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# Transport Workers

December 2011 • Vol. 2 • No. 4

**BULLETIN**

**TWU**  
Says  
**STAND AS  
ONE**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
we are worth  
**MORE THAN  
3 ZEROES**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**STAND AS  
ONE**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**LOCAL 100 IS  
PUSHING BACK!**  
*Take a Stand!*  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**STAND AS  
ONE**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**STAND AS  
ONE**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**STAND AS  
ONE**  
TRANSPORT WORKERS UNION  
LOCAL 100

**TWU**  
Says  
**No Jobs  
No Recovery!**  
TRANSPORT WORKERS UNION  
LOCAL 100

## Members Send Message to MTA

SEE CENTERFOLD

## Positive Vibes For 2012

2011 IN NEW YORK WAS MARKED BY A DIRECT HIT FROM HURRICANE IRENE; THE BIRTH OF THE OCCUPY WALL Street movement that has mushroomed with an intense passion around the world, and the 10th anniversary of 911, the terrorist event that has reshaped our City, our region and our country. Not surprisingly, transit workers and TWU Local 100 were at the heart of all these happenings.

The Hurricane gave transit workers yet another opportunity to showcase our dedication and professionalism to the City of New York. While the Mayor and then MTA Chair Jay Walder were falling over each other to over-prepare for the storm, transit workers executed a flawless shut-down and re-start of the system, and had flooded tracks and stations dry and ready for passengers when the green light went on.

Local 100 was the first union to endorse OWS in New York, and our involvement quickly led to a wholesale labor recognition of common goals between the protesters and New York's working families. Sadly, the 911 remembrance gave us all an opportunity to reflect on how we have all been changed in these past ten years, and to recognize the many contributions of transit workers in the aftermath of that terrible tragedy.

On the business side, the union aggressively pursued your rights on the job. We won an important court case against the MTA, which had sought to steal the final three percent wage increase from our binding arbitration settlement. We also won a number of very important contract arbitrations that prevented the MTA from broad-banding our Cleaners' jobs, and removed overtime caps for our RTO members.

We relentlessly fought to get our laid-off members back to work. As of this writing, fewer than 150 of the nearly 1,000 members laid off by the MTA are waiting to be recalled. Additionally, we are continuing to fight the Authority to insure that all transit workers and retirees receive proper coverage under the new health care providers.

We revitalized our Political Action department, and have radically changed our approach to lobbying from the standard "pay to play" formula to a more grassroots-based activism. We successfully won passage of the transit funding "Lock Box" bill, which was signed by Gov. Cuomo just before the new year.

We found a new home for Local 100 in Brooklyn Heights, which will provide us adequate space for all our offices and meetings at a great location close to most subway lines and a number of bus routes. It also provides the Local an opportunity for overall cost savings from our current location at 1700 Broadway.

We launched a first-ever college scholarship program exclusively for the children of Local 100 members. We pressed forward on the training and upgrading front, with particular attention to the new technologies sweeping public transportation. And we greatly expanded our efforts to communicate in a timely fashion with our members through the social medias, texting and e-mails.

But most importantly, we spent many months in intense preparation for our contract campaign, that is now in full swing.

On the down side, we continued to battle the ever present threat of assaults on our Bus Operators, Conductors, Station Agents and any of our members who come into regular contact with the public. We are pressing hard to mitigate this situation, and will not rest until these threats are eradicated.

All in all, though, it was a good year for Local 100 and transit workers. We moved forward on many fronts, and we have ended much of the internal political strife that had been handcuffing us in recent years.

I'm looking forward to an even better 2012. Best wishes to all our Local 100 families as we move forward in the New Year and beyond.



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## 11 Membership Reviews Contract Proposals

*More than 1,700 Local 100 members turned out for morning and afternoon sessions of the union's annual mass membership meeting on Dec. 3, 2011. President Samuels gave a full report on the contract campaign, and much more.*



## 14-15 New York Is His Canvas

*The Bulletin profiles Bus Operator Rodrick Dubose, a serious and talented urban sketcher, who loves both of his "jobs."*



## 20 Vigil Marks 3rd Anniversary for Edwin Thomas

*More than 100 members, including Bus Operator Aquilino Castro, turned out for a candlelight vigil to reflect on the murder of Brooklyn Bus Operator Edwin Thomas.*



## Dave Katzman Elected ILCA President

*Local 100 communications staff member Dave Katzman has been elected President of the International Labor Communications Association. The ILCA, founded in 1955, is the professional organization of labor communicators in North America and maintains its offices in the AFL-CIO building in Washington, DC. Its membership includes hundreds of websites and publications with an audience totaling over six million union members. "Dave's election is an example of the many ways in which Local 100 contributes to the whole labor movement, and we congratulate him on his election," said Local 100 President John Samuels.*

*Dave had served on the ILCA Executive Board since 2009, and has been active in the Metro New York Labor Communications Council since 2006.*

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*TWU Local 100 Wishes  
Our Members, Retirees and Families  
A Happy Holiday Season and  
Wonderful 2012*

# New MTA Boss Real Deal or a 'Lhota' Fluff?

MEET THE NEW BOSS — AND SO FAR HE APPEARS much different from the old boss.

The MTA Labor Coalition, chaired by Local 100 President John Samuelsen, met with incoming MTA Chairman Joseph Lhota during an unusual, unscripted and informal meeting held in mid-December.

The extraordinary session — none among the dozens of MTA union leaders assembled could recall a comparable event — allowed labor leaders representing MTA workers to put questions on the table and exchange views without interference from lawyers and politicians.

Mr. Lhota, a former Deputy Mayor under Mayor Rudy Giuliani, is a seasoned government insider who has been around the block and knows all of the relevant players — except for the labor leaders who had coffee with him under the MTA Labor Coalition umbrella.

Lhota spoke directly and knowledgeably about the MTA and indicated that he wishes to make labor a partner in an effort to find ways to wrest more MTA funding from the legislature, in addition to coming up with “creative” ways to save money.

Unions know that that word “creative” has often been a euphemism for givebacks and reductions in service. Lhota also used the term “efficiency,” which is another code word for reducing job protections and broadbanding union titles.

Lhota distanced himself from former MTA Chair Jay

Walder's decision to question Local 100's arbitrated contract in 2010, saying that he would not question an arbitrator's decision. He also seemed receptive to taking back more work from contractors.

Areas of agreement were defined: Lhota wants to form a partnership with TWU Local 100 and the other MTA unions to lobby the Federal Government to boost transit aid to large metropolitan systems. And he made a point of saying that the system's state of good repair would not be compromised.

Lhota got an earful from union presidents who took aim at the MTA's Business Service Center, which they said has placed an unnecessary layer of bureaucracy between workers and the administration of their benefits. And he seemed to agree when several presidents said the MTA wastes hundreds of thousands of dollars on lawyers who seek to tie them up in fruitless discussions.



*Local 100 President John Samuelsen (left) with MTA Chair Joseph Lhota at contract opening on Nov. 15, 2011.*



*New MTA Chair Joseph Lhota (seated middle right, white shirt) addresses a meeting of the MTA Labor Coalition in mid-December. Local 100 President John Samuelsen (seated at head of table) chaired the meeting. The MTA Labor Coalition includes TWU Locals 100, 106 and 252, ATU Locals 726 (Staten Island) and 1052 (Queens), Bridge and Tunnel Officers, Teamsters Local 808, DC 37 Local 375, and numerous organizations representing members at Metro North and LIRR. Graciously providing a meeting room was DC 37 Director Lillian Roberts, next to President Samuelsen.*



## Local 100 Pledges Support For TWU Members At American Airlines And American Eagle

AMR Corporation, the parent company of both American Airlines and its regional carrier, American Eagle filed for bankruptcy in lower Manhattan on Nov. 28, 2011. Those two carriers employ well over 20,000 TWU airline division members across America in Fleet Service, Maintenance, Cabin Cleaning, Stores, Flight Dispatch, Meteorology and more. Other airlines have used bankruptcy proceedings to decimate collective bargaining agreements, destroy pension and health plans, and slash union jobs especially in overhaul maintenance. Local 100 members took time at the union's Dec. 3rd mass membership meeting to recognize this threat to our Brothers and Sisters at American

and American Eagle by unanimously endorsing a resolution of support. Prior to presenting the resolution, Local 100 President John Samuelsen said that the bankruptcy filing "is an enormous challenge for our entire TWU International union. It is crucial that we as an organization pull together in a truly unified fashion to meet this attack on TWU members at American and American Eagle." Following is the text of that resolution. It was unanimously approved at both the A.M. and P.M. membership meetings on Dec. 3, 2011.

### Resolution in Support of Our Brothers and Sisters At American Airlines and American Eagle

*TWU Local 100 Mass Membership Meeting Dec. 3, 2011*

**WHEREAS**, AMR, the parent company of American Airlines and American Eagle, that employs thousands of TWU members throughout America, has declared bankruptcy, and

**WHEREAS**, such bankruptcy filing endangers the jobs, contracts, pensions and health benefits of these workers and retirees and thousands of others employed by American and American Eagle, and

**WHEREAS**, all unionized employees at American, including TWU members, the Pilots and Flight Attendants, agreed to significant cost savings agreements to keep the carrier out of bankruptcy in recent years, and

**WHEREAS**, TWU has been bargaining in good faith with American for successor agreements for several years without success, now therefore be it

**RESOLVED**, that the 38,000 members of TWU Local 100 offer our full support to International President

James C. Little and the leadership teams of all American Airlines and American Eagle Locals in this crucial battle for the families of so many thousands of TWU members at these carriers, and be it further

**RESOLVED**, that TWU Local 100 offers the full resources of the Local union in this campaign, and be it further

**RESOLVED**, that TWU Local 100 will open its offices in midtown Manhattan for meetings, caucuses, planning sessions or whatever else is requested by our International Union while this battle is being waged at Bankruptcy Court here in New York, and be it finally

**RESOLVED**, that a copy of this resolution be forwarded to International President James C. Little, Air Transport Division Director Garry Drummond, and the officers of all American Airlines and American Eagle/TWU Locals and that a copy of this resolution be posted on the TWU Local 100 website and printed in the TWU Local 100 Transport Workers Bulletin.

# CongRATS to Union in Win-Win Campaign for Riders, Workers

Rising levels of disgust from riders, captured and channeled into action by TWU Local 100's "New Yorkers Deserve a Rat Free Subways" campaign, have resulted in a bump in the Authority's trash-removal budget for next year. The new MTA Budget includes \$1.6 million extra for refuse pickup, representing 19 additional jobs. Local



100 President John Samuelson said: "It's a significant victory for the Union and proof that our public campaigns work. We won't let up until the MTA pays real attention to the rat problem in every station we serve."

There's nothing that quite captures the imagination of subway riding New Yorkers as the sight of well-fed rats cavorting on the tracks and near refuse rooms. By putting up a new website, [www.ratfreesubways.com](http://www.ratfreesubways.com) featuring a

petition to tell the MTA to make a real effort at rat eradication, and distributing printed petitions at major hubs, Local 100 gave riders an outlet for their justifiable anger and concern. Some even uploaded pictures of subway rats to the site, which features a contest to "rate your rat" and name the transit system's ugliest four-footed forager.

The union kept the pressure on by bringing out a giant inflatable rat to transit hubs around town like Broadway Junction on the J line. The MTA has definitely been feeling the heat. First, supervisors ordered extra refuse pick-ups at Parsons-Archer, site of the union's first rally, with and a thorough cleansing of the station. Then came news of the new budget allocation.

Stay tuned and make sure to visit [www.ratfreesubways.com](http://www.ratfreesubways.com).

## Gleason Members Muscle Up for Sickle Cell

Local 100 members at Gleason Depot in Brooklyn are proving that they match up muscle-for-muscle with those jacked up Firefighters in the popular FDNY calendars, all thanks to Bus Operator Michelle Irons. The popular Operator came up with idea for a transit version of a muscle calendar to help the depot's fundraising efforts for the American Sickle Cell Anemia Association.



The gang from Gleason hosted an initial fundraiser earlier this year with a fun car wash near the depot. The New York Daily News ran a piece on the effort, with photos of two of the Operators (above).

The finished calendar is a very professional job printed on glossy stock, and chock full of photos of sculpted Local 100 members. To find out more about the calendar and the fundraising effort, go to the group's Facebook page at Mentakingaction UTE.

## Text "CONTRACT" TO 313131 for Important Updates

At the Dec. 3, 2011 Mass Membership Meeting, President Samuelson paused the proceedings for a moment to ask every member present to text the word "CONTRACT" to 313131. In a few moments, our inbox was flooded with the cell phone numbers of members who want to be on the receiving end of new contract updates, which will continue through the duration of the 2011/2012 contract campaign.

If you want to save us a step, just text "CONTRACT" along with your pass number to 313131. That way, your cell phone number will go right into our database and we'll be able to match you up with your work location and Department.

Texting provides TWU Local 100 with an important tool to instantly communicate with our members who have cell phones. As the contract campaign heats up, the ability to instantly respond, either by mobilizing members to call the press or politicians, or by asking you to show up at unscripted events, is extremely valuable.



## Power Division's New Vice Chair, Celeste Kirkland

# Breaking Barriers

By Alan Saly

THERE USED TO BE A TV PROGRAM CALLED "TO TELL THE TRUTH," IN which three contestants would try to make you guess their profession. Our new Vice Chair of Power Division, Celeste Kirkland, would have been a perfect guest. She doesn't look like anyone's stereotype of a tough, hard-edged blue-collar worker. But that may be because blue collar workers like Kirkland are defying the stereotypes.

*Celeste shown on the job.*



*Above, Celeste Kirkland was all smiles when she graduated from the Apprentice program in October 2009.*

TWU Local 100 President John Samuelsen paused at the Mass Membership meeting on Dec. 3, 2011 to swear her into office. By doing so, Samuelsen gave deserved recognition to a trailblazer in his home Department. Many in the audience – who applauded enthusiastically and stood for the announcement – saw in Kirk-

land a kindred spirit. She is someone you would want at your back either in a fight or at a negotiating table. She's won the confidence of a large crew of cable and power maintainers, serious-minded men who tend to work in small teams around high voltage equipment in dark tunnels, cramped rooms, and in constant danger from hurtling trains. For a TWU officer, there's not much more you can add in the way of accol-

ades. But we'll try.

Celeste Kirkland joined the MTA in July of 2005 as a Station Agent looking for the security of a solid civil service

job. With 15 years' experience in electronics with such companies as Panasonic and BellSouth, and an Associate's Degree from TCI, she wanted to put that knowledge to work. "On my first day, I went down to the Union Hall with my resume and my references," she recalls. "I asked, what do you have in electronics? Training and Upgrade Fund Director Hector Ramirez talked to me about the apprentice program."

Kirkland made sure she was one of ten apprentices when the three-year class started in August of 2006. She was the only woman in the class that first year, and by the time she graduated in September of 2009, she had rotated through each section of Power Division and knew what to expect. Her indisputable expertise in her profession would be her calling card – but acceptance by the overwhelmingly male workforce was yet another task to be approached on its own terms.

The move from Station Agent – a customer service job – to Power Maintainer meant a big attitude adjustment. "The nails, the eyeliner, and the eyelashes came off. It was just hoodies and hats, with the brim low. I wanted to blend in," she recalls about her early days in Power. "I had my Carhartt jacket, just to make sure."

The men on the job, she says, "were very scared at first. They didn't want to work next to a woman. They didn't want to carry tools with me, to work in the same truck. They were either overly protective or scared to sit next to me."

"I slowly revealed myself. Because I had worked with men for the past 15 years, I felt very comfortable. I reached out to them, tried to earn their respect. I would stand next to a Maintainer with the tools they needed. And they saw, 'oh, she knows this,' and then



**MOW Vice President Tony Utano (center, blue shirt) and LES Chair John Chiarello are shown with this Power Cable crew in Midtown. The Power Division recently welcomed its first female officer ever, Celeste Kirkland.**



**Celeste Kirkland is all smiles after being sworn in as the first woman officer of Power Division. With her, from the left, are: Power Division Chair Eddie DiCamillis, President John Samuelsen and MOW Vice President Tony Utano.**

they'd start a conversation. They saw my technical ability. I didn't mind stepping in and doing things, providing my input. You can't fake it."

Her previous job as a cable installer at BellSouth was a good proving ground – "but the cables weren't as heavy and there weren't any trains."

On the job in the subways, Kirkland quickly realized that some of the rank and file, members from China and Russia, didn't speak English too well but had a terrific work ethic. She saw men taking chances to make production and took it on herself to learn a few words in each language so that she could be a voice for safer work practices. She began to become an authority on pacing work and standing up to management.

Having two sons of her own probably helped Kirkland get oriented to the workplace culture at Power Division. The eldest, Barron, is now an enlisted man in the Navy with five years military service under his belt. The younger boy, William, is in college down South. "They're male chauvinist pigs," she says warmly, "but they're never surprised by

what their mother can accomplish."

As Power Division's first female Vice Chair, and only the second female officer to represent workers in Maintenance of Way, Kirkland has taken on big responsibilities. She now spends time working out of the Union Hall in midtown Manhattan, tackling chores that are substantively different from the hard work underground. "It's been harder than I thought," she says. "So many people to help, so much outreach that has to be done, with limited resources. You can't be everywhere."

She gives kudos to the Union's Shop Steward training program, of which she is a graduate. "Getting that training helped me interpret the contract. I became the jailhouse lawyer in my Section. I believe in the Union – that's why I came to the Union my first day on the job."

The respect goes both ways. "My guys called me and congratulated me after the Mass Membership Meeting. They were happy and proud. They were the ones who accepted me, encouraged me to accept the Vice Chair position. I wasn't sure I wanted it. I discussed it with the guys in my Section, and they were very much in favor."

GOVERNOR CUOMO'S RECENT TAX DEAL LOOKED LIKE a three-card monte game dealt by an octopus. The deal conceded to the principle that the rich should pay their share, but at the price of shakier financing for mass transit.

Here's what happened. The deal maintains a higher tax bracket for the very wealthy with incomes of \$2 million a year or more, while cutting rates by a very thin sliver for families in the \$50-150,000 bracket. With the Millionaire's Tax dropped on wealthy residents making under \$2 million, the tax will now bring in about half as much as before.

To get suburban Republicans on board, the Governor agreed to roll back the Payroll/Mobility Tax (PMT) for suburban schools, both public and private, and for small business. Unfortunately for transit riders and workers, the PMT is a major funding source for MTA operations. Cuomo's deal means a loss of \$320 million a year.

The Governor promises to find that \$320 million somewhere else. However, there is a big difference between a guaranteed source of income and a budget line that needs to be revoted each year.

Why was there a deal at all?

Cuomo had badly underestimated public support for the Millionaire's Tax, support that started strong and rose as Occupy Wall Street and unions such as ours brought home the message about inequality. Even upstate Republican voters supported it. Cuomo had staked out what he thought was a safe position, only to find that it was nothing of the sort.

In addition, all predictions of recovery have been confounded by a stalled economy and a Republican majority in the U.S. House of Representatives that wants to keep it that way. With no recovery, the state is not getting the tax receipts it hoped for, and the federal government is compounding the problem by cutting back state and

local aid. As a result, New York State forecasts went from a balanced budget to a \$3 billion hole.

Turning around on taxing the rich would give Cuomo a way to fill part of that gap. But there were a string of howevers. To save face, it couldn't be the Millionaire's Tax, but some substitute. There had to be a prize in the box for the Republicans in the State Senate, to get their votes. And there

had to be promises for the average voter.

Families throughout the state get a very small tax break and the promise of a little more spending on education and health next year.

Transit riders and workers get a somewhat hollow promise that the state will find the \$320 million lost to mass transit somewhere else.

This was a thumb in the eye for mass transit riders. And, as the Fiscal Policy Institute points out, New Yorkers are still going to lose billions in other key services.

Saving half the Millionaire's Tax is an important victory in principle.

But principle doesn't pay the bills. More is needed to ensure that transit riders and all New Yorkers get access to the services they need.

# NOW YOU SEE IT, NOW YOU DON'T

*By David Katzman*





# Mass Membership Meeting Applauds Contract Stand

MORE THAN 1,700 TWU LOCAL 100 MEMBERS TURNED OUT FOR OUR MASS MEMBERSHIP MEETING ON DEC. 3 AT Roseland Ballroom for an update on bargaining and other important union issues.

Local 100 President John Samuelsen greeted the membership at A.M. and P.M. sessions, and delivered a comprehensive report on the union's bargaining goals and strategies. Samuelsen also reported on the union's initial contract meeting with top MTA bosses, including new Chair Joseph Lhota, on Nov. 15, 2011 at the Sheraton Hotel. That meeting was open to all members in good standing.

Samuelsen received a rousing ovation when he made it clear that Local 100 would not accept the so-called "pattern" of a three-year wage freeze and other big givebacks accepted by the state's two biggest public sector unions, CSEA and PEF.

Samuelsen declared: "We need and deserve a fair wage increase. Let the MTA be on notice, the TWU will not be bullied or blackmailed into accepting a contract that degrades our ability to take care of our families. We don't care what other unions have done. We are not other unions. We are the TWU."

Samuelsen endorsed the Executive Board's decision not to make the January 15, 2012 expiration of the contract "a hard, fast deadline." But he promised that he would "make every effort" to secure a negotiated settlement by that date.

Secretary-Treasurer Earl Phillips reviewed the Local's finances and the state of the COPE, Building and Solidarity Funds.

Members also heard from an impressive list of union

leaders from the International Union, TWU Local 208 in Columbus, Ohio and the CWA, which is facing its own contract crisis at Verizon.

TWU of America International Executive Vice President Harry Lombardo vigorously defended unions as the bulwark of the middle class, and pledged the International Union's full support for our fight with the MTA.

Andrew Jordan, President of TWU Local 208 in Columbus, told how his union took part in gathering over a million petition signatures to successfully overturn anti-worker legislation in Ohio. He was accompanied by Local 208 Secretary Treasurer Dwayne Marbury.

CWA Vice President Chris Shelton, who is leading his union's negotiations with Verizon, thanked transit workers for the powerful support coming from TWU

Local 100 members who attend CWA rallies.

The membership passed two resolutions at the meetings, including one introduced by Station Division member Marty Goodman that all laid-off Station Agents still out of work be brought back upon settlement of the agreement. The membership also unanimously endorsed a resolution supporting our Brothers and Sisters at American Airlines and American Eagle as they fight for their jobs and benefits in bankruptcy proceedings.

"Let the MTA be on notice, the TWU will not be bullied or blackmailed into accepting a contract that degrades our ability to take care of our families."

**JOHN SAMUELSEN,  
PRESIDENT**



## Union, MTA Open Talks at Nov. 15 Event

*Local 100 President John Samuelsen addresses an SRO crowd of members at the Sheraton Hotel on Nov. 15 during the official opening of bargaining with the MTA. New MTA Chair Joseph Lhota and his entire top management team attended the meeting.*

*Go to the union's website, [www.twulocal100.org](http://www.twulocal100.org), for regular updates of bargaining progress.*

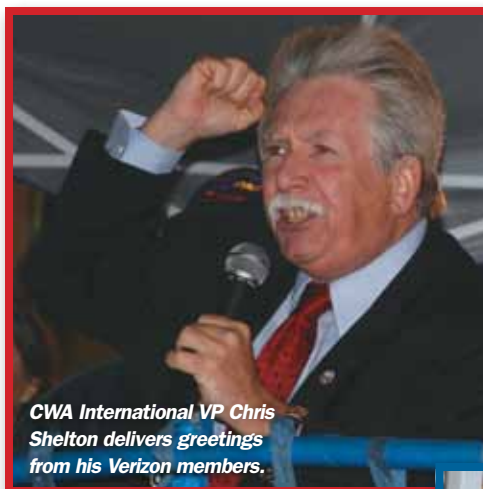
# Local 100 Members Tell the MTA: **'Bring It On!'**

LOCAL 100 MEMBERS MADE IT CLEAR TO THE MTA that if they want a contract fight, they got one. Buoyed by support from fellow unionists of the MTA Labor Coalition, political leaders and the TWU International, more than 1,500 Local 100 members took over a block outside of NYCT Headquarters at 2 Broadway in Lower Manhattan on December 15. Hundreds more gathered directly across from 2 Broadway in the Bowling Green plaza transit hub.

The rally mixed high holiday spirits with defiance, as TWU Local 100 President John Samuelsen tore into the MTA as hundreds of commuters watched with union members from the sidelines behind police barricades.

Drawing attention to the central position of TWU Local 100 within the New York City labor movement, Samuelsen said that the union had never backed down from a fight and that this contest would be no exception. TWU International Executive VP Harry Lombardo broadened the theme, saying that union workers – in fact, all American workers – are at war with the corporate profiteers who had crashed the economy in 2008 and their government enablers. Communications Workers of America VP Chris Shelton spoke of the arrogance and greed of Verizon demanding steep concessions from workers. John Johnson, TWU Local 234 President, representing transit workers in Philadelphia's SEPTA system, said his union was looking to Local 100 to set a pattern for his members as well.

Brooklyn Borough President Marty Markowitz drew applause when he deplored the "depersonalization" of the



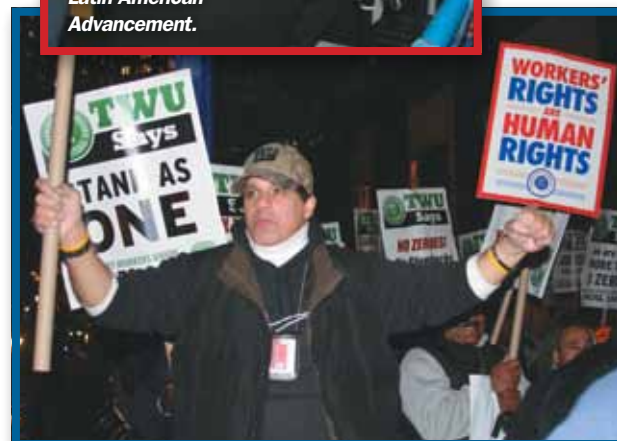
*CWA International VP Chris Shelton delivers greetings from his Verizon members.*



*Sonya Ivany, President, New York Chapter, Labor Council for Latin American Advancement.*

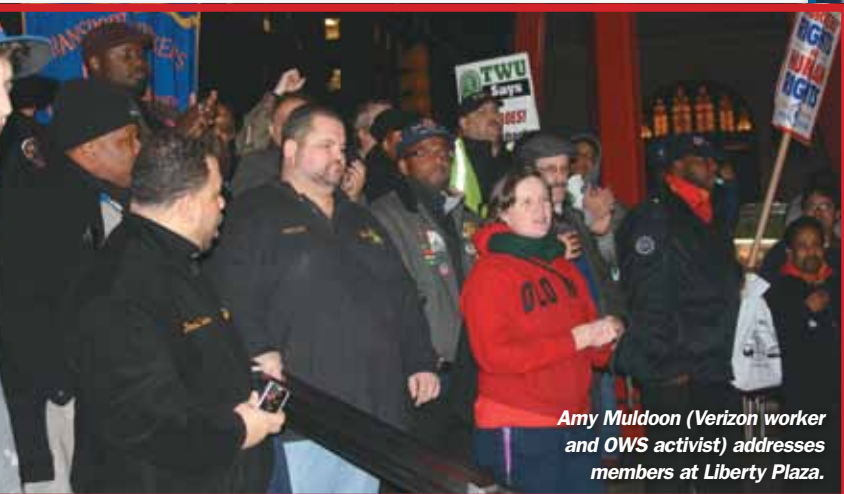


*Local 100 Secretary Treasurer Earl Phillips.*





*From left, TWU Local 234 (Philadelphia) President John Johnson, NYCCLC President Vinnie Alvarez, Local 100 President John Samuelson, TWU Int'l Exec. VP Harry Lombardo, retiring State Fed President Denis Hughes, and newly elected State AFL-CIO President Mario Cilento.*



*Amy Muldoon (Verizon worker and OWS activist) addresses members at Liberty Plaza.*

transit system, with Station Agents replaced by call boxes and canned announcements replacing the voices of subway conductors.

The rally at 2 Broadway didn't end in front of NYCT Headquarters. Inspired by the final speaker, Occupy Wall Streeter Amy Muldoon, who is also a Verizon worker, the crowd headed up Broadway to Zuccotti Park, where they occupied the space made world-famous by OWS. Muldoon talked about the greed of the super-wealthy. "It's never enough for the one percent," she said. "They're coming for what's in your pockets. And after they get that, they'll take your pants."

President John Samuelson and other TWU Local 100 leaders joined in by thanking the spirit of OWS for invigorating the labor movement and creating a whole set of new allies in the struggle.



*Local 100 President John Samuelson addresses Dec. 15 rally.*



# Rodrick Dubose: Bus Operator *Urban Sketcher*

*By James Gannon*

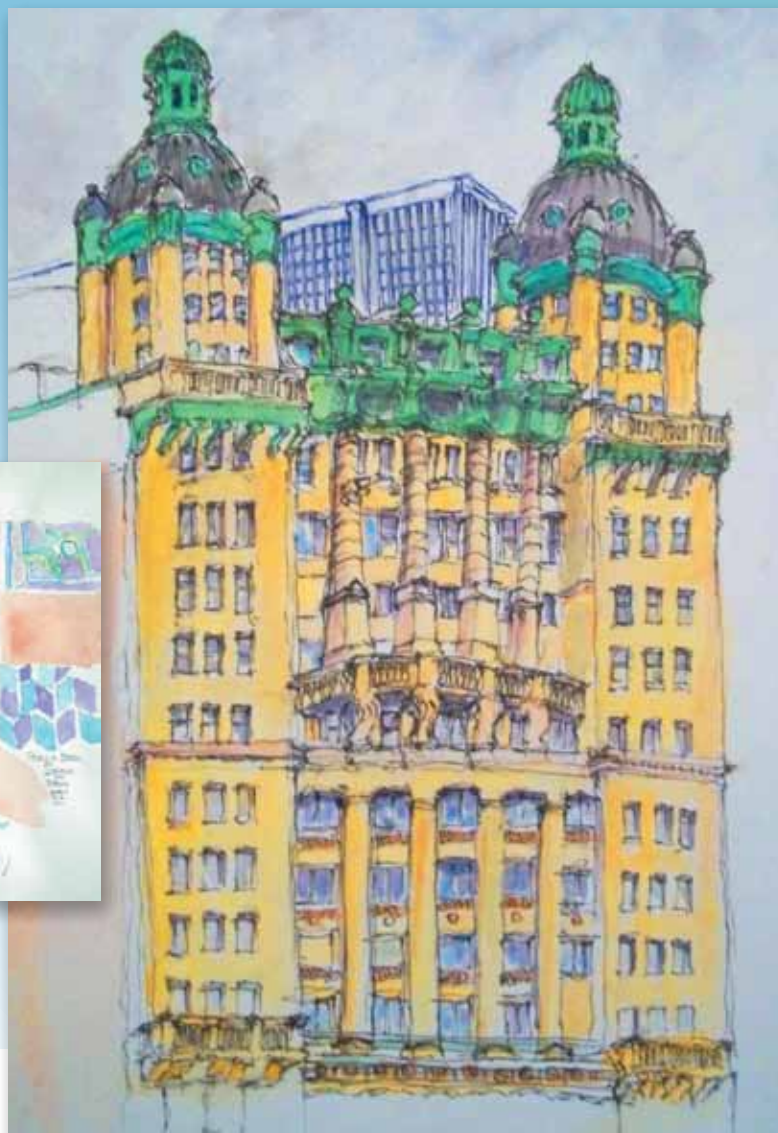
GROWING UP IN EAST HARLEM, RODRICK DUBOSE'S mom would often put him on a bus to visit his grandmother. He fondly recalls, "all the drivers were so nice to me." Those positive experiences led to admiration, and finally a career. "I always wanted to be a Bus Operator."

Now 55, Rodrick Dubose has been driving for 27 years, currently out of the Manhattanville Depot. But he is also a member of a growing world-wide phenomenon of artists known as urban sketchers, people who find a quiet spot, dig out their sketch pad and draw what they see.

What Rodrick Dubose "sees" most of the time is the beauty and intricacies of New York's older structures.

"I love to draw," he said.

That love started at an early age. "I started drawing in grade school. Teachers at my high school (Benjamin Frank-





lin, now Math and Science) thought I was pretty good, and they let me work on special projects,” he recalls.

After high school, Rodrick joined the Navy and served on the aircraft carrier, USS Kitty Hawk, where he worked in the print shop and learned lithography. “We did all the printing for the Kitty Hawk and all our support ships.”

After the military, he got a printing job with East River Savings Bank. Finally, in 1985, Rodrick’s boyhood wish of becoming a bus driver came true. “I’ve always loved my job.”

His job is also perfect for his passion.

“When I’m driving, I’ll take note of something that catches my eye, and then I’ll come back with my motorcycle and my sketch pad and start to draw.”

With no formal training, Rodrick says he’s not sure how to categorize his art. “I have no classification. I just draw. To me it’s a form of relaxation and expression. It’s a spiritual thing for me.”

Most of Rodrick’s work remains personal. “I’ve sold a few pieces for small amounts, and I’ve given some away. I’ve been offered a few commissions but I say I don’t have the time. I don’t draw to make money. I just like being out there.”

He also loves the opportunity to meet people as he



draws. “I’ve met people from all over the world. They just come over to see what I’m doing and we start to talk.”

Winter is a down time for outdoor sketching. But come spring, Rodrick plans on expanding his horizons from individual structures or objects to entire landscapes. He also

wants to do more portraits, like the “Patricia Brazil” (fellow sketcher) piece (shown on opposite page).

Though he has enough time in to retire, he has no plans to do so. But he does have his eye on life after transit. “I would love to go back to school, get a degree and teach art somewhere.”

But for now, Rodrick is content with his job, his art and his life with his wife, Mildred, at their home in Irvington, NJ. When asked what his wife thinks of his art, he says immediately. “I think she’s proud of me.”

To see more of Rodrick’s work, check him out on Flickr, at [busbiker/rodrick](#).

## Events

# Local 100 Members Never on the Sidelines

## Huge Turnout for Indian Day Event

Congratulations to our Indian Day Committee for another amazing event. It was the biggest one yet with over 700 in attendance. Photo below shows the committee with special awardee, Philip Thomas. At right, a shot of the big crowd. Lower right, Local 100 President John Samuelsen participates in opening ceremonies with Executive Board member and Committee Chair Jolly Eapen.



## Russian Day Rocks Brighton Beach

Local 100's Russian Day event broke last year's attendance record, and everyone expects the popular gathering to grow even more next year. Photos show, opening ceremonies (right) with Committee Chair Greg Dunichev in center; below, officers and special guests, from the left: MOW Vice President Tony Utano, City Comptroller John Liu, Local President John Samuelsen and Assemblyman Peter Abbate. Also, a group shot of happy attendees at lower right.



## Kingsbridge Takes the Trophy



The Local 100 team from Kingsbridge Depot triumphed in this year's very competitive softball league. Winners include, front row: Simon Cuesta, Marcos Otero, Johan Hernandez, Nelson Saldina, Jesse Mendoza, Edwin Fernandez, Juan Pagano. Back row: Alberto Cartagena, Jose Casanova, Rudy Martinez, Raul Hernandez, Edgar Contreras, Rich Valdez, Winston Fernandez, Rich Fields, Luis Lorenzo and Sammy Valentin.

## OA Maintenance Honors Retirees

MABSTOA Maintenance recently honored those members who retired in 2011. Group shot below shows retirees with Local officers. At right, from left, OA Vice President Brian Clarke with Maintenance officers, including Danny O'Brien, Jim Whalen and Chair and Executive Board Member Tom Lenane.



## Italian Day Honors Conigliaro Brothers



More than 300 members and friends turned out for Local 100's annual Italian Day event in October. Special honorees included two long-time friends of Local 100, James Conigliaro of the Machinists Union (2nd from left in photo) and brother, Mike Conigliaro, Vice President of TWU Local 101 in Brooklyn (4th from left). Assemblyman Tony Avella (left) was our special guest speaker. Also in the photo are Local President John Samuelsen and MOW Vice President Tony Utano (right).

# Thumbs Down on Proposed Pension Investment Plan



TWO MONTHS AGO MAYOR MIKE BLOOMBERG AND CITY COMPTROLLER JOHN LIU ANNOUNCED A RADICAL proposal to consolidate the investment authority of the five city pension plans into one body.

The plan is to spin off the Comptroller's investment oversight authority into a separate independent entity with a chief investment officer having a long term employment contract freeing him from any accountability to the Mayor or Comptroller's offices. This new independent investment company would control \$120 billion in pension plan assets.

Very few details were provided when the proposal was announced. The Mayor and Comptroller claimed that the change would automatically reap significant benefits for the pension plans because returns on investments would go up by billions of dollars every year.

First Deputy Comptroller Eric Eve immediately shot down the Mayor and Comptroller's wildly optimistic predictions. Eve publicly told the board of trustees of the New York City Employees' Retirement System ("NYCERS") that no one could predict such an outcome.

The proposal is modeled after the Ontario Teachers Pension Plan, which is structured in a way completely foreign to how our transit pension plan is structured. The NYCERS board is composed of 11 trustees, including three from labor (TWU Local 100, Teamsters Local 237 and DC 37), the Comptroller, the Mayor, the Public Advocate and the five Borough Presidents. Together the trustees have the power to decide how \$40 billion in pension plan assets is invested.

As proposed by the Mayor and Comptroller, TWU Local 100 and Teamsters Local 237 would not be represented on the new consolidated investment board. We oppose this change



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

because, among other things, it would eliminate the union's ability to promote socially responsible and pro-union investment policies. For example, the pension plans played a significant role fighting against South African Apartheid before that racist regime was replaced by a democratically elected multi-racial government.

There are other significant differences as well. The investment authority of the Ontario Teachers Pension Plan rests with a board of Wall Street types who collectively are paid hundreds of thousands of dollars each year by the Plan for their part time services. By contrast, NYCERS's trustees serve without salary of any kind. Ontario's full time officers make a lot of money as well. According to their latest financial report, the five full time officers of the Ontario

Plan together made more than \$25,000,000 in salary and bonuses over the past three years. And like Wall Street, getting big salaries and bonuses does not automatically translate into the pension plan being fully funded. The Ontario Plan was underfunded by \$17 billion dollars this past year. To make up for the under-funding, employee contributions were raised as high as 13 percent of wages.

We keep demanding that the full details of the Bloomberg-Liu proposal be made public so we can better assess it. To date, the Comptroller's office has not provided any real details. If it did, we expect that many unions would oppose the change. We believe that your pension plan assets should be carefully invested with an eye to protecting principal as well as obtaining returns.



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Fees and special pricing noted above are valid only at participating U.S. offices for an original 2011 personal income tax return. Additional fees for Earned Income Credit, state tax returns, and tax preparer compliance fee may apply with Federal Forms 1040EZ and 1040A (no children/dependents). Fees for Federal Form 1040A (no children/dependents) at H&R Block Premium offices are higher. \*Void if sold, purchased or transferred, and where prohibited. Coupon must be presented prior to completion of initial tax office interview and may not be combined with any other offer, discount or special promotion or pricing program. Discount valid only for tax prep fees for an original 2011 personal income tax return for employees of the sponsoring company listed above. Current tax year W-2 or other proof acceptable to H&R Block of current employment from the sponsoring company listed above (or its participating subsidiaries) must be presented to be eligible for discount. Expires 4/30/2012. ©2011 HRB Tax Group, Inc.

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# In Memoriam

## Edwin Thomas Remembered on 3rd Anniversary of Tragedy

Around the corner from a bodega and a few yards from where the B46 stops on its way down Malcolm X Blvd, over a hundred Local 100 members crowded around an improvised memorial of flowers, a photograph, and the TWU Local 100 banner on Dec. 8, 2011. Three years before on the same spot, an enraged passenger stabbed Bus Operator Edwin Thomas to death. In a candle-light vigil, fellow operators, family members, and TWU officers including President John Samuelsen remembered Thomas, many tearfully. MTA Chief Chaplain, Rabbi Harry Berkowitz, officiated. He led the mourners in a short walk up the street to the spot where the murder took place.

Thomas's brothers, Wallace and Frantz, thanked transit workers for their steadfast support, as did Thomas's daughter, Edley. Interviewed on the scene by New York 1



reporter Tina Redwine, Edley spoke of her sadness at missing her father's regular phone calls, Christmas presents, and encouragement. Joining in the memorial as well was New York State Assemblyman Rory Lancman (D-Queens), who pledged to continue supporting TWU Local 100 in its attempts to bring awareness of escalating numbers of assaults on transit workers into public view.

## Union Remembers 2004 Loss of Harold Dozier

Local 100 members gathered at Newkirk Station in Brooklyn to mark the seventh anniversary of the horrible loss of Harold Dozier, who was killed in the open cut near the station in Brooklyn. MOW Vice President Tony Utano and LES Chair John Chiarello were among the mourners.



## 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.*

**Homer White**  
*retired MABSTOA  
Bus Operator, on  
October 30, 2011.*

**James Willingham, Jr.**  
*retired NYCTA, on  
October 25, 2011.*

**Femi Ediale**  
*Active Power Maintainer,  
on October 24, 2011.*

**Dermot MacShane**  
*Retired MABSTOA  
Bus Operator on  
October 19, 2011.*

**Bruce Gearin**  
*Active Track Worker,  
on October 25, 2011.*

**Jabir Ahmad**  
*Retired MABSTOA Bus  
Operator on September  
24, 2011.*

**Reginald S. Keene**  
*Station Agent, on  
October 20, 2011.*

**Nathan Jones**  
*Retired TA Bus  
Operator, on September  
17, 2011.*

**Edward Frank**  
*Retired MABSTOA  
Bus Operator, on  
October 2, 2011.*

**Dionne Jones**  
*Active Station Agent, on  
November 13, 2011.*

**Jean Normal**  
*MABSTOA employee,  
on August 27, 2011.*

**Henry Littles**  
*Retired Conductor,  
on August 20, 2011.*

**Peter Palamar**  
*Retired NYCTA, on  
August 5, 2011.*

**Murray Chodorov**  
*MABSTOA Bus  
Operator on  
November 16, 2011.*

**Neflatie Gonzalez**  
*Active Transit Property  
Protection Agent, on  
November 25, 2011.*

**Patrick O'Connor**  
*MABSTOA Bus Opera-  
tor, on October 5, 2011.*

**Alfred Corrado**  
*NYCTA, on  
September 7, 2011.*

**Lawrence Bailey**  
*Retired NYCTA on  
October 15, 2011.*

**Thomas Canada**  
*Retired TA Bus  
Operator, on  
November 27, 2011.*

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



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# TWU Brings Industrial Unionism to the Ai

*The alarming news on Nov. 28, 2011 that AMR Corporation, parent company of American Airlines and American Eagle, had filed for bankruptcy in lower Manhattan – sparked an immediate response from our union, TWU Local 100.*

*Local 100 members attending the Dec. 3, 2011 Mass Membership Meeting, unanimously endorsed a resolution of support for the carriers' workers, which includes more than 20,000 TWU Brothers and Sisters mostly in Fleet Service and Maintenance across America and in Puerto Rico. While the historical connection between Local 100 transit workers and ground crews at American have been blurred by time, a closer look in this edition of "Our Union's Roots" series reveals that Local 100 blue runs deep through both workforces.*

TWU HAD STUNNED THE LABOR MOVEMENT AND THE ALL-POWERFUL transit companies with dramatic organizing wins across the City's bus and subway properties in the mid 1930's. By 1937, TWU represented 30,000 transit workers in New York and was developing a strong following among workers elsewhere in New York and in other cities. The CIO chartered TWU as a full-fledged International Union in 1937 with Michael J. Quill as International President. Local 100 was chartered the same year as the flagship Local of TWU of America.

The CIO brand and TWU's new organizational structure allowed it to move forward aggressively on the organizing front. Early on, the International relied strongly on the financial clout of Local 100 and strong ethnic ties among Irish workforces of the day to expand.

TWU quickly secured representational rights among

the poorly paid and mostly Irish workers at Columbia University, now Local 241. When asked by a reporter why TWU would be interested in representing workers at Columbia, Quill said bluntly: "they ride the subways, don't they?"

The union had a flurry of wins on transit properties in the Midwest, including Omaha, Nebraska (now Local 223), Akron, Ohio (Local 1) and Columbus, Ohio (Local 208). The most important transit organizing win outside New York, a seven-year campaign, came in 1944 with victory in Philadelphia (Local 234). Common among all these victories was help provided by transit workers from New York.

The wins continued to pile up with victories on more than 30 transit properties outside New York. Another critical win came among nearly 4,000 utility workers at Brooklyn Union Gas (Local 101), now known as National Grid.

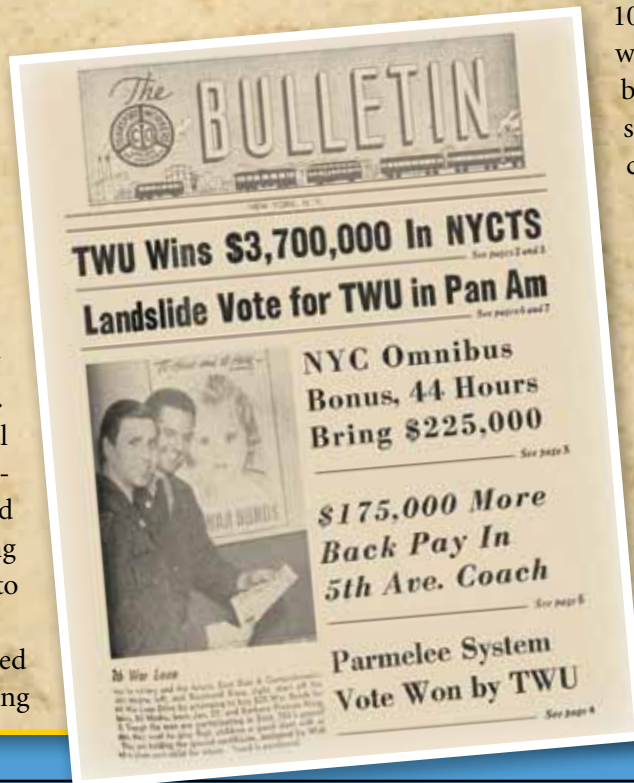
But the real prize of that era was the largely non-unionized work forces in the airline industry. As early as 1943, TWU was setting its sights on the two dominant carriers of the day, Pan American World Airways and American Airlines. Then TWU International Secretary Treasurer Douglas McMahon said: "If we can crack into the air transport field, we will have an opportunity to become one of the most powerful forces in the country."

Employment in the airline industry virtually exploded after World War II. In 1936, the airlines employed less than 10,000 workers. By 1946, the number was nearly 100,000. Most employees belonged to company dominated associations, and were organized along craft and class.

TWU brought its own brand of industrial unionism to the mix, which appealed largely to the fleet service and maintenance workers.

TWU sent a cadre of organizers to Miami, Pan Am's major base of the day. But in New York, the union often utilized Local 100 transit workers to spread literature and TWU's strong message of wall-

*The front page of this 1945 edition of the original Transport Workers Bulletin announces TWU's first organizing win among airline workers at Pan Am. American followed one year later.*



# Airlines, With a Big Assist from Local 100

to-wall unionism among the American ranks. The main American target was at LaGuardia Airport. Maurice Forge, one of TWU's core leaders from the beginning was put in charge of airline organizing. TWU's first success was an election victory at Pan Am in 1945. American came in the following year.

TWU also vigorously pressed the fight for equal opportunity in the airlines for minority workers. In Tulsa, Oklahoma – home of American's maintenance overhaul base – TWU immediately put an end to separate facilities for black and white workers, and played a major role in the desegregation of a local hotel. Also in Tulsa in 1953, the union made national news when it forced management to rehire, with full back pay, a black worker who was fired after striking a white worker who had provoked him with racial slurs.

The union also won a non-discrimination clause in its contract with Pan Am, and it set up its own mechanics school in Miami for

*After being chartered by the CIO in 1937, TWU rapidly succeeded in expanding its boundaries beyond New York, and beyond transit. This 1937 photo shows Michael J. Quill with United Mineworkers President and the founding President of the CIO, John L. Lewis.*



*Local 100 members were active in bringing literature and the message of industrial unionism to American Airlines workers. Above photo from 1945 shows organizers handing out literature at LaGuardia Airport.*

black workers, who were barred from attending local vocational schools in Florida.

Sadly, Pan Am after years of mismanagement and the inability to recover from the terrorist bombing of Pan Am 103 over Lockerbie, Scotland in 1988, ceased operation in December 1991.

TWU workers at American now face their own crisis in bankruptcy court. As in 1945, they will have Local 100 members at their side.



## IMPORTANT INFORMATION ON YOUR BENEFITS THROUGH



**TWU LOCAL 100 - NYC Transit**

### ***Training & Upgrading Fund***

TWU Local 100-NYC Transit Training and Upgrading Fund has announced its schedule of classes for Spring 2012.

These courses include a wide-range of subjects to prepare Local 100 members for advancement in their transit careers.

Please go to [www.twulocal100tuf.org](http://www.twulocal100tuf.org) for a downloadable schedule.



### **TWU Local 100-NYC Transit Childcare Fund**

Child Care Fund has announced dates for

- Registration period for “Summer Camp 2012” and for Camp TWU/Oasis.

The application period is Jan. 9, 2012 thru March 30, 2012.

- Fall Voucher Registration 2012.

Please go to [www.twulocal100ccf.org](http://www.twulocal100ccf.org) for more information.

## Contact Information for TUF and CCF



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