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Transport Workers

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BULLETIN

TWU Ignites Labor Response

Local 100 was the first union to endorse Occupy Wall Street, and the rest of labor followed suit resulting in the largest labor rally in memory. See page 11.



MASS MEMBERSHIP MEETING TO FOCUS ON CONTRACT DECEMBER 3RD

Welcome to “Occupy Wall Street”

TWO MILLION AMERICANS HAVE BEEN ON UNEMPLOYMENT FOR MORE THAN TWO YEARS. THE AVERAGE TIME ON unemployment is now at 40 weeks, a new record for jobless misery. Employment for teens this past summer was 48.8 percent, the worst since record keeping of this statistic began in 1948. Young people just entering the job market can expect months of fruitless searching, and then if they are fortunate enough to find a job they can expect low pay and few if any benefits.

For working families, wages and buying power are falling well behind inflation. The layoff fear factor is escalating in both the public and private sectors. And public employees across the country are facing demands to pay for the Wall Street-induced economic implosion with drastically reduced wages, pensions and health benefits or else forfeit our jobs.

The big corporations, on the other hand, are doing quite well. Profits are way up. Bonuses are soaring. And corporations are sitting on nearly \$2 trillion in cash that they are unwilling to invest in the American economy and job growth.

Welcome to “Occupy Wall Street.” In fact, the young people who sparked what has become a national firestorm of protest against Wall Street and corporate America have all the powers-that-be who slavishly protect corporate interests very nervous.

Many in Congress and state and city governments have lashed out at the protesters as “mobs” and “bums” and “drug abusers.”

Mayor Bloomberg and NYPD brass took it a step further with the much-publicized mass arrests on the Brooklyn Bridge on Oct. 1, 2011.

None of it is working. The protesters have struck a chord with working families, who are seeing with clarity that the “shared sacrifice” preached by government is a one-way street all heading in our direction.

Politicians and editorial boards everywhere criticize the

protesters for not having defined goals. But the message is there loud and clear. They’re not listening, or just don’t want to hear it. The protesters are shining a spotlight on the growing divide between the wealthiest Americans and a shrinking middle class. This harsh light of reality will hopefully influence national policy against a range of economic and tax policies that is all slanted heavily towards the top one percent.

What better example of inequity than our billionaire Mayor Bloomberg’s recent decision to put 700 of the lowest paid school workers on the street, while at the same time he and Gov. Cuomo are lavishing New York’s highest earners with a \$5 billion tax break.

Our Executive Board did the right thing by authorizing Local 100 to be the first union to endorse the “Occupy Wall Street” movement. The Executive Board action has helped thrust Local 100 squarely into the middle of the fight. It is where we belong.

As we prepare for our own fight to defend our contract and our jobs in upcoming negotiations with the MTA, we will draw strength from the knowledge that workers everywhere will be supporting us.



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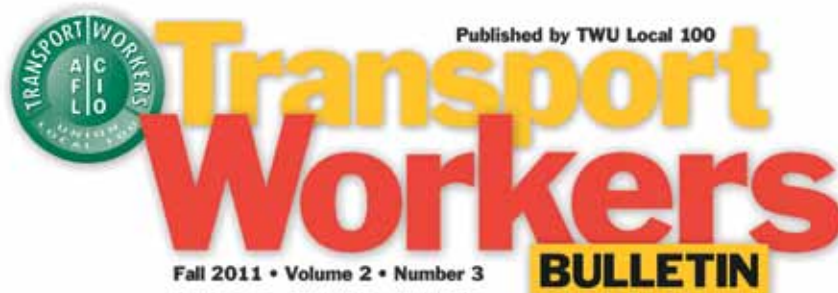
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8-9

Union Seeks Rat-Free Subways

Local 100 officers and members launched a new program recently to enlist riders in an effort to pressure the MTA to address the burgeoning rat population in the subways. Photo shows first event in the program at Jamaica Center Station in Queens.



20-21

Big Turnout for Labor Day Parade

Local 100's contingent at this year's Labor Day Parade was large, spirited and among the first unions to step in the line of march.



26-27

Hurricane Shmurricane! Transit Workers Take Irene in Stride

The MTA shut down the entire system for Hurricane Irene. But transit workers were on the job just the same to clear damage and get the system up and running within hours of the storm's abatement.



Attend the TWU Local 100 General Membership Assembly

December 3, 2011
Roseland Ballroom
(239W. 52nd St.)

- Morning Session 10:00 AM
(doors open at 9)
- Afternoon Session 4:00 PM
(doors open at 3)
- Reports on Negotiation,
Finances, New Home
for Local 100 and the
President's Report

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Front Page Photo

Jan Ross

Executive Board Approves New Home for Local 100

ON THURSDAY SEPT. 29, 2011, THE TWU LOCAL 100 Executive Board voted to approve the purchase of a new and permanent home for the union at 195 Montague Street, a beautiful, centrally located office tower in downtown Brooklyn.

195 Montague is a full-service building in one of the City's greatest locations that blends business, residences and the vibrant character of Brooklyn's venerable past. The location also has the added benefit of being just blocks from the MTA's buildings at 130 and 180 Livingston Street, where Local 100 conducts a good deal of union business.

Of the numerous previous homes for Local 100, the new location would be the most convenient ever to mass transit, immediately adjacent to the 2, 3, 4, 5, N, and R lines, as well as the B41 and other bus lines. It is also only blocks from the A, C, and F lines.

Local 100 would own three floors in the building. There will be no access problems for our members as there currently are at 1700 Broadway.

There are still several steps before the purchase is finalized, including approval by the TWU International. If the purchase is approved and Local 100's due diligence investigation finds no problems, we could reasonably expect to be in the new building by Labor Day 2012.

By making this commercial real estate purchase, Local 100 will ultimately be saving over \$100,000 per month, compared to monthly expenses at 80 West End Avenue, the building formerly owned by the union.

Perhaps most important, the purchase leaves us with enough money left in the building fund to acquire or lease property in the Bronx and Queens so we can open up TWU field offices to serve the outer boroughs.



MLK Monument Unveiled on Washington Mall

TWU Helps Celebrate Dr. King's Legacy

SHARING MEMORIES OF THE CIVIL RIGHTS STRUGGLE AND shared victories, TWU Local 100 members new and old boarded buses and private cars to go to the Washington Mall on October 15th.

Old timers remembered Dr. King's special fondness for TWU Local 100, memorably documented 50 years ago this month when he addressed the TWU International Convention in New York.

For Local 100 staffer Michael Graham, the trip was an opportunity to take his two young children to an event that he hopes will shape their generation's outlook.

Top officers of Local 100 including Secretary-Treasurer Earl Phillips marched with union banners and placards (see photo below). Said Local 100 member Nick Lucas, who took the photos for this article: "It was beyond impressive. We had many TWU retirees among us, and one of the guys mentioned seeing the whole civil rights movement. He remembered the struggle with the water hoses used against people and he got so emotional it brought tears to his eyes."

TWU oldtimers reminded everyone that Dr. King was there for Union struggles and how the Unions were an important part of the civil rights movement.

Fourteen quotes from King's ministry are carved on the 30-foot tall monument, including lines from his famous, "I Have a Dream" speech delivered on the same ground. But TWU members may want to remember what he said to our membership so many years ago: "No doubt the special depth that typifies your Union springs from the fact that you are virtually a Union of minorities...Negroes who are now beginning their march from the dark and desolate midnight of discrimination can find from you inspirational lessons for the hard road still ahead."



NAVY YARD CONFERENCE ASKS: Can Transit Manufacturing Jobs Come Back?

WANTING TO GO BACK TO THE PAST CAN BE A GOOD thing, especially when jobs are at stake.

Local 100 sponsored a major conference (Building the Future: New York State Transit Manufacturing) on September 27 with the national Blue Green Alliance at the Brooklyn Navy Yard. The gathering focused on bringing back transit-related manufacturing to the City and beefing up production in New York State. U. S. Deputy Secretary of Transportation John Porcari told the conference that there's currently no American manufacturer who produces track for light rail. He issued a challenge to American steel companies to set up a production line. The Navy Yard, which boasts several huge factory shell buildings and shipping facilities, could fit the bill.

Recalling a history of heavy manufacturing at the 300-acre site during wartime, Local 100 President John Samuelsen drew applause when he told the attendees that New York's working families – who support the transit system by their ridership – deserve first crack at the good manufacturing jobs that are part of the MTA's equipment supply chain.

Not that long ago, buses were built in New York City by Fifth Avenue Coach on what is now the site of the Manhattanville Bus Depot. But today, buses are made outside of the City and rail car bodies are produced in Brazil and Canada before being fitted with component parts in U.S.-based factories like Alstom's plant in Horsham, Pa.

The conference was notable for who took part, including top MTA officials including Chairman John White and lobbyist Hillary Ring. Just as MTA's involvement was being questioned, Mayor Bloomberg sent his top economic development advisor, Deputy Mayor Robert Steel, to deliver a message of support.

Keynoting the conference was Congresswoman Jerry Nadler, one of transportation's major advocates on Capitol Hill, who gave a rundown of federal funding streams. Elliot "Lee" Sanchez, former MTA CEO, now with the transit management firm AECOM, and Chuck Woche, who represented the manufacturing sector.



Panelist included top officials of the MTA, U.S. Department of Transportation, the Bloomberg administration, rider and advocacy groups, business, and Local 100.

facturing sector. Citizen advocates included Gene Russianoff of the Straphanger's Campaign and Cecil Corbin-Mark of WEACT. Environmentalists included Deron Lovaas of NRDC, and labor support came from ATU International President Larry Hanley.

For too long, transit has taken a back seat to the other two big economic movers in New York State – healthcare and education. By building wide alliances, the union can turn up the heat at the State House level to push environmentally-friendly, manufacturing-intensive transit jobs as being key to future economic success.

Labor's participants included, from left, ATU International President Larry Hanley, Local 100 President John Samuelsen and Secretary Treasurer Earl Phillips.



Union Presents Case on Health Benefits to Contract Arbitrator

LOCAL 100'S FIGHT TO RECOVER IMPROPERLY DIMINISHED HEALTH CARE benefits due to the change in carriers on Jan. 1, 2011 entered a new phase in mid September with commencement of the union's local wide grievance on this issue before Contract Arbitrator Richard Adelman. Union officers and attorneys, including Local 100 President John Samuels, Vice President Tony Utano, General Counsel Larry Cary and other officers and staff participated in the pre-hearing preparation and presentation of the grievance, filed by Recording Secretary Benita Johnson.

The union presented opening arguments on Sept. 14, 2011. After the presentation, Arbitrator Adelman urged the two sides to jointly hire a benefits consultant to do a clinical comparison of benefits. The MTA refused to share the cost, so the union is in the process of retaining such a consultant on its own, who will provide an opinion on the union's case that benefits under the new carriers are not the

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porters covering the event that while MTA managers and executives enjoyed "gold-plated" health coverage, transit workers have suffered during the health benefits transition earlier this year.

Samuels said that hundreds of transit workers had been "nickel and dimed" – and worse – during the transition from GHI and HIP to Empire Blue Cross, United Health Care,

fies that the new benefits be equal to or better than the old, many found themselves cut off from health care entirely for a period of time. One member's wife had to put off cancer surgery. Others saw costs for prescription drugs soar.

"We're not even in contract negotiations and we're already under attack," said Samuels.

The Local 100 Member Services Department has been taking each case to management and carefully documenting the results. Management has fixed some individual problems, but they continue to refuse to address many of the issues that are causing members to grieve in the first place.

If you have experienced problems with the health benefits transition, call our Member Services Department at (347) 643-8062. Or, go to the Union's website at www.twulocal100.org. Click



Local 100 President John Samuels led a demonstration at NYCT's human resources facility at 180 Livingston Street to highlight the problems many members and retirees are encountering with the new health care providers. At right is staff rep Charles Jenkins.



I. HARTER



LOCAL LAUNCHES DRIVE “New Yorkers Deserve a Rat Free Subway”

WITH COMPLAINTS FROM BOTH MEMBERS AND PASSENGERS THAT THE RAT population is spiking in the subways, Local 100 launched a new public campaign to pressure the MTA to act.

The union kicked off “New Yorkers Deserve a Rat Free Subway” on September 21, 2011 at the Jamaica Center terminal, identified by Local 100 members as a particularly rat-infested station.

At the heart of the campaign is a petition urging the MTA to adopt the union’s five-point plan to address the growing health problem, including:

- more frequent trash removals from the stations;
- patching up holes in walls and floors;

- more platform trash cans;
- tight-fitting lids for trash storage bins.
- more cleaners.

As the Bulletin was going to print, the union had sponsored four petition drives at key stations, including Jamaica Center, 149th Street and 3rd Ave. in the Bronx, and Atlantic Terminal in Brooklyn, with more to come. More than 2,500 passengers have already signed the petition, in some cases waiting in line to do so.

In late summer, the New York Daily

News reported that a young woman was bitten by a rat at the Brooklyn Bridge Station, and NY1 News reported that a rat brazenly ran over a woman’s foot as she waited for a train at the 81st and Central Park West Station.

The union has initiated a website (www.ratfreesubways.com) where the public can view videos and news articles on the problem as well as signing the petition on line.

After the initial hit at Jamaica Center, the MTA initiated a major cleanup there.

Local 100 President John Samuels said that a system-wide effort is needed “in the interest of worker safety and public health.”



Photo: Local 100 members and staff (at 149th St. and 3rd Ave. in the Bronx) pose for photo behind banner announcing the union’s campaign.



TWU, ATU Team Up to Defend Transit Funding

TWU AND ATU MEMBERS, RIDERS, AND POLITICIANS held demonstrations in 10 cities on Sept. 20th to highlight the crisis in transportation funding both nationally and locally, in a campaign labeled, **Don't X Out Public Transportation.**

In New York, Local 100 officers and members, led by Local 100 President John Samuels, gathered on the steps of City Hall to demand that Congress restore a planned 33 percent cut to mass transit funding, and to urge Gov. Cuomo to sign legislation (Transit Lockbox, S.4257-C/A.6766-C) which would prohibit the diversion of dedicated public transportation funds for any other purpose.

Demonstrators chanted "sign the bill, sign the bill," as they condemned the diversion by Albany of more than \$260 million in transit funding for other budgetary purposes in the past two years. Samuels said that the theft of these funds caused the massive layoffs and service cuts in 2010. As press-time, Gov. Cuomo had not acted on the bill. He has until the end of the year to decide its fate. The State Senate and Assembly both adopted the measure unanimously last June.

The TWU and ATU Internationals collaborated on the campaign. Congressional Republicans proposed sharp cuts to federal funding for public transit and surface transportation programs. The unions say that if these cuts are implemented, transit riders can expect service delays, fare increases and over-crowding. Also, the cuts would increase unemployment during an employment crisis, and would leave many Americans, especially in suburban communities, stranded without access to their jobs and basic services.

In addition to New York, Don't X Out Public Transportation events were held in Boston, Los Angeles, Chicago, Cleveland, San Francisco, Providence, Minneapolis, Birmingham and Springfield, MA.

Numerous other groups joined labor in the campaign, including the American Public Transportation Association (APTA), the Los Angeles Bus Riders Union, the National Alliance of Public Transportation Advocates (NAPTA), Re-connecting America, Transit Riders for Public Transportation, the Transportation Equity Network and Transportation for America. In New York, the Straphangers Campaign and other advocacy groups joined in.



Local 100 President Samuels (center) and Secretary Treasurer Earl Phillips (right) urge Gov. Cuomo to "sign the bill, sign the bill."

Union Support Lifts “Wall Street” Protests

AFTER TWO YEARS OF VERBAL POUNDING FROM PUNDITS AND POLITICIANS ABOUT THE UNFAIRNESS of the federal bailouts of the banks and Wall Street financial houses, Americans finally got angry enough to mount spontaneous “occupations” all across the country to protests against the “one percent,” who are getting richer while escaping the responsibility to pay their fare share into the American social contract.

TWU Local 100 thrust itself into the vanguard of labor support when the Executive Board voted unanimously to endorse Occupy Wall Street

began. TWU’s strong endorsement set the stage for dozens of labor unions to follow suit soon thereafter. With Board approval in place, the Union and



Local 100 President John Samuelson addresses enormous crowd at Foley Square rally on Oct. 5, 2011.

"Wall Street" Protests

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what would be the largest event in the history of Occupy Wall Street to date – the October 5th rally at Foley Square and march down Broadway to the financial district, which drew upwards of 20,000 people.

On September 30, President John Samuelson was interviewed on Keith Olbermann's Countdown program on Current TV, the first of many interviews he would give to the media, establishing Local 100's foundational role in the growth of labor support for the OWS movement. He made it clear that workers feel the economic deck is stacked against them, while the country's political class only serve a wealthy elite, disregarding the welfare of the people at large.

The 'occupiers' are not actually occupying much, just public squares in many of America's largest cities. They are acting in the Gandhian tradition, wearing their powerlessness on their sleeves, substituting moral authority

for financial clout. They're raising a collective cry for jobs. But their presence is more than that. In their meetings and deliberations, they seek to hold up a model of a better, more equal society.

In its October 4 edition, the *Daily News* editorialized against TWU Local 100's role in the protests, complaining that Samuelson had found "useful idiots" in the demonstrators, who they said were being used to further Local 100's own agenda. Samuelson replied to the editorial by a letter, saying that "... to categorize the Wall Street protesters as 'useful idiots' is proof that you need to get out of your corporate towers and speak to your own readers every now and then. The protesters have struck a loud chord with transit workers and all of New York's working families."

Local 100 played the central role in the action at Foley Square, setting up the stage, coordinating security, and

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Judge Denies TRO on NYPD Commandeering of City Buses

The mass arrests of 800 OWS protesters on the Brooklyn Bridge on October 1, 2011 sparked a Local 100 petition in Federal Court for a restraining order against the commandeering of City buses to transport arrestees.

Police arrested the protesters for "obstructing traffic" on the Bridge. However, claiming that Correction Department buses called in to transport prisoners were tied up in traffic, police brass ordered that four New York City Transit buses be commandeered, their passengers booted from their regular runs, and the vehicles placed into service to ferry arrestees to jail.

Local 100's response came two days later in federal court, when President Samuelson instructed Union attorney Arthur Schwartz to seek an injunction barring the prac-



tice from ever happening again.

The union based its case for an injunction on the 4th Amendment. "The government may only compel a citizen to assist in law enforcement when there is imminent danger," the union's case declared. "There was no imminent

danger here, and therefore the Operators' 4th Amendment rights were violated."

Federal Judge Paul Engelmayer disagreed. He refused to issue a temporary restraining order, stating among other things, that Bus Operators had, or should have had, an expectation that they might be pressed into serving the needs of the police, because there is a memo about how to handle being commandeered in management's training manual. The judge will hear further arguments at a later date.



E-mails Praise Local 100 for OWS Support

Many people from around the country have e-mailed Local 100 to thank us for supporting OWS. Here's a sampling.

“As you may have heard, public transportation in Wisconsin is being seriously squeezed by our Koch-funded Governor Walker. TWU local 100 is a terrific model for the unity & solidarity we are going to need if we—the 99%” are going to take our country back.”

Way to go—thank you!

Donna Berry

Eau Claire, Wisconsin

“My husband and I are part of the “other” 99%, and we’d like to thank you for supporting Occupy Wall Street. The men and women of TWU are truly acting as American heroes. Keep fighting the good fight. We support you from Indiana!”

Much respect,

Sarah and Jake Freeze.

“Thank you for supporting Occupy Wall Street. Without the unions we don’t stand a chance. Thank you for fighting the city over forced busing of the protesters. I salute you, brothers and sisters.”

Charles Carroll

Oakland, CA

“Congratulations on Local 100’s support of the protesters on Wall Street. It is an action that would be expected by TWU’s founder, Michael Quill. Having known and worked closely with Michael during the last ten years of his life I am certain that he is looking down at you with his big, broad smile and giving Local 100 a rousing thumbs up.”

Al Lawrence

“I am an American who lives in Tennessee. I want to thank you for your stand in supporting Occupy Wall Street. I know you will help to make a massive difference, not only on your own lives in NYC but also the lives of Americans throughout the country. So, thanks for helping to light a spark.”

Jeff Heston

Crossville, TN

“I’ve never been to New York. I don’t think I’ll be able to see your wonderful city since I’m disabled. But I wanted to thank you for your actions recently by standing with the Occupy Wall Street group. It’s locals like you that make our country great. It’s actions like yours that make me wish I could see New York at some point in the future.”

Byron Harper

San Antonio, Texas

Wall Street” Protests

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inviting speakers. Many politicians attended but were not allowed to speak, underscoring the protesters’ belief that political leaders have largely stayed on the sidelines as economic calamity has descended on working families.

Local 100 President John Samuelsen delivered the wrap-up speech, thanking the Wall Street protesters “for

showing us how to do it,” and angrily denouncing Wall Street financiers for sitting on the capital needed to re-ignite the American economy by creating jobs. He then called for the march to begin, and thousands stepped off.

On October 6, the day after the march, the protesters’ cause was endorsed by Rich Trumka, President of the AFL-

CIO, the labor movement’s highest official. On the same day, WNET Channel 13’s MetroFocus produced a probing report on the connection between the MTA’s increasing reliance on bonded-out debt, profiting a small number of financial institutions and investors and sucking money out of transit operating expenses, and TWU Local 100’s anger against Wall Street.



Why OWS Has Struck a Chord!

According to Republican House Whip Eric Cantor, the Wall Street occupiers are a dangerous mob. Cantor is in tune with the pundits at Fox News, who say the occupiers want to destroy America.

Neither Cantor nor Fox reflect the views of most Americans. On October 9 and 10, Time Magazine polled a thousand adults on their attitude toward the Tea Party and Occupy Wall Street. Some 54% gave a thumbs up to the occupation, and only 23% a thumbs down. In contrast, only half as many expressed a favorable attitude toward Fox’s beloved Tea Party.

Why has Occupy Wall Street won that level of sympathy so readily?

During the past four years, real household income in the United States has fallen 9%. This year, 1.2 million families will lose their homes to foreclosure. 25 million Americans can’t find full-time work, or can’t find work at all. But it’s not all bad news: Wall Street bonuses are nearly back to their pre-crisis levels.

Bill Clinton might say: It’s the economy, stupid. And he would be right. But it is also the blatant unfairness.

First, the big banks and financial houses wrecked the economy. Then they got bailed out with taxpayer money because if they failed, there would be no economy and no jobs. Now they are back to rewarding themselves with high pay and bonuses, while for 99% of us there is no recovery.

Meanwhile, U.S. corporations are sitting on \$1.9 trillion in cash equivalents and have another \$1.5 trillion parked “abroad,” that is, in

accounts in the names of foreign subsidiaries. It isn’t that Corporate America has no money to put into jobs. It’s that they won’t.

In times like this, people rightly expect government to do something. Yet, every attempt to right the situation, no matter how modest, is getting shot down in Congress and in state governments. The Republican majority on the Hill has scuttled a modest jobs bill; it seems that putting people to work rebuilding roads and bridges is “job killing.” Meanwhile, Albany is just a few months away from dropping taxes on the wealthiest New Yorkers. In politics, money is talking and the rest of us are having trouble getting a word in edgewise.

This is why those who have taken to the streets against Wall Street greed are rapidly winning sympathy. What kind of future we are looking at depends on whether labor and community forces can find ways to turn that sympathy into a force for change.



Local 100’s top four officers at the Oct. 5 rally to support OWS, including from left: President Samuelsen; Admin. VP Angel Giboyeaux, Sec’y Treas. Earl Phillips and Rec. Sec’y Benita Johnson.

911

TEN YEARS LATER

A Look Back Reveals Transit Workers' Key Role

By Alan Saly

WHEN THOUSANDS OF FIRST RESPONDERS RUSHED to World Trade Center Plaza on September 11, 2001, they were confronted with a cataclysm on an immense scale. Much of the wreckage of the towers was iron beams and large slabs of concrete. Potential victims were pinned down by tons of debris, too heavy for even trained crews to move by hand.

At the same time, underground, and in the streets of lower Manhattan, Train and Bus Operators were coping with a panicked public.

New Yorkers found refuge from billowing clouds of smoke on City buses. Train operators coming into stops in the financial district ordered crowds

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911: Ten Years Later

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to board immediately so that the stations could be evacuated. Around the City, Bus Operators brought firefighters and police to ground zero, some of whom would die in the collapse of the towers.

Once the towers came down, the call went out for the heavy equipment: cranes, backhoes, low-boys, loaders, and flatbeds of all sizes. New York City Transit, the only entity with sufficient equipment on hand at a moment's notice, put together a five-mile long convoy of trucks on 9/11, starting at Grand Army Plaza in Brooklyn, which rolled to Ground Zero. Thousands of transit workers – fully 3,000 by the end of the rescue and recovery effort – were placed into service. As Transit lifted and moved the fragments of the collapsed towers, ironworkers cut the beams and rescue workers shined lights and lowered themselves into the voids revealed below. What they found was a deep, smoldering pile of rubble, that would remain burning for weeks. Only a handful of survivors were brought out, along with a grim parade of bodies and body parts, many draped in American flags.

Steel beams from the collapsed towers had sliced through the tunnel carrying the 1 and 9 trains from South Ferry uptown, and had cut the fiber optic cables as well. Equipment Maintainers, Track Workers, and others walked the tracks, inventorying the damage. They found that 1400 feet of tunnel had collapsed. Transit workers found the concourse under the WTC undamaged and uninhabited, covered with dust from the collapse.

For months, the work continued, with recovery crews determined to find any remnant or article that could be linked to a

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Photos here show Transit Workers toiling among the rubble at "Ground Zero" on September 11, 12, 13 and for weeks thereafter. Nearly 3,000 Local 100 members, using heavy equipment and their bare hands, worked around the clock with police, fire, and building trades workers to clear the debris and begin the process of rebuilding. Bus Operators and Train Operators and Conductors, none of whom are pictured here, also performed heroically on September 11, 2011 to protect passengers and clear the area of frightened people. In photo at left (with mask) is John Samuelsen on the pile, now president of Local 100. Above, Pete Foley, now Director of the Local's Bargaining Unit Protection.



911: Ten Years Later

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loved one to give peace of mind for their families. New York's blue collar civil servants – Police, Fire, Transit, Sanitation, Correction, DOT, and others – threw themselves into the task, many volunteering, others released from their duties to take part in the effort. Assured by the Federal EPA that the air at Ground Zero was

“safe to breathe,” these workers were unprepared for the health effects that would only become apparent later. Ten years later, 700 of the 3,000 transit workers have joined the World Trade Center health registry at Mt. Sinai Hospital, either to document symptoms or because they believe they might develop health complications in the future from their service on the pile.

The photos in this special section – taken on 9/11, 9/12 and 9/13/2011,

document the work of the members of TWU Local 100 at Ground Zero. Many are not identified, except by their NYCT vests and helmets. Many of our best moments were not documented because there were no cameras around to see them. But New Yorkers remember how transit workers came to their aid on 9/11 on the streets and in the tunnels, how we restored normal service, and how we re-built the damaged lines in record time.

Bus Maintainer Honors 9/11 Heroes, Victims in Special Way

Inspired by the 10th Anniversary of 9/11, veteran Local 100 member Matthew Galcik went above-and-beyond to honor the memory of those lost and those who responded so heroically during the terrorist attacks.

Matthew, a 30-year TA Surface Bus Maintainer, who works at Zerega in the Bronx, erected a magnificent replica of the Twin Towers in his front yard. The 12-foot structures, constructed of 2x4's, ply wood and floor matting, was so expertly done that neighbors and passers-by stopped in their tracks (especially at night when the towers were lit) for long moments of reflection.

Additionally, Matthew painstakingly constructed a plaque with the names of all the 9/11 victims, to add even more drama to his art. American flags adorn either side of the plaque. Finally, a small cross made of 9/11 steel stands in front of the towers.

Matthew wasn't sure what the reaction would be to his effort. “I thought people might be angry, and say ‘you're opening old wounds.’ But just the opposite occurred.”

“Complete strangers stopped and talked with me as if we were long lost friends. And people on the block I hadn't interacted with for years other than to say hello renewed friendships.”



This part of Matt's remembrance is a tablet with the names of all those killed at Ground Zero.



Matt Galcik, right, and Joe Sclafani inspect Matt's amazing recreation of the twin towers.



Galcik believes that his memorial and the emotion of the 10th Anniversary produced a similar effect on people who passed by as in the aftermath of the attack itself.

“Strangers became friends, and neighbors became neighbors again,” he said.

On the day we visited Matthew's house in the quiet Country Club section of the Bronx, Surface Maintenance Chair Joe Sclafani was there to offer his thanks and congratulations.

Sclafani, who volunteered at Ground Zero every day for nearly a month after the 9/11 attacks, remembers that first day vividly. “The damage was so horrific, I think all of us felt compelled to go back again and again.”

Sclafani added his “thanks to all the Local 100 members were there in the aftermath. They did an incredible job, and can never be thanked enough.”

When asked if his more than 120 hours of hard work and \$2,000 in materials was worth it, Matthew responded with an emphatic ‘yes.’

“We're all Americans,” he said. “And for a moment in time, I think I helped bring people together again.”

Pensions Needed Now More Than Ever



PENSION PLANS HAVE PRACTICALLY DISAPPEARED IN PRIVATE INDUSTRY DURING THE LAST THIRTY years. OUTSIDE of government, they are next to nonexistent. Unless we reverse this trend, and soon, our nation will see a future where the elderly are destitute. Much like the 19th century, retirement security will be measured by the willingness of children to support their older relatives.

Growth of Pension Plans

During the Great Depression of the 1930's and in the aftermath of World War II, retirement security was on its way to becoming a reality for many Americans. Social Security became law in 1935 and monthly benefit payments started in 1940.

In 1940, only about 15 percent of the private sector workforce was covered for a pension. During World War II pension plan coverage grew because of wage and price controls put in place to control inflation. Unions, which represented 35 percent of the work force, could not negotiate wage increases so they negotiated the creation of pension plans paying retirement benefits. This trend continued after the end of the war. By 1980, 80 percent of U.S. workers participated in a pension plan.

The growth of pension plans for public sector workers was equally dramatic. In 1929 six states had a pension plan for civil service employees. Today, every state offers a pension plan to its employees.

Decline of Pension Plans

Compared to 1980 when 80 percent of private sector employees participated in a pension plan, as of 1998 only about 44 percent did. As of 2007, only 18 percent of pri-



**Larry Cary, TWU Local 100
General Counsel**

ivate sector workers were actively participating in a pension plan. They have been replaced by "defined contributions plans," like a 401(k), which do not provide a guaranteed income. Today, the average 401(k) balance is only about \$71,000, which is inadequate to provide retirement security since many employees could be retired for 20 or 30 years.

Real pension plans declined in the private sector for a variety of reasons. One is that employers prefer to shift the risk of investment loss to the backs of employees.

The call to cut back or eliminate public sector pension benefits became a loud scream after the stock market crash of 2008-2009.

The crash has shown that most pension plans have been constructed with overly optimistic actuarial assumptions that are too optimistic. This has created a funding crisis of monumental proportions for both public and private sector pension plans because the calculation for paying for the benefit now requires ever increasing amounts to be put into the pension plan. It is important that public and private sector unions educate their members about the causes of the erosion of retirement security in America, and the need to solve this problem by funding social security and pension plans by making our tax policy truly progressive.

TWU Unfurls Colors at Labor Day Parade



HUNDREDS OF LOCAL 100 MEMBERS JOINED BROTHER AND SISTER TWU members from Locals 501, 562 and 512, in a festive, spirited march up 5th Avenue at this year's Labor Day Parade on September 10, 2011. The TWU contingent, which proudly chanted "TWU, TWU" as they marched up the most famous street in America, helped swell the crowd of thousands of union members and supporters from organizations throughout the region.

Many local dignitaries, including New York City Comptroller John Liu and Public Advocate Bill de Blasio, greeted the marchers, as did New York State AFL-CIO President Denis Hughes and New York City Central Labor Council President Vincent Alvarez.

Union members carried signs ("Hey, Bankers, You Broke It, You Pay for It", and "I'm A Union Member, I'm Not the Problem") highlighting issues that have more recently become central themes in the "Occupy Wall Street" movement.

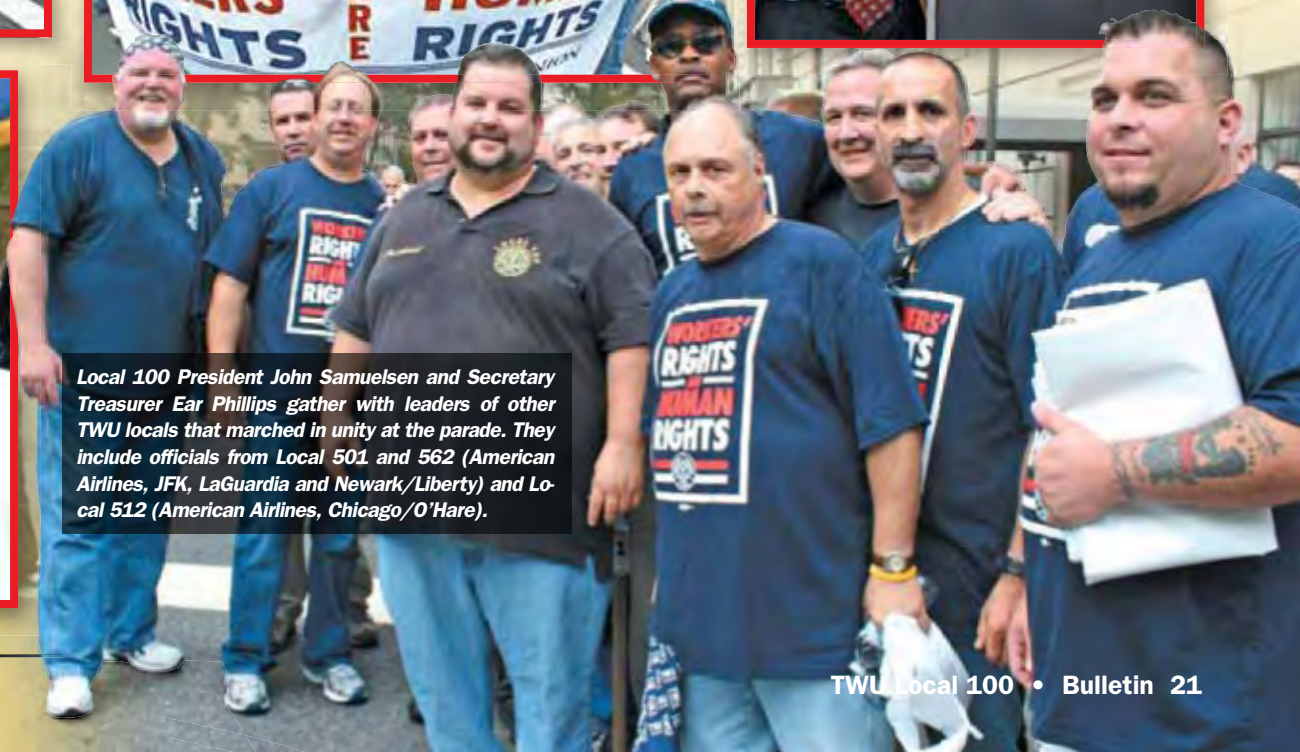




Photo below, Local 100 President John Samuels with new AFL-CIO New York City Central Labor Council President Vinnie Alvarez; photo left, marchers from Stations Division; above, happy Local 100 members at end of march with Secretary Treasurer Earl Phillips (standing left).



Local 100 President John Samuels and Secretary Treasurer Earl Phillips gather with leaders of other TWU locals that marched in unity at the parade. They include officials from Local 501 and 562 (American Airlines, JFK, LaGuardia and Newark/Liberty) and Local 512 (American Airlines, Chicago/O'Hare).



Events

Local 100 Members Never on the Sidelines

Local 100 Celebrates Dia de los Obreros

Nearly 200 members, officers, staff and friends helped Local 100 celebrate Dia de los Obreros, Latino Workers Day, on Aug. 19, 2011. The annual Dia de los Obreros event highlights the many contributions of Latinos and Latinas in the human rights and labor movements, and of course in Local 100. This year's fete took place at the SEIU1199 union hall on West 43rd St. Guest speaker Sonia Ivany, President of the New York City Chapter of the Labor Council for Latin American Advancement, exhorted unionists to make their presence felt "in the streets." Local 100 Secretary Treasurer Earl Phillips and Recording Secretary Angel Giboyeaux are shown flanking Ivany at the event (right). Many members of the Hispanic Transit Society (shown in group photo above) including its President, Rafael Vasquez, also attended.



Local Hosts Japanese Unionists

Local 100 officers and staff hosted a delegation of transportation and public sector union leaders from Japan recently. It was the final stop on the delegation's tour of American cities to discuss common issues and a closer relationship with American union leaders. Photo shows the group with President John Samuels, Vice President Tony Utano, Executive Board member Steve Downs and staff member John Maiure.



TWU Joins Huge West Indian Day Parade

TWU had a large and spirited delegation at this year's West Indian Day parade on Labor Day. Dignitaries including Comptroller John Liu and Public Advocate Bill de Blasio greeted Local 100 members. Photo right shows them with Secretary Treasurer Earl Phillips and staff reps Vanessa Jones and Chris Garvey.



Verizon Strikers Get TWU Support

Local 100 President John Samuelson and other members joined CWA members on the picket line against Verizon in August. Samuelson, brandishing megaphone, excites strikers with a strong message of support and unity.



Division II Oldtimers Have Happy Reunion

Retirees from Division II got together to rekindle friendships and swap stories about the good times on the job. Standing from the left are: J. Kenny, G. O'Mahoney, F. Drumm, P. Coyle, T. Pollio, J. Flynn, R. Clark, B. Reilly, P. Bard, T. Clark, J. O'Sullivan, T. McGee and P. McGeough. Seated from the left, J. Kenny, retired union rep Jack Higgins, O. Heavy, M. Taylor, former Chair Connie Friel, J. McQuade and L. Inabinett.



Continued on next page

Events *(Continued from page 23)*

Union Marches on African American Day

Local 100 members helped to swell the crowd for the annual march in Harlem for African American Day in September. Photos show the big contingent of TWUers at the event, as well as (right) President Samuelsen, with Vice Presidents Kevin Harrington and Maurice Jenkins, and OA Division II Chair Frank Austin.



Local Locks Arms with Harlem

New York City Comptroller John Liu dropped by the Local 100 booth to say hello at this year's Harlem Week celebration. Local 100 members and staffers set up the display, which featured TWU literature and giveaways. The union participates in the event each year to drive home the fact that transit workers are part of the nucleus of every New York City neighborhood, and that the union is a full partner with the communities our members serve. In photo, from left are: Sharon Watts, Tawana Segar, Comptroller Liu, Robert Taylor, Amorette Shaw and Aquilino Castro. Harlem Week, now in its 37th year, is actually a summer long series of events to shine a spotlight on



the great history, heritage and vibrancy of one of New York's great neighborhoods, and the economic opportunities available for business and entrepreneurs.

In Memoriam

Patsy Marmo Dies; Marched With Dr. King



TWU Local 100 stalwart Patsy Marmo, the first TWU Pension Consultant and former Director of the TWU local 100 Retirees Association, has passed away. He was one of only three living members of the TWU group that accompanied Dr. Martin Luther King, Jr. on the historic 1965 March from Selma to Montgomery, Alabama. Patsy had been retired for nearly

25 years.

Local 100 Mourns Tragic Loss of Eddie Ivey



Bus Operator Eddie Ivey was part of the intrepid band of Local 100 volunteers who drove a fleet of buses to help the victims of Hurricane Katrina in New Orleans in 2005.

Now, the good-hearted, universally liked Local 100 member is dead, the victim of a senseless act of gun violence at

an annual gathering recently.

He was only 39 years old, and leaves behind his mother, a son and his grieving long-time girlfriend, also a Bus Operator and Local 100 member.

Eddie worked out of the East New York depot for the past five years. He spent the previous seven years at Gleason.

TWU Local 100 extends its heartfelt condolences to his family, friends and brother and sister union members.

Gabe Freshwater



Local 100 retirees everywhere mourned the passing of Association Board member Gabe Freshwater on August 23, 2011. A longtime member, Gabe drove a bus out of Kingsbridge for more than two decades. He walked the picket lines during both the 1966 and 1980 strikes. He was a proud supporter of the Local 100 Solidarity Fund for

laid off workers.

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.

Frank DiPalma
Retired Transit
Authority employee,
on July 15, 2011.

Douglas Smith
Retired TA Electrician,
on July 4, 2011.

Luigi Vitello
Retired Transit
Authority employee,
on June 24, 2011.

James Lyons
Active TA Bus Maintainer,
on June 23, 2011.

James McClain, Sr.
Retired MABSTOA
Bus Operator,
on June 30, 2011.

Clyde Turner
Retired Trackworker,
on July 27, 2011.

Edward Parker
Retired Station Agent,
on June 28, 2011.

Sebastian M. Raiolo
Active TA Conductor,
on July 1, 2011.

John M. Cannon
Active Station Agent,
on May 23, 2011.

Barry Hare
Active Station Agent,
on June 13, 2011.

Patrick Walsh
Retired TA Bus Maintainer
and former Division
Recording Secretary, on
June 22, 2011.

Gisel Rijo
Retired Tower Operator,
on June 9, 2011.

Felix A. Arieta
Retired Transit
Authority employee,
on July 30, 2011.

George Gaynor
Active TA Conductor,
on July 29, 2011.

Bartholomew Massi
Retired MABSTOA
Bus Operator,
on August 21, 2011.

Grover Spears
Retired Transit
Authority employee,
on August 1, 2011.

Franklin Heyward
Retired TA Bus Operator
on Dec. 22, 2010.

Wilbert Fussell
Retired TA Bus Operator
and former Vice Chair,
Freshpond Depot,
in September 2011.

Dominick DePalo
Retired Transit
Authority employee,
on August 19, 2011.

Robert Percy Adams
active Station Agent,
on September 1, 2011.

Cynthia Nicholls
retired Station Agent, on
September 14, 2011.

Raymond B. Cody
Active Station Agent, on
May 29, 2011.

Dominick Stanco
Retired TA Bus Operator,
on August 26, 2011.

Lorna O. Williams
Active Cleaner TA,
on September 12, 2011.

Rosie Spann-Colon
Retired Station Agent,
in September 2011.

Gabe Freshwater
Retired MABSTOA Bus
Operator, and member of
the Retirees Association
Executive Board,
on August 26, 2011.

Silvero Amalfitano
Retired Transit
Authority employee,
on October 5, 2011.

HURRICANE IRENE CLEANUP:

Transit Workers M

MAKING LANDFALL AT 9 A.M. ON AUGUST 28, HURRICANE IRENE found a City prepared for the worst. For the first time ever, New York City Transit was shut down because of a natural disaster. Yet predictions of massive flooding in lower Manhattan failed to materialize. Seas did not rise enough to breach shorefronts at Battery Park City, the biggest concern of emergency managers. Instead, heavy rains did most of the damage, which for Transit meant many flooded track beds in the Bronx, sporadic communications outages, and water on platforms scattered around the City.



Once the storm was spent, Local 100 members did the heavy work of pumping out flooded road beds and stations, repairing water-damaged radios, placing elevators and escalators back into service, and inspecting tracks prior to resumption of subway service. Bus Operators were pressed into service to evacuate some low-lying areas in Brooklyn and the Rockaways.

Subways were back up and running as of 6AM on August 29th. Bus service had been restored the day before. Many Local 100 members volunteered to report to local work locations, standing by in case they were needed.

The aftermath of the hurricane saw union members working at MTA Bus called upon to serve customers left without rail service on the Port Jervis Line of Metro North, which will be shut down for months due to severe flooding and damage to the tracks. They've been running seven-day-a-week service from all eight Port Jervis Line stations. Thanks to our drivers, 2,300 commuters each weekday have been able to get to work using 40 buses loaned by MTA Bus.



Above and below ground, transit workers pump out tracks, place equipment back into service, check stations and drive special buses to aid stranded commuters. Photo directly above, MTA Bus Operator at Port Jervis, NY where our members are ferrying commuters to the City while Metro North tracks are repaired.

Make It Look Easy



Local Initiates College Scholarship Program

THE COLLEGE-BOUND CHILDREN OF 25 good-standing members got a financial head start on higher education recently thanks to \$25,000 in grants in a first-ever program sponsored by Local 100 and M3 Technology, the union's insurance carrier for life, disability and critical illness benefits.

The 25 winners were selected in a random drawing August 24, 2011 at the 1st Annual TWU Local 100 Scholarship Awards Luncheon.

Local 100 President John Samuelsen said that the union hopes to expand the program. Transit workers all work very hard so that our kids can prepare themselves for the future with a good education. This is just a start on what I hope will be a wider grant program with higher amounts in the years ahead."

John Pescitelli, president of M3 spoke eloquently at the luncheon, offering these words of encouragement for recipients: "Set your sights high and be the best that you can be, no matter what your career path. But, before you begin, put down your laptops and other technology tools and dream! Because, whatever you imagine, can become reality. Before the advent of the personal computer and cell phone, man landed on the moon. That was 1969! Dream spectacular and incredible dreams, like a world without cancer, and you will achieve them!"



*Caption goes here?
Caption goes here?*

M3 Technology, LLC - TWU Scholarship Fund Winners

Winners	College Attending	Local 100Member	Department
Evanie Peters	Hamilton College	Rochelle Hawkins-Peters	MABSTOA Div II
Benedetto La Marca	Westchester C.C.	Filadelfio La Marca	MOW Structure
Brandon Garcia	John Jay College	Robert Garcia	MABSTOA Div II
Gelsomino Papa	Fordham University	John Papa	RTO T/O
Macy Lorraine	Lindain College of Staten Island	Robert Albercht	MOW PD
Frank Corazza	Baruch College	Ben Corazza	RTO C
Sully Pinos	St. John's University	Ninibe Sanchez	MTA Bus
Kiera Haas	St. John's University	James Moran	MABSTOA Maint. Ret.
Onisha McDonald	Temple University	Alban McDonald	MABSTOA Div I
Nirav Shah	New York University	Kirit Shah	Stations S/A
Kadeem Richards	SUNY Albany	Aston Richards	RTO C
Izetta Price	East Stroudsburg U.	Harold Calhoun	MOW PD
Ericka Charles	St. John's University	Erik Charles	MTA Bus
Reginald Bien-Aime	York College	Brissot Bien-Aime	MABSOTA Maint.
Albert Avshalumov	John Jay College	Ilkana Avshalumov	CED C/I
Sara Popow	Westfield State U	Aldo D. Ruta	MABSTOA Div II Ret.
Stephanie Ruggiero	Ocean County College	Steven Ruggiero	MABSTOA Maint
Jakub Pyrycz	Hunter College	Mariusz Pyrycz	MOW Power
Jean Marie Haggerty	Hunter College	Tim Haggerty	CED TPPA
Kaycee Alston	Baruch College	Elizabeth Edwards	MABSTOA Div I
Samantha Freeman	Queensboro C.C.	Chester Freeman	MTA Bus
Anton Chuchkov	RutgersUniversity	Vladimir Chuchkov	MOW LSE
Bhudpaul Dharamraj	Polytechnical Institute	Jaipaul Dharamraj	Stations S/L
Stephaine Elefante	Stony Brook U	Alfredo Elefante	MTA Bus



Transport Workers Union Local 100

\$25,000 in Student Scholarships

The TWU Local 100 Scholarships, offered for the first time ever in 2010, and established by the new leadership, will be awarded by your union each year. Fill out this application to apply for the 2011 Scholarship.

Student's Name

Student's Phone Number (including area code)

Student's Address (City, State, Zip)

Relationship to Union Member

Name of Accredited Two or Four Year College

Course of Study (Major)

Union Member's Name

Pass Number

Union Member's Home Phone Number (including area code)

Union Member's Home Address (City, State, Zip)

Union Member's E-mail Address

Member's Union Position

Union Member's Work Phone Number (including area code)

Union Member's Work Address (City, State, Zip)

Union Member's Transit Division

**TO BE ENROLLED, RETURN THIS FORM IMMEDIATELY TO:
M³ TECHNOLOGY, 2011 LOCAL 100 SCHOLARSHIP
PO BOX 512, MATAWAN, NJ 07747**

The deadline for this application is **December 31, 2011** to be eligible.

These are one year scholarships. However, members in good standing may submit one application each year for the same or a different student.

Applicants for the TWU Local 100 Scholarships must be either members or children or grandchildren of Local 100 members in good standing. They must also be attending or accepted by an accredited two or four year college.

Twenty five \$1,000 scholarships will be awarded at random to qualified applicants.

Winners will be announced in January 2012 in The Transit Workers Bulletin and will be invited to attend our annual scholarship reception accompanied by their spouse, parents, grandparents or guest.

These scholarships are sponsored by M³ Technology, our new Guaranteed Acceptance Voluntary Benefit Administrator.

Good Luck!

Applications must be received by December 31, 2011

Form #: HO20110817-R

Local 100's First Officers: Firebrands

The stories of many of TWU's earliest leaders and organizers have been obscured by the passage of time and the long shadow cast by TWU's imposing and charismatic founder Michael J. Quill. But TWU as we know it could itself be a footnote to history if not for their dogged courage. The Bulletin, from time-to-time will focus on some of these important figures in our union's past as part of "Our Union's Roots" series.

IRONICALLY, THE FIRST PRESIDENT OF LOCAL 100 WAS not a transit worker. Quite the contrary, Austin Hogan was a Cooper Union-educated engineer, who as late as two years before the founding of TWU in 1934, was working on plans for the construction of the Whitestone Bridge.

Hogan was born in Ennistymon, Ireland in 1906. He received a solid education at a Catholic Church-run monastery school and at a technical institute, where he began his studies in civil engineering.

He emigrated to America in 1925 where he continued his studies at Cooper Union. He became exposed to the socialist writings of legendary Irish patriot James Connelly, who was executed by the British in 1916 for his role in the Easter Uprising. Hogan later said that Connelly's beliefs swept him "into a complete understanding of what all this oppression and suffering was caused by."

Hogan became involved in the Irish Worker Clubs, where he met many Irish transit workers. He was an accomplished singer and public speaker and grew in popularity among the workers.

He left a life in engineering in 1934 to join Quill and other early TWU activists in the effort to organize a last- ing union of transit workers in New York.

After three years of stunning organizing successes, TWU had been chartered by the CIO as a full-fledged International Union with 30,000 members in New York, and a growing following in other cities. Quill was elected

International President at the union's first convention in 1937. Austin Hogan, a few months later, was elected President of the newly chartered Local 100.

During the war, Hogan served in the U.S. Army in an engineering unit, where he was seriously wounded and spent months convalescing at a Hawaii hospital.

After the war, Hogan and a number of other leaders came into conflict over Quill's break with radical outside organizations. Hogan lost his position at the 1948 Convention in Chicago.

Unlike some of the other leaders who were also swept out of office, Hogan didn't have a transit job to fall back on. He returned to his engineering career where he worked in New York, on the West Coast and in Ireland. He returned to Ireland in his later years where he died of cancer.

Local 100's first Secretary Treasurer held many of the same socialist beliefs as Austin Hogan, but that was about all they had in common.

Gustav Faber was nearly 20 years older than Hogan, and unlike so many of TWU's early firebrands, Faber was not Irish. He was born in 1891 in Koenigsberg, Prussia. At the age of 16 he became of member of the German Metal Workers Union. After World War I, Faber was elected to the Prussian Diet Legislature on the Independent Socialist Ticket.



Gerald O'Reilly, one of TWU's founding organizers, handing out union literature.

f Different Stripes



Changing political winds caused Faber to emigrate to the U.S. in 1924. He went to work at the 59th Street Powerhouse in 1927, where he built a strong following among other transit worker/machinists.

Faber was a powerful advocate of unionism, and early TWU organizers saw him as a key to winning among the skilled titles. He ran with Hogan in 1937, despite cries from the opposition ticket that they were a bunch of radicals and communists.

Faber survived the historic split at the 1948 Convention, where he was elected International Secretary Treasurer on Quill's slate.

He retired in 1956, and died at the age of 89 in September 1980.

One of TWU's grittiest and most single-minded organizers of the early years was another Irish hothead named **Gerald O'Reilly**. Early in his career as a Conductor on the IRT, O'Reilly took off to attend the St. Patrick's Day Parade, and was suspended two weeks for his absence.

He also felt the hostility that lingered among transit



Local 100's first President Austin Hogan (4th from left). In photo are TWU's core leaders from the early days, including from left: John Santo, Mike Quill, Douglas McMahon, Hogan, Harry Sacher and Maurice Forge.

workers who took part in an unsuccessful transit strike in 1926 vs. those who crossed the picket line.

O'Reilly later recalled that while working as a Conductor, an el train directly in front of his crashed killing the Motorman. When he got to the scene and saw the body, the Motorman of his train remarked that the death was "no loss" because the dead worker had scabbed in the 1926 strike.

O'Reilly befriended fellow IRT transit worker Mike Quill, when they became acquainted in the Irish social clubs of the day, known as the Clan na Gael, which were breeding grounds for

socialist union activism among Irish workers.

O'Reilly was part of the original core group of organizers that founded TWU and helped it flourish in the early years. Like Hogan, however, O'Reilly lost his union position at the 1948 Convention. He returned to the job, and continued to agitate for a strong militant union.

Quill reached out to him some years later and O'Reilly rejoined the Quill team until his retirement.

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Your Family, Your Life.**

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Caring & confidential help for personal and family problems.
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(between 35th & 36th Streets)
New York, NY 10018

212-736-3579

