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Transport Workers

BULLETIN

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90 Is the New ~~80~~, ~~70~~, ~~60~~...

Frank Gurrera celebrated his 90th birthday at his home away from home, the Coney Island Overhaul Shop, in October. His co-workers say he's an "inspiration."

Pages 10-11.





As I Was Saying

JOHN SAMUELSEN, PRESIDENT

New Year, New Battles

THERE'S RARELY A DULL MOMENT AT LOCAL 100, and 2014 didn't disappoint. But before 2014 completely fades away into our rearview mirror, we should all take pride in knowing that, together, we accomplished a lot and our union is well positioned to take on the battles of 2015.

Our TA and OA members are starting the New Year off right with a two percent across-the-board wage increase courtesy of the five-year contract we negotiated with the MTA in April 2014. The contract was our most important victory of 2014, not only because of the excellent wage and benefit increases contained in it, but because we achieved it through negotiation, and not arbitration or strike. Negotiation appears to be a bit of a lost art, especially in the public sector, with most unions relying on binding arbitration to get a contract.

Had we gone to arbitration, we would have been subject to the new City pattern, which includes 18 months of zero increases with the resulting loss of retroactive pay. Also, consider that the City unions are facing a \$3.4 billion health care savings nut, while we achieved important benefit increases in our negotiated settlement with the MTA. In other words, binding arbitration, in all likelihood, would have meant no new dental or vision plans; no first time ever lifetime spousal bridge benefits, and no two-weeks paid paternity and maternity leave on the birth or adoption of a child. Also, many of those MTA takeaway demands, like part-time bus operator, and expansion of OPTO would have been in play in binding arbitration.

On the contract front in 2015, we will be working hard to bring the same wages and benefits won for TA and OA members to our MTA Bus members. But for MTA Bus, we need to secure pension improvements as well. We have been conducting an aggressive political information campaign in support of the MTA bus contract effort. Dozens of members and officers from MTA

Bus, working with Local 100's Political Action department, have paid office visits to many City Council members to gather commitments of support for our MTA Bus pension goals. We will not settle a contract at MTA Bus without pension enhancements.

In 2014 we scored a major organizing win among the 550 workers at Global Contact Services, the MTA's contractor for the Access-a-Ride call center in Long Island City. We also won a representation election against the ATU at Quality Bus in Brooklyn, we won elections at four Bikeshare properties, including New York (Citibike), Boston (Hubway), Chicago (Divvy) and Washington, D.C. (Capital Bike). In 2015, we will be working to secure contracts for these groups.

Also on the organizing front, we worked with the AFL-CIO Organizing Institute to train Local 100 officers and staff in the fundamentals of organizing. We move into 2015 with a top-notch Organizing Department that will continue our efforts to bring TWU representation to transport workers across the region.

We also made tremendous progress in 2014 for our Brothers and Sisters in our School Bus Division. The union committed unprecedented new resources to this important and growing area of our union.

In 2015, we are expanding our very successful college scholarship program to cover an additional 25 students annually. And we are looking at providing a completely new educational benefit for Local 100 families, as well as a greatly reduced-rate SAT prep program for college bound Local 100 children.

2015 will be another building year for Local 100. We will build upon the excellent progress we have made in the past five years. And, we will continually work to improve the services your union currently provides for Local 100 families.

Most importantly, we will continue to strengthen the union as we prepare for the battles we know are coming.

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8-9

Hale-ing Opening of New Bus Depot

Local 100 leaders and members, led by Secretary Treasurer Earl Phillips, turned out in numbers recently for the dedication of the new Mother Clara Hale Depot on 146th Street in Harlem.



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In-House Workforce Does Us Proud

MOW union leaders, including VP Tony Utano, LES Chair John Chiarello, Structure Chair Richard Rocco and Structure rep Eze Chisholm, join members doing ICC work in Brooklyn.



18-19

Union Promises New Campaign for Veterans

Assemblyman Peter Abbate (center) receives award for his pivotal support of the Veterans Buy-Back Bill. He and union leaders (from left) Phil Caruana, VP Kevin Harrington, President John Samuelson and Kevin McCawley, pledged a renewed effort for vets in 2015.



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Packed House for Italian Night

It was wall to wall people at Local 100's Italian Night celebration at Transport Hall in Brooklyn in October. International President Harry Lombardo was guest speaker.



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James Gannon

Retirees Celebrate the Holiday Season

There was good cheer and union solidarity in the air on Friday, Dec. 12, 2014 at the annual TWU Local 100 Retiree Association Holiday Party. Scores of Local 100 retirees, spouses and other family members turned out for the event at the Eastwood Manor in the Bronx.

A lively DJ, and even more lively retirees, kept the dance floor hopping, with Eastwood waiters and waitresses dodging dancers as they served a premier menu of surf or turf.

Retiree Association Director Mike Tutrone and Association staffers Shalena Lindsey, Stacy Luke and Victoria Griss made sure that the event went off without a hitch.

Stations Vice President Maurice Jenkins, MABSTOA Division 2 Chair Frank Austin and Local 100 staff representative Jesse Mendoza attended, as did retired MABSTOA officer Rosy Allen.

All in all, it was a great start to the holiday season.

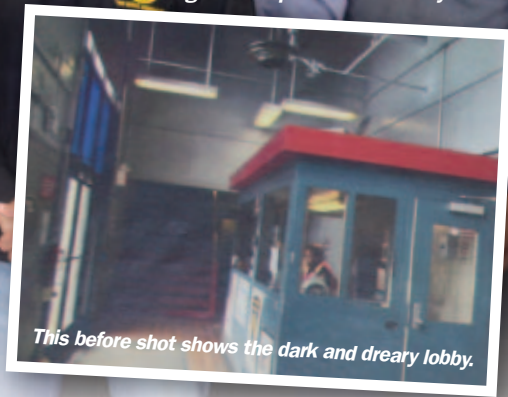


Local 100 members and officers, including VP Tony Utano, Structure Chair Richard Rocco and LES Chair John Chiarello gather for photo in new lobby.



A look at the beautiful tile and other work in new lobby.

ENY Depot Gets an In-House Facelift



This before shot shows the dark and dreary lobby.

THE MTA HAS SAVED MILLIONS BY BRINGING RENOVATION WORK IN-HOUSE, MOST RECENTLY AT THE East New York Bus Depot. That's where a new lobby that wouldn't be out of place on Park Avenue was unveiled on December 18 with TWU Local 100 VP of MOW Tony Utano, MTA Bus Chief Darryl Irick, and Facilities chief George Meduina in attendance.

The real stars of the event were the rank and file members, most from MOW's Structure Division under the leadership of Richie Rocco. Meduina congratulated the TWU electricians, masons, painters, and other titles. Utano told the crowd that great workmanship like that on display in the new lobby makes his job of advocating for more work to be brought in-house easier. A photo display brought home the dramatic difference between a lobby that once looked for-bidding and industrial to one that is 21st Century state-of-the-art.



New York City Transit
Department of Buses

MOW VP Tony Utano, center, with NYCT VP Darryl Irick, left, and Facilities Chief George Meduina, right.



A nice lunch was served to the workers who participated in the lobby rebuild.







TWU Goes 4 for 4 as Bikeshare Unionization Grows

ON DECEMBER 15, BIKE SHARE WORKERS IN WASHINGTON, DC VOTED TO JOIN THE TWU – the FOURTH BIKE SHARE group to do so within a three month span. On September 17, New York City’s bike share, with 200 employees – also known as Citibike – became the first join the union. New York was followed by Boston (Hubway), on December 5, Chicago (Divvy), on December 10, and now Washington, D.C. (Capital Bikeshare).

Until recently, the bike shares – a new way for commuters to get to work and tourists to see a city – were run by a company called Alta, which called its operations an “innovative approach to urban mobility.” Alta however ran into cash flow problems, and was recently bought out by a new firm called REQX, a real estate company that also has a controlling interest in a chain of fitness clubs, Equinox. REQX hired former MTA CEO Jay Walder, who transit workers here will remember without much fondness, as he was responsible for the layoffs of nearly 1,000 union members back in 2010.

REQX hired notorious anti-union law firm Jackson Lewis in an attempt to rebuff organizing efforts. In spite of an expenditure which the TWU estimates at half a million dollars, REQX was unsuccessful in preventing their four largest bike shares from becoming union. Negotiations are now underway in New York for what TWU Local 100 President and International Executive VP John Samuelsen hopes will set the pattern for a national con-

tract for these workers, as TWU aggressively seeks to unionize more bike shares across the country.

Bike share is hugely popular in Europe and is taking off in America’s largest urban centers as well. In New York, plans are underway to double the current bike fleet to 6,500 bikes by 2017, and add 375 new docking stations to add new service to Brooklyn, upper Manhattan and Long Island City. TWU will be there with these workers, who are dedicated to providing quality service and to building a world class bike share across the country.

The workers’ vision for a national contract, includes local autonomy for bargaining, seniority rights, and the ability for workers to transfer from one company location to another.

Top photo: the TWU Local 100 Citibike negotiating committee, including workers, Joseph Hodges, David Kellman, Briton Macolmson, Amos Fischer, Dolly Winter, J.T. Taylor, Angelo Batista, Juseg Reynoso, Evan Ryan and Edwin Aviles. Also VP Tony Utano, Education Director Nick Bedell, and attorneys Vincent Pitta and Amy Luo. Bottom left: Citibike workers with Sec’y Treas. Earl Phillips at Labor Day Parade; Bottom right: President John Samuelsen at Bikeshare summit at Transport Hall in Brooklyn.



TWU Helps Christen 'Green'



TWU LOCAL 100 OFFICERS AND MEMBERS PARTICIPATED IN THE official ribbon cutting ceremony for the new \$262 million Mother Clara Hale Depot at 146th Street and Lenox Ave. on November 20, 2014. The depot, which was rebuilt from the ground up on the site of the old Mother Clara Hale Depot, becomes New York City Transit's first "green" bus depot – a state-of-the-art facility featuring LEED (Leadership in Energy and Environmental Design) certification and a green roof.

The original depot was built in 1890 as a trolley barn and was modified in 1939 to become the 146 Street Bus Depot, operated by the New York City Omnibus Corp. It was rehabilitated in 1990 and renamed to honor Mother Clara McBride Hale in 1993. In January 2009, NYC Transit began demolition to rebuild the depot for modern bus operations.

For years, local residents had complained of an onslaught of diesel exhaust by idling buses on the streets, and constant movement of equipment in and out of the depot. According to the MTA, the new depot's green technology will help alleviate that problem. "It's one of the most environmentally friendly facilities we've ever built, with state-of-the-art bus maintenance equipment that will go a long way toward enhancing service while minimizing our footprint on the surrounding community," said MTA Chairman Tom Prendergast at the opening ceremony.

TWU Local 100 Secretary-Treasurer Earl Phillips also addressed the community's concerns over diesel exhaust in his remarks at the event. Phillips talked about how, when he began work as a Bus Mechanic 22 years ago, "the diesel fumes from the depot were so thick it looked ghostly." He mentioned the death last year of longtime Bus Maintainer Tony Nigro, who worked at Mother Clara Hale and other depots and whose death from lung cancer was found to be



Division 1 Chair Richard Davis (right), Division 2 Chair Frank Austin (left) with Assemblyman Bill Perkins at ribbon cutting ceremony.



Secretary Treasurer Earl Phillips talks with MTA Chair and CEO Thomas Prendergast at depot christening.

Mother Clara Hale Depot

job-related. (Brother Nigro's case was featured in the previous edition of the Transport Workers Bulletin). Brother Nigro had been retired for only three months when he died.

Phillips praised the new, bright, and clean depot, and said: "We come to these jobs to work for 25 years, retire, and have a good life with our families – we don't want to die on these jobs." The Depot uses passive solar heating, collects rainwater in storage tanks for washing, and has heat pumps for greater energy efficiency.

OA Vice President Brian Clarke, OA Division 1 Chair Richard Davis, OA Division 2 Chair Frank Austin and a number of other Local 100 officers and Depot Chairs joined Secretary Phillips at the event.

The depot opened for limited service on Sunday, November 23.

When fully operational on Jan. 4, 2105 the depot will house 120 buses serving the M1, M7, M35, and SBS M15 lines. The depot has three floors and a mezzanine with the capacity for 150 buses.



Bus Op Randy Wilson is top of the heap in seniority at the new depot. He's shown with Darryl Irick, Sr. Vice President, Department of Buses (left) and Richard Davis (right), Division 1 chair.



Maintainers Tom Connolly, Andy Avellino and Frank Laporte will be working at the new depot.

Bus Op Lenny Ingram From Manhattanville Depot drove the 'tour' bus for the opening of the depot. Lenny has 31 years on the job.



Old photo of the original structure as a trolley barn, prior to 1939, when it was repurposed into a bus depot.

Local 100 officers led by Sec'y Treasurer Earl Phillips and Vice President Brian Clarke in front of fueling station at new depot.





Frank Gurrera, A Member of the Greatest Generation, Still Going Strong at 90

Just Don't Call Him Old

BY JAMES GANNON

A YOUNG ACTOR ON HOLLYWOOD LEGEND CLINT EASTWOOD'S MOST recent production asked the 80-year old director how he could outwork everyone on the set despite his advanced years. Eastwood responded: "I don't let the old man in."

Local 100 members at the Coney Island Overhaul shop at Avenue X in Brooklyn no doubt figure that Clint got that advice from one of their own, 90-year old master machinist Frank Gurrera.

The entire CIOH shop, from the big bosses on down, turned out on October 29th to celebrate Frank's 90th birthday. Speaker after speaker showered him with love, well wishes and gifts, including a beautiful multi-colored wood carving that spelled out 'FRANK' for his work station in the tool room.

Despite the fact that colorful flyers had been posted throughout the shop, the party was a surprise. "There apparently were signs up all over the shop," said Frank, "but I didn't see them. It surprised the hell out of me. The number of people who came, the nice gifts, everything, I was floored. It was just wonderful."

Frank's story is uniquely American. He was born in Brooklyn in 1924 and has lived in the same house on East 55th Street in the South Flatlands section his entire 90 years.

Both of his parents came from Palermo, Sicily. "My father worked in the sugar cane fields of Louisiana, the slaughter houses in Chicago, and even as a sand hog building the subways in New York," he recalls fondly. "If it was an honest day's work, he'd do it."

His dad (Joseph) went back to Sicily in 1910 to marry his mom (Mattia). "My parents came to New York for their honeymoon and never left," he said.

The Greatest Generation

At 17, Frank tried to enlist in the Navy when World War II broke out. "You had to be 18 to enlist unless you had parental approval, and my mother wouldn't sign the papers." But one year later on his 18th birthday, he joined up.

He was assigned to the U.S. Navy Seabees, and saw heavy action in the Mediterranean and in the invasion of southern France in 1944.

After the War, Frank got his first job as a machinist at a factory making car horns and home heaters. "We called it a finger factory because so many guys lost fingers there."

It was also a non-union shop. "On my first day around lunch time I thought we would get a break. But when I asked about it the foreman said: "You work or you go home."

He got his first in a series of union jobs in 1951 as a machinist. He worked at a postal supply company, an arms factory machining weapons for the military, and for 15 years in a research and development company that built gyrop scopes for the U.S. space program.

"I worked on parts for the Titan II Missile system and for the first moon shot," he recalls proudly. "We were machining the tolerances not to thousandths, but to the millionths for these parts."

But, ultimately he got laid off when his company moved to Florida to break the union contract. For the first time in years, he was without a job.

Joins Transit

"A friend of mine called one day and said that the Transit Authority was interviewing for skilled workers. I went for the interview and they hired me on the spot."

That was 1970.

He started in the wheel shop at 207th Street. But after six months on the job he got transferred to his beloved Brooklyn. "I've been here ever since," said Frank. That's 44 years, the past 20 of them at his current work-station in the tool room.

Frank has received numerous commendations and cash

rewards for developing solutions to complex machining problems. He's particularly expert at fashioning replacement parts no longer manufactured by any suppliers.

On remaining young physically, Frank chalks it up to clean living and good luck. "I don't drink, and I haven't smoked since 1971."

He's also avoided serious illnesses and injury on the job. "I've had pneumonia three times, and I got a couple of hernias when I slipped carrying heavy equipment. I don't pick up heavy stuff any more unless I have to."

Frank is also a stickler for shop safety. "I don't like to interfere with anyone else's job. But if I see someone doing something that I know from experience is unsafe, I'll speak up. Safety first is a necessity on this job. A lot of things can go wrong." Like the time he and two co-workers were nearly crushed by a falling crane hook. "I'm especially wary around cranes."

Frank is the go-to guy in the shop for advice. "I always ask if I can help if I see someone a little confused. It makes me feel good if I can help someone. I don't brag about it, I just feel good about it, especially when a person is unsure."

One thing he doesn't like is people thinking he can't pull his own weight. "I don't baby myself, and don't let anyone tell me not to do something, or that I can't do something because I'm an old man. I'll tell the foreman, don't worry about my age, I'll do whatever the other workers do."

On working union, Frank wouldn't have it any other way. "I'm proud that I've worked union for the past 63 years. I've worked in non union-shops so I know the difference."

He also loves his current union, TWU Local 100. "The TWU is very, very good. If you need help, they help you; they do a great job compared to some places I worked. Not that my other unions didn't help, it just wasn't the level of service I get here with TWU. If I ask my shop chairman for something, I get it on the spot. I think that's great."

Horace Briggs, the Local 100 shop chair, marvels at Frank's abilities, attitude and youthfulness. "He is amazing," said Briggs. "He is truly an inspiration to us all."

On his place of work at CIOH, Frank says, "I'm glad I work there; glad I spend my time there. I'm part of a family."

Frank has been living alone in his childhood home (a house his father and two brothers built as a summer house) since his wife of many years passed away in 2013. He has no plans of moving. "Where would I go? We have a nice block over here, a working class block. Everybody is nice. If it snows, and I don't get out fast enough, my neighbor shovels my walk. Sometimes, I'll shovel his."

When asked if he plans on retiring any time soon, he answers quickly. "I've never thought about retiring. What would I do? I enjoy the work. I enjoy making things. I enjoy helping my co-workers. It keeps my mind occupied, my hands skillful. It keeps me going."



TWU Joins Queens Coalition to Re-Activate 3.5 Miles of Rail, Delivering Subway Service to 500,000

TWU HAS JOINED A COALITION OF GOVERNMENT and businesses supporting the reactivation of a 3.5 mile stretch of abandoned LIRR railroad track for subway service that “would connect South and Northern Queens in a way that is not currently possible,” according to primary supporter Assemblyman Phil Goldfeder (D-Rockaway Park).

Local 100 President John Samuelsen joined Goldfeder, and other officials at a press conference to release the findings of a Queens College study that concluded reactivating the line would generate about 500,000 subway rides per day.

TWU Local 100 is strongly in favor of the idea, and favors the use of MTA capital funds to reactivate the line.

“We view this as a once in a lifetime opportunity,” Samuelsen said. “We have existing transit access that has fallen into disuse. In this instance, we have an opportunity to expand the subways and deliver transit service to 500,000 riders a day that is desperately needed. Because it is an ex-

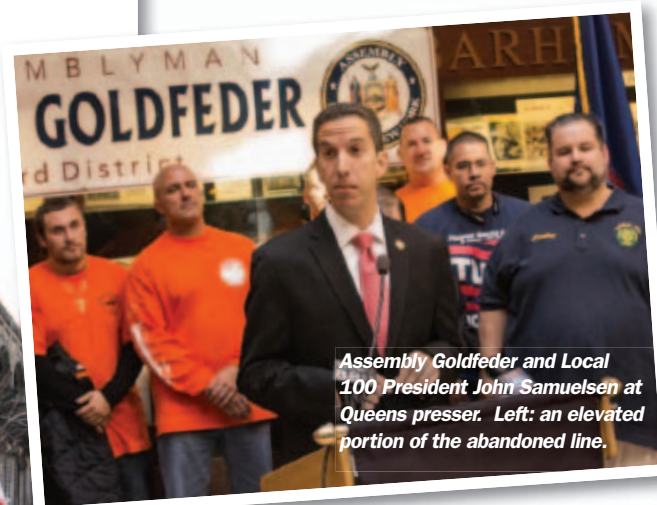
isting asset, we have the opportunity to do it at a fraction of the cost of new construction.”

He also spoke of the big economic boost the line would bring to Queens. “We have an existing transit asset. Why let it slip out of our hands? Why not put it back into use for 500,000 transit riders?”

Assemblyman Goldfeder has petitioned Gov. Cuomo to channel a portion of the multi-billion dollar state budget surplus to restore the abandoned rail line.

“This is a one-shot infusion of money that should be used for infrastructure that could provide Queens and the entire city with the transit options it so desperately needs,” Goldfeder stated. “What better use of state dollars than for the restoration of an abandoned rail line that could create jobs, remove congestion from our roadways and improve transit options for up to 500 thousand riders per day.”

Congressmen Gregory Meeks, Jerrold Nadler, Hakeem Jeffries and City Councilman Ydanis Rodriguez, who serves as Chairman of the Council Committee on Transportation, support the project, as does State Comptroller Thomas DiNapoli and the MTA.



Assembly Goldfeder and Local 100 President John Samuelsen at Queens presser. Left: an elevated portion of the abandoned line.

Union Infrastructure Crews Install New Vent Gratings Along IRT Lines

In another demonstration of the efficiency and expertise of in-house labor, TWU crews from Maintenance of Way's Infrastructure Capital Construction Unit were working at Newkirk and Nostrand Avenues recently installing new vent gratings. The work first requires removal of old concrete and installation of new material. Workers include carpenters, backhoe operators, plumbers, electricians, painters, and other titles. Cantilevered access doors are put in place that lift out, allowing access to the station below. New designs created since the massive flooding caused by Hurricane Sandy cause water to flow away from the openings, and not into the vents, as used to be the practice.

Local 100's Director of Bargaining Unit Protection, Generoso Carrasco, says the trend of using more in-house workers is positive both for the union and for management. "We are aggressively protecting our jobs, and looking to take in more work for the members of TWU Local 100."



Photos show Local 100 members on the job, as VP Tony Utano, LES Chair John Chiarello, Structure Chair Richard Rocco and Vice Chair Eze Chisholm make a visit to the site.



TA, OA Members Get a Contractual

As a result of our contractual agreement with the MTA (settled April 17, 2014 covering the period Jan. 16, 2012 to Jan. 15, 2017)

all TA and OA members will receive a 2 percent wage boost on Jan. 16, 2015. This chart shows the wage rates for all titles, and the dates of all wage increases in the current agreement with the MTA. Negotiations on a successor agreement with the MTA will begin sometime in 2016.



Wage Scales in New Contract to Present	Wage Rate From Old Contract	1 Percent Increase Jan. 15, 2012
Bus Maintainer A, B, CM, BM	\$31.8725	\$32.1900
Bus Operator	\$29.9550	\$30.2550
Cleaner/Helper OA	\$26.9625	\$27.2325
Cleaner	\$25.3900	\$25.6450
Car Inspector A&B	\$33.2800	\$33.6125
Car Maintainer Trainee	\$28.5000	\$28.7850
Collecting Agent	\$28.4900	\$28.7750
Conductor	\$27.8150	\$28.0925
Electronic Equipment Maintainer	\$32.9150	\$33.2450
Electronic Specialist @ Woodside	\$35.5125	\$35.8675
Helper (Light, Power, Signal, Tel, Mech)	\$26.9625	\$27.2325
Maintainer Helper B	\$26.9625	\$27.2325
Light Maintainer	\$31.8725	\$32.1900
Maintainer Trainee A, B, C, D	\$28.5000	\$28.7850
Mechanic Maintainer C (not in car equip)	\$31.8725	\$32.1900
Mechanic Maintainer C	\$33.2800	\$33.6125
Money Truck Operator OA (Paid as B.O.)	\$29.9550	\$30.2550
Money Truck Op. TA (Coll. Agent + \$0.75 diff)	\$29.2900	\$29.5825
Train Operator Yard	\$30.6225	\$30.9275
Train Operator Road	\$31.8725	\$32.1900
Plant & Equipment Maintainer	\$33.1100	\$33.4400
Power Cable Maintainer	\$32.7375	\$33.0650
Power Elect. Tech	\$29.2600	\$29.5525
Power Elect. Maintainer	\$33.0225	\$33.3525
Power Distribution Maintainer	\$32.1100	\$32.4300
Power Maintainer B	\$32.1100	\$32.4300
Railroad Stockworker I	\$28.1075	\$28.3875
Railroad Stockworker II	\$31.4275	\$31.7425
Revenue Equipment Maintainer I & II	\$32.9150	\$33.2450
Roadcar Inspector	\$34.1375	\$34.4800
Signal Maintainer	\$32.1100	\$32.4300
Station Agent	\$27.5050	\$27.7800
Station Agent Non-AFC	\$26.1925	\$26.4550
Structure Maintainer A-H	\$31.8725	\$32.1900
Telephone Cable Maintainer	\$31.8725	\$32.1900
Telephone Maintainer	\$31.8725	\$32.1900
Tower Operator	\$30.1025	\$30.4025
Track Equipment Maintainer	\$31.8725	\$32.1900
Railroad Track Cleaner	\$26.4300	\$26.6950
Track Worker	\$29.1050	\$29.3950
Traffic Checker	\$16.1075	\$16.2675
TPPA	\$24.8450	\$25.0925
Turnstile Maintainer	\$31.8725	\$32.1900
Track Specialist	\$31.8725	\$32.1900
Ventilation & Drain Maintainer	\$31.8725	\$32.1900

Wage Boost on Jan. 16, 2015

1 Percent Increase Jan. 15, 2013	2 Percent increase Jan. 15, 2014	2 Percent Increase Jan. 15, 2015	2 Percent Increase Jan. 15, 2016	Total \$\$ Hourly Increase In Contract	Wage Scales in New Contract to Present
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Bus Maintainer A, B, CM, BM
\$30.5575	\$31.1675	\$31.7900	\$32.4250	\$2.4700	Bus Operator
\$27.5050	\$28.0550	\$28.6150	\$29.1875	\$2.2250	Cleaner/Helper OA
\$25.9025	\$26.4200	\$26.9475	\$27.4875	\$2.0975	Cleaner
\$33.9475	\$34.6275	\$35.3200	\$36.0275	\$2.7475	Car Inspector A&B
\$29.0725	\$29.6550	\$30.2475	\$30.8525	\$2.3525	Car Maintainer Trainee
\$29.0625	\$29.6450	\$30.2375	\$30.8425	\$2.3525	Collecting Agent
\$28.3725	\$28.9400	\$29.5200	\$30.1100	\$2.2950	Conductor
\$33.5775	\$34.2500	\$34.9350	\$35.6325	\$2.7175	Electronic Equipment Maintainer
\$36.2250	\$36.9500	\$37.6900	\$38.4450	\$2.9325	Electronic Specialist @ Woodside
\$27.5050	\$28.0550	\$28.6150	\$29.1875	\$2.2250	Helper (Light, Power, Signal Tel, Mech)
\$27.5050	\$28.0550	\$28.6150	\$29.1875	\$2.2250	Maintainer Helper B
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Light Maintainer
\$29.0725	\$29.6550	\$30.2475	\$30.8525	\$2.3525	Maintainer Trainee A, B, C, D
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Mechanic Maintainer C (not in car equip)
\$33.9475	\$34.6275	\$35.3200	\$36.0275	\$2.7475	Mechanic Maintainer C
\$30.5575	\$31.1675	\$31.7900	\$32.4250	\$2.4700	Money Truck Operator OA (Paid as B.O.)
\$29.8775	\$30.4750	\$31.0850	\$31.7075	\$2.4175	Money Truck Op. TA (Coll. Agent + \$0.75 diff)
\$31.2375	\$31.8625	\$32.5000	\$33.1500	\$2.5275	Train Operator Yard
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Train Operator Road
\$33.7750	\$34.4500	\$35.1400	\$35.8425	\$2.7325	Plant & Equipment Maintainer
\$33.3950	\$34.0625	\$34.7450	\$35.4400	\$2.7025	Power Cable Maintainer
\$29.8475	\$30.4450	\$31.0550	\$31.6750	\$2.4150	Power Elect. Tech
\$33.6850	\$34.3575	\$35.0450	\$35.7450	\$2.7225	Power Elect. Maintainer
\$32.7550	\$33.4100	\$34.0775	\$34.7600	\$2.6500	Power Distribution Maintainer
\$32.7550	\$33.4100	\$34.0775	\$34.7600	\$2.6500	Power Maintainer B
\$28.6725	\$29.2450	\$29.8300	\$30.4275	\$2.3200	Railroad Stockworker I
\$32.0600	\$32.7000	\$33.3550	\$34.0225	\$2.5950	Railroad Stockworker II
\$33.5775	\$34.2500	\$34.9350	\$35.6325	\$2.7175	Revenue Equipment Maintainer I & II
\$34.8250	\$35.5225	\$36.2325	\$36.9575	\$2.8200	Roadcar Inspector
\$32.7550	\$33.4100	\$34.0775	\$34.7600	\$2.6500	Signal Maintainer
\$28.0575	\$28.6175	\$29.1900	\$29.7750	\$2.2700	Station Agent
\$26.7200	\$27.2550	\$27.8000	\$28.3550	\$2.1625	Station Agent Non-AFC
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Structure Maintainer A-H
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Telephone Cable Maintainer
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Telephone Maintainer
\$30.7075	\$31.3225	\$31.9500	\$32.5900	\$2.4875	Tower Operator
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Track Equipment Maintainer
\$26.9625	\$27.5025	\$28.0525	\$28.6125	\$2.1825	Railroad Track Cleaner
\$29.6900	\$30.2850	\$30.8900	\$31.5075	\$2.4025	Track Worker
\$16.4300	\$16.7575	\$17.0925	\$17.4350	\$1.3275	Traffic Checker
\$25.3425	\$25.8500	\$26.3675	\$26.8950	\$2.0500	TPPA
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Turnstile Maintainer
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Track Specialist
\$32.5125	\$33.1625	\$33.8250	\$34.5025	\$2.6300	Ventilation & Drain Maintainer

A photograph of an MTA train on an elevated track, with a city skyline in the background. The train is silver and blue, and the city skyline includes several tall buildings. The sun is setting or rising, creating a warm orange glow. A large, white, semi-transparent text box is overlaid on the image, containing the title.

MTA Reinvention Commission Report a Home Run for Public Transit

“The MTA’s Reinvention Commission released it’s 90-page report on . . .”

Yawn!

Stop reading right there, right?

Who wants to plow through 90 pages of wonky material on “strategies” for the future of transportation covered by the MTA?

Luckily, you don’t have to, because we did. And surprisingly, it’s pretty good. The Commission, a panel of 24 “experts” (a little top heavy with capital construction types, and totally devoid of transportation labor input) came up with a seven-part strategy that echoes several of Local 100’s targets for a better transit system.

The MTA claims that it convened the Commission. It didn’t. Gov. Cuomo ordered the MTA to set up the Commission, and then get out of the way. Not one current MTA official or MTA Board member was on the panel. That right there is revealing. The Governor wanted an unfiltered response to concerns he apparently has regarding the current direction of the MTA.

In its executive report, the Commission made several observations that we in TWU Local 100 wholeheartedly endorse.

First, the Commission tied the future of the region’s economic well-being directly to the health of our public transit system. Using the devastating impact of Sandy as a backdrop, the Commission stated: “This event (Sandy) brought into sharp focus — to the people who live here, and to city, regional, state, and national leaders — that New York’s public transport system is vital not just to the regional economy, but also to the nation’s economic well-being, and that both were significantly impacted when the region shut down.”

Second, the Commission addressed what transit workers see day in and day out on the job. More and more people are cramming into the trains and buses every day. “Changes in population, demographics (the growth in Millennials and the aging of Baby Boomers), and the consequent

shifts in ridership all threaten to swamp America's largest transit system and stall economic growth and quality of life for the region," the Commission report stated. "This force is underscored by the MTA's recent record ridership, changing travel patterns, 24/7/365 customer expectations, and the prospect of up to two million additional people projected to live in the greater New York region by 2040."

The report itself highlighted seven particular areas it says must be addressed by the MTA.

Three in particular hit home for the union and transit workers.

The first tackles the state-of-good-repair, a key element to maintaining reliable service to the over 8 million people who ride the bus and subway system on a normal workday. Local 100 has often criticized the MTA's mega-project mentality that eats up the vast majority of capital construction dollars, while undervaluing spending on the current system.

We agree fully with the Commission's assessment in this area: "Depreciation of the MTA's nearly trillion dollar asset base is far outpacing investment in maintaining its core infrastructure, putting the MTA at best on a path of continual catch-up, struggling to balance between critical maintenance needs and meeting demand for more service," the report states. "Accelerating core infrastructure investment and providing for sustained investment should be the foundation of an ongoing and resilient capital program."

Local 100 concurs with many of the suggestions in the MTA Reinvention Report, including the need to focus on the state-of-good repair, including continually updating rolling stock, like the R-188 cars, and track overhaul and repair. (Photos courtesy of MTA.)



The next area of common ground with the Commission focuses on expansion of service. The Reinvention report implores the MTA to "aggressively expand the capacity of the existing system both to alleviate constraints and to meet the needs of growing ridership, which will provide greater redundancy as well as fewer disruptions."

Suggestions to achieve expansion quickly, according to the report, include: accelerating signal upgrades, expanding track capacity, and adding flexibility via waterborne, bus, and other means of surface transit in constrained areas, and establishment of a Bus Rapid Transit program. The report also suggests using existing commuter lines and unused rights-of-way to add new rail service more expeditiously. Local 100 believes one unused right-of-way, the abandoned Rockaway Beach Rail Line, should be reactivated with the possibility of generating a half a million subway rides a day for underserved areas in Queens.

In addition, Local 100 endorses the Commission's proposal that "the MTA must have a balanced, stable and reliable long-term funding plan that includes dedicated revenues and contributions from all who benefit from MTA services, directly or indirectly." In this regard, the Commission underscored two areas the union has consistently supported – continuation of the payroll mobility tax, and an unbreakable 'lockbox' so that money intended for public transit is not siphoned off for other budgetary concerns, as has happened often in the past.

TWU Veterans Gather to Honor Service to America

It was standing room only at this year's TWU Local 100's Veterans Appreciation event on November 13, at union headquarters in Brooklyn.

TWU veterans from across the decades, joined by friends and family members, celebrated service to America in a dignified ceremony complete with an Honor Guard from Long Island City High School.

Headline speakers included Local 100 President John Samuelsen, State Sen. Martin Golden, Chair of the Civil Service & Pensions Committee, and Assemblyman Peter Abbate, Chair of the Committee on Governmental Employees. All three criticized Gov. Cuomo's veto of the Veteran's Buy Back Bill, championed by Local 100 and spearheaded through the legislature by Golden and Sen. Bill Larkin in the State Senate, and Assemblywoman Amy Paulin and Abbate on the Assembly side.

The bill would have allowed veterans who served during peacetime and certain non-covered conflicts, to purchase up to three years of extra pension credit in the City or State public employee pension plans.

Current legislation, passed in 2000, allows such buy-backs only for service during periods of covered conflict.

TWU Veteran's Committee Chair, Vice President Kevin Harrington, told the gathering that, "no one enlists in the military to fight. They enlist to serve. A soldier is a soldier; service is service."

Local 100 President John Samuelsen praised the Local 100 Veteran's Committee, including Harrington, Kevin

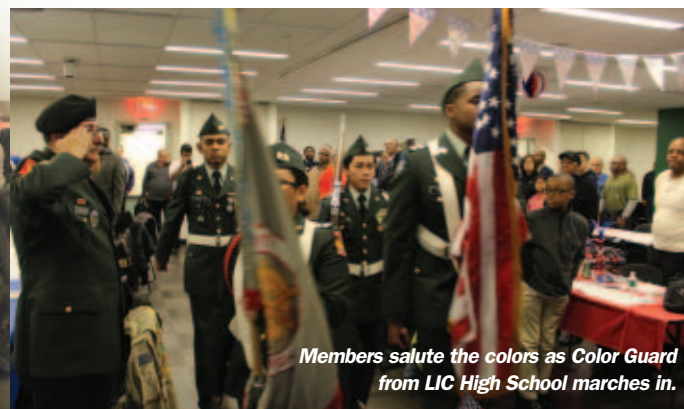
McCawley and Phil Caruana, saying that it has developed in the past few years into "a powerful political force." He said that the fight for the Veteran's Buy Back bill is forging ahead despite the Cuomo veto.

Sen. Golden did not reserve his criticism exclusively for Cuomo. He also blamed Mayor Bill de Blasio for a role in the Cuomo veto. The Mayor had urged Gov. Cuomo to kill the bill because of an alleged cost of \$18 million to the City of New York. "The City wastes \$18 million in a couple of hours every day just by doing or not doing something," said Golden as he dismissed de Blasio's fiscal objections.

Assemblyman Abbate also took issue with the actuarial assumptions that de Blasio and Cuomo produced in derailing the bill. Abbate said that the assumptions were based on a scenario where every veteran eligible for the buy back all retired on the same day.

The Veterans Committee presented a plaque for special service to America and to TWU Local 100 to Frank Gurrera, a machinist at the Coney Island Overhaul shop. Frank served in the U.S. Navy Seabees in World War II, and has worked for transit for 44 years. He turned 90 recently. And yes, he's still on the job.

Veterans from the Grand Ave. Depot and from Coney Island Overhaul sent particularly large delegations to the event.



Members salute the colors as Color Guard from LIC High School marches in.



From left: LES Chair John Chiarello, VP Tony Utano and Assemblyman Peter Abbate.



Local 100 President John Samuelson and Veterans Committee members Phil Caruano, Kevin Harrington and Kevin McCawley, present award of appreciation to Assemblyman Peter Abbate for his key role in advancing the Veterans bill.



Photo shows just part of the big crowd in attendance.



Brother Juan Amador, who served in Desert Storm, Iraq and Afghanistan, is shown with wife, and Train Operator Danny Hay, right.



MOW members, including Steve Higgins (standing), Ron Gregory (seated left), Eddie DeCamillis (seated right) and son Eddie, Jr. (center).



Veterans from the Grand Avenue depot turned out in numbers for the event. State Sen. Martin Golden, a key proponent of veterans issues in Albany, is center in photo.



President Samuelson presents 90-year old World War II vet and 44-year Local 100 CED member Frank Gurra with special recognition award.



Members from the Coney Island Overhaul Shop and others, including VP Kevin Harrington.

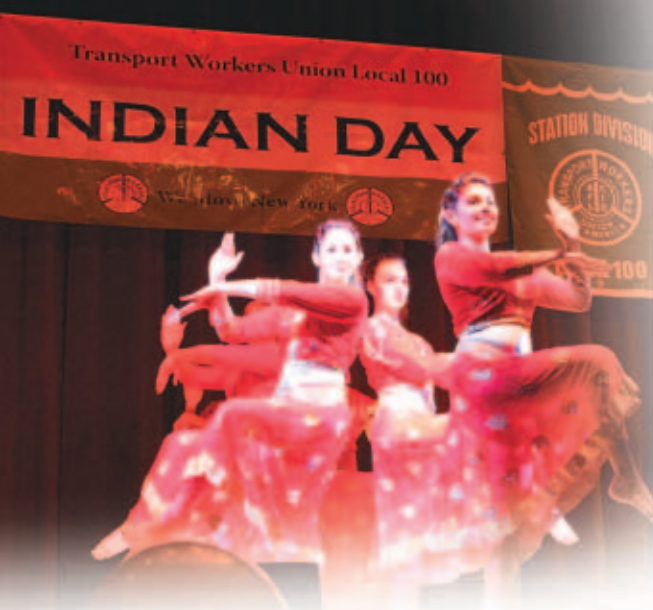
Toy Drive Benefits Odyssey House

The TWU Local 100 Women's Committee, headed by Liz Wilson and Brander White, put in a holiday appeal for charity and transit workers responded, donating hundreds of "gently used" coats and new toys. On the final day of the drive, December 12, vans from the Odyssey House Mother and Child Program picked up the donations at the Union Hall.

One van driver told Liz Wilson on picking up the merchandise: "Your Committee is really making a difference in so many lives."

Cathy Davis-Baker, Recording Secretary for TA Surface, singled out the Grand Avenue depot for special mention. "Grand Avenue maintenance really came through for the clothes and toy drive," she said. "Kudos to Freddie Sanchez from the store room department, Shop Steward Peter Licausi, and Donna Hailey, Assistant Steward."





Indian Day Celebration a Huge Success

TWU Local 100 members and officers filled the Electrical Industry Center in Queens on Saturday to celebrate our Indian Day. The program featured music and dancing, and greetings from prominent politicians including Congresswoman Grace Meng, City Councilman Peter Koo, Nisha Agarwal from the Mayor's office, and the Indian Consulate's Head of Chancery, L. T. Ngaihte. Top Local 100 officials including TWU Local 100 Secretary-Treasurer Earl Phillips and Recording Secretary LaTonya Crisp-Sauray participated in the ceremonies. After the singing of the Indian National Anthem and the Star Spangled Banner, a moment of silence for fallen transit workers was followed by the ceremonial lighting of the lamp to

begin the festivities. The Indian Day Committee, chaired by Jolly Eapen, presented a special recognition award to Car Inspector Reghu Nathan Nair from Corona Barn for his many years of service.



Officers present special recognition award to Car Inspector Reghu Nathan Nair from Corona Barn. From left in photo: Committee Chair Jolly Eapen, Local 100 Secy Treas. Earl Phillips, Recording Secretary LaTonya Crisp-Sauray, Nair, and Vice President Nelson Rivera.



Russian American Heritage Day a Smash

TWU LOCAL 100'S ANNUAL CELEBRATION OF Russian heritage brought a capacity crowd on Oct 12, 2014 to Tatiana Restaurant in Brighton Beach. Over 700 union members enjoyed a festive evening with dancing, entertainment, and speeches from key political figures.

TWU's Russian Day is becoming a must-attend for much of the City's political establishment, showing the power of the union and its growing Russian-American membership. It's also a must attend for anyone wanting a good time.

Speakers included Local 100 President John Samuelson, City Comptroller Scott Stringer, Assemblyman Peter Abbate, Congressman Hakeem Jeffries, Assemblyman Alec Brook-Crasny, and City Councilman Mark Treyger and Assemblyman Steve Cymbrowitz. Russian American Heritage Chair Grigory Dunichev served as MC.



President Samuelson with politicians including NYC Comptroller Scott Stringer, Assemblymen Peter Abbate and Steve Cymbrowitz, and City Councilman Mark Treyger.



President John Samuelson with members of the committee, including from left: Eugene Bleyenis, Eugene Leybovich and Grigory Dunichev.



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SRO Crowd for Local 100's Italian Night

Local 100 members and guests packed Transport Hall to the walls for the union's annual celebration of the contributions of Italian Americans to transit in New York in mid October.

TWU International President Harry Lombardo and Local 100 President and International Executive Vice President John Samuelsen greeted the crowd.

Honorees included Vincent Pitta, founding partner and managing partner of Pitta & Giblin, LLP and a special counsel to Local 100; State Sen. Diane Savino, whose District encompasses parts of Brooklyn and Staten Island, and Monsignor David Cassato of St. Athanasius Parish in

Bensonhurst, and Chaplain to the New York City Police Department.

LES Division Chair John Chiarello, who served as emcee, made a special presentation honoring the late Gina Utano, Vice President Tony Utano's mother, who was guest of honor at the 2013 Italian Night event.

Chiarello summed up the importance of the event by saying: "The reason we are all here, no matter our background, is because we are all part of a greater movement to improve the lives of transit workers and their families. We are here because we are part of what really binds us together – we are members of a great union, the Transport Workers Union, and we should all be proud of that."



Top photo: Local 100 leadership (standing from left), Pres. John Samuelsen, Rec. Sec'y LaTonya Crisp-Sauray and S-T Earl Phillips. **Photo left:** TWU Int'l Pres. Harry Lombardo, honorees Vincent Pitta and Sen. Diane Savino, President John Samuelsen and Monsignor Jaimie. **Photo right,** LES Chair John Chiarello (right) presenting special recognition to former honoree, Gina Utano, mother of VP Tony Utano (left).



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1940 Unification of the Subway Lines Thrusts TWU Into New Kind of War

By James Gannon

Just six years after its founding and three years after its crucial organizing wins on the IRT and BMT lines, TWU was thrust into major battle that threatened to bring the union to its knees. But a resolute public, legal and political fight-back campaign saved the day, and catapulted Local 100 into the role of trailblazer for public sector unionism.

At the stroke of midnight on June 1, 1940 the City of New York took over operation of the privately owned BMT subway lines. A few days later, the IRT was assimilated under public operation as well. The IND (then known as the Independent Subway System) had been publicly operated since its inception in 1932.

Virtually overnight, these changes converted nearly 30,000 formerly private sector members covered by the National Labor Relations Act – with the right to strike – into public employees deprived of federal labor law protections, the right to collective bargaining and, of course, the right to strike.

The Mayor of New York City, Fiorello LaGuardia, was quite receptive to union rights, but only for private sector workers. As a Congressman, LaGuardia had been co-author of the 1932 Norris-LaGuardia Act, a landmark pro-union bill that barred federal courts from issuing injunctions against nonviolent labor disputes, and created a positive right of noninterference by employers against workers joining trade unions. The bill virtually outlawed so-called yellow-dog contracts, where workers were forced to agree as a condition of employment to not join a labor union.

But LaGuardia's support for unions did not extend to the public sector, where TWU suddenly found itself. The Mayor infuriated TWU leaders by refusing to recognize the union or the union contract. He also said that the City would not compel the Board of Trans-



Front page headline from the Brooklyn Eagle talks strike threat in the lead up to unification of the subway lines.

portation (precursor to the New York City Transit Authority) to negotiate with the union. He said the union could “meet and confer” but no more. LaGuardia further stated that the “right to strike against the government is not and cannot be recognized.”

TWU founder and International President Michael J. Quill denounced the Mayor's position and charged that LaGuardia was “intent on destroying TWU” by imposing what he called “a union busting, company-union plan.”

Quill further lambasted the Mayor stating: “We asked you for bread and you gave us a stone. Thus do you turn against labor – you who have always pretended to be a staunch friend of labor.”

But the Mayor was only part of the problem. In the lead up to unification of the subway lines, Republican State Senator Arthur Wicks introduced a malicious bill (in 1939) that would require all subway workers, after

unification, to be appointed pursuant to civil service rules. This meant that IRT and BMT workers, with years of service, would have to reapply for their jobs upon unification, but would surrender seniority in the process. Also, under civil service laws of the day, only U.S. citizens could apply. That would have tossed thousands of TWU members, who were largely immigrants, out of work.

TWU immediately mounted a full court political press against the Wicks Bill. Then Local 100 President Austin Hogan called the Wicks Bill “an insidious attack” on labor. The union formed a broad coalition of labor and community groups to voice opposition to the discriminatory measure. TWU also initiated a petition drive that garnered 50,000 signatures from New Yorkers against the bill. Under the mounting pressure, Mayor LaGuardia, whose parents were immigrants, announced his opposition to the bill.

Wicks also caved somewhat to the pressure, by offering a watered down bill that removed the citizenship requirement, as long as the workers declared they would become citizens. Unfortunately, the bill passed and was signed by then Gov. Herbert Lehman.

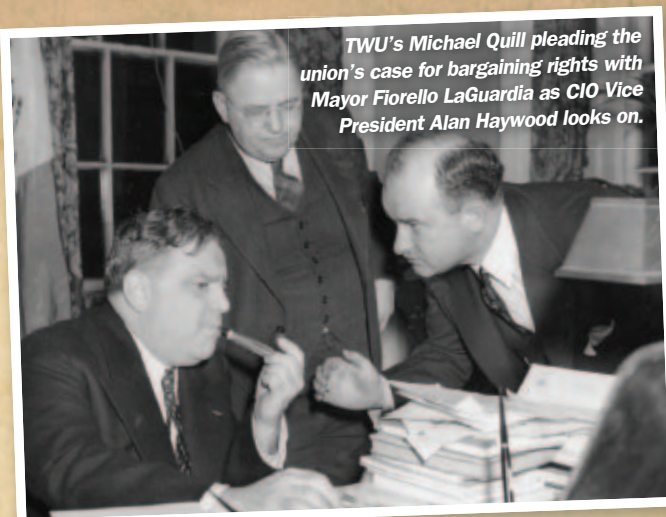
As the unification day approached, TWU upped the ante by threatening to strike unless the City recognized the union and its collective bargaining agreements. Finally on March 13, 1940 LaGuardia announced that workers eligible for civil service would not lose their jobs as a result of unifications. Then after further meetings with TWU leaders, the Mayor declared that the City would honor the IRT and BMT contracts, and he said that “any issues arising from said contracts to be made subject to judicial review.”

The New York Times labeled it a big union victory under the headline, “LaGuardia Yields.”

But the dispute was far from over and would continue to rage on the following year, as the expiration of the TWU contracts approached on June 30, 1941.

The Mayor was apparently getting fed up with fighting TWU, and TWU was hurting somewhat financially because many workers stopped paying dues because they were suddenly not required to under civil service.

As the contract deadline neared, LaGuardia shot at



TWU's Michael Quill pleading the union's case for bargaining rights with Mayor Fiorello LaGuardia as CIO Vice President Alan Haywood looks on.

Quill: “I know the difference between a real labor leader and a dues collector.” Board of Transportation boss John Delaney, a much vilified character in TWU literature of the day, said: “A signed contract? No.” Quill sniped back that “we will not work one hour in the month of July without a signed contract.” Quill also began organizing for a June 30th strike authorization vote.

Among the many supporting TWU were 25 African American leaders, including Adam Clayton Powell and Paul Robeson. They sent a telegram to Delaney declaring that collective bargaining “would go a long way toward correcting and eliminating discrimination.”

As the tension mounted, a deal was brokered with the help of CIO President Phillip Murray, Labor Secretary Frances Perkins and Secretary of the Interior Harold Ickes.

Mayor LaGuardia reaffirmed his position that public sector strikes were illegal, but promised that the city would create a grievance board for subway workers, and it would continue the status quo for the union’s contracts “pending a judicial determination clarifying the situation. LaGuardia added that his “message and or acceptance thereto” would constitute a “memorandum of understanding.”

Even this agreement only served to hit the pause button in the battle for union rights for public employees that would eventually be won.

The Transport Workers Bulletin had this to say: “It is against the law,’ is merely another way of saying to workers: take what you can get and shut up.”

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