perform rescue operations with courage, diligence and precision, resulting in heroic life-saving actions.” Sen. Klein spoke to the full Senate, saying in part, “each and every day, public servants keep us safe. Danny Hay is a dedicated employee of the MTA, which has kept millions of New Yorkers moving...it is incumbent on all of us to recognize him for his act of bravery.” After his remarks, the entire Senate – Democrats and Republicans alike – rose to their feet and applauded Hay, who stood in the visitor’s gallery.

Local 100, NYCOSH Sponsor Hazmat Class



14 TWU Local 100 members from all Departments attended a 20-hour class on hazardous materials awareness and detection offered by the New York Committee for Occupational Safety and Health (NYCOSH) in mid-June. Classroom instruction was followed by hands-on work in protective gear. The instructors were Angela Babin and David Pratt. Local 100 offers the free course once a year. *(Continued on page 22)*



THANK YOU For Serving Our Community

Dr. Roland is a Board Certified Plastic Surgeon specializing in a wide selection of cosmetic and anti-aging procedures.

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EVENTS *(Continued from page 20)*

LGBT Marchers Celebrate Supreme Victory



Local 100 members and officers joined thousands of New Yorkers at a celebratory LGBT parade in late June. Only days before the event, the Supreme Court granted same-sex couples federal marriage benefits, as a result of a case brought by 84-year old Edith Windsor. Signs along the route read, "Thank you, Edie," celebrating Windsor for her successful challenge of a provision of the Defense of Marriage Act that defined marriage as between a man and a woman.



Local 100 Veterans Lobby for Expanded Pension Credit

TWU officers and Local 100 veterans of the Armed Services made a special trip to Albany on May 7 to push for legislation that would expand the current regulations regarding military pension credit to cover all service, not just service in war zones. The "Veterans Lobby Day" group was led by Vice President Kevin Harrington. They met with numerous legislators, many of whom decided to sponsor the legislation in both the Senate and Assembly. The Legislature adjourned before taking action on the bills. Harrington said the union would be back next session "in a much stronger position to win this battle."

Smith & 9th Street Station Reopens

They're BAAAACK! This time, it wasn't a booth restoration, just the completion of a two-year MTA renovation of the F line over the Culver Viaduct in Brooklyn. Celebrating the return of the Smith & 9th Street station, which transit says is the highest subway station in the world at 88 feet above sea level, were Stations Department officers Derrick Echevarria (at right), Paul Piazza (at left), and Shop Steward Theresa Green (center). Manning the booth (with white gloves) on April 26th was Station Agent Nazmul Hoda. Three of our CTA's were detailed to make the station ship-shape for the press and MTA brass.



Unions Blast Bloomberg for Contract Inertia

Local 100 members joined thousands of other City public sector workers at a massive rally at City Hall on June 12 to send a message to Mayor Bloomberg that we want fair union contracts. Members of 100 city unions marched across the Brooklyn Bridge and then gathered at City Hall, where they continued their rally. Currently, every City contract is open (some years past expiration). The same holds true for the MTA. Bloomberg refuses to negotiate, preferring to leave the next Mayor with the responsibility of negotiating new contracts. The MTA similarly claims a lack of money to pay for raises.



Huge Crowds Greet Puerto Rican Day Marchers

Glorious weather and enormous crowds greeted TWU Local 100's contingent at this year's Puerto Rican Day Parade on June 9. Hundreds of Local 100



marchers, led by Local 100 Administrative Vice President Angel Giboyeaux, joined hundreds of thousands of other marchers and an estimated two million viewers along the parade route for the great event. Legendary Broadway star Chita Rivera was the Grand Marshal.

August 2013

Sun	Mon	Tues	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

October 2013

Sun	Mon	Tues	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



September 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 <i>Labor Day / West Indian Day Parade</i>	3	4 <i>Rosh Hashana begins at sunset</i>	5	6	7
8	9	10 <i>NYC Primary Election Day</i>	11 <i>Sukkot begins at sunset</i>	12	13 <i>Yom Kippur begins at sunset</i>	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5

September 1, 2003
OA members get 12 contractual sick days.

September 6, 1916
Strike on IRT in NYC begins. Walkout broken when company spends \$3.5 million and hires 3,000 strikebreakers.

September 9, 1919
Over 1,000 Boston police strike when union leaders fired for organizing. National Guard called up and all strikers fired.

September 11, 2001
WTC catastrophe. 2,300 members of Local 100 take part in rescue and recovery efforts at Ground Zero.

September 14, 1959
Landrum-Griffin Act passed severely limiting trade union activity.

September 17, 2003
City Council proclaims TWU's 70th Anniversary Year.

September 19, 1981
Solidarity Day called by AFL-CIO. 400,000 unionists march in DC.

September 22, 1919
365,000 steel workers strike nationally for union recognition. Police and courts break strike.

September 24, 2002
Bus Operator Assault Bill signed after long campaign by Local 100

September 26, 1945
First TWU Pan American contract gains 40-hour work week, first in industry.

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In Memoriam

Igor Titlyanov, 66, EEM, Russian Space Scientist and Jazzman

Igor Titlyanov, an Electronic Equipment Maintainer with eight years on the job, passed away on May 7, leaving his wife, three adult children, and four grandsons. His transit career took him from East New York to the Rail Control Center in Manhattan, but his work life spanned the greatest technological rivalry in history.

He was a real-life rocket scientist, graduating from technical college in the Soviet Union back in 1963, and then going to work for Sergei Pavlovich Korolov, the lead Soviet rocket engineer and spacecraft designer in the cold war space race with the United States. Korolov's team designed Russia's equivalent of the Saturn V, the huge rocket that powered the Apollo missions, and also designed the first nuclear-tipped ICBM.

After the fall of the Soviet Union, Titlyanov married sweetheart Lyobov Korobka in 1989, and came to America in 1995, working as a computer programmer. He was in World Trade Center 1 when the plane hit on 9/11. A series of technical jobs led to his applying to New York City Transit, and he was hired on in 2005.



Igor Titlyanov

"Igor worked maintaining the police radio communications system, security videos, and the like," said Executive Board Member Mario Galvet. "He joined the union just as we struck. He was a new employee, but he did not cross the picket line. He went out on strike with us. That was difficult to do."

He often expressed his thanks for the opportunities New York City Transit and the Union gave him, including the ability to work at the Rail Control Center when field duty became difficult after a cancer diagnosis.

Says Galvet: "I told management, 'you're really getting a lot of bang for your buck from guys like Igor.' These workers have educations that are far beyond those of our bosses. They don't mind doing what is essentially dirty work. Igor was always cheerful on the job. At no time did he feel the work was beneath him."

An accomplished musician both on piano and as a vocalist, he was a popular entertainer at a Russian theater in Brooklyn as well as in informal concerts in the homes of other Russian émigrés. He leaves behind some great recordings that Local 100 will feature on our website at www.twulocal100.org.

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.

Bernard Corr
Retired Station Agent,
and husband of retired
Station Agent Carol Corr,
in January 2013.

Joseph V. Hoffman
Active Light Maintainer,
on April 3, 2013.

Mamie Green
Retired Station Agent,
on March 23, 2013.

Fred Miles
Retired Track Equipment
Maintainer,
on April 7, 2013.

Melvin Rhodes
Retired TA Bus Operator,
on April 8, 2013.

Robespierre Dorisme
Retired Power Maintainer,
on March 30, 2013.

Kathleen N. Steele
Active Station Agent,
on March 23, 2013.

Leonid Pooh
Active Light Maintainer,
on May 7, 2013.

Phillips Phillip
Active Car Inspector,
on May 5, 2013.

Thomas E. Gladwell,
Retired TA Bus Operator,
on May 9, 2013.

Oscar O. Solivan
Active TA Surface Cleaner,
126th St. Depot,
on May 19, 2013.

Alfred Phoenix
Retired Tower Operator,
on May 21, 2013.

Tommy Terry
Retired MABSTOA
Property Protection Agent,
on April 27, 2013.

Clive "Biggs" Williams,
Active MABSTOA Bus
Operator, April 22, 2013.

Henry P. Apter
Retired TA Bus Operator,
on April 13, 2013.

John Piniat
Retired Conductor,
on April 7, 2013.

Harry Sepulveda
Active Power Maintainer
and former Power Section
Recording Secretary,
on May 7, 2013.

Ray Prens
Retired MABSTOA
Bus Operator,
on March 14, 2013.

Thomas Griswold
Retired Train Operator,
on March 3, 2013.

Dexter D. Davis
Active Station Agent,
on March 17, 2013.

Robert Steward
Retired Cleaner TA,
on February 11, 2013.

Jacob Shaw
Retired Cleaner TA,
on February 24, 2013.

Gordon Cox
Retired Car Maintainer,
on March 12, 2013.

Alphonso Iula
Retired Power Maintainer,
on January 16, 2013.

Leo Francis
Retired Structure
Maintainer,
on March 1, 2013.

Rudolph Sutton
Retired Conductor,
on November 25, 2012.

Cecil Souvenir
Retired MABSTOA
Chassis Maintainer,
on August 1, 2102.

Sherman Black
Retired Cleaner TA,
on January 27, 2013.

Victor Flores
Retired Trackworker,
on February 18, 2013.

Vivian Williams
Active Station Agent,
in January 2013.

Anderson Jay Goosby
Retired Tower Operator,
and husband of Council-
woman Dorothy Goosby,
on March 26, 2013.

James Romano
Retired TA Bus Operator,
on December 16, 2012.



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TWU FOUNDER MIKE QUILL PAVED THE WAY FOR A Politically Active TWU

Another big political season is in full bloom in New York City with dozens of candidates frantically campaigning for Mayor, Borough President, Public Advocate, Comptroller and City Council. TWU Local 100 is already in the thick of things working for the candidates who have earned our endorsement. From its earliest days, political action has been a core activity in the union's struggle for decent contracts and fair treatment. No one knew this better than TWU's founder, Michael J. Quill.

By James Gannon

AMERICA WAS SLOWLY EMERGING FROM THE GREAT Depression in 1936. Unemployment was 'down' to 16.9 percent from a high of nearly 25 percent in 1933. A loaf of bread was 8 cents, gas was 10 cents a gallon and a pound of hamburger meat was 12 cents.

America's Jesse Owens stunned the world at the Berlin Olympics by winning four gold medals in the 100 and 200-meter dashes, the long jump and the 4 x 100 relay.

Margaret Mitchell's *Gone With the Wind* was published and became an international sensation. In sports, the World Series was an all New York event, with the Yankees beating the Giants in 6 games.

But for the fledgling TWU and New York City transit workers, tough times continued. The union was in the midst of what would become its most important organizing drive on the IRT.

The December 1936 *Transport Workers Bulletin* railed against exorbitant executive wages (company boss George Keegan made \$25,000 annually) while the company was in bankruptcy and the workers continued to suffer.

The *Bulletin's* editorial stated: "While it is true that the company's income is limited to the revenue based on a fixed fare, its disposal of this revenue is determined by the company and the Receivership."

The editorial continued: "The IRT employees are daily



Mike Quill, right, with Mayor Fiorella LaGuardia, and CIO Regional Director Alan Haywood in 1937.

subjected to hardships, deprive themselves and their families of absolute necessities, because of miserably low pay (average annual pay on the IRT was \$1,591). Fifty-six hours spent in a powerhouse, in a subway tunnel, in a tower or booth breaks down the worker's health and morale. The IRT workers have a claim on the revenue of the company, since it is their labor which produces this revenue."

As the union plugged away to organize transit workers, union founder Michael J. Quill viewed with great interest another less remembered happening of 1936, the founding of the American Labor Party by needle trades union leaders including David Dubinsky of the Ladies Garment Workers, Sidney Hillman of the Amalgamated Clothing Workers and Alex Rose of the Hatters Union.

This coincided with the adoption of a new New York City Charter that did away with the Board of Aldermen (dominated for years by Tammany Hall political machine patronage) with a new City Council to be elected by proportional representation.

American Labor Party founders saw the new party primarily as a vehicle to give union members and workers liv-



ing in New York's blue collar ethnic neighborhoods, many of whom were socialists, an alternative line to vote for Democrat FDR in the 1936 Presidential election.

The Party garnered 274,924 votes for FDR in that election, but also 262,192 votes for Herbert Lehman for Governor in the same year.

It also endorsed Harlem's Adam Clayton Powell for Congress in 1944, securing 14,000 votes for him on the ALP line. With ALP support, Powell became the first African American from New York to be elected to Congress.

The ALP ran its own candidates for lower office as well, but none other than Mike Quill was probably its biggest homegrown star.

Quill successfully ran for the City Council from the Bronx in 1937, 1943 and 1945 on the ALP line. His strength was always centered among transit workers and Irish-American blue-collar workers. But Quill was never a one-trick pony. He aggressively reached out to other ethnic neighborhoods and had his literature translated into Spanish and Yiddish (reproduced here).

While Quill was the highest vote getter from his area of the Bronx for City Council, Mayor Fiorello LaGuardia benefited mightily from the ALP endorsement. The Mayor got 482,790 votes on the ALP line, which amounted to 21 percent of his total vote in his successful reelection run. But in the Bronx where Quill had such influence, more than half of his votes came on the ALP line.

Delegates to TWU's Second Biennial Convention in Atlantic City in 1939 enthusiastically endorsed Quill's re-election bid (that he lost) in November of that year.

The resolution recognized the importance of having pro-worker candidates in office. The resolution read, in part: "In the past two years, Brother Quill has defended the rights and interests of transit workers and of the people of the City of New York by his honest, courageous and progressive stand in the City Council. Issues and problems of vital importance to the transit workers and to labor in general are

to be disposed of in that municipal legislative body in the coming years... and the interest of the transit workers can best be guaranteed by Brother Quill's presence in the New York City Council."

A number of delegates rose to endorse the resolution including Robert Wihler from Detroit. His words underscored the importance of political action then, and still ring true today. He said: "You may wonder why I take the floor on this resolution since I come from Detroit. It is up to every one of us to back our candidates, our union leaders, as much as we can in the entire country. We have a notable example on this from the State of Michigan. Governor Murphy is one of the finest men that Michigan ever produced. His defeat was followed by a repeal of many progressive measures. He was followed by a Republican administration which has certainly spoiled the democratic system in Michigan."

Another delegate, then Local 100 President Austin Hogan, also rose in support. He said: "This resolution embodies the policy not only of the Transport Workers Union of Greater New York, but the Transport Workers Union of America – that of electing to office wherever possible direct representatives of the workers, the people who have sweated, people who have toiled, people who know the problems of the working people not alone of New York, but of the other areas."

The resolution was unanimously passed after the Hogan speech, accompanied by a demonstration of cheers and applause and the singing of "For He's a Jolly Good Fellow."

The American Labor Party failed to get sufficient signatures to receive a ballot line in the 1954 election, and it was dissolved two years later.

TWU Local 100's commitment to political action never waned, however. The union continues to support worker friendly candidates for office, not only for Local offices such as Mayor and City Council, but also for Congress and President. The union played major roles over the years in the election of New York City Mayors Bill O'Dwyer, Robert F. Wagner, Jr. and David Dinkins.



Quill published his campaign literature in English, Spanish and Yiddish.



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