

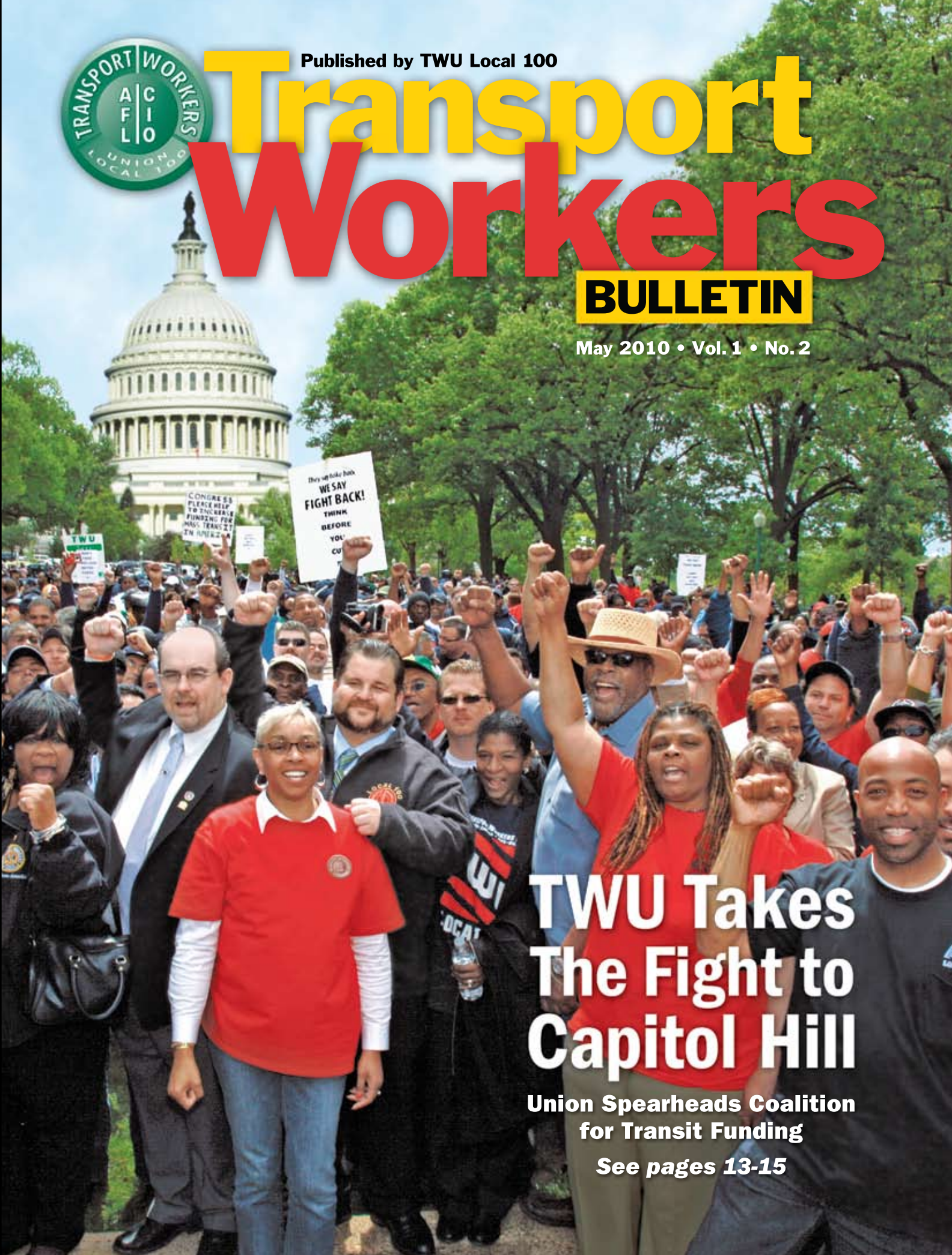


Published by TWU Local 100

Transport Workers

BULLETIN

May 2010 • Vol. 1 • No. 2



TWU Takes The Fight to Capitol Hill

**Union Spearheads Coalition
for Transit Funding**

See pages 13-15

We Owe Them Action

I NEVER THOUGHT I WOULD LOOK BACK ON GETTING SLUGGED IN A BARROOM BRAWL WITH SUCH FONDNESS. The guy I grappled with was Jimmy Knell, a brother union member and a brother track worker. We were old enough to know better, but too young to care. I had just beaten Jimmy in an arm wrestle, fair and square, as I remember it. Jimmy didn't think so, and the fight was on over the table, onto the floor and out the door. We had a good laugh over it over the years.

I always liked working with Jimmy on the tracks. He was concerned about his own safety and those who worked with him. When he got promoted to supervision, he never forgot where he came from.

Now Jimmy is dead. The tracks took him on April 26, 2010, just like they took Daniel Boggs and Marvin Franklin three years ago this month; and Lewis Moore in 2005; Harold Dozier in 2004; Kurien Baby, Joy Anthony and Chris Bonaparte in 2002; Samuel McPhaul in 2001, John Nicholson and Daniel Walsh 20 years ago last month, and so many more going back to the earliest days of the subways.

In the wake of the recent Massey mine disaster that stole the lives of 29 miners, President Obama said: "We owe them more than our prayers. We owe them action."

We owe Jimmy Knell and his family our prayers. And we owe them and the families of all our lost brothers and sisters, and every member of the union ranks and supervision who go onto the tracks for a living, swift action to prevent this from every happening again.

It starts with us, track workers, watching each other's backs every minute on the job. And it ends with the leadership of Local 100 to make sure that the safety language in our agreements is as tight as possible, and if necessary that new legislation is enacted in Albany to insure that state law protects our actions on the job.

Extortion Won't Work

Find me one transit worker – just one – who can honestly look me in the face and say: "I make too much. I

don't need my benefits. I don't need my overtime. I don't care about my safety. I think transit workers should pay for Wall Street's greed and Albany's inaction," and I'll start talking to MTA Chairman Jay Walder about his blackmail plot. That's what it is, extortion at the highest levels.

Walder, and a lot of other people in high places, see the current financial crisis as a golden opportunity to gut our contract, and put us in our place.

Transit feeds a bunch of nonsense to the press that our "archaic" work rules are too expensive and need to be changed, and the media buys in. What Walder won't say is that he views a Conductor as an archaic work rule. Station Agents as unnecessary personnel. And labor contracts as hindrances to progress.

Transit workers are not the only ones in this boat. Teachers, police and fire, and city and state workers of all stripes across New York, New Jersey and for that matter the country, face stern tests to their mettle.

Management has turned this financial crisis into the new beachhead for class warfare. We in Local 100 will not flinch.



**Transport Workers Union
of Greater New York, Local 100**
80 West End Avenue
New York, NY 10023
Phone: 212-873-6000
Fax: 212-579-3381
www.twulocal100.org



Transport Workers

Published by TWU Local 100

BULLETIN

May 2010 • Volume 1 • Number 2

John Samuels
President

Israel Rivera, Jr.
Secretary Treasurer

Benita Johnson
Recording Secretary

Angel Giboyeaux
Administrative Vice President

VICE PRESIDENTS

Brian Clarke, MABSTOA

John Day, MTA Bus, PBL

Kevin Harrington, RTO

Maurice Jenkins, Stations

Nelson Rivera, CED

Stephan Thomas, TA Surface

Tony Utano, MOW

EXECUTIVE BOARD

TA Surface

Lloyd Archer

Ron Carter

Anthony Narduzzi

Latonya Crisp-Sauray

Brander J.L. White

Car Equipment

Grigoriy Dunichev

Jolly Eapen

Shirley Martin

Neil Phillips

RTO

Terry Adams

Brussard Alston

Dennis H. Boyd

Steve Downs

Lee Ireland

Cleveland Manley

Stations

Kathryn Taylor-Davidson

Derick Echevarria

Annie Hallahan

Michael Morales

Paul Piazza

Christine Williams

MOW

Jack Blazejewicz

John V. Chiarello

Tommy Creegan

Pete Foley

Mario Galvet

Dennis McCormick

MABSTOA

Tony Aiken

Frank Austin

Richard Davis

Tom Lenane

Christopher Magwood

MTA Bus/PBL

Octavio Fernandez

Jerry Greenhaus

Gwendolina Peebles

Robert H. Stahl

John H. Spicer, Jr.

4-5

Union Turns Out for Station Agents

More than 3,000 Local 100 members from all departments, and supporters from New York's labor movement, turned out to denounce the MTA's plan to eliminate 475 Station Agents and cut service and jobs in other departments.



4

13-15

Campaign Hits Capitol Hill

Local 100 President John Samuels led the union's contingent of more than 2,000 Local 100 members to a national Lobby Day in Washington, D.C. to demand more federal funding for mass transit. The event is part of a coalition strategy to elevate mass transit as an integral part of the greening of America.



13

25

Union Marks Tragic Anniversaries

Officers and members gathered three times in recent weeks to mark the anniversaries of the deaths on the tracks of four Union brothers that drew outrage and changes to track safety regulations.



25



Local 100 Launches New Website

Members are urged to take a look at our new website at our old address www.twulocal100.org. The new site is easier to navigate, will carry new content, and quite a few more bells and whistles to keep members coming back again and again for information about their union.

Communications Department Transport Workers Bulletin

Director

James Gannon

Director of Publications

Alan Saly

Contributing Editors

Dave Katzman, Jonathan

Bennett, Daniel Tasripin

Graphics

Noah Rodriguez

Official Publication of the Transport Workers Union of America, Local 100, AFL-CIO

Published bimonthly by the Transport Workers Union, Local 100, AFL-CIO
80 West End Avenue, New York, NY 10023

Postmaster: Send address changes to: Transport Workers Union, Local 100,
80 West End Avenue, New York, NY 10023

Photos:

Tom Matthews
Photography

Front Page Photo

Tom Matthews

Local 100 Members Say 'Hands Off Our Jobs'

Thousands Con

THE UNION TURNED OUT IN FORCE FOR STATION Agents facing MTA Chair Jay Walder's knife at a mass rally at Penn Station on May 4, 2010.

Nearly 3,000 transit workers from all Departments stood shoulder-to-shoulder behind police barricades to voice their support for the Station Agents, as well as others targeted for layoff later this year.

Rev. Jesse Jackson, who has joined forces with transportation labor in its quest for additional federal funding for mass transit, added his voice to those denouncing the layoffs and deep subway and bus cuts for riders. The national movement (see pages 13-15) is known as "Keep America Moving" and finds its core support in the ATU and TWU.

Jackson, the nation's foremost civil rights activist, told the crowd that "transit jobs are green jobs," and that, "when you roll, America rolls."

The May 4th rally was timed to coincide with other actions taken around the nation to protest the insufficiency of federal funding for mass transit.

Earlier in the day, Rev. Jackson had addressed a 12 Noon rally on Boston Common at the invitation of ATU Local 589, which operates Boston's T subway and light rail system.

Local 100 President John Samuelson was joined at the dais by other prominent speakers including



TWU International President Jim Little, NYS AFL-CIO President Denis Hughes and ATU International Vice President Larry Hanley.

Also attending were a large number of rank and file members of transit locals from the New York and New Jersey metro area. Making a particularly impressive appear-



Local 100 President John Samuelson at mass rally.



Reporter from NY1 News interviews Station Agent targeted for layoff.

demn Layoffs



WeAct, Brooklyn Tech's Progressive Student Awareness, the Sierra Club (Dan Miner of the NYC Chapter), the Indypendent, the Bail Out the People Movement, Gene Russianoff of the Straphangers Campaign, Ya-Ting Liu of Transportation for America, and Union officials including Anthony Simon of the UTU, Chris Silvera of IBT Local 808, Dean Devita of SEIU, Daneek Miller of ATU Local 1056, John Costa, President of the New Jersey ATU State Council, Angelo Tanzi of ATU Local 726, Mark Gerling of ATU Local 1321, Benjamin Evans of ATU Local 819, Chris Natale of the Brotherhood of Railroad Signalmen, and political leaders including Councilwomen Leticia James, Melissa Mark-Viverito, and Margaret Chin, and District Leader Marion Bell of East Harlem.

ance was LIRR Local 56, the Brotherhood of Railroad Signalmen, whose contingent of a hundred members made a grand entrance carrying their banner and American flags.

After the rally, angry Local 100 members marched to MTA Headquarters at 347 Madison Avenue to demand justice for Station Agents from MTA Chair Jay Walder, but were penned across the street by police officers.

Our list of supporters at the rally included the Co-Op City Coalition to Stop Transit Cuts, the NYC Student Union, the Tri-State Transportation Campaign,



Rev. Jesse Jackson added his support to the union's efforts to block layoffs.



From the left at rally, TWU Int'l Exec. VP Harry Lombardo, TWU Int'l President Jim Little, Local 100 President John Samuels, ATU Local 1056 President Daneek Miller, IBT Local 808 President Chris Silvera, Rev. Jesse Jackson, Local 100 Sec'y Treas. Israel Rivera, and Local 100 PAC Director Vernon Thorpe.

**UNION TAKES
LAYOFF CASE
TO COURT
See Page 17**

TWU RETIREES EXPRESS

Concern For Younger Members

SOME 350 LOCAL 100 RETIREES MET IN THE UNION HALL ON APRIL 19, where they discussed the work of the union, the future activities of the Retirees Association, and the threats to the jobs of the newest generation of transit workers. The meeting was topped off with a buffet lunch of spare ribs and chicken.

"In today's financial climate, our union faces big challenges, and I know from experience that our retirees are one of the most powerful resources the union has," Retirees Association Director Jim Mahoney told the stand-

ing-room-only crowd.

After listening to brief presentations about Medicare and the Retirees Association's dental and vision plans, the group received a report from Local 100 President John Samuelsen on the



union fight against MTA service cutbacks and layoffs. He was loudly applauded when he said "We're not going to let the MTA walk over us, and I know that every-

one in this room agrees with that." During the meeting two individuals were singled out to receive plaques honoring their commitment to the local and its retirees – Angelo Camaioni, who, after working as a TA electrician for 34 years, has worked as a volunteer for the Retirees Association for the last five years. Also honored was long-time TWU photographer Tom Matthews, who has chronicled great TWU events in film for more than 50 years.

One of the meeting's high points was a performance by Artie Mae



Tom Matthews was recognized for his 50 years of professionalism for TWU.

Director James Mahoney Joins Ranks of Retirees



President John Samuelsen, left, with retiring Director Jim Mahoney.

Retirees Director James Mahoney added his name to the distinguished list of Local 100 Retirees he served over the past decade. As he announced his retirement, Jim offered the following words of appreciation for a career of service to the City of New York and TWU: "I want to especially thank Local 100 President John Samuelsen, Secretary Treasurer Izzy Rivera and the officers of Local 100 for reminding me how unionists should treat one another. It has been a privilege for me to have known and worked with so many of our retirees. They have been an inspiration to me both in good times and in bad times. I will never forget them nor should all of you."



Mitchell of the golden oldie “We Too,” which was a hit when she recorded it more than 60 years ago. Ms. Mitchell, who is married to retired bus operator Robert Mitchell, had a brief recording career as a teenager. When she reprised her biggest hit, the crowd applauded her enthusiastically.

Here’s a sampling of some of the thoughts of individual retirees who attended.

Retired MaBSTOA bus operator **Robert Mitchell**: “The union needs to keep on pushing so we can hold on to what we’ve got.”

Retired A Division Train Operator **Raymond Daniels**: “I’m very concerned about the so-called threat to our retiree pass cards and the plan to lay off some of the younger members of our union.”

Retired Car Equipment

Cleaner **Deborah Ward**: “I depend on my retiree pass card and I hate this talk I hear about taking it away, which is totally unjustified.”

Retired Railroad Clerk **Barbara Pittman**: “I don’t want to hear about the possibility of cuts to our health benefits. I spent 28 years earning my

benefits and no one’s going to take them away from me.”

Retired MaBSTOA bus operator **Gabe Freshwater**: “When I was growing up I was very impressed with Mike Quill and the founders of Local 100 – they and their successors have made the city a better place for everyone to live and work.”



Angelo Camaioni, 2nd from left, was honored for his years of volunteer service to the Association. With Angelo, from left, are Retirees staffers, Shalena Lindsey, Don Gyaltsen, Renee Alford and Jim Mahoney.



CLEANING UP A CONTRACTOR'S MESS

In-House Workers Will Fix High Tech Equipment at 32 Stations

By James Gannon

LOCAL 100 ELECTRONIC EQUIPMENT MAINTAINERS WILL SOON BEGIN CLEANING UP a technological mess of non-working cameras, recording equipment and fiber optics left by a bankrupt MTA contractor at 32 major subway stations.

The \$20 million screw-up by Steelbox Networks involved the installation of security cameras and recording equipment at a series of key junctions in Manhattan and Queens. The system was supposed to transmit the video images to a central data bank for later retrieval.

It never worked.

The MTA's Keystone Kop-like bungling of its massive half a billion dollar post-

9/11 camera installation program came under the media microscope recently after two young men were stabbed to death on a southbound 2 train on March 30, 2010. The assailant fled from the south side Christopher Street station, which had no working cameras and a closed station booth. A barrage of newspaper reports followed uncovering a host of problems with the camera program.

Continued on next page

Contractor's Mess

Continued from page 9

Pete Foley, Local 100's Director of Bargaining Unit Protection, said that in-house workers "are thrilled" to be getting the contract to fix the Steelbox system.

"This is a really big deal," said Foley. "We should be getting all this work. Hopefully, this is just the start of management looking to its own workforce first before contracting these projects to substandard contractors."

LES Executive Board member Mario Galvet, was in an "I told you so" mood when he told the *Bulletin* that in-house staff had warned management that the Steelbox Networks equipment "was essentially junk."

Galvet said that most of the Steelbox cameras will not have to be replaced. But, he said, the recorders are a total loss. "We'll remove the recorders and replace them with Panasonic equipment, clean and adjust the positioning of the cameras, and replace any defective fiber optic transmitters."

Galvet said that his co-workers "are sick of watching contractors come in and do a lousy job that we know we should be doing."

"This particular contractor got a

ton of money to slap up a bunch of crap and we have to fix things that should not have been broken in the first place," he concluded.

Foley pointed to a model security camera project done by in-house labor in 2005 as an example of the level of professionalism and competence of Local 100 members.

As featured in the March edition of the *Bulletin*, TWU crews installed 120 high definition cameras at nine stations in Brooklyn as part of a crime-stopper project championed by Assembly-



Contractor Failed Financially

After installing cameras and recording equipment at 30 stations in 2007, Steelbox Networks, a video-switching technology manufacturer, went belly-up in November 2008. Its assets were acquired by a new company, ASG Software Solutions.

At the time, financial experts said that Steelbox had spent too much money too fast on sales and marketing, and that it was never able to clearly communicate its value, causing confusion in the marketplace. Ultimately, Wall Street's meltdown in late 2008, which brought about a severe credit crunch, blocked the company's efforts to get necessary funding.

ited with a drop in crime. The nine-station project cost \$1.74 million. This is in stark contrast to the \$20 million botched Steelbox project.

"The Hikind project is a perfect example of how the MTA reviewed the good work we did, but instead of the logical result of giving us more such work, they took the 9/11 federal money and threw it to the contractors," lamented Foley.

Foley told the *Bulletin* that the clean-up work would begin as soon as the new recording equipment arrived. He said that the project would cost about \$800,000.

Union Maintains That Security Cameras Are No Substitute for Station Agents

While Local 100 celebrated the awarding of the clean-up of the flawed Steelbox Networks project, they were quick to point out that security cameras are only part of the solution to public safety in the subway system. "Cameras will not and can not replace our Station Agents," said Local 100 President John Samuelsen. "A

working CCTV system, which we currently do not have, is an asset to fighting crime and preventing terrorist attacks against the transit system," he added. "But it's only one piece to the layered security needed in our subways – with our Station Agents being the most important piece of the puzzle."

Healthcare Reform: A Union Perspective

By David Katzman

ON MARCH 23, PRESIDENT OBAMA SIGNED THE Patient Protection and Affordable Care Act into law. This bill passed after a bitter struggle, with unions of both the AFL-CIO and Change to Win weighing in strongly in favor of passage. Said AFL-CIO President Richard Trumka, “This health care bill is good for working families—now and even more in the future.”

This fight is not over yet. The Chamber of Commerce has set aside \$50 million for anti-health reform advertising during the fall elections. According to the Wall Street Journal, this is part of “an aggressive strategy to blunt the impact of the new law.”

On the other end of the spectrum, unions and others who wanted to see bigger, more basic reform aim to win further changes in the future.

How many union members will be immediately and directly affected by the changes? Relatively few. Everyone covered by employer plans won by unions and nailed down at the bargaining table will keep those plans. There will be a few immediate improvements. Medicare-aged retirees will get help with drug costs. Coverage for pre-Medicare retirees will be subsidized, taking those costs off the table in the next round of contract negotiations. And children without coverage of their own can stay on their parents’ plans until age 26.

But the biggest changes will most directly affect people outside the ranks of unions. An estimated 31 million who have no coverage will get it, some this year and others a few years down the road. As well, people who don’t have a union keeping insurers in line are the biggest victims of the tricks that insurance companies use to deny people coverage. They will gain the most from the ban on those outrageous practices.

Then why did labor put so much into this fight? That is because unions are looking at the big picture. With

health costs soaring, the 90% of the workforce that lacks union protection is seeing health coverage disappear. In the unionized private sector, growing numbers are seeing heavy co-premiums, sometimes totaling several thousand dollars per year.

In the meantime, health costs are the 800-pound gorilla at the table in every round of contract negotiations. The way most unions see it, reform will reduce the pressure against the health benefits of union members. It will take several years for these changes to kick in. In the meantime, expect an ongoing fight by the Chamber

of Commerce and its allies to make hysteria against health reform a lever for rolling back this legislation.

Changes for Local 100 members

- Retirees enrolled in Medicare will receive \$250 this year to help with drug costs. Increased assistance to Medicare enrollees will increase until the “donut hole” completely disappears in 2020. Most of our retiree “donut hole” costs are covered by our plan. This change will reduce our costs at the bargaining table for retiree health coverage.
- A \$5 billion reinsurance plan for pre-Medicare retirees should further reduce our costs at the bargaining table for retiree health coverage.
- Members’ children without coverage of their own can remain on their parent’s plan until age 26. This does NOT require the child being enrolled full time in college.

What don’t unions like in the new law?

- Starting in 2018, insurance companies will pay an excise tax on plans costing over \$27,500 a year (family) or \$10,200 (single). Unions are concerned that insurers will push up the price of plans to cover the excise tax. How many plans fall into that bracket? Very few. Ours do not. But some union plans may, plans that cover small populations (which drives up costs) with special risks or needs (which drive up costs more). For this reason unions are committed to future action to knock this provision out before 2018.



President Obama signs bill at White House ceremony.

Not So 'Good Vibrations'



**Safety Director
Earl Phillips**

IF OCCUPATIONAL HEALTH STATISTICS CAN BE BELIEVED, A BUS OPERATOR'S SEAT OUGHT TO have a label attached to it: "Warning – Operating an Urban Bus is Dangerous to Your Health."

On average, urban bus operators have higher rates of high blood pressure, heart disease and digestive problems than the general population.

Many factors contribute to the relatively poor health of bus operators, including the sedentary nature of the work, poorly designed work stations, the stress of traffic congestion, time pressure and exposure to high levels of exhaust fumes.

Another possible bus-related health hazard, which is poorly understood, is whole-body vibration caused by both the bus's engine, by starting, stopping and turning and by rough roads.

No one knows exactly what the health consequences of whole-body vibration are for bus operators. There are no studies that would make it possible to separate the possible effect of vibration from other, somewhat better-understood hazards, such as stress and exhaust fumes.

In fact, no one has ever conducted a rigorous study to provide a detailed description of an operator's daily dose of vibration. "Vibration can and does vary in intensity, frequency, direction, and duration," says Dr. Eckardt Johanning, who has helped Local 100 understand the effect of vibration on its members. "With so many variables, none of which has been measured in detail, it's not really possible to say whether a particular kind of vibration is harmful or not. But we can say with confidence that reducing the vibration experienced by an operator, by improving either an operator's seat or the suspension of the bus, will have a beneficial effect."

"There's no question that driving a bus with a bad suspension and a bad seat over bad roads takes a lot out of you," says bus operator Jimmy Colon, who is a union safety

rep. "The fact is that the MTA does not consult with the union about the equipment it buys, which might be one of the reasons they don't buy the best seats that are available. But whether they do it out of ignorance or just to save money, it's wrong, because it puts our members' health at risk for no good reason."

"We want to eliminate health hazards for our members," said Local 100 Safety and Health Director Earl Phillips, "and of course that includes reducing dangerous bus vibration. Everyone in the safety department has been trained on the health effects of vibration, and we educate the members about the importance of doing whatever possible to keep exposure to vibration to a minimum. Vibration is a hazard that we can't ever hope to completely eliminate, but if our members understand the hazard, that's an important step toward keeping it under control."

International Conference Set On Transport Workers Health

Dates have been set (July 27-29, 2010) for an International Conference on the Transportation Industry – with a focus on the health status of urban mass transportation workers.

TWU Local 100 is hosting the event, in cooperation with the City University of New York.

Experts in the field on occupational health, including our own Dr. Frank Goldsmith, will participate. Go to our website, www.twulocal100.org for more information.

Panels will, among other things, discuss the latest in technology changes in mass transportation systems, and the experience of workers' compensation, disability, health benefits and pensions of transit workers



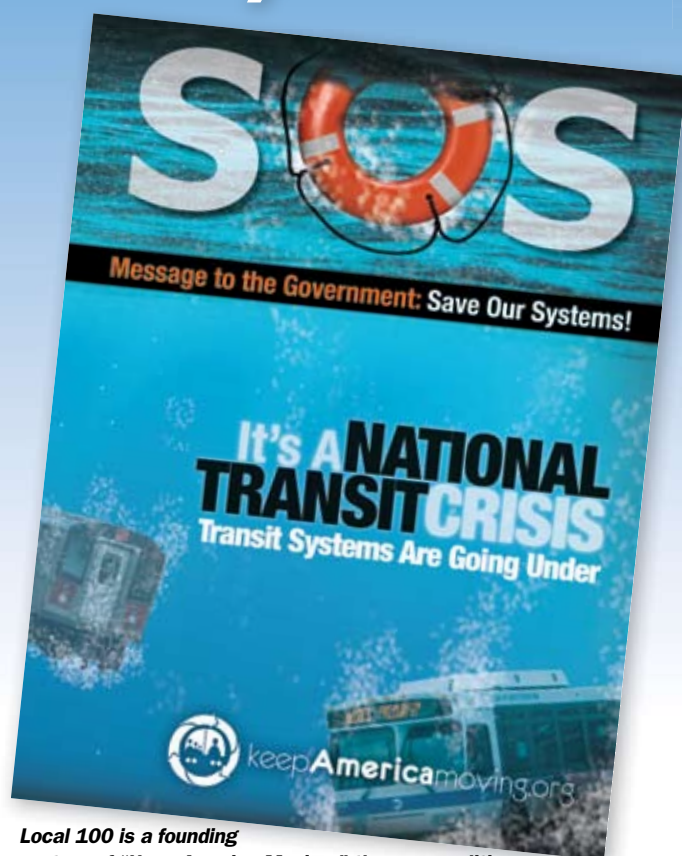
More than 3,000 transit workers turned out for a rally in Washington, D.C. to focus attention on the plight of mass transit nationwide.

Moving Washington, D.C.

By Alan Saly

THERE ARE A TON OF LOBBYISTS IN WASHINGTON, D.C. – well coiffed, well-heeled, and well-connected. Some were leaving the Russell Senate Office Building on April 27 after their morning appointments, smiling and clutching their briefcases and binders – women with notebooks, pretty and focused; men in \$1200 suits and Rolex watches. They didn't seem surprised by the army of transit workers, in t-shirts and denim, holding "Keep America Moving" literature and waiting to get in through security to see the same legislators the lobbyists had just visited.

Continued on next page



Local 100 is a founding partner of "Keep America Moving," the new coalition advocating more federal assistance for mass transit.

Moving Washington, D.C.

Continued from page 13

Bus Operators, Conductors, Cleaners and Maintainers, Train Operators, Track Workers and many others, carrying literature arguing for new federal funding for mass transit, and wearing emblems of their TWU, ATU, UTU and IBT locals, slid cellphones, belts, keys and even tools into x-ray machines and waited their turn. From there, once inside the gleaming marble hallways, they fanned out, 540 teams of two, each with a pre-determined job: to see one legislator and explain to him or her the magnitude of the mass transit funding crisis in America, and ask them forthrightly to do something about it.

Many did not see the legislators, but only met with staff aides. Bus Operator Prakash Mahabir, out of Gun Hill, lobbied an aide to South Carolina Senator Lindsey Graham, who plays a crucial role in negotiations over climate change legislation. We consider climate change a mass transit issue, since getting people out of cars and into buses saves energy and fuel. Derrick Echevarria, of our Stations Department, visited James Oberstar, the powerful head of the House Transportation Committee, and buttonholed Republican Tom Holden of Alabama, as well. Each got their “Keep America Moving” packet along with

some blunt truth about how a transit worker sees things.

And so it went, for two and a half intensive hours of lobbying, while speakers including the Rev. Jesse Jackson, Local 100 President John Samuelson, TWU President James Little, and ATU President Warren George spoke out about our issues to thousands of transit workers in Upper Senate Park. We had the best weather to grace Washington in more than a week, with clear and sunny skies. News crews from local stations covered the event, as well as pool photographers, CNN, and NPR. The “Keep America Moving” rally appeared in a Washington Post blog. We had pulled it off – a tremendous feat of organizing, with 50 buses coming down from New York and New Jersey in a tight timetable.

Jackie Lynn Jeter, President of ATU Local 689, representing some 9,000 Washington DC Metro Operators and Maintainers, spoke of the powerful alliances that are possible in the fight to preserve and expand transit, and Congressman Keith Ellison (D-MN) also took the microphone, promising that he would “talk about the mass transit crisis today” on the House floor. Speakers made the point that mass transit is both an economic justice issue and an environmental issue, and that the national trend of cutting service, laying off workers, and raising fares threatens to snuff out the economic recovery in many neighborhoods.

Did our rally matter? The next morning, Congressman Oberstar, addressing the national TWU COPE Conference

Rev. Jesse Jackson told the huge crowd of transit workers from New York, New Jersey, Washington and elsewhere that mass transit is a key component of the nation's goal of energy independence.





Above, Transit workers crowd steps of Russell Office Building

play on Capitol Hill, including one sponsored by Russ Carnahan (D-MO), that would increase this “flex” spending, as well as a new jobs authorization bill. The Rev. Jackson, unions, and transit advocates want to see progress on removing a cap – first pushed through in 1998 by then Rep. Newt Gingrich -- restricting federal DOT transit funding to cities under 200,000 in population.

At press time, impressed by the rally, Connecticut Senator Chris Dodd has made it known that he’s interested in taking on the cause of saving mass transit and stopping service cuts. The Keep America Moving coalition will be there to



Prakash Mahabir lobbies aide to Lindsey Graham

at the Liaison Hotel a few blocks from the rally site, said, “You really got our attention yesterday. Congratulations on your first rally in Washington.” Along with other legislators at the Conference, Oberstar pledged to work toward raising the amount of federal funds transit systems could spend on “operating expenses” – jobs and service, as opposed to capital purchases. A number of bills are now in

work with him. And it was successful on April 27th largely because the rank and file members of TWU Local 100 made it so. Now it’s time for all members to Keep America Moving by going to the coalition’s website, joining with other union sisters and brothers all over the country and our allies in the environmental movement and church and community coalitions.

“Speakers made the point that mass transit is both an economic justice issue and an environmental issue, and that the national trend of cutting service, laying off workers, and raising fares threatens to snuff out the economic recovery in many neighborhoods.”

Partnership With Public Saves Express Line



4c passenger Lorraine Walker and Bus Operator Anthony McCaffrey.

A determined effort by Division officers, passengers and a motivated Town Supervisor saved a popular Liberty Lines express run from the chopping block last month.

The line in question is the BXM 4C, which takes commuters from White Plains, down Central Avenue in Yonkers onto the Major Deegan, to Manhattan's 5th Ave. and finally to 23rd St.

County Executive Rob Astorino claimed the route was under utilized and too costly, and wanted to cut it completely.

Union officials built a strong coalition with several outspoken riders and Green-

burgh Town Supervisor Paul Feiner.

The group flooded the affected areas with flyers and posters, outlining how the loss of the 4C would impact commerce, property values and service.

The noise level grew so loud that Astorino finally backed away from his original plan to eliminate the line, with a compromise that cuts down on frequency of service and imposes higher fares.

"It's a huge relief," said commuter Virginia Sheahan, a Yonkers resident who worked closely with the union to help save the line. "I can still get to work. That's what I need to do," she said.

Liberty Lines Operator A Passenger Favorite

Many riders on the Bee-Line 45 bus have two things in common: they enjoy the quick ride from southern Westchester to the subway station, where they catch the 6 to Manhattan, and they love Vicky Chafouleas.

Vicky, who drives the 45 every weekday morning, says, "I have a secret - I love to drive a bus and I like people."

Even after 17 years as a bus operator, Vicky's love of her job and her passengers is so transparent that the passengers return the favor. Last month some of the regulars on the 45 route got together to produce a flyer for all the other passengers, praising Vicky's "good nature and cheerful disposition which she



Vicky Chafouleas.

shows to everybody in her route," and asking their fellow commuters to chip in with a "generous contribution" for "an exceptional bus driver."

When asked what she does to have such an effect on the customers, Vicky says "it's simple, I treat customers as humanly as possible - I like people - I always smile and say hello to the regulars because I'm really glad to see them. They make my world go around too, because you can't drive buses empty."

Vicky, who lives in Yonkers, does not have any children. "Maybe that's why I treat my passengers so well, they're like my little ducklings."

Company with Anti-Union Past Wins School Bus Contract

The School Board for Greenburgh-Elmsford Schools has voted to award the transportation contract to Montauk Bus, a company with a distinct anti-union history. The vote casts White Plains Bus, which has provided school bus service here for years, to the curb. Local 100 officials had

been working with the company and parents to emphasize that safety and service is at risk with Montauk Bus.

TWU officers said that every effort will be made to protect the jobs and contract covering the effected members. More actions to reverse the vote are possible.

Fight Back Against Layoffs Continues

As the TWU Bulletin was going to press, New York State Supreme Court Justice Saliann Scarpullo was still mulling over a decision in the case brought by Local 100 to halt the MTA's plan to close station booths and lay off 478 Agents.

Local 100 Attorneys fired the first salvo against the MTA on May 5, 2010 just hours before all targeted Agents were to hand in their uniforms and passes at the Transit Learning Center, PS 248 in Brooklyn.

At that time, the union secured a temporary restraining order blocking the cuts. But over the Mother's Day weekend, management hit back with a technical end-around closing SCA booths and firing 266 of targeted Agents. An eleventh hour effort by the union's lawyers to block the "Mothers Day Massacre" failed, and the first wave of Agents were terminated on May 11, 2010.

Judge Scarpullo heard arguments on the overall case on Wednesday, May 12. The fate of the remaining Agents are in her hands. By law, she has 60 days to render a decision.

Local 100 President John Samuelsen said: "I believe the union is on very strong legal ground that the MTA failed in its requirements for public hearings under the New York State Public Authorities Law before taking action to close these booths."

Samuelsen said that regardless of the outcome of the court case, the union will continue to fight for its members targeted for layoff and passengers targeted for lost service. "We will never abandon our members or the passengers we serve. We will continue the fight for funding in Albany and Washington and in our communities and neighborhoods to find a solution."

Union Files Contract Grievance

The union also filed a pick violation grievance over the closing of the SCA booths prior to the end of the pick. Arbitrator Richard Adelman is weighing the arguments of both sides. If the arbitrator rules with the Union, we expect that many of the laid-off Station Agents who picked SCA booths will have to be re-hired, at least until the end of the pick in June.



President John Samuelsen addresses press outside court.

As for the rest of our Station Agents – still working as a result of the temporary injunction – a court decision that could re-start the MTA hearing process would keep them on the job for another two months or more, giving the union more time to find an alternate solution.

As seen on pages 4-5 of this edition, Local 100 sponsored a mass rally to support the Station Agents and call for additional funding from Washington, D.C. to prop up ailing mass transit systems nationwide.

Union Launches HELP Desk

Local 100 has established a "HELP DESK" to provide laid off members with a continuing resource to ensure that Seniority and Civil Service rights are protected.

A full-time person will be assigned to the "HELP DESK" phone so that members will always have a helpful, sympathetic union brother or sister to talk to.

The "HELP DESK" will be able to update members, as well, on the union's ongoing efforts in Albany and Washington, D.C. to secure additional funding to restore laid off members to the job and stop further cuts to service and transit jobs. And it will enable the union to reach out to you to enlist your help in our efforts to secure your reemployment. **212.873-6000, Ext. 2078**



Alert LMs Get Quick Fix at Park Place



Proper signage was installed quickly.

Thanks to a couple of sharp-eyed Lighting Maintainers a potentially lethal signage mistake was identified and quickly rectified with the cooperation of management.

In late February, Light Maintainers Angelo Grillo and Kenrick Bradford called for full flagging on the northbound track of the IRT #2 line at Park Place for lighting installation. According to Grillo, the track was labeled as “Track 1” instead of what it should have been marked as “Track 3.” The Maintainers boarded a northbound train to Chambers Street and found the tunnel signs mislabeled as well. Supervisors Angel Diaz and Jim LaMorte responded and the problem was quickly fixed.

LES union rep Duane McMenemy said that mislabeling of this kind is a tragedy waiting to happen. “Power could be turned off on the wrong track in an emergency, or flagging sent to the wrong track; a whole host of safety problems with deadly results could

have occurred in this situation,” he said. “Grillo and Bradford deserve a lot of credit for their efforts.”

TWU Defends Public Safety at Courtland St.

MTA contractors can be found working throughout the system, often without oversight, and in some cases causing safety and access problems for the public.

In mid-March, LES Vice Chair Duane McMenemy uncovered one such situation and put a quick stop to it.

McMenemy was working near the World Trade Center when he noticed that a contractor’s crew had shut down the northbound Cortland Street stairway on the R and W lines. He challenged their authorization, and was told by the crew chief that they “didn’t need authorization.”

Wrong answer.

Calls to System Safety effectively shut the job down until workers from Access and Protection from the Lighting Department were assigned in the interest of public safety.

Vice President Tony Utano commended McMenemy, saying: “Our diligence and field inspections are paying off.”



From the left, Angelo Grillo, LES rep Duane McMenemy and Kenrick Bradford.

Your Rights to Challenge Unsafe Jobs

If you or your work gang believes that he/she is being asked to perform a task that is in violation of the departmental or applicable Authority-wide safety rules or applicable law, you have the right to challenge the decision of the immediate supervisor.

The challenge must be in writing on a form provided by NYC Transit and must identify the rule or standard that was violated. All NYC Transit supervisors will carry such forms. The form will be faxed to the Union at 212-724-5826.

The supervisors must respond/resolve the issue in writing on the form. If the response/resolution is acceptable, the issue is resolved and both must sign the resolution.

If an employee/gang does not agree with the supervisor’s response/resolution a manager must be contacted to review and personally witness the issue and determine who is correct. The Union will also be notified. If the employee/gang refuses the manager’s decision, appropriate action may be taken against the employee(s).

If the supervisor/manager fails to correct a valid safety condition, appropriate action will be taken against the supervisor/manager.

The TWU Local 100 Safety and Health Department will conduct regular evaluations to guarantee effectiveness.

Safety and Health Hotline: 1-888-898-6608



Union Forming Community Partnerships Vs. Layoffs

Local 100 OA officers have launched a major grassroots effort to enlist community and passenger support to fight off deep cuts to jobs and bus service throughout the Bronx and Manhattan.

The MTA announced the cuts earlier this year and followed up recently with "WARN" letters to hundreds of Local 100 members, that a reduction in work force will take place. Layoffs could effect

250 Bus Operators and 66 Maintainers across the OA depots and shops.

Union officers and members have been blanketing riders of targeted lines with flyers outlining how these cuts would impact their bus service.

This initial push has led to the creation of an ad hoc coalition of Co-op City residents, who would be particularly hard hit.

Other targeted areas for literature drops include hospitals, schools and lines that feed into train stations.

Local 100 Communications is crafting bus line-specific material to sharpen the message on how bus cuts would effect individual lines and neighborhoods.

Nova 3 Buses to Get a Safety Retrofit

Thanks to strong action by OA officers and the Local 100 Safety Department, management is in the process of retrofitting line-of-sight issues on the Nova 3 articulated buses. Immediately after bringing the Nova into service, Operators complained that they could not see the third exit door in the rear of the bus, creating a serious concern for passenger safety.

The union brought the mirror issues to light at a meeting with management safety personnel. They agreed with the union's position. According to Executive Board member Frank Austin, management is doing the retrofits one at a time. "This has to be taken care of as soon as possible, because our members always take the blame for passenger injuries, and the rear door issue is an accident waiting to happen."

In researching the problem, TWU safety reps Earl Philips and Frank Goldsmith found out from the manufacturer that each Nova has the capability of a dashboard monitor that would give the Operator a clear view of all exits. But, the MTA decided against this important safety feature because of the cost.



Photos show President Samuelsen shopgating members at Kingsbridge and West Farris depots

Enlist Public Support for Fight-back Campaign

The MTA's attack on service and jobs will claim up to 265 runs and as many as 85 Operators' jobs. The impact on maintenance is still unclear. As in MAB-STOA, the union is teaming up with politicians and riders to bring pressure on the MTA to back off the cuts.

Recently, union officers and Opera-

tors leafleted passengers on the B51, the only bus that crosses the Manhattan Bridge, to generate public outrage at the cuts. A strong press presence from the print media and television covered the event. The B39, the only bus



Local 100 TA Surface rep Willie Rivera talks to passenger on the B51 during leaflet blitz.

being totally discarded.

Please keep alert to the union's call for members to turn out at future events to enlist public support to save service.

to traverse the Williamsburg Bridge is also targeted for discontinuation. These cuts are particularly harmful to the elderly and handicapped, who find it difficult or impossible to use the subways.

Service reductions impact most Brooklyn neighborhoods, especially service at night and on weekends, with some lines

Walder's "Pool" Comments Anger Bus Operators

You would think the Chairman of the MTA would have to know at least something about bus schedules, especially in regard to swing runs. Chairman Jay Walder angered every Bus Operator in the City recently when he attacked contractual language regarding swings, intimating that workers shouldn't be paid anything for swing time. He made matters worse suggesting that Bus Operators are being paid "to play pool."

We explained how swings work, and that swings are a management prerogative to the media, but they bought Mr. Walder's ridiculous attack hook, line and sinker.

We hereby offer Mr. Walder a little history on swings before he starts shooting off his mouth next time. Basically, Walder's comments argued against work rules that he himself and so many other MTA bureaucrats have demanded over the course of many contract negotiations –

that being additional swing runs. Management has always wanted swing runs because it saves them money. In the 1997/2000 contract, Transit managed to negotiate a 25% increase in swing runs. The reason is simple: you get to hold an operator for the entire day, avoid overtime penalties and have them work during the busiest times of the day, the A.M. and P.M. rush hour shifts.

Swing runs also allow management to avoid hiring additional operators because they have one operator essentially doing the work of two shifts.

It's pretty obvious, that Walder is attempting to pit the ridership against the union to serve his own ends. He insults his workforce, the very people who move millions of people each day through the hustle and bustle of NYC traffic. He plays on the public's anger at having to pay ever higher fares while he cuts service and blames us.

Good Luck to Retiring Chairs

This month the Car Maintenance Division notes the retirement of two chairs and longtime activists: Cyril Francis of Pitkin and Dave Leviev of Coney Island Maintenance Shop. Both are 30-year men and veterans of the 1980 strike, who brought their extensive experience into play as union activists, most recently, as chairs of their respective shops. We owe a lot to veterans such as these, who have given considerable time



Cyril Francis



Dave Leviev

to looking out for their fellow union members and to sharing their wisdom with those who have come on the job more recently. They have earned the right to enjoy a comfortable retirement, and thanks to the ironclad pension terms they have helped safeguard, they will get it. We hope that from time to time they will spare a thought for the rest of us who remain on the job. We will certainly remember them.

Procedures for Handling Infectious Waste

Important policies are in place which outline procedures for the cleaning of infectious wastes.

These procedures come from years of CED officers fighting to keep Cleaners safe from disease caused by blood-borne pathogens.

Personal Protective Clothing and Equipment.

Any employee who may be required to collect/handle potentially infectious material or clean equipment which has come into contact with potentially infectious material shall be provided with the following personal protective equipment. This equipment will serve as a physical barrier to prevent any contact with the potentially infectious material. At minimum, gloves must be worn in all cases where the probability exists for contact with potentially infectious material. However, the wearing of some or all of the remaining PPE will depend upon the circumstances (e.g. the degree of splash hazard).

- | | |
|---|---|
| ■ Gloves – Vinyl Disposable (6 Mil) | specific boots, which offer equivalent (i.e. barrier) protection. |
| ■ Suits, Disposable | ■ Red Bag |
| ■ Face Shields | ■ Sharps Container |
| ■ Replacement Visor | ■ Sharps Container (large reusable) |
| ■ Boots (full body disposable suits, that include protective shoe coverings, may also be used as a division | ■ Disinfectant Solution |
| | ■ Antiseptic Towelette |

Dem Club Honors Dunichev

The Shorefront Democratic Club, a powerhouse in the Brooklyn neighborhoods of Coney Island, Brighton Beach, Seagate, Dyker Heights, and Bay Ridge, honored one of our own, Local 100 Executive Board Member Grigoriy Dunichev, at their 15th Annual Awards Dinner Dance on April 9th. A Car Inspector for 14 years, Dunichev has been a fighter for workers' rights and a mentor to many other Russian immigrants who found good jobs with New York City Transit. He is a Vice Chair at the Coney Island Overhaul Shop, the system's largest. In the photo, from left to right: Local 100 Vice President for Car Equipment Nelson Rivera, District Leader Dilia R. Schack (holding timepiece), Alex Rakhman, Gregory Dunichev (holding his Labor Award), Alec Brook-Krasny, Eugene Bleynis, Tomas Carano, District Leader Mark Davidovich, and Miron Eydman.



Rules to Follow in This Time of Cutbacks

The TA's plan to cut service means more crowded trains and more frustrated passengers.

That's going to make our jobs harder. We all know the drill. Passengers will hold doors. Trains will back up and be late. This will cut into your recovery and lunch time.

Management will try to add to the stress by sending TSS's out to write up every minor violation.

We don't want you stressed out or written up. The best way to protect yourself from getting days in the street is to operate according to school car instruction. In other words, follow the TA's rules. Don't rush.

- If you have a yellow signal, SLOW DOWN! Why rush to get to the red?
- Hold doors open at least 10 seconds. Don't step on the automated announcements (yes, C/Rs have been written up for that).

- Turn your cell phone off and put it away while you're operating.
- Come to a full stop when making safety stops.
- Tell the Car Inspector to bug you into the barn.
- If you need a comfort, take it. Just be sure to let the TD, ATD or RCC know.
- You have the right to eat lunch. If your scheduled lunch has been cut short and the TD wants you to go down the road, tell him or her that you need to eat something to do your job properly and that you'll be ready to make your trip as soon as you've eaten. Don't be angry or disrespectful, but stand your ground. Be clear that you're not refusing to make a trip.
- If you're investigating the cause of a BIE, do not stop at the car you think was involved. Walk all the way around the train — and sufficient distance behind it.

Slow Down Coming Into Stations

There has been a serious spike in 12-9's in recent months. This year alone, 32 people have been killed or injured by subway trains. That's 32 crews who have had their lives disrupted. We want to reduce the number of deaths and injuries in the subway. We want to reduce the number of crews traumatized by something they had no control over.

Do NOT enter a station at full speed. Operate with caution — especially if the platform is crowded. When the TD or ATD asks where you lost your time, say you were preventing 12-9's and name the stations. If supervision pushes you to go faster entering stations, let us know who and where. Always operate with caution entering stations.

RTO reps can be reached at:

TWU Union Hall — 212.873.6000 ask for RTO

2 Broadway — 646.252.5549

130 Livingston — 718.694.4212 or 4168

Out-of-Service Does Not Mean No Pay

If supervisors threaten to take you out of service, let them. If you report to Labor Relations at 2 Broadway on your next workday (not your RDO, Sat or Sun), your time will be restored.

Car Wash Spray Mist Danger to Your Health

"Excessive inhalation of mist or spray may cause damage to upper respiratory tract and lung tissue."

That's straight from the manufacturer's Material Safety Data Sheet (MSDS) for the chemical used in the subway car washes. Exposure can also result in eye and skin irritation.

The TA is required to provide Personal Protective Equipment to every T/O taking a train through the wash. Specifically, the MSDS states that, "Safety goggles and/or face shield must be worn." It also calls for "neoprene gloves and protective clothing" to protect your skin. If the Y/D does not provide this equipment, DON'T GO THROUGH THE WASH!

If the Y/D says the wash operator won't spray the first or last car, DON'T GO THROUGH THE WASH! Even if the wash operator doesn't make a mistake, you'll still be exposed to the mist from the spray and to being dripped on when you walk through the train.

Do not go through the wash without the proper protective equipment.

‘Reckless Corporate Conduct’ Blamed in Massey Mine Explosion

AS TWENTY-NINE GRIEF STRICKEN FAMILIES BURIED their dead in the wake of the nation’s worst mine disaster in 40 years, union officials and mine safety experts blamed the explosion on a corporate culture of flouting safety regulations to maximize profit.

The mine’s operator, Massey Engery, a notoriously anti-union company, has a history of thumbing its nose at federal safety laws. The Upper Big Branch Mine, where the explosion occurred, had 458 safety violations last year. Fifty of the violations, about 10%, were declared “willful” or “gross negligence.”

Just last month, the federal Mine Safety and Health Administration slapped the owners of Upper Big Branch with 57 more violations – for ventilation failures and improper escape route plans.

The *Charleston Gazette* reported that federal safety inspectors issued 60 orders in the past year to close part or all of the Upper Big Branch Mine in West Virginia. Tony Oppegard, a former Mine Safety and Health Administration official, told the newspaper: “That’s way off the charts. I’ve never heard of that amount of withdrawal orders in that short of a period of time.”

United Mine Workers Union President Cecil Roberts said the “grim statistics that are associated with Massey and the mines under its control,” cannot be ignored. “Every year, like clockwork, at least one person has been killed since 2000 on the property of Massey or one of its subsidiaries.... No other coal operator even comes close to that fatality rate during that time frame. That demands a serious and immediate investigation by MSHA and by Congress.”

AFL-CIO President Richard Trumka, formerly president of the Mineworkers Union, blasted the mine’s owners for their “reckless corporate conduct.”

Trumka said that while mining remains a dangerous occupation the Massey Mine explosion “isn’t just a matter of happenstance, but rather the inevitable result of a profit-driven system and reckless corporate conduct. Many min-

ing companies have given too little attention to safety over the years and too much to the bottom line.”

Local 100 Reacts

Local 100 President John Samuels-en added TWU’s condolences to the families of this tragedy. But he joined in the chorus of harsh words for Massey, which Samuels-en labeled a “constant violator” of federal coal mine health and safety regulations. “In their drive for increased coal production, sacrifices are made

by the miners, not the owners. That Massey is a virulent well-known anti-union coal operator coincides with this disaster.”

The Mine Workers Union has steadily lost membership in the minefields due mostly to well-financed union-busting campaigns. The union today represents only 20 percent of the nation’s mine workers, down from 40 percent in 1996.

The decline of union saturation in the industry has proven deadly for non-union miners. Since 1989, of the eight largest mine disasters in the United States, seven have occurred at non-union companies.

“At times like these we are all brothers and sisters in the coalfields,” UMW chief Roberts said. “We suffer and grieve along with the families. And as we do, we cannot ignore the very troubling realities of what happened. Nor can we ignore the grim statistics that are associated with Massey and the mines under its control.”



The West Virginia community where the disaster occurred is in mourning, as Massey Mines comes under scrutiny for its flouting of mine safety regulations.



In Memoriam

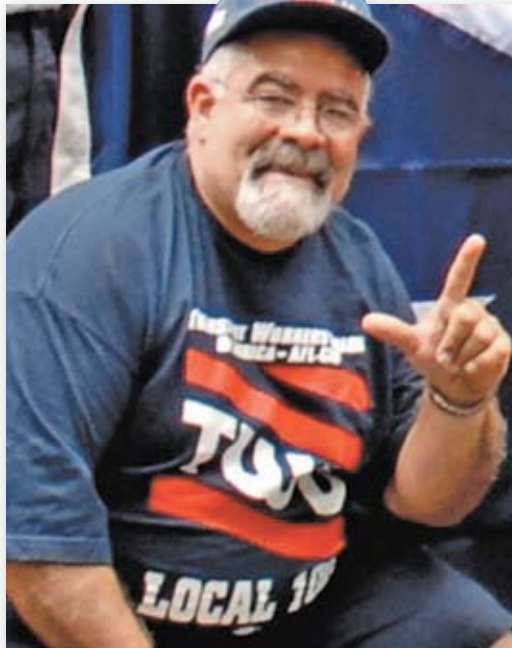
Gilberto Bobe, August 29, 1953 – April 30, 2010

“Call off your bulldog!”

That’s what the AGM at the 207th St. Barn told our Chair in 1999. The “bulldog” in question was Section Vice Chair Gilberto ‘Gil’ Bobe.

The words might have surprised those who knew Gil in another context, as a neighbor or devoted husband and father of three daughters. But for those who walked a picket line with Gil, or who saw him facing down company goons at a school bus company, the label fit. Bulldogs are tenacious, and tenacity is where Gil Bobe lived.

Gil put in 24 years as a CTA in Car Equipment. He spent most of that time at the 207th St. Barn, where he became engaged in union affairs. As well as serving as Vice Chair and Acting Chair at the Barn, Gil served three terms on the Executive



Board. As a staff rep, he serviced CED and later, our school bus and other private line properties.

Gil was deeply proud of his Puerto Rican heritage and used his knowledge of Spanish to make connections, help those whose English was not perfect and translate flyers for our Spanish speaking members.

Gil understood what we were doing, the importance of it, and the role he was to play in it. There are lot of members who owe him their livelihood, and of course, those of us who are fellow soldiers of labor are indebted for his dedication. We are grateful to the Bobe family for

sharing their beloved Gil with us for the last quarter century.

We will miss him.

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.

Lyman W. Holmes
Retired Train Operator
on Dec. 31, 2009.

Jesse Richardson
Active Transit
Property Protection Agent
in March 2010.

Arkadiy Bruter
Active Road
Car Inspector
on March 23, 2010.

Linda Bristow
Retired Conductor
on March 30, 2010.

Roosevelt Wright, Jr.
Retired MABSTOA
Bus Operator
on March 22, 2010.

Quinton Robinson
Retired MABSTOA
Bus Operator
on March 28, 2010.

Joseph Magnifico
Active member
on Feb. 12, 2010.

Shawn Hosein
Active Line Equipment
and Signal Maintainer
on March 23, 2010.

James Holman
Retired TA Conductor
on Jan. 31, 2010.

Joseph Torres
Retired Collection Agent
on March 14, 2010.

Simon Miller
Retired member
on March 16, 2010.

Marvin Branch
Retired Road
Car Inspector
on Dec. 12, 2009.

Michael Jenny
Retired
MABSTOA Maintainer
on Feb. 28, 2010.

Louis J. Perenzo
Retired
MABSTOA member
on March 15, 2010.

Ira J. Gische
Retired Station Agent
on March 22, 2010

Raphael Johnson
Retired Train Operator
on Feb. 7, 2010.

Ralph Simeone
Retired Train Operator in
February, 2010.

William Brophy
Retired TA
Bus Operator
on Feb. 21, 2010.

Jack Jaffee
Retired Structure
Maintainer
on Feb. 18, 2010.

Renaldo Clark
Retired Structure
Maintainer
on Feb. 4, 2010.

Richard Forneris
Retired MABSTOA
Bus Operator
on Feb. 8, 2010.

Joe Continanzi
Retired Conductor
and Staff Representative
for RTO
on Aug. 9, 2009.

Norman Carter
Retired Train Operator
on Jan. 2, 2010.

Thomas E. McNamara
Retired TA Surface
on Jan. 1, 2010.

Robert Ruff
Retired Cleaner TA
on April 8, 2010.

Samuel Benjamin
Retired Train Operator
on April 2, 2010.

William Fiorella
Retired Station Agent
on April 26, 2010.

William Russell Shannon
Active Track
Department member
on April 29, 2010.

Patrick Renaghan
Active Cleaner TA
on May 3, 2010.

LOCAL 100 MOURNS JAMES KNELL

Memorials Mark Sad Anniversaries of Infamous Track Tragedies

AS LOCAL 100 SADLY MARKED THE THIRD ANNIVERSARIES OF THE deaths on the tracks of Daniel Boggs and Marvin Franklin just days apart in April 2007, and the 20th anniversary of the deaths at the same moment of Signal Maintainers John Nicholson and Daniel Walsh, the dangers that face transit workers every day on the tracks claimed another victim.

James Knell, a former Local 100 member, and currently a Track Supervisor was electrocuted in the early morning hours of April 26 at Beach 90th Street. It was raining and Brother Knell slipped and made contact with the third rail.

The tragic deaths of Boggs, Franklin, Nicholson and Walsh sparked strong union outrage and paved the way for reforms in track safety. But the death of Knell graphi-

cally demonstrates that much more needs to be done.

President John Samuelsen and Vice President Tony Utano, along with other members from Maintenance of Way, said they will continue to press for additional safety measures.

On the death of Knell, President Samuelsen said that the language regarding working in the rain "is ambiguous and needs to be changed so that no one is caught out on the tracks in these conditions ever again, whether he's a member of our union or supervision."

The memorial for Boggs took place at Columbus Circle; for Franklin at Hoyt-Schermerhorn, and for Nicholson and Walsh at King's Highway.

Vice President Utano stated: "Let it nev-

er be said, that we as a union; we as union officers, did not do our level best to make our workplaces safer every day."

The union sponsored memorials to keep alive the memory of some of the most horrifying track tragedies in transit history, from top down at Columbus Circle, Hoyt-Schermerhorn, and Kings Highway.



A Squeegee and a Be

THE FIRST STEP IN THE TURBULENT VOYAGE OF THE Transport Workers Union took place at a coffee shop at Columbus Circle 76 years ago on April 12, 1934 in the midst of the Great Depression and just two years after the transit companies had imposed a 10% pay cut and laid off thousands of transit workers.

While TWU was born that day, organizing efforts in New York City transit had been incubating for nearly 30 years. Strikes against some of the powerful private transit companies were brutally squashed in 1905, 1910, 1916, and 1919.

After the 1916 strike, the IRT—the largest of the private transit companies—forced the formation of its own sham “union” known as the Brotherhood of Interborough Rapid Transit Company Employees, which further impeded unionization.

Since most of the transit workforce was Irish and Catholic, they sought help from several conservative Irish organizations. These groups turned them down, stating they couldn’t be involved in controversial labor matters.

While pursuing fellow workers on a person-to-person basis, the early organizers enlisted help from the Clan na Gael, a major social and political organization for Irish immigrants in New York. They also received help from an assortment of leftwing, pro-labor groups.

These groups provided experienced organizers including John Santo, Austin Hogan, who became first President of Local 100, Maurice Forge, editor of the union’s first publication, the *TWU Bulletin*, and Harry Sacher, a labor lawyer.

The fledgling organization might have foundered if not for two events in the summer of 1935.

Squeegee Strike

The first occurred on July 9th, 1935. Six workers at the IRT’s Jerome Avenue Barn were fired for refusal to clean wet windows with enlarged “squeegees” on a rainy day.

After the IRT’s General Manager refused to meet with a committee formed by the workers, a two-day picket line was conducted at the Barn and at the IRT offices at 165 Broadway.

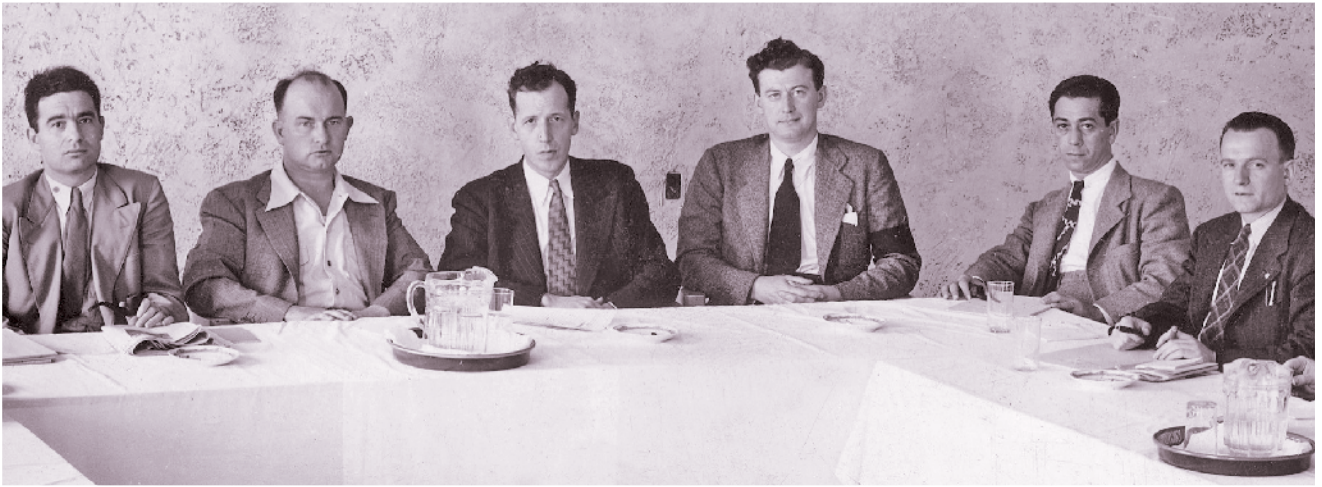
The July 1935 *TWU Bulletin* reported: “The men carried the day with what is considered the first successful strike on the IRT of any proportion since the union is in existence. Not a single man was discriminated against and they were taken back in groups according to classifications. Not a single scab was taken on while the men were out, although the company did try to recruit some



Above, headline from one of the TWU Bulletin's earliest editions, declares victory in the 1935 “Squeegee” strike, which proved to be a decisive event in the union’s formative years. Left, this is a 1937 photo outside the Jerome Ave. barn.



at-down Launch TWU



The prime-movers in the earliest days of TWU show, in this 1937 photo, from the left: John Santo, Mike Quill, Douglas McMahon, Austin Hogan, Harry Sacher and Maurice Forge, first editor of the TWU Bulletin.

who refused to take the jobs.”

Stimulated by the success of the “squeegee strike,” the Union had grown strong enough to hire two full-time organizers. The August 7, 1935 meeting of the Delegate’s Council hired Michael J. Quill, a well-known and enormously popular



1935 photo of Quill after being hired as a union organizer.

member of Clan na Gael, and Douglas MacMahon by a unanimous vote. Quill, who would quickly become the face of TWU and its founding International President, was a change maker on the IRT. He proved to be a dynamic and fearless organizer. He was a forceful public speaker and a public relations genius, who utilized the media of the day perhaps better than any labor leader in history.



Michael J. Quill in early organizing photo urging transit worker to join TWU for a better life.

Grand Central Incident

The second event fueling TWU’s growth occurred on August 10, 1935 when a group of TWU organizers were assaulted by a gang of company goons, known as beakies, in the tunnel to the shuttle at Grand Central Station.

Five TWU members—including Michael J. Quill—were arrested. The beakies got off scot-free and perjured themselves in court without punishment. Transit workers began rallying around the Union as the only way to counter the companies’ harassment, abuse, and violence.

**(NEXT EDITION –
TWU’s First
Sitdown Strike
Leads to Major
Organizing
Wins).**



Jay H. Walder is The MTA's Man With A Golden Parachute

The **Highest Paid "Public" Servant in New York** is cutting hundreds of transit jobs and an unprecedented amount of subway and bus service with impunity.

Take some off the TOP for once.

6-Year Contract

Salary

\$350,000 annually

Benefits

\$22,000 pension contributions annually

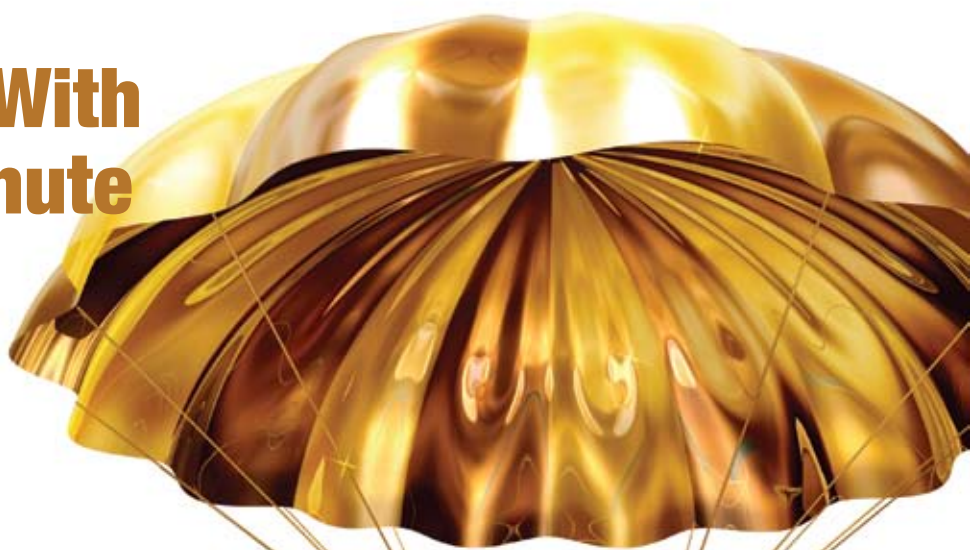
Housing

\$5,000 per month

Golden Parachute

\$350,000 minimum

\$500,000 additional if removed "without cause."



www.twulocal100.org

