



PUBLISHED BY TWU LOCAL 100 • FALL 2020 • VOL. 11 • NO. 2

Transport Workers BULLETIN

Derailement Proves Transit Workers Are Essential All the Time

Transit workers pulled off another miracle restoring service for morning rush after serious derailment. PAGES 14-15



UNION MOURNS MEMBERS LOST TO COVID

Local 100 President Utano addresses media on efforts to keep members safe during the pandemic. PAGES 26-30



EXECUTIVE BOARD FILLS KEY VACANCIES

Lynwood Whichard was named Administrative VP and Robert Kelley, Stations Division VP. PAGES 4-5

Together, We Are Battling the Virus!

THE CORONAVIRUS PANDEMIC CREPT UP ON NEW York in February and March and then, almost overnight, exploded like an atom bomb across the region and eventually across America.

No one was ready for it, including the MTA.

The fact that this union had to threaten service unless Bus Operators and Conductors who wanted to wear their own masks were allowed to do so reveals the depth of the MTA's lack of understanding of what was befalling our country.

We, in fact, fought for every change in operating safety to mitigate transmission of the disease, including: rear door boarding and restricted rider areas for buses; cashless transactions in Stations; disinfection of work areas and rolling stock daily; sufficient supplies of masks and hand sanitizers; face shields for our train crews; and indefinite suspension of Kronos. We secured two-weeks paid leave for members exposed to COVID-19; fought to ensure that we were among the first workforces to receive preferential testing for COVID-19, free of charge, at any Northwell urgent care facility; enforced more aggressive cleaning schedules of work locations; and responded quickly with state of the art cleaning methods in areas where it was found that multiple members had tested positive for COVID-19.

We also demanded that riders be required to wear masks to get on a bus or train. The MTA finally adopted this policy as well. Obviously, the fight is not over.

We continue to press the MTA to accelerate the installation of the sliding-panel bus partitions; utilize higher-grade air filters on

rolling stock, and increase membership testing in order to better identify workers who may have the virus but do not yet have symptoms.

We're demanding more police to enforce the mask requirement on the buses and trains; more space for "social distancing" in subway crew quarters and break rooms, including placing mobile office trailers outside particularly cramped facilities.

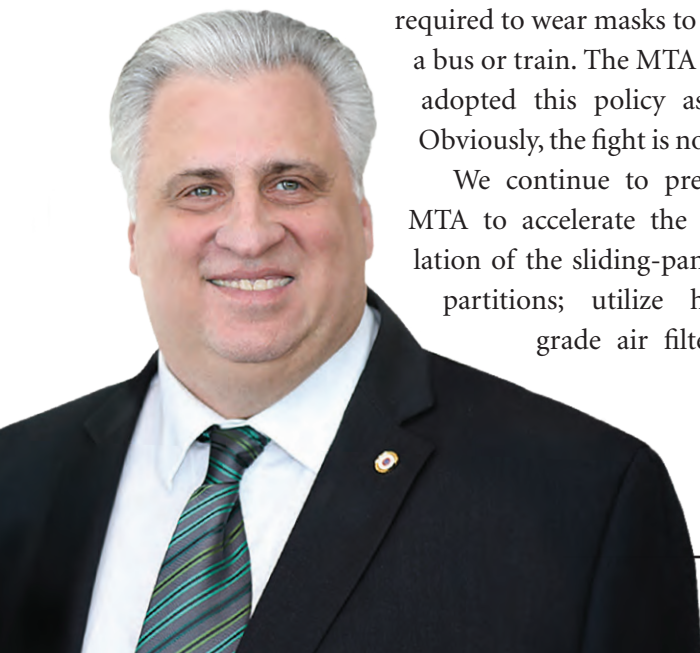
I also made it my top priority to help the families of our honored dead. I am proud to say that we are the only union to negotiate line-of-duty death benefits for the surviving families. This vital \$500,000 benefit, along with an unprecedented three years of continuing health care for dependents, is over and above that which is contained in state legislation for public sector employees lost to Covid. I am happy to say that we have contracted with brilliant local artists to create a permanent memorial for those lost to Covid.

All of us, meanwhile, can take steps to combat the virus. We are in this together. Please, wear your masks in our crew rooms and break rooms, and social distance as best you can.

It's impossible to say how our actions mitigated the spread of the disease among our ranks, and how many lives they ultimately saved. Under any circumstances, the toll of death among our brothers and sisters is heartbreaking.

As such, I have authorized Secretary Treasurer and Safety Director Earl Phillips to contract with a team of top medical professionals at NYU to find out why transit workers were hit harder by the pandemic than other essential workforces, like police, fire, sanitation and EMS. I look forward to their findings and recommendations.

Remember, brothers and sisters, as essential workers, we can't work from home. A few members, and even a few officers, wanted to shut the system down for the duration of the pandemic. Putting 40,000 of this City's most essential workers on the street – without paychecks and health care in the middle of a pandemic – was not an option.



**Transport Workers Union
of Greater New York, Local 100**
195 Montague St.
Brooklyn, NY 11201
Phone: 212-873-6000
Fax: 212-245-4102
www.twulocal100.org

Tony Utano
President

Earl Phillips
Secretary Treasurer

LaTonya Crisp
Recording Secretary

Lynwood Whichard
Administrative Vice President

VICE PRESIDENTS
John Chiarello, MOW
Richard Davis, MABSTOA
Eric Loegel, RTO
Shirley Martin, CED
JP Patafio, TA Surface
Peter Rosconi, MTA Bus/
School Bus/PBL
Robert Kelley, Stations

EXECUTIVE BOARD

TA Surface
Daniel Ascona
Jennine Gregory
Shawn Graves
Willie Rivera
Rocky Veltri

Car Equipment
Hector A. Correa
Grigory Dunichev
Lionel Harrison
Sam Ponnolil
Lillian I. Richardson

Stations
Nicolette A. Browne
Yolanda Haynes
Kendra C. Hill
Richard Singleton
Terry L. Steptoe

RTO
Evangeline Byars
Thomas B. Cawley
Michael Cipollaro
Simone Henderson
William Hinds
Lee Ireland
Kimberly McLaurin

MOW
Carlos Albert
Sherlock Bender
Edwin Benjamin
Mario Galvet
Steve Higgins
Dennis McCormick
Richard Rocco
Duvet Williams

MABSTOA
Harriette Goodridge-Seymour
Timothy Harrell
Thomas Lenane
Claude Anthony Marshall
Mike Rehn
Denise Wellington
Donald Yates

**MTA Bus/School Bus/
ParaTransit/PBL**
Manny Agosto
Gus Moghrabi
Mary L. Price
Orlando Vasquez



Published by TWU Local 100

Transport Workers

Fall 2020 • Volume 11 • Number 2

BULLETIN

12

Garrett Gobel's Widow Still Seeking Justice

*Police still have not made an arrest in the arson
homicide of Train Operator Garrett Gobel
shown here with this wife and son.*



12

18

Nelson Rivera Is Remembered for His Fighting Spirit

*Administrative Vice President Nelson Rivera
died of cancer on May 23, 2020 after a
career of advocacy for Local 100 members.*



18

42

Union Stands With ATU in Fight for Contract Fairness

*Local 100 President Tony Utano (left) stands
with ATU Local 726 President Daniel Cassella at
ATU contract rally outside 2 Broadway.*



42

46

Frank Gurrera, Local 100's Oldest Active Member, Passes

*Frank Gurrera, a machinist at Coney Island
Overhaul since 1970, has died at the age of 95.*



46

Communications Department Transport Workers Bulletin

Director, Editor
James Gannon

Creative
Noah Rodriguez

Research
David Katzman
Daniel Tasripin

**Director of
Publications**
Alan Saly

**Director, Press
& Media Relations**
Pete Donohue

Official Publication of the Transport Workers Union of Greater New York, Local 100, AFL-CIO

Published quarterly by the Transport Workers Union, Local 100, AFL-CIO
195 Montague St., Brooklyn, NY 11201

Postmaster: Send address changes to: Transport Workers Union,
Local 100, 195 Montague St., Brooklyn, NY 11201

Executive Board Elevates Lynwood Whichard To Administrative Vice President

Robert Kelley Voted to Stations Vice President, Derick Echevarria Now Stations Division Chair

The Local 100 Executive Board, on September 29, 2020, elevated Stations Division Vice President Lynwood Whichard to Administrative Vice President, to fill the void left by the passing of Nelson Rivera on May 23, 2020.

Whichard joins President Tony Utano, Secretary Treasurer Earl Phillips and Recording Secretary LaTonya Crisp in the top four elected positions in the union. The Board then voted to elevate Stations Division Chair Robert Kelley to Vice President of Stations, and also named Derick Echevarria as Division Chair.

Local 100 President Tony Utano said that the Board's actions "add a powerful new element to the union's already strong leadership team." He said that Brother Whichard "brings an incredible work ethic, an impressive history of community service, and powerful advocacy for transit workers to this new role. I am proud to have him as a new partner in this vital local-wide leadership position. We face some very tough challenges in the months ahead," he continued. "With Brother Whichard as Administrative Vice President and the united leadership team of Vice President Robert Kelley and Division Chair Derick Echevarria in Stations, we are better prepared to take on whatever comes our way."

LYNWOOD WHICHARD

Lynwood Whichard, a Station Agent, has been with NYCT since 1988. He graduated from Boys and Girls HS and attended Boricua College in Brooklyn. Before Transit,



The Executive Board moved to fill important vacancies. From left in photo after those actions are: Derick Echevarria, Stations Division Chair; Robert Kelley, Stations Vice President; Lynwood Whichard, Administrative Vice President; Tony Utano, President; LaTonya Crisp, Recording Secretary, and Earl Phillips, Secretary Treasurer.

he worked in the printing industry as a linotype operator and graphic artist. He has been representing his co-workers for 20 years in a variety of roles, including Shop Steward, Executive Board member, Division Recording Secretary and Vice President. He believes that the union plays a vital role in our members' lives that goes beyond contracts and grievances. "Our members are dealing with so much in their private lives. It's important for us to understand each individual's personal challenges to properly represent them. Overall though, we as a union must provide our members with the peace of mind that their jobs are safe and secure, and that the union always has their backs."

Brother Whichard is a bit of a Renaissance man. He holds



Lynwood Whichard talking to a Brother member in the field.



With a big group of happy children at the Jackie Robinson Center in Brooklyn.

a Black Belt in Aikijujitsu. He started a non-profit community after school and Saturday program in Brooklyn, where he taught reading, writing, martial arts and life skills. In addition, he worked as a site supervisor for many years at one of America's leading community-based organizations, the Jackie Robinson Center for Physical Culture in Brooklyn.

He has received numerous awards for his community service, including the United States Congressional Award for Outstanding Community Service. In 1993, he was cited by the New York Times as a Positive Role Model in his community. Whichard is also active in the civil rights movement and is a strong supporter of Black Lives Matter. He and his wife of 27 years have six children.

ROBERT KELLEY

New Vice President Robert Kelley has been with Transit as a Station Cleaner since 2006. Prior to transit, he was a regional manager for Century 21 Home Improvement covering the entire City and parts of New Jersey and Connecticut. He then started his own successful business in home improvement.



Robert Kelley, a Covid survivor, was featured in the Daily News on Father's Day. This is the page from the print edition.

Transit. He began independently helping co-workers with a variety of issues. Word of his effectiveness spread, and he was recruited by the union as a Shop Steward. He was elected to the Executive Board in 2012 and was appointed the union's lead representative for disciplinary hearings at 2 Broadway for 3 years, which said Kelley "resulted in countless wins and a dramatic drop in excessive discipline."

Kelley was elected Division Chair in 2018, where he has worked effectively across all titles, including Cleaners, Station Agents, Collecting Agents and Supply Logistics.

"The money was good but no benefits," he said, which was an important consideration for his family of five children. He took the transit test, but rejected the offer when first called. "I changed my mind and took it when I was called back."

Having served in the private sector in managerial roles, he was taken aback by the amount of supervisory bullying at

He caught the Coronavirus while working long hours making sure the membership had proper PPE and clean facilities. He was in and out of the hospital three times with the virus. He even tried to conduct business from his hospital bed while grievously ill. "The union finally turned my phone off so I could concentrate on getting better," he said with a laugh in retrospect.

Kelley was featured in the Daily News this past Father's Day as a dad who beat the virus. He was born in Harlem, graduated from Truman HS, and is the proud father of five children and has nine grandchildren.



Derick Echevarria talking to members after a major snow event in early 2018.

DERICK ECHEVARRIA

Derick Echevarria brings 31 years of service as a Station Agent to his second time around as Division Chair. He is a graduate of Norman Thomas High School where he was a star basketball player leading his team to two Division B City championships. He went to Buffalo State College on a partial athletic scholarship, where he earned a Business Degree in Accounting. After graduating, he worked on Wall Street for three years, but "hated it." He took the Transit test, and when called, took the job "for something to do. That was 31 years ago."

Brother Echevarria has worked in union roles since 2006. He has served as a Shop Steward, a Division Chair for 6 years, and Vice President for 3 years. He has also worked as a peer counselor at the Union Assistance Program (UAP). Brother Echevarria has served on the International Union's Executive Board, and currently is a member of the Executive Council. A bachelor until a few years ago, he met his wife while working overtime at the Lincoln Center station on the 1 train. "I was friends with her in high school. She worked at ABC, and it was just chance that she came to the booth. We recognized each other and started talking. We met again at a high school reunion, and now we're married."



President Utano, at a visit to the Michael J. Quill depot, announced that the union had contracted with local artists to create a permanent memorial to those lost to Covid at the union hall.

Report on the Union's Efforts to Battle Covid 19

FROM THE MOMENT THE PANDEMIC HIT AMERICA, and in particular New York, Local 100 in co-operation with our International Union, has been battling for a safer workplace.

Transit workers labored through the darkest days of the pandemic despite the risks; and delivered – without interruption – vital public services that kept our City safe, secure, mobile and economically viable. The City could not have survived without its transit workforce, giving a new and deeper meaning to the words, “essential workers”.

The union has worked with, and fought, the MTA on many issues, ranging from the distribution of masks, the separation of riders from transit workers, the homeless problem in the subway and on buses, and tragically, the death benefits to the families of our fallen union brothers and sisters.

Local 100 also issued a 10-point plan for reopening New York in August, most of which the MTA adopted as its own. One of those key points was a mask mandate for all passengers using the bus and subway system.

Through it all, Local 100 President Tony Utano, and the other officers, were in the field every day to assure the membership that the union always stands with them.

Following is a report on the union's successful efforts to battle the virus, and improve conditions in the workplace, breakrooms and crew quarters. We won:

- Indefinite suspension of the Kronos fingerprint time-keeping system;

- rear door boarding and restricted rider areas for buses;
- cashless transactions in Stations;
- disinfection of work areas and rolling stock daily;

The union successfully fought the MTA to secure sufficient supplies of masks and hand sanitizers, and optional face shields for Conductors. (In fact, elected officers distributed thousands of surgical masks to members in the field at the height of the crisis in mid-April to supplement the MTA supplies).

- a systemwide policy that riders be required to wear masks to get on a bus or train.

- Members exposed to COVID-19 received two weeks paid leave (Quarantine).

- Insured that we were among the first workforces to receive preferential testing for COVID-19, free of charge, at any Northwell urgent care facility.

- enforced more aggressive cleaning schedules of work locations.

- responded quickly with state-of-the-art cleaning methods in areas where it was found that multiple members had tested positive for COVID-19.

- Secured “office trains”— an empty train positioned at the terminal for crews to sit in. Usually an express or middle track was utilized for this train.

- “Parlor buses”— when track configuration wouldn't allow use of office train, an empty NYCT bus would be parked near the terminal for crews to sit. This was done at Flatbush Ave (2/5) Forest Hills-71 Ave (M/R) Astoria-Ditmars (N/W) and Coney Island-Stillwell (D/F/N/Q).

- Leased property— the acquisition of a rental unit at



President Utano and other officers are shown visiting various locations during the Pandemic to check on the safety and security of the membership.

street level for use as a “swing” or crew room. This was done at Flatbush, and we’re looking to expand to other locations.

- Sending “extra board” personnel home w/pay— if there was no assignment for an extra Conductor or Train Operator, they’d be sent home.
- Assigning “extra board” personnel to standby in yards— space is limited in many terminals, so certain extra personnel were put on standby in the train yards instead, where there’s more room.
- Designating certain assignments as “non essential”— Passenger Control (platform), Dedicated Announcer, restricted personnel, students, Construction Flaggers sent home/kept home with paid administrative leave.
- Staggering report times for certain assignments— when Passenger Control was brought back, their report times were modified. Instead of everyone reporting at 0600, some reported at 0600, 0630, and 0530.
- Installing plexiglass dividers in reporting locations, and lunch rooms— to help keep people spread out.

Fought for the Families

- President Tony Utano fought for and successfully negotiated a \$500,000 “Family Benefit” for the families of our members who fell to COVID-19.

- Secured an unprecedented three years of health insurance coverage for the spouses and dependents of members who died of the pandemic.
- We fought successfully in Albany to amend New York State pension laws to provide a 50% pension for life or a lump-sum payout to the beneficiary of each member who fell victim to the virus.

Still Fighting as New York Reopens

- Successfully pressured Albany to impose a \$50 fine for passengers who refuse to wear a mask in the subways or on the bus system.
- Fighting for hazard pay for transit workers to be included in the next round of federal stimulus for the MTA.
- Launched a paid media campaign to inform the public and the powers-that-be that Local 100 will not reopen its contract to mitigate the MTA’s financial crisis.
- Accelerated program for a permanent solution to better shields on buses.
- We will be working for job picks that will address social distancing and over-crowding concerns.
- Creation of a permanent memorial at the union hall to honor the memory of our members who perished due to the virus.

Structure Maintainer's Heroics Turn Certain Tragedy to Happy Ending

IT'S NOT OFTEN THAT THE NEW YORK DAILY News features a transit worker on its front page. But, Structure Maintainer Roberto Ritcher made it there in the September 9, 2020 edition for his quick thinking heroics in saving a stricken passenger from a gruesome death.

The drama began around noon on Sept. 8, 2020. A 70-year old man was walking along the platform at the Jay Street-Metro Tech Station carrying big bouquets of flowers in one arm and party balloons in the other. The man apparently lost his footing and tumbled onto the track bed, hitting his head and knocking him unconscious.

Brother Ritcher, 54, was sitting on a platform bench when he heard the sound of something hitting the ground behind him, followed by people screaming and shouting. "I turned around and I saw this guy lying on the tracks," he said. "Everyone was freaking out. People were screaming but nobody was doing anything. I acted immediately. I jumped to the tracks and picked him up."

The man was bleeding profusely from a head wound. After Ritcher jumped to the tracks, a Good Samaritan also jumped to the roadbed to help lift the man to the platform, Ritcher said. Knowing full well the dangers, Ritcher told the Good Samaritan to get back to the platform as quickly as possible. "Get your ass up there. Do it now," Ritcher said he told the "kid" in Spanish.

The 27-year transit veteran then scrambled back up to the platform himself just seconds before a Manhattan-bound A train roared into the station.

"There's no question that Roberto saved this man's life," Local 100 President Tony Utano said. "He's a true TWU hero. He relied on his experience and training to



Hero Structure Maintainer Roberto Ritcher (3rd from left) shares his story at the union hall with, from the left, MOW Vice President John Chiarello, President Tony Utano and Structure Division Chair Richie Rocco.



prevent what would have been a horrible tragedy."

Paramedics arrived about 10 minutes later and whisked the injured man

to the hospital. If it hadn't been for Roberto Ritcher, the man would have been taken to the morgue.

"He's a good man," Local 100 Structure Division Chair Richard Rocco added. "A good union man."

The MTA sponsored a press event and awards ceremony for Ritcher the following day. NYC Transit President Sarah Feinberg told the media that she wasn't surprised that Ritcher risked his life to save another. "Roberto is a reminder that transit workers were heroes before COVID, are heroes today, and are the epitome of extraordinary service."

Union Applauds MTA Purchase of Electric-Diesel Hybrid Work Trains

LOCAL 100'S CAMPAIGN FOR A DIESEL-FREE workplace took a huge step forward in July when the MTA announced it will be replacing its diesel-only powered work trains with 25 electric-diesel hybrid locomotives over the next five years.

The \$233 million contract is being awarded to Wabtec and its subsidiary, MotivePower Inc., which will manufacture the R255 locomotives and the GE propulsion batteries in Erie, PA. The first two will be delivered within 38 months.

Local 100 Secretary Treasurer and Safety Director Earl Phillip, who has been spearheading the union's fight to rid the workplace of diesel fumes, called the purchase "a huge step in the right direction. We have been pressuring the MTA to make this move for a number of years. We are thrilled that they are finally moving forward on it."

The hybrids will greatly reduce or totally eliminate fuel emissions during subway construction, maintenance and repairs, especially during extended periods at a work site. The locomotives will have the capability to work in an all-electric "battery only" mode within confined work zones for up to eight hours. They will be used to move work trains that must operate at job sites where third rail power is often removed for safety.

Funding for the hybrids will come from the MTA's 2015-2019 Capital Program. The option for up to 45 additional trains, if exercised, would be funded by the 2020-2024 Capital Program. "We are in an incredibly challenged time fiscally, but the health of our employees and customers is too important to delay retiring inefficient old equipment," said NYC Transit Interim President Sarah Feinberg. "These new hybrid locomotives will bring two huge benefits to our employees, customers and all New Yorkers," she said. "They will mean cleaner air in the subway system while we do work on the tracks, and less fuel consumption in our system overall."

Phillips said that the electric train purchase is the latest in TWU's wins to get the MTA to go green behind the scenes and shift to non-polluting tools and vehicles in bus depots, shops and tunnels.



"Our goal is nothing less than the phasing out of all equipment that spews harmful diesel pollution and particulates, which can cause cancer, severe asthma and other illnesses,"

*– Earl Phillips, Local 100
Secretary Treasurer, Safety Director*

***This is the R255 hybrid electric-diesel locomotive.
GE propulsion batteries will power the train
for up to 8 hours without a charge.***



He pointed to management's pledge to replace diesel-powered floor scrubbers in MTA bus depots and shops with non-polluting equipment, including a pilot program to test battery-powered scrubbers in bus depots. Also, the union won an agreement with management that the MTA provide air-purifying respirators and pollution-blocking masks to the operators of diesel work trains in the enclosed subway environment, and to track workers assigned to subway construction or repair tasks where diesel fumes are being generated.

Local 100, NYU Join Forces on Groundbreaking Coronavirus Study

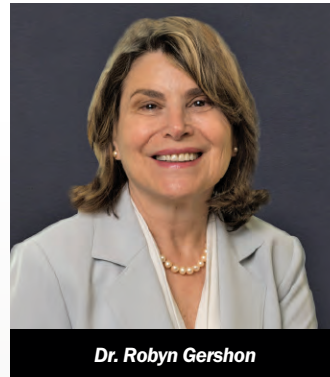
A SCIENTIFIC STUDY OF THE CORONAVIRUS, and its impact on the Local 100 membership, got underway in early August when New York University (NYU) and the union jointly launched a member survey.

Local 100 emailed randomly selected members, urging they participate in the important and groundbreaking research being conducted, at the union's request, by NYU's School of Global Public Health. Hundreds of union members completed the anonymous survey.

The survey is the first big step in what is planned to be a series of studies to better understand how the virus spread through the workforce, what infection risks workers have encountered on the job, and why more than 90 infected members perished. (*See sidebar for preliminary results*).

Thousands of transit workers were stricken by COVID-19. One of the main reasons Local 100 asked NYU to conduct the research was to identify additional measures that can be enacted to protect transit workers from becoming sick as the health crisis continues, and during a possible second wave, Local 100 President Tony Utano said.

"This will be the first time that outside public health experts will gather information from transit workers about



Dr. Robyn Gershon

their experiences during the pandemic and put the MTA's actions under the microscope. We can't bring back our fallen heroes. But we can keep working to improve safety on the job and that's what this is all about," Utano said in announcing the endeavor. "Local 100 has been consulting with experts from the NYU School of Global Public Health for several months as we faced this unprecedented COVID-19 crisis. This is an important next step not just for New York City transit workers but transit workers everywhere."

The pilot study questionnaire touched on a range of issues, including the distribution of personal protection equipment, cleaning and disinfecting protocols, testing for the virus, and both the physical and mental health of workers during the pandemic. Crafted by NYU with union input, the survey will help form the framework for more expansive and extensive research, said Dr. Robyn Gershon, the study's director.

Local 100's involvement is being guided by Secretary-Treasurer/Safety Director Earl Phillips.

Phillips and Vice President and Chief of Staff Richard Davis sit on an advisory board NYU has created for this project.

"Our research aims to identify and better understand the individual and workplace factors that put this essential workforce at risk for COVID-19, in an effort to protect their health and well-being," Gershon said. "We need to address this important gap in our knowledge about occupational exposure to Coronavirus, and use these findings to determine what additional protective measures are needed going forward."

PRELIMINARY HIGHLIGHTS OF THE STUDY

- Workers were more likely to have been exposed and infected at work than elsewhere. Researchers classified neighborhoods by zip code as high risk, medium risk or low risk based on public health data. Many transit workers who contracted COVID-19 live in low-risk areas. Whether the risk was greater at work, home or elsewhere was the number one question the researchers had going into this study.
- 24% of the 643 members surveyed said they tested positive.
- African Americans disproportionately tested positive compared to other transit workers.
- 39% of the members surveyed said they had one or more serious health problems.

Mental Health is a big issue, the study found:

- Nearly 90% are currently concerned about getting sick at work;
- 76% knew someone who died from the virus;
- 51% feel nervous, anxious or upset because of the pandemic; and 16% feel isolated.
- Members are concerned about the homeless and the health risk they pose, and, are concerned about co-workers and riders not wearing masks.

New York's Horse Carriage Drivers Look to TWU for a More Secure Future

LOCAL 100 BUS OPERATORS HAVE 450-HORSE-power engines at their disposal as they maneuver through New York's streets and high-rise canyons. The union's newest drivers have actual horses.

They are the drivers of New York's iconic horse carriage industry that provides visitors to the City, families from the burbs, and young lovers on special dates with an experience of a lifetime: rides through Central Park, the Empire State Building or Times Square.

The industry has been on shutdown for nearly six months due to the pandemic. But even before that, it was under pressure to dissolve itself from the de Blasio administration and fanatical animal rights groups. The one union to step up big time to support the drivers for the past few years was TWU Local 100. The union pointed out effectively that the prime mover behind the de Blasio attacks was a well-heeled donor and developer who wanted to take over and build on the West side properties that house the horse stables.

Now the drivers' association has affiliated with Local 100, and in the nick of time.

On one of their first days back on the job, protestors from NYCLASS, an "animal rights" group founded by the developer, turned out to demand the horses be completely banned from Central Park.

TWU Local 100 members held a counter protest, chanting "New York loves its horses."

The carriage drivers care for their horses like members of the family. During the pandemic, they were housed at stables at farms in Pennsylvania and upstate New York. But, say the drivers, the horses are happy to be back at work.

"The drivers and horses provide so much color, and are such a familiar part of the New York City landscape, just the sight of them will bring smiles to peoples' faces," owner-driver Colm McKeever, a strong TWU supporter, said. "I believe that in my heart and soul. Manhattan has seen some dark days, but this is a step towards normalcy. It will give people a little hope that we will get out of this mess."

Local 100 President Tony Utano is thrilled to have the carriage operators as part of the union.

"There's no doubt that workers have a better chance de-



Horse carriage driver displays TWU Local 100 flag from his horse carriage at Central Park.



Frank McCann, Director of Organizing, left, and Organizer Karla Kozak, with a few of TWU's newest members at Central Park.

fending and improving their livelihood when they are united," Utano said. "It's true whether you are operating a bus, a subway train or horse-drawn carriage. We look forward to working with the carriage drivers and their beloved horses."

Local 100 Director of Organizing, Frank McCann, engineered the affiliation process.

There are 68 licensed carriages and more than 120 drivers. They join the power of the 46,000 workers represented by the union, including a growing number of workers in the tourist industry, including a number of tour bus companies.

The drivers offered free rides to essential workers their first weekend back. They are restarting the industry slowly, with only 12 carriages. They hope to build up to full strength for the holiday season.

“That’s the person he was!”

Train Op Garrett Goble Remembered for

MORE THAN 6 MONTHS AFTER AN INTENTIONALLY SET fire on a 2 train took the life of Train Operator Garrett Goble, police still have not made an arrest, but they haven’t given up hope of making one.

The NYPD ruled the case a homicide early on after it was determined the blaze began at 3:15am inside the train in a shopping cart being used by a homeless person on March 27, 2020 near the 110th Street Station.

A police source told the union that they are still looking at a mentally disturbed man who was on the train at the time of the inferno, but who is currently institutionalized for his illness.

A \$52,500.00 reward posted by the MTA and the NYPD is still in effect.

This tragedy served to deepen the fear and sadness being felt by the entire transit workforce during the darkest days of the pandemic in New York City.

At the time of the murder, Local 100 President Tony Utano, said: “This is a terrible tragedy for this young Train Operator, his family, and for the entire transit workforce. A young man, just 36 years of age, taken from us in this manner while serving the public during a national crisis is hard to comprehend. This incident once again points out the many life-threatening dangers that await transit workers across the city when they go to their jobs every day, 24 hours a day. This is a sad day for our entire City. We’re devastated.”

Both Utano and RTO Vice President Eric Loegel praised Goble and the Conductor on the train for making sure a safe evacuation happened without passenger injury.



Train Operator Garrett Goble with his wife, Delilah, and son, Noah at a family gathering.



One New York graffiti artist tagged a 4 train with a memorial to Garrett Goble.

Heroics, and as a Dedicated Family Man



Local 100 President Tony Utano addressing a representative of the media at the scene of the fire.

The fire began in the second car. The train crew reported hearing “pops” to the Rail Command Center. All radio communications were quickly lost as a massive cloud of poisonous smoke engulfed the front of the station.

No passengers were injured, reflecting the heroics of Goble and his Conductor.

When the FDNY arrived on scene, the fire had consumed the car where the inferno was lit. Brother Goble was found unconscious, overcome by the heavy smoke. He was rushed to Mt. Sinai Hospital but couldn’t be saved.

Brother Goble’s widow, Delilah, told the media that her hus-

band’s heroics to help his passengers did not surprise her. “That is the person he was. He helps everyone. He would give the shirt off his back to anyone,” she said.

“I’m just numb. I feel like he’s going to come through the door. I don’t think I’ll ever accept this. I’ll just learn to live with it. I don’t know how I’m supposed to go on without him.”

“There are so many families in pain, but the people who worked with him, they don’t forget him,” she added. “You want to thank everyone and hug everyone for not forgetting him.”

“It’s senseless. Whoever did this destroyed the family, took a father, a husband and a son. He has a child who will never know his father. I want to see that person caught. I want justice for my husband.”

In addition to Delilah, Brother Goble is survived by his 10-year old son, Noah, infant son, Hunter, mother, Vicky, and a host of other family, friends and co-workers.

One New Yorker responded to the tragic death by tagging a 4 train in 3 feet high lettering that said, “Rest in Peace, Goble, Protect the Workers.”



A view of the fire ravaged train from inside the subway car.





Saboteur Intentionally Derails

Even for New York, this one was a first.

A clearly disturbed man with a long rap sheet, including a recent arrest for smashing windows on an MTA bus, intentionally derailed a northbound A train at the 14th street station by throwing metal construction materials on the tracks. The sabotage happened on Sunday morning, Sept. 19, 2020 at 8:15am.

The debris caused the first car of the incoming train to jump the tracks, sideswipe four structural pillars and cause damage to the tracks, third rail and signals.

A heroic passenger grabbed the saboteur, described by other riders as laughing when the train derailed, and held him until police arrived. The train crew remarkably escaped serious injury and were able to help evacuate passengers on the damaged train.

A Train Operator and Conductor on a southbound train, disabled due to a resulting power outage, safely evacuated over 100 of their passengers onto a rescue train.

MOW members from all four divisions, Track, LE/S, Power and Structure, were dispatched to the scene. And despite having to wait while police completed their criminal investigation, the transit crews had modified service back in a few hours, and full service back by the Monday morning rush.

Local 100 President Tony Utano said of the rapid repairs: “Transit workers pulled off another miracle, working around the clock to restore subway service for the Monday morning rush.”

He also said that the quick, professional handling of the crisis underscores the union’s position that “the MTA would be making a grave mistake if it moved to reduce transit worker jobs.”

“This was an all-hands-on-deck emergency with transit workers from multiple divisions responding to assist riders and then begin repairing the extensive damage” Utano said. “It’s a stark reminder that the MTA can’t cut its front-line workers even if the federal government fails to provide funding in a COVID relief package.”

MTA investigators said that the saboteur apparently broke into a storage area for construction materials located in a secure, nonpublic area where he found the metal plates used in the derailment.

Hundreds of feet of third rail, track and ties were taken out by the derailment in addition to the structural and signal damage. The disabled train was towed back to the yard by a diesel work train.



'A' Train

***Transit Workers 'Pull Off
Another Miracle' in Restoring
Service by Morning Rush***

- Local 100 President Tony Utano



Full Circle for TWU's First App

TWU'S FIRST CLASS OF APPRENTICES IN THE Upward Advancement Program in 2016 have now come full circle in a rewarding process that has taken nearly 4 years.

On July 29, 2020 this group of former Cleaners and Traffic Checkers were awarded certificates attesting to their completion of their apprenticeships in skilled MOW trade titles. The certificates were awarded by TWU Local 100 President Tony Utano and Training and Upgrading Fund (TUF) Director Charles Jenkins, in conjunction with MTA/New York City Transit.

They began their journey to higher paying titles when they were selected from among scores of applicants to take a comprehensive 6-month training program at the Apex Technical School in Long Island City.

There, they participated in 900 hours of classroom and hands-on instruction in plumbing, masonry, carpentry and electrical. As part of the curriculum, they built a small house complete with a concrete foundation, wood framing, brick exterior, electricity, running water, sheet rock walls and a full roof. During this time, they were paid their full transit salaries.



Local 100 President Tony Utano expresses pride in graduates' accomplishments as TUF Director Charles Jenkins looks on.

"This is a very important program not only for you, but for others like you who want a new career path. Your success was important, because without it, the program might not have been able to continue. You have opened the door to better jobs and better wages for so many others who, like you, want to move up in this job."

— Tony Utano, President



Apprenticeship grads proudly display certificates with union and program officers.

Apprenticeship Class from 2016

But that was just the start. After graduating Apex, they were assigned to Structure Division as Helpers. They worked as Helpers for three years. Now they have moved up to full Maintainer titles, completing this new career path.

Local 100 President Utano expressed his gratitude to the graduates. “This is a very important program not only for you, but for others like you who want a new career path. Your success was important, because without it, the program might not have been able to continue. You have opened the door to better jobs and better wages for so many others who, like you, want to move up in this job.”

These new skilled trades workers, drawn from the ranks of Cleaners and Traffic Checkers back in 2016, first took a six-month program to learn their trades at the Apex Technical School in Long Island City, Queens, and then embarked on their three-year apprenticeships as Carpenters, Masons, and Plumbers within Transit’s Maintenance of Way Department. The TWU Local 100 Apprenticeship Program is now in its fourth year, with three classes on their way to success as skilled tradesmen and women.

Three of the graduates who spoke at the ceremony talked about their Transit journeys.

Ishmael Abdullah

“In the three years that I’ve been in the program, I’ve learned a lot about masonry. I love working in the field. I’ve worked out of West 4th street, 207th Street, 180th Street yard, 148th Street. I’m 42. I have 3 kids, two 15-year-old twins, and a 21 year-old daughter who goes to Millersville University in Pennsylvania. I always tell my kids; don’t give up and just keep going at whatever you have to do. I was a Car Cleaner before getting into the apprenticeship program.”



Ishmael Abdullah

Theresa Harris

“I’m so happy that I was a part of this apprenticeship class. I never imagined that I would even be a part of the MTA, but here I am. I was a traffic checker for 2 years, then a Cleaner. I have a son and daughter. I live in Flatbush. I am a mason. It’s a non-female oriented job. It’s shown me that if you put your mind to it, you can actually do it. I met so many wonderful maintainers who have such great skills. I love people. I know so many men who are supporting families. I’m so proud to work with them and to have their backs, while I’m learning at the same time. It was tough. But I really enjoy it. My Son is 22 and my daughter is 24. My son just passed the Police Officer test, and he’s waiting to be called as a Police Officer. My daughter is a teacher at a charter school.”



Theresa Harris

Veronica Parker

“I was a Cleaner in the Car Equipment Department since 1991, and I came into the apprenticeship program in 2016. My title is Mason. It’s a lot of work but it is really doable, to me, because now, I know measurements, and how long it takes for concrete to dry. I know how to build blocks, how to lay tile, how to do moldings, make a back splash. I’ve always been strong, but I take my time. I know the proper ways to adjust myself so I don’t hurt myself. I work out of West 4th Street from 7 to 3. I am a grandmother, and I have 3 strong male sons, 15, 18 and 20. If you would like to move on from the position you are in, this is the best. I waited a long time, and I made in.”



Veronica Parker

Remembering Administrative Vice President Nelson Rivera

THE PASSING OF ADMINISTRATIVE VICE PRESIDENT Nelson Rivera on May 23, 2020 of lung cancer set off a wave of grief across Local 100 from the top leadership to the rank-and-file from all Divisions.

More than 1,000 members posted messages of condolences across the union's social media sites, from workers who knew him personally to others who had only known of him through the experiences of others.

On the day of his viewing, June 4, 2020, a steady stream of mourners, in defiance of Coronavirus restrictions on such gatherings, paid their respects at the Lawrence H. Woodward Funeral Home on Troy Avenue in Brooklyn.

Scores more participated in a motorcade procession past the funeral home led by a NYCT Bus out of the Gleason Depot, driven by Bus Operator Collin Wilson, and motorcycles from the NYPD's Highway Patrol Unit.

As the vehicles drove by, Brother Rivera's family and

top officers of Local 100 silently waved while holding a union produced banner adorned with photos from his long career with TWU, with the words "Nelson Rivera, a Warrior for Respect and Dignity for Transit Workers."

On the day of his passing, Local 100 President Tony Utano said: "This is a sad day for our union. Local 100 has never had a tougher, more aggressive advocate for this membership than Nelson Rivera. With management, he was direct, uncompromising and totally unfiltered, and had a record of success in those battles second to none. But with this membership, the people he loved and fought for every day, he had incredible empathy and compassion. There are literally hundreds of Local 100 members who today have a job because of Nelson's relentless advocacy. Nelson's passing is a tremendous loss for all of TWU, for all of the the labor movement."

Secretary Treasurer Earl Phillips, said: "TWU has lost a true fighter, and a leader who got his point across to New York bus and subway management in uncompro-

"In the kingdom of heaven enters a warrior; his fight on earth is over. A new chapter begins in heaven looking over his family and friends."

—Words from a social media posting by a member.



A police cruiser and two members of the NYPD Highway Patrol, and a bus from Gleason Depot, led the procession past the funeral home for Nelson Rivera.



Nelson's family and union officers, led by President Tony Utano, watch vehicle procession from sidewalk outside funeral home.

“Nelson Rivera devoted his life to protecting working people who have become heroes in this Covid-19 pandemic. May God reward him for a life of helping others and grant him eternal peace.”

—Words from a social media posting by a member.

mising fashion. I have learned from him what bipartisanship is all about. May he continue to Rest in Peace, and in his travels, I know he will continue to organize. He is a true union brother.”

Recording Secretary LaTonya Crisp said of Nelson: “I have never met an individual with a work ethic like him. If I could be half the union officer he was, I would still be a great advocate for this membership. I always remember, as a woman in a tough union like TWU and a company like New York City Transit, what Nelson would tell me; ‘make these managers respect you.’ I heeded that advice every day. We have truly lost a great union Brother and officer.”

Car Equipment Vice President Shirley Martin, one of his closest friends in the union, said: “Nelson was a friend and tremendous mentor. I’ve worked side by side with him since 2005 and have seen how his advocacy has paid off for the membership. Believe me, 99.99 percent of the time, Nelson was right on the merits.” Then she said with a smile, “the other times, they would give him what he wanted just

to make him stop talking. Management had tremendous respect for him. A number of managers would tell me ‘Nelson keeps us in our place.’”

Lifelong Brooklynite

Brother Rivera was diagnosed with stage 4 lung cancer shortly after Labor Day in 2018 and was given only months to live. But he fought back hard going through a series of grueling and painful procedures in an effort to beat the disease.

During that entire time, he never missed a day of work at TWU, even to the end while working from home. He was only 53 years old, and passed away at his home in Brooklyn.

He joined New York City Transit in 1989 at the age of 23 as a Car Maintainer Helper at the 207th Street Overhaul Shop. He earned promotion to Car Maintainer in 1990. He also worked at the Concourse Barn and Coney Island Overhaul shops.

He was elected as a TWU Local 100 shop steward at 207th

“He taught me a lot and had many of laughs. A true brother and fighter. TWU 100 lost a true leader. Condolences to the family. ... SIP Nelson.”

—Words from a social media posting by a member.



Nelson Rivera at the 2019 Making Strides Against Breast Cancer march at Orchard Beach in the Bronx.



Nelson with Congresswoman Alexandria Ocasio-Cortez and Vice President Shirley Martin.

Street in 2000 and then Shop Chair in 2004. He was then elected Vice President for the Local 100 Car Equipment Division in 2007, and was reelected in three subsequent elections. He was named Administrative Vice President in 2017, and was elected to a full-three year term to that office in 2018.

He was also a member of the TWU International Executive Council of the Transport Workers Union of America, representing over 150,000 workers in the airline, railroad and mass transit industries.

Rivera was a member of the National Executive Board

of the Labor Council for Latin American Advancement (LCLAA). He also served on the Executive Board of the NYC Chapter of LCLAA. He had served on the union's Indian Day and Russian Day Committees since their inaugurals 14 years ago.

Relief Missions to Puerto Rico

He spearheaded TWU Local 100's relief effort for Puerto Rico after Hurricane Maria, and personally led three aid missions to the Island's hardest hit areas.

Nelson leading TWU marchers at the Puerto Rican Day Parade in 2018.





Nelson opens “Trash Train” presser to announce TWU’s fight to restore cleaning jobs at terminals.

”I was so saddened to hear of the loss of a true TWU soldier and brother. Nelson was the perfect example of what unity and brotherhood should be and he always exemplified that with dignity and respect for the TWU members.”

—Words from a social media posting by a member.

He teamed up with the Nurses Union, and the TWU volunteers would drive the health care professionals to some of the most remote and hardest hit parts of the Island. The TWUers would help the residents repair roofs and set up generators, while the nurses would tend to the medical needs of the populace.

NYSNA President Judy Sheridan-Gonzalez said, “It is with great sadness that the nurses of the New York State Nurses Association (NYSNA) mourn the loss of our beloved brother Nelson Rivera. How many ways did we have the honor of working with this amazing man? Nelson’s role in working with our nurses after that awful hurricane brought him so close to our hearts. He worked tirelessly with co-workers and leaders in TWU Local 100 to provide health workers the critical support and transportation essential in bringing relief to victims of Maria in the mountains and lowlands of Puerto Rico – not once, but many times. We couldn’t have done it without him and the folks he recruited from the union to safely take us across dangerous roads, otherwise inaccessible to rescuers.”

Angelo Cucuzza, a TWU International Representative from Airline Local 501 with hundreds of workers in Puerto Rico, said: “Nelson was a man of incredible conviction, union to the core and a tremendous asset to the entire TWU membership. His love for Puerto Rico brought him to my Local 501 members after Maria hit the island. It was a perfect match of dedicated TWU Members. He will be sorely missed.”

Fought for Cleaners’ Jobs to the End

Recently, Nelson oversaw the union’s successful “Trash Train” campaign aimed at forcing the MTA to hire a full complement of Cleaners for underserved terminals.

He graduated Automotive High School, as did his dad, in Brooklyn and found work doing quality assurance and warranty work for MTA vendors Kawasaki, Alstom and CLRT, before joining New York City Transit.

Nelson is a lifelong Brooklynite. He is survived by his wife, Catherine, and three children, Jason, Jeffrey, and Samantha.

Pandemic Unmasks New York's Homeless Crisis

BY PETE DONOHUE

TRANSIT WORKERS WERE WELL aware of the homeless crisis in the subway long before the Pandemic – but the deadly virus, and union advocacy, finally made it a front-page story in 2020.

“Next Stop Purgatory,” the New York Daily News headline screamed on April 28, 2020 over a photo of a homeless rider dozing on a train, with his shopping cart, holding a small mountain of plastic bags stuffed with aluminum cans and other objects, nearly reaching the ceiling.

The two-page spread included photos of the homeless dominating entire subway cars, sprawling across all seats and sleeping on floors. It also featured details provided by Local 100 about a series of incidents that occurred



in just one 10-hour period: police being called to remove a homeless man who was covered in human waste from a train; a homeless rider lighting pieces of cardboard on fire; and an “unruly customer” exposing himself.

In addition to the erratic and sometimes criminal behavior, the homeless were not wearing masks, regularly washing their hands or taking other critically important good-hygiene measures to thwart the spread of the virus.

Taking the Fight to City Hall

“Mayor de Blasio has to direct the police to escort the mentally ill and the homeless out of the system,” Local 100 President Tony Utano told the News. “This is a life-and-death situation, not a quality-of-life issue. They are posing a real health hazard and a real danger to my members – and to the essential workers who are supposed to be the only ones using the system in the first place.”

Suddenly, after a rising tide of press coverage, there was action. Mayor Bill de Blasio launched a program with extra police and social workers that involved removing the homeless from trains at 10 terminal stations.

Two days after the News’ front-pager, Gov. Cuomo announced the subway would be closed from 1 a.m. to 5 a.m. The historic shutdown started on May 6, 2020 with police officers ensuring stations and trains were emptied of all riders.

For the first time, Terminal and Station Cleaners on the overnight shift could clean and disinfect each train – at least once a day – without the homeless and mentally ill remaining on board. Social workers also were deployed to offer medical, housing and other services.



Police Officers escort a homeless man from the system so the stations and train cars can be cleaned during overnight shutdown.



Local 100 President Tony Utano personally delivers the union's concerns regarding the homeless crisis to MTA Chairman Pat Foye on the first night of the overnight subway shutdown.

Riders Noticed the Difference

"It's so, so, so much cleaner," Jacqueline McKoy, a home health aide, told the New York Times while waiting for a train in Brooklyn one morning in early June. "I wish they were doing this years ago."

The MTA also announced new Code of Conduct rules aimed at reducing the prevalence of the homeless and mentally ill underground: riders can't have shopping carts greater or longer than 30 inches; you can't remain in a station for more than one hour; and you can't remain on a train or platform once it is announced that the train is being taken out of service during a public health emergency.

The city had some success getting the homeless and mentally ill to accept services, including temporary housing. Others, however, shifted to riding buses, causing more issues for transit workers during the subway shutdown hours or just waited on the streets for the system to re-open at 5 a.m. That migration made it even more imperative that the MTA execute union demands to maintain separation between Bus Operators and riders with rear-door boarding and barriers.





Tackling Bus Safety

Over the summer, the MTA began exploring ways to upgrade the partitions installed years ago to protect Bus Operators from assaults. The MTA was largely motivated by the need to resume fare collection while Local 100's goal was to better protect Operators from the virus and physical assaults.

"If someone really wants to get at you they can get at you," a Bus Operator out of the East New York Depot, said of the existing Plexiglas partitions.

Anecdotally, it seemed evident that the number of homeless and mentally ill riding the rails all day and night was increasing before the pandemic, thanks in part to city government's continued failure to provide affordable housing and safe shelters.

The MTA hasn't been blameless either.

In August 2019, state Comptroller Tom DiNapoli released a damning report about a \$2 million contract the MTA had with the Bowery Residents' Committee to conduct homeless outreach at the major commuter train/subway hubs: Penn Station and Grand Central Terminal. The outreach workers observed by investigators spent just 26% of their time on the clock conducting in-person outreach to homeless individuals — far fewer hours than what the contract required.

"The MTA is not getting what it paid for, and riders and the homeless are suffering for it," DiNapoli said in a statement.

Then the number of homeless and mentally ill in the subway seemed to explode with the pandemic. Before CO-

VID-19, a percentage of the homeless shunned shelters because they feared getting robbed or assaulted. Now there was an additional fear: catching the deadly virus in the cramped quarters. With subway ridership down 93%, it seemed a much safer bet.

The dramatic reduction of commuters and the elimination of school kids on the rails made the presence of the homeless even more visible and dramatic.

While government has failed on several fronts regarding the homeless and mentally ill, the reality is that some people are unable to care for themselves and just won't accept services. Outreach just doesn't work all of the time. Another reality is transit workers have been forced to endure abuse and assaults by a segment of the population that is unhinged to the point that simple requests — such as exiting a train because it's heading to the yard — can incite violence.

"Transit workers are not mental health counselors, we're not law enforcement, we're not social workers," RTO VP Eric Loegel explained to a reporter in September 2019. "Our job is to safely move trains from one end to the other."

As the state began easing pandemic restrictions, Local 100 renewed calls for aggressive action. The union's 10-point Transit Plan for a Reopened New York City included the "humane removal" of the homeless and mentally ill by police and social workers 24-hours a day, not just during a four-hour window when the system is shuttered.

"In a system that moves millions of people a day, there are always going to be problems and issues," Utano said. "We can, however, make it safer for transit workers. That's always

Legislature Passes Juneteenth Holiday Bill

THE NEW YORK STATE LEGISLATURE HAS PASSED a bill, championed by Sen. Kevin Parker (D-BK), making Juneteenth an official holiday on the New York calendar. Gov. Cuomo is expected to sign the bill at a ceremony later this year.

In June, the Governor passed an executive order declaring June 19, 2020 a holiday for state agencies, including the MTA. But the legislature needed to act to make the day a permanent holiday.

“This bill is an acknowledgement of this historical date” Senator Parker said, “and it serves not as an annual reprimand of this country’s flaws, but as a memorial for those who fought and died to end enslavement in this country, and a memorial for those who, having never experienced freedom, lived and died in bondage.”

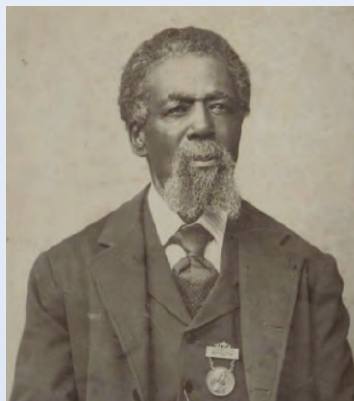
Local 100 President Tony Utano, who early on called for the bill’s passage, said: “The nation celebrates July 4th as Independence Day from the yoke of the British Empire. We now will celebrate Juneteenth as Independence Day for millions of Americans who were not officially free for another 100 years, and who today still must fight for full and equal treatment and opportunity in American society.”

Utano added: “TWU has a great history of fighting for equality in the workplace and in our communities, beginning with our first contract with the IRT in 1937 that brought financial dignity to black workers in the Porter title, the only job available to them at that time. Over the next few years, the union continued to fight for, and win, equality for workers in hiring and promotional opportunities across the subways and buses. We have never stopped, and never will.”

The murder of George Floyd in Minneapolis, and the resulting wave of protests across the country, sparked heightened awareness of Juneteenth, which celebrates the presumptive end



Local 100 President Tony Utano in a recent photo with State Sen. Kevin Parker, primary sponsor of the Juneteenth bill in Albany.



Thomas Peterson of New Jersey became the first African American to legally cast a ballot on the day following passage of the 15th Amendment on March 31, 1870.



Print shows the night of December 31, 1862, as enslaved people waited for President Abraham Lincoln's Emancipation Proclamation to go into effect in 1863.

to slavery two years after the Emancipation Proclamation on January 1, 1863.

According to the National Museum of African American Heritage and Culture at the Smithsonian Institution, the Proclamation freed slaves in the Confederacy, but not everyone in those states would immediately be emancipated. In the westernmost state of Texas, enslaved people would not be freed until June 19, 1865 when some 2,000 Union troops arrived in Galveston Bay to announce that the more than 250,000 en-

slaved people in the state were free by executive decree. This day was the original Juneteenth.

The ratification of the 13th Amendment to the Constitution in December 1865 finally ended slavery throughout the United States.

Stepping Up to the Mic During the Pandemic

Now the World Knows About NYC Transit Workers

TWU LOCAL 100 MEMBERS DIDN'T JUST KEEP NEW York moving during the pandemic. They inspired each other, paid tribute to their fallen brothers and sisters, and shared their experiences and feelings with the world.

Local 100 members revealed their motivations, convictions and criticisms. They opened up about their fears, their sadness, their anger – and pride. They shared prayers and condolences, tried to cheer each other up and steel each other for every new day.

Transit workers posted music videos and testimonials on social media, and stepped forward to fill the scores of interview requests that flooded into the Union Hall from local, national and international media outlets.

Here are just some of those who rose to the occasion. Thank you.



Regan Weal

Bus Operator Regan Weal put together a video tribute packed with photos of co-workers, encouraging messages and personal observations, all sprinkled with a sense of humor.

She was also interviewed by several media outlets, including MarketWatch, which reported in mid-May:

Weal receives Personal Protective Equipment, or PPE, like masks and gloves from the MTA, but she says drivers like herself did not get the supplies they needed when the pandemic first hit, and only have them because the union fought for them.

“It was very disappointing to a lot of us in the beginning, because it just felt like they (MTA) didn’t care about us,” she said. “They just sent us out there and that was it. Do the best you can. And as a result of that, a lot of people have passed and caught the virus.”

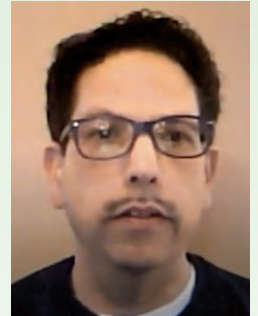
Conductor William Mora

An ex-Marine who served in the Middle East, Mora knows what it’s like to be up against an enemy. This was different. The enemy was invisible, he said. And extremely lethal.

“It was sad,” said Mora, who did multiple interviews, including one with the national PBS News Hour. “You never thought you would experience something like this. People pass away from time to time, but you never think you’d experience something like this, with people dying on a regular basis.”

He contracted the virus, stayed out for about 40 days, and then returned.

“I have to work,” he said. “I have to carry essential workers to their jobs. That’s why we have a system. Whether we like it or not, we have a responsibility to take people, first responders and responders and essential workers, to work.”



William Mora

Brooklyn Bus Operators Letty Pringle-Daniels and Jonathan Baldwin, and Train Operator Adam Black.

Inspired by these and other Local 100 members, the union demanded Costco, and other superstores, give transit workers the same preferential shopping status as cops, firefighters and medical personnel. Pringle-Daniels, Baldwin and Black helped carry the message to the public by agreeing to do interviews with various outlets, including the New York Post and Channel 11 WPIX.

“As far as first-responders go, we’re taking them to work — and we’re not being afforded any form of courtesy or respect,” Black told The Post.



Letty Pringle-Daniels



Jonathan Baldwin

“Every day it’s just a disaster. People sleeping on the chairs, garbage everywhere, with no mask. They’re (homeless) using the bathroom on the trains, in between cars.”

– Danny Jordan

The efforts were successful. The publicity led the MTA to get involved to prod Costco to change its policy to include transit workers. Brooklyn Borough President Eric Adams did the same with Foodtown.

Pringle-Daniels also was featured in a special piece in the New York Daily News about mothers working on Mothers Day.

Bus Operator Terence Layne posted an inspiring message to his fellow union members on Facebook and did several interviews, including an appearance on NBC Nightly News with Lester Holt. Layne told Holt he felt like he was “on a special mission” providing transportation during the pandemic.

“I feel some measure of fear, some trepidation,” Layne said. “I don’t know if this is the day I may go out and get infected, but I guess my courage is greater than my fear.”

Bus Operator Kenneth Perez took a video of residents in the apartment towers overlooking the Manhattanville Depot cheering Bus Operators.

“I was walking out of the building (depot) and I hear this ruckus,” he said. “I look up and everyone is screaming and banging pots and pans. It was unbelievable. Tears were coming out of my eyes. You know, the police get thanked, firemen get thanked, and we’re always out there. There’s never a thank-you for us, so this was special, very special.”

Bus Operator Jermaine Foreman told the media that that “you need patience and prayer” to drive a bus in NYC. That proved particularly true during the pandemic, he said. He prayed before every shift during which he carried essential



Adam Black



Terence Layne



Kenneth Perez

workers, including doctors, nurses and grocery store workers. It could be frightening but also rewarding, he said.

“People are depending on you,” he said. “We may not be saving someone’s life, per se, but we play a major part in driving those workers to work, and other essential workers to work. We are like the veins of New York City. We are like the bloodline.”

Foreman also used the platform to amplify TWU’s call for the MTA and/or government entities to give transit workers hazard pay.

Train Operator Danny Jordan helped keep the heat on the MTA and public officials about the thousands of homeless camped out in the subway system. The city, state and MTA allocated more resources to the problem. The MTA began a historic daily system shutdown for intense cleaning between 1 a.m. and 5 a.m.

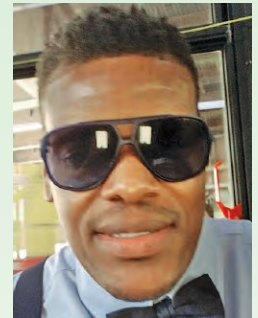
Describing the situation to NY1 days before the subway closure was announced, Jordan said: “Every day it’s just a disaster. People sleeping on the chairs, garbage everywhere, with no mask. They’re using the bathroom on the trains, in between cars.”

Bus Operator Wayne Lizardi Lizardi explained the essential nature of being a transit worker to “Nightline” on ABC television and other media.

“Transit runs 24/7,” he said. “We can’t stay home. Buses don’t drive themselves.”

He described losing friends and co-workers to the virus.

“Shocking, shocking, shocking,” he said. “You see people every day, and then all of a sudden, somebody’s not there for a day, two days. A week goes by and then we got word that he was sick and he was out and he ended up passing.”



Jermaine Foreman



Danny Jordan



Wayne Lizardi

We Mourn Our Brothers and Sisters Lost to the Coronavirus

THE CORONAVIRUS PANDEMIC HAD KILLED MORE than 215,000 Americans by mid-October, with nearly 33,000 of those casualties happening in New York state. This trail of death and destruction deeply affected the MTA workforce as well.

At presstime, a total of 131 workers across the MTA, more than 90 of them TWU Local 100 members, had suc-

cumbed to the deadly scourge. Thousands more were infected and quarantined.

Yet the workforce, the most essential of all essential workers, soldiered on despite the terrible losses.

The Bulletin reprints here the list of our honored dead, who include Brothers and Sisters from NYCT, MABSTOA, MTA Bus, School Buses, and Private Operations.

May they Rest in Peace.

CAR EQUIPMENT DEPARTMENT



Ferdi German
Car Inspector
207th St. Yard
13 Years of Service



Patrick Patoir
Maintainer Helper B
Pitkin Barn
33 Years of Service

SCHOOL BUS DIVISION



Bryson Kent Bowman
School Bus Driver
Student Trant
3 Years of Service



Lev Golubov
Road Car Inspector
Corona Barn
7 Years of Service



Harold Germain
Bus Operator
7 Years of Service



Alejandro Bustamante
School Bus Driver
First Mile Square
6 Years of Service



Clinton Hinds
Car Inspector
Jamiaca Barn
13 Years of Service



Warren Tucker
Maintainer Helper
Yonkers Depot
5 years of Service



Alexander Young
School Bus Driver
White Plains Bus
16 Years of Service



Shelly Johnson
Transit Property
Protection TPPA
2 Years of Service

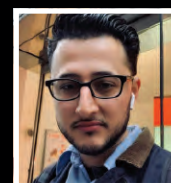


James Jackson
Bus Maintainer/
Body Work
Baisley Park
31 Years of Service

PRIVATE OPERATIONS



Alaa Khalil
Car Inspector
Pelham Barn
7 Years of Service



Alexander Giguere
Bus Operator
NY Waterway
2 Years of Service



Reyna Joyasaca
Bus Operator
NY Waterway
18 Years of Service



Wayne Fingall
Bus Operator
Kingsbridge Depot
20 Years of Service



Kenneth Wright
Bus Operator and
Caretaker
M.J. Quill & Gun
Hill Depot
9 Years of Service



Bruce Miley
Bus Operator
Liberty Lines
15 Years of Service



Cuong Luu
Bus Maintainer
Michael Quill Depot
23 Years of Service



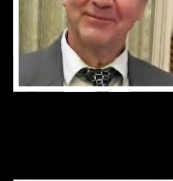
**Dimitriy
Bozhovskiy**
Signal Maintainer
Capital Construction
19 Years of Service



Raul Clarke
Bus Operator
Big Bus Tour Bus Co.
4 Years of Service



Leon McKnight
Bus Operator
West Farms Depot
25 Years of Service



**Hesronni
St. Anthony Cayenne**
Structure Maintainer
Division Vice Chair/
Nights
20 Years of Service



George Manifold
Global Contact
Services (GCS)
Access-a-Ride Call
Center
4 Years of Service



Julio Mejia
P&E Maintainer
Tuskegee Depot
15 Years of Service



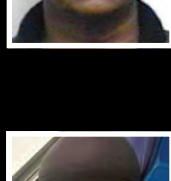
**Hansaraj
Nankissure**
Bus Maintainer/
Chassis
18 Years of Service



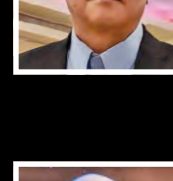
**Thomas Teck
Kuwe Chai**
Light Maintainer/
Nights
5 Years of Service



Oliver Cyrus
Bus Operator
Manhattanville
Depot
21 Years of Service



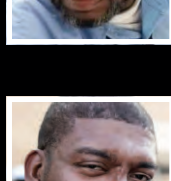
William Scott
Bus Operator
Kingsbridge Depot
6 Years of Service



Juan Diaz
Track Worker
2 Years of Service



Erlin Galarza
Bus Operator
Gun Hill Depot
16 years of Service



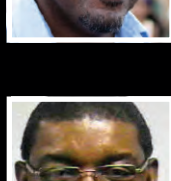
Walter Watson
Bus Operator
Kingsbridge Depot
20 Years of Service



**Venancio "Benny"
Diaz**
Structure
Maintainer B
21 Years of Service



Ramon Gutierrez
Bus Operator
Kingsbridge Depot
18 Years of Service



Phillip Williams
Maintainer Helper
7 Years of Service

MABSTOA



Scott Elijah
Track Worker
Parsons/Archer
15 Years of Service



Aristedes Moraitis
Telephone Maintainer
Northern Blvd. Shop
10 Years of Service



Mark Davis (TC)
Track Specialist
8 Years of Service



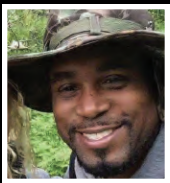
Anstay Goddard
Power Maintainer B
Jamaica Yard
17 Years of Service



Robert Sarutto
TEMM
Jay St.
23 Years of Service



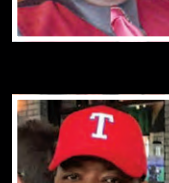
Gary Cherry
Conductor
11 Years of Service



Ricardo Hill
Signal Maintainer B
Liberty Junction
20 Years of Service



Rodney Sparrow
Power Distribution
Maintainer
Track Geometry
Train
22 Years of Service



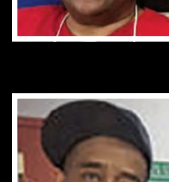
Jacob Credell
Conductor
B Division
19 Years of Service



Horatio Jordan
Power Cable
Maintainer
15 Years of Service



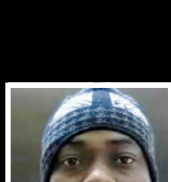
Peter Voyt
Electronic Equipment
Maintainer
W. 53rd Street Elect.
Shop
5 Years of Service



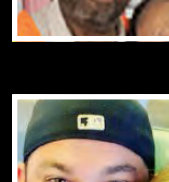
Philip Davis
Train Operator
31 Years of Service



Harvey Knight
Electronic Equip-
ment Maintainer
19 Years of Service



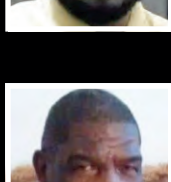
Uraul Watts
Structure
Maintainer/Nights
2 Years of Service



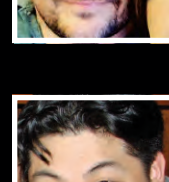
Steve Falco
Train Operator
A Division
6 Years of Service



Sau Lee
Power Distribution
Maintainer
Pitkin Yard
21 Years of Service



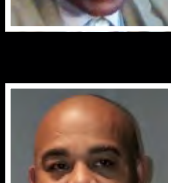
Franchette Woodley
Structure Maintainer B
West 4th Street/
Nights
20 Years of Service



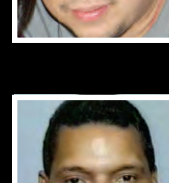
Stanley Fong
Train Operator
B Division
19 Years of Service



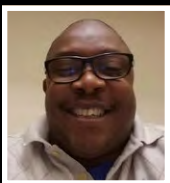
Khemraj Mahadeo
Power Maintainer
Pitkin Yard
6 Years of Service



Graveney Severin
Structure Maintainer E
Plumber
1 Year of Service



Franky Gonzalez
Train Operator
31 Years of Service



Jean Modestile
HVAC Maintainer
148th St. HVAC shop
4 Years of Service

RAPID TRANSIT OPERATIONS



Phyllis Susan Holley
Conductor
B Division
4 Years of Service



Darryl Sweeney
Executive Board
Member
Tower Operator
East New York
Master Tower
14 Years of Service



Rhonda Garvin
Station Agent
36 Years of Service



Nevie Lacayo
Conductor
wB Division
17 Years of Service



**Michael
Thompson, Sr.**
Train Operator
7 Years of Service



Russell Jackson
Cleaner
2 Years of Service



Frank Lee
Conductor
B Division
22 Years of Service



Alain Walker
Work Train Operator
29 Years of Service



Daryl Laborde
Collecting Agent
6 Years of Service



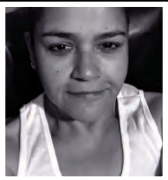
Darlisa C. Nesbitt
Train Operator
B Division
26 Years of Service



Elecier Williams
Conductor
2 Years of Service



Thankachan Mathai
CTA
Forest Hills/71st
Avenue
20 Years of Service



Milagros Perez
Tower Operator
12 Years of Service
Peter Petrassi
Conductor
20 Years of Service



Denise Colbert
CTA
20 Years of Service



Ananda Mooliya
Station Agent
5 Years of Service



Phyllis Robinson
Tower Operator
Rockaway Park
30 Years of Service



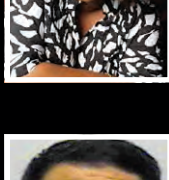
Sabrina A. Eubanks
Station Agent
Cypress Hills (J) Line
32 Years of Service



Foster Moore
CTA
Cortlandt Street
station
26 Years of Service



Steve Joseph Rybkin
Construction Flagger
22 Years of Service



Tai-Drin Fang
Station Agent
26 Years of Service



Emiliano Padilla
Collecting Agent
20 Years of Service



Ben Schaeffer
Vice Chair,
Conductors
B Division
22 Years of Service



Girish Patel
Station Agent
23 Years of Service

STATIONS DEPARTMENT



Harrichand Persaud
Station Agent
J Line
30 Years of Service



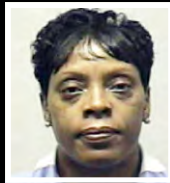
Alfredo Vegas
Cleaner
6 Years of Service



Christopher N. Howard
Bus Operator
Grand Avenue Depot
22 Years of Service



Budlino Ramirez
Station Agent
26 Years of Service



Jeanette Riley (TC)
Station Agent
20 Years of Service



Emmanuel Jacob
Bus Operator
East New York Depot
20 Years of Service



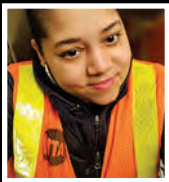
Miguel Rodriguez
Station Agent
38 Years of Service



Cornell Anderson
Heating & Air Con-
ditioning Mtr
15 Years of Service



Ronnie Jimeno
Bus Operator
Flatbush Depot
21 Years of Service



Caridad Santiago
Station Cleaner
175th Street Station
13 Years of Service



Miguel Chumpitaz
Bus Operator
Jackie Gleason Depot
22 Years of Service



Lawrence Nieuenkirk
Bus Operator
Flatbush Depot
19 Years of Service



Robert Simon
Station Agent
6 Years of Service



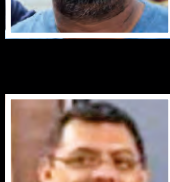
Joseph Fletcher
Bus Maintainer
Flatbush Depot
17 Years of Service



John Phillip
Bus Operator
Flatbush Depot
15 Years of Service



Karn Suri
Station Agent
17 Years of Service



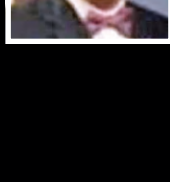
Ernesto Hernandez
Bus Operator
Jackie Gleason Depot
15 Years of Service



Cesar Torres
Bus Operator
Grand Ave Depot
20 Years of Service



Lafayette Terrell
Railroad Stock
Worker II
38 Years of Service



TA SURFACE

Social Media Lights Up with Praise for Transit Workers

The Covid 19 emergency put transit workers directly into the eye of the storm. And people noticed.

Words of praise rained down on Local 100 members on social media from a wide cross section of New York, including the politicians, the news media and scores of regular New Yorkers dependent on the transit system.

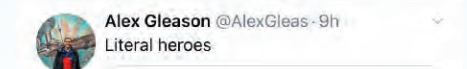
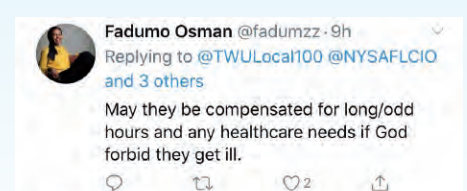
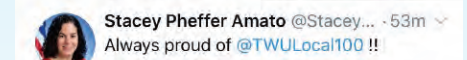
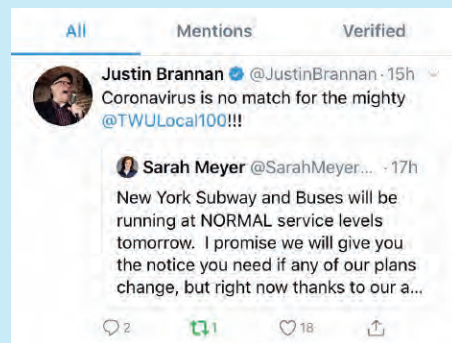
One thankful straphanger tweeted: "Thank you from a very appreciative native Brooklyn girl, still getting into work on the N and R."

Another wrote: "So much respect for @TWULocal100 members working around the clock to keep transit running through every imaginable obstacle thrown their way."

Another said simply: "Literal heroes."

Many also tweeted their respect for Local 100, and the value of strong union representation during any emergency.

We put together a sampling of the many Twitter comments posted about transit workers during the pandemic.



Local 100, M3 Technology Award \$100,000 in College Scholarship Grants

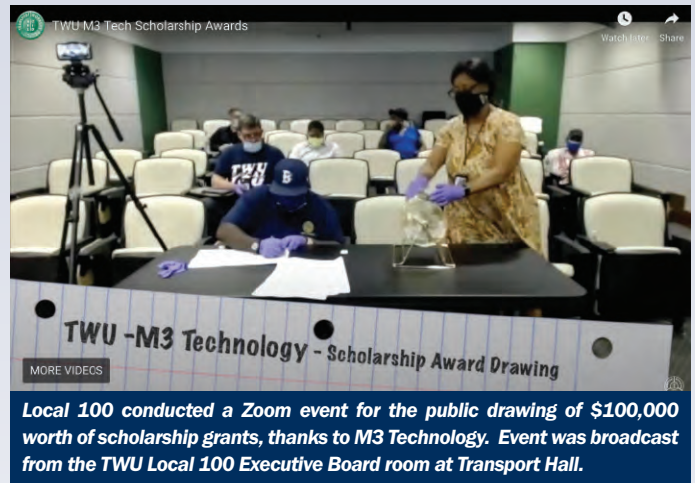
THE TWU LOCAL 100 SCHOLARSHIP PROGRAM, in partnership with M3 Technology, recently announced the winners of the 2020 Scholarship Drawing, held via a zoom event from the Union hall on July 8th. Hundreds watched the event live.

A total of \$100,000 in scholarship grants is being paid out for this year's program, bringing the 10-year total to \$575,000 presented to nearly 500 children and grandchildren of TWU members and retirees. Numerous members, who are also eligible, have won as well.

This is the first year that \$100,000 was awarded, up from \$75,000 last year.

This year's winners included two \$10,000 recipients, six \$5,000 awardees and fifty \$1,000 winners.

TWU and M3 Technology, which provides voluntary insurance coverage to Local 100 members, have been partnering on the program since 2010. Children of good-standing members and retirees who were in good standing when they took their pensions, are eligible. They must be enrolled in



an accredited 4-year college, community college or trade school for the fall semester to qualify for the grants.

Local 100 President Tony Utano urged scholarship winners to respect and honor their parents who have worked hard to give them this opportunity. "The cost of a college education is a huge burden on working families, and we are thrilled that we are able to reduce that hardship if only by a little," he said.

Also congratulating the winners was John Pescitelli, President of M3 Technology. "We believe in the great future of America," said Mr. Pescitelli. "We are also confident that our great country will lead the world in technology, business, and medicine. Through these scholarships, M3 Technology is investing in that future. We are hopeful that one of the 2020 scholarship winners will lead the way to new, unimaginable discoveries, like life-saving vaccines and someday a cure for dread diseases, such as cancer."



The M3 Technology leadership team with President John Pescitelli, center, Angela Neal and Igor Rivillis.

WINNER		COLLEGE	PARENT	DEPT.
\$10,000 WINNERS				
Richard Madelix	Hoyte Miranda	Brooklyn CC Jefferson CC	Dexter S. Hoyte Jose A. Figueroa, Jr.	MOW PBL
\$ 5,000 WINNERS				
Angy DARIUS	Lara DAVIS	NYU Tandon	Sergio Lara	PBL
Shiv	Patel	St. John's	TYRONE DAVIS	MOW
Layla	Bonilla	Pennsylvania Tech	Patel JaYeshkymat B	MOW
Shoara	Chowdhury	Binghamton	Daniel Bonilla	TAS
Sherlene	Benoit	Queens College	Abdur Chowdhury	Stations
		Adelphi	Frandy Benoit	Stations
\$ 1,000 WINNERS				
Luniece	Ward	Nova Southeastern	Luniece Ward	Stations
Charlene	Ortiz	FIT	Juan C Ortiz	RTO
Lyubov	Yevseenko	LIU	Andrey Yevseenko	CED
Nathalie	Perez	Hunter	Antonio Perez	PBL
Chitra	Singh	CUNY York College	Rajandra Singh	PBL
JUSTIN	ALBERT	Monroe College	CARLOS ALBERT	MOW
Meya	Brown	SUNY Buffalo	Mayo Brown	PBL
Alexa	Stegmuller	Fordham	Alan Stegmuller	MOW
Joel	Lopez	BMCC	Jalymeh Medina	Stations
Imani	Clarke	Suny Buffalo	LaShawn Coleymore	Stations
Shana	Sabu	Adelphi	Sabu Varghese	Stations
Ryan	Kinsella	Binghamton	John Kinsella	MOW
Jonathan	Leshchinsky	Buffalo	Rauf Leshchinsky	CED
Jaisia	Butler	Southern NH Univ.	James Jackson covid-19	MTA BUS
Cameron	Martinez	Northampton CC	Gabriel Martinez	STATIONS
Maelease	Harvey	Lincoln University, PA	Judy Meyers	PBL
Eshawn	Karim	Georgia Tech	Eshawn Karim	Stations
Ryan Luis	Hernandez	Schenectady CCC	Fernando Hernandez	Stations
Randolph	Davis	New York Tech	Lisa Germain	RTO
AMBER	PEREZ	Santa Fe College	ELTON PEREZ	Stations
John	Byrnes	LSU	John Byrnes	MABSTOA
Akilah	Bailey	Buffalo State	Anthony S. Bailey	TAS
Aliyah	Graham	Southern Connecticut	Michael Graham	MOW
Germain	Tchuinkam	Colgate	Anne Menmou	MOW
Diajah	Sinclair	University of Buffalo	Sharifah Sinclair	TAS
Nyia	Martin	Maryland, Baltimore	Niema Miree	RTO
Chanel	Gaither	College of Staten Island	Tiffany Sherman	Stations
Emily	Estrella	Manhattanville	Eliezer Estrella Guzman	TAS
Aye	CHAN SU	LaGuradia CC	PHYO LIN	CED
Shabih	Rizvi	Brooklyn College	Syed A. Rizvi	MOW
Raian	Rahman	Baruch	Mohammad L. Rahman	STATIONS
Rashelle	McFadden	York College (CUNY)	Rashelle A. Mc Fadden	Stations
Seyarra	Beckles	College of Staten Island	Anthony Beckles	TAS
Kelliann	Duffy	Baruch	Richard Duffy	TAS
Steven	Moshel	Baruch	Boris Kuperwasser	PBL
Tasnim	Ahmed	St. John's	Mohammed Ahmed	Stations
Keith-Aaron	Sanchez	Westchester CC	Silvia Sanchez	PBL
Mendel	Jeanty	Hofstra	Jean Jeanty	PBL
Sarah	Shin	Adelphi	Edwin Shin	CED
Anthony	Bruhart	St. Johns	James Bruhart	RTO
Amira	McCoy	Lincoln Univ., PA	James McCoy	TAS
Jose	Luna	John Jay	Oscar Luna	TAS
Kaitlyn	Francisco	U Penn	Asuncion Francisco	MABSTOA
Ciara	Morabito	Monmouth	Joseph Morabito	PBL



DON'T MISS TH

“\$100,000 IN TWU LOCAL 100 SO

GUARANTEED, TAX-FREE
NO MEDICAL EXAMIN
PRE-EXISTING CONDITIONS MAY I
SPECIAL, OPEN ENROLLMENT OPE

Dear Local 100 Member:

We are proud to announce the availability of the new TWU Local 100 Disability Income Protection Program. These benefits are now available to TWU Local 100 members on a Guaranteed Acceptance basis until **November 30, 2020!**

What Are My Benefits?

1. Members are eligible for up to **\$2,000** tax-free benefits after only 14 continuous days of total disability and payments may continue for a maximum of 24 months.²
2. Benefits available for pregnancy.
3. Expanded Benefits for Mental or Emotional Disorders.³
4. Benefits for Drug and Alcohol-related illness.³
5. Coverage for on or off-the-job accidents and sicknesses, including COVID-19.
6. **\$25,000** of Accidental Death benefits.
7. Convenient, payroll deduction of premiums.

What Is The Special Opportunity?

For members who are actively at work, there are no medical examinations, blood tests, or medical questions required! In the event of total disability caused by accident or illness on or off-the-job, including COVID-19, you are eligible for benefits after 14 days of continuous disability and the benefit can be payable for up to 24 months. Many disabilities suffered by TWU members have been due to short-term, off-the-job accidents. The new, TWU Disability Income Protection Program will enable you to address this need.

What Actions Must I Take?

Simply return the Priority Information request form today. Do not miss this opportunity for Guaranteed Acceptance Disability Income Protection! ***Please return the form in the enclosed, postage-paid, privacy envelope before November 30, 2020!***

¹ Pre-existing condition means the existence of symptoms which would ordinarily cause a prudent person to seek care or treatment within a 12 month period preceding the effective date of your coverage, or condition for which medical advice or treatment was recommended or received by a physician within a twelve-month period preceding the effective date of your coverage. Payment will be made for a loss due to a pre-existing condition if the loss is incurred or disability commences later than 12 months from the effective date.

² 100% coverage for off-the-job accidents or sickness when not receiving Social Security. 75% coverage for on-the-job accident or sickness after payments for Social Security or Workers Compensation.

³ For up to 3 months per claim with a lifetime maximum benefit of 12 months at 75% for on-the-job claims. Each claim must be separated by at least 12 months from the prior claim.

IS OPPORTUNITY!

SCHOLARSHIPS FOR MEMBERS ONLY!"

MONTHLY INCOME BENEFITS!
DONATIONS OR BLOOD TESTS!
BE COVERED AFTER ONLY 12 MONTHS! 1
OPPORTUNITY UNTIL NOVEMBER 30, 2020!

TWU LOCAL 100 MEMBERS ONLY

NEW BENEFIT INFORMATION & \$100,000 IN SCHOLARSHIPS APPLICATION

I would like information about the following benefit offering for TWU Local 100 Members:

- | | |
|--|--|
| <input type="checkbox"/> Disability Income Paycheck Protection Benefits | <input type="checkbox"/> Accident & Wellness Benefits |
| <input type="checkbox"/> Life Insurance with Guaranteed Cash Accumulation at 3.00% & Living Benefits | <input type="checkbox"/> Pre-Paid Legal Benefits |
| <input type="checkbox"/> Critical Illness & Wellness Benefits | <input type="checkbox"/> Discount Homeowners & Auto Insurance |
| | <input type="checkbox"/> Assault, Trauma Coverage, & Infectious Disease Benefits |

PLEASE PRINT

Name: _____ Date of Birth: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (_____) _____ Work Phone: (_____) _____

Cell Phone: (_____) _____ E-mail Address: _____

Work Address: _____ Dept: _____

Work City: _____ State: _____ Zip: _____

Work Hours: From: _____ am/pm To: _____ am/pm Days Off : _____

☐ I would also like to apply for the \$100,000 in TWU Local 100 Student Scholarships

You must complete the entire form to qualify!

Student's Name: _____ Member Pass Number: _____

Relationship to Union Member: _____

Name of Accredited Two or Four Year College: _____

Course of Study (Major): _____

Eligibility: children and grandchildren of Local 100 members; no participation in insurance program required. Student must be accepted or attending an accredited college. The deadline for this scholarship application is **May 31, 2021**.

To receive your requested information, and to apply for the 2021 Scholarship, please return the completed form to:

M3 TECHNOLOGY, ADMINISTRATOR
PO BOX 512, MATAWAN, NJ 07747

Union Honors 9/11 Transit Responders

FOR THE 6TH YEAR IN A ROW, TWU LOCAL 100 honored transit workers who served at Ground Zero. At this year's abbreviated ceremony because of Covid restrictions, President Tony Utano presented 4 beautiful medals to those made ill by the toxic exposures they were subjected to in the days and weeks after the 9/11 attacks.

The in-person recipients were: Hydraulic Maintainer (Ventilation and Drainage) Clairmont Arthur; CTA Fayah Gbolleie, Bus Operator Tommy McNally, and Bus Operator Anthony Tousius. Track Maintainer Rafael Hernandez, now retired in Florida was unable to attend, but was also honored.

Station Agent Allison Buchanan, also unable to attend, was presented the union's 'Never Forget 9/11' commemorative pin several days later by Vice President Lynwood Whichard and Division Chair Robert Kelley. Union members who worked in the exposure zone are entitled to receive an official commemorative pin.

Over 3,000 transit workers were there from the first hours of the attack, clearing debris with heavy rigs so that FDNY and NYPD could access the scene; putting up lighting for responders; ferrying police, firefighters, and health care personnel to and from Ground Zero; accessing communications infrastructure; cutting iron and steel; pumping out and draining the subway tunnels, and cleaning the mass of debris in subway stations directly affected by the attacks.

Even 19 years later, the story of what transit workers did at 9/11 has not gotten the recognition it deserves. For that reason, Local 100 holds this annual commemoration of 9/11 to highlight those efforts, and to honor those who participated and, unfortunately, have been sickened as a result.



President Tony Utano, right, and Vice President John Chiarello, left, present medal to Clairmont Arthur, from Ventilation and Drainage.

Those who have been injured and have verified Victim's Compensation Fund claims. They are entitled to receive our official medal, designed by Executive Board Member Mario Galvet, and struck by the same company that produces the Congressional Medal of Honor.



Bus Operators Anthony Tousius (2nd from left) and Tommy McNally (far right) received medals from President Tony Utano, Vice President John Chiarello and retired Ulmer Park Depot chair James 'MoMo' Manzella.



CTA Fayah Gbolleie (right) was joined by family at the ceremony. President Tony Utano is 2nd from right.



Station Agent Allison Buchanan receives commemorative pin from Vice President Lynwood Whichard and Division Chair Robert Kelley.

We Were There...



Finally Recognized

In 2014, TWU Local 100 began a campaign to remember and recognize the efforts of Transit Workers at Ground Zero. This September, as we have done now for six years running, we will recognize, with medals and recognition pins, those who served at the WTC. The medals are for those who have verified Victims Compensation Fund claims for illness caused by their service. Each of these union brothers and sisters is at great risk for COVID-19, and one has already died of the virus. The medal ceremony will not be in-person because of COVID-19 restrictions, but we will make it available online.

Hundreds of TWU members and retirees who were active on 9/11 have come to the Union Hall in recognition of their service at Ground Zero. Most of them never received any special recognition for what they did on that fateful day. Some have become sick as a result. Others have died. All are grateful that their Union has stepped up to demand that the National September 11th Memorial and Museum acknowledge the sacrifices of transit workers.



Over two thousand MTA employees were ordered to the site on the day of the attack and the days immediately following. Another thousand volunteered and spent days and weeks on the pile without compensation. It was transit that provided the heavy rigs that lifted crushed cars to clear streets in those first days, that cut steel and hauled out debris, that power-washed the subway stations from Canal Street to the tip of Manhattan, that ferried NYPD and FDNY members in buses, that repaired and energized the radio links that allowed crucial communications between emergency responders.

We salute the Chief-Leader for covering our 9/11 recognition campaign.



Our campaign has also received national attention from Newsweek, in a story entitled, "Honoring Unsung Heroes of the 9/11 Response": "New York City transit workers. They're the unsung heroes of the 9/11 response. They put up an absolutely heroic effort. They exposed themselves to harm's way without thinking twice, and certainly we demand that they get respect and recognition."



Transport Workers Union Local 100
195 Montague St. 3rd Floor
Brooklyn, NY 11201
www.twulocal100.org
Tony Utano, President
Earl Phillips, Secretary Treasurer
LaTonya Crisp, Recording Secretary



Union officers with Stations members at Stillwell Terminal.



Members and officers at Pelham Bay Parkway Terminal.

Overnight Subway Shutdown Makes NYC History

One week after Governor Cuomo held up a copy of the Daily News at his daily press briefing and decried how the homeless crisis was causing subway trains to be “filthy and disgusting,” the MTA announced a nightly subway system shutdown from the hours of 1:00 am to 5:00 am for cleaning and disinfection. The retreat from 24/7 service was the first sustained shutdown in the City’s history.

On the first nights of the closure, May 5-6, 2020, President Utano, accompanied by Secretary Treasurer Earl Phillips and Vice Presidents Lynwood Whichard, Eric Loegel and Richard Davis went to the crew quarters at Stillwell Terminal, the Staten Island Ferry terminal at the end of the 1 line, and at Pelham Bay Parkway Terminal at the end of the 6 line. They spoke to subway Conductors, Train Operators, CTA’s, Station Agents, and Bus Operators about the effort to defeat COVID-19.



Utano discussing safety concerns with MTA Chairman Patrick Foye at Stillwell.

Speaking to news media at Stillwell Terminal, President Utano said: “Right now, we’ve got to make sure that this system is disinfected. Why? We have to make sure that the all essential workers, including nurses, the doctors, the food delivery people, all the people who take care of the older people and bring them to dialysis, can get to their destinations safely, and not worry about being contaminated.”

To the assembled membership, Utano declared: “You guys are heroes. You’re saving lives.”

This was the first time that a virus had closed the New York City subway system, but of course not the first shutdown. TWU strikes in 1966, 1980, and 2005 stopped the system. Service was also briefly halted after the 9/11 terror attack and Superstorm Sandy. There have also been safety shutdowns, which halted ongoing work but not passenger service.



On the platform at Stillwell.



At bus stop in the Bronx.

4th Upward Advancement Apprenticeship Class Begins 6-Month Training

A new class of 20 candidates, chosen from the ranks of the lowest paid titles of Traffic Checkers, Cleaners, and Transit Property Protection Agents, began a six month journey to a new career path in early October with the launch of the 4th Class in the union's Upward Advancement apprenticeship program. The class of 15 men and 5 women transit workers will experience 900 hours of classroom and hands on training at the Apex Technical School in Long Island City. They are paid their full transit salaries during the training, and are guaranteed a job as an apprentice in MOW titles upon successful completion. TWU Local 100 President Tony Utano welcomed the 20 workers to the program, calling it "the opportunity of a lifetime; to get free six-months of training in a trade, while still getting full transit pay."



The 20 workers who make up the 4th Apprenticeship class with President Tony Utano at ribbon cutting ceremony at the Apex Technical School in LIC.

Utano wished them luck, and said that the entire union is cheering on their success. The program is administered by Charles Jenkins, Director of the TWU Local 100-NYCT Training and Upgrading Fund, and coordinated by Kristyl Black, herself a former apprentice. Also addressing the new candidates was John V. Chiarello, Vice President, Maintenance of Way, who urged the workers "to bring your best effort every day of the program."

RGLZ Law Firm Joins Local 100 College Scholarship Program With \$25,000 in Grants

The law firm of Rapaport, Glass, Levine & Zullo, LLP (RGLZ), which handles many cases for injured transit workers, began partnering with Local 100 for the first time in offering college scholarship grants.

The firm, in cooperation with the Local 100 Scholarship Program, provided \$25,000 in grants. There were 21 grants in all, one for \$5,000 and 20 others for \$1,000. A public drawing was held at the union hall in July via Zoom. Winners are shown alongside.

WINNER		COLLEGE	PARENT	DEPT.
\$5,000 WINNER				
Dylan	Kelly	Syracuse University	Edward Kelly Jr.	RTO
\$ 1,000 WINNERS				
Nicholas	Mohan	Vaughn College	Nicholas Mohan	CED
Michael	Charles	Bates College	Kerwin Charles	MTA Bus
Richard	Do	Hofstra	Thanh Do V	CED
Nya	Angel	John Hopkins University	Donald Angel	MOW/Track
Francisco	Berrios	Depauw University	Osbal Berrios	RTO
Jaylan	Williams	Virginia Union University	James Williams III	OA Maint.
Sharina	Alam	Manhattan CC	MD D Alam	Stations
Shaniah	Singleton-Pearcy	Virginia State University	Shantel Singleton	RTO
Daniel	Gutierrez	SUNY Binghamton	Edwin Gutierrez	MABSTOA
Lilian	Yagual	Penn State	Philip Yagual	MOW/Structure
Carlos	Lopez	Iona	Antonio C. Lopez	RTO
Brian	MORALES	Farmingdale SC	DANIEL MORALES	Go NY Tours
Gabriela	Garcia	Mercy College	Betsy Santamaria	RTO
Crystal	Maldonado	University of Pheonix	Crystal Maldonado	STATIONS
Kelly-Ann	Aly	Monclair State	Tammy Dumay	RTO
Meya	Brown	SUNY Buffalo	Mayo Brown	MTA Bus Maint
Faith	Fox	East Stroudsburg	Michael J Fox	RTO
Dorothy	Parrott	Queens College	Dorothy Parrott	Stations
Imani	Clarke	SUNY Buffalo	Lashawn Collymore	Stations



Local 100 President Tony Utano speaks at ATU rally outside 2 Broadway.



ATU and TWU members show solidarity at 2 Broadway rally.

TWU Supports ATU Fight to Secure a Contract With MTA

LEADERS OF THE AMALGAMATED TRANSIT UNION are fighting to get a new contract for its members that mirrors the wage and benefit package won by Local 100 for TA/OA and MTA Bus members late last year.

But the MTA is using the pandemic as an excuse to deny the ATU's 5,000 Bus Operators, Mechanics and Cleaners working out of MTA depots in Staten Island and Queens a just contract because, said a company spokesperson, "we're not in a position to negotiate a contract at this time." The ATU contract expired in May 2019.

Local 100 President Tony Utano and other TWU officers and members turned out at two events this summer in a show of solidarity with the ATU. The first rally drew about 500 ATU members and supporters at the Eltingville Transit Center on Staten Island on June 10, 2020. The second, also attended by hundreds of supporters, took place two weeks later in front of MTA headquarters at 2 Broadway.

"After all we've been through, after all we have done, the MTA is treating us with total disrespect," Danny Casella, president of ATU Local 726 in Staten Island, said at the June 10th rally. "MTA executives call us heroes but in reality they treat us like zeroes. It's incredibly shameful."

Historically, the MTA negotiates with Local 100 first, and then agrees to the same package of wage increases and ben-



ATU and TWU members march together outside MTA headquarters.

efits with the ATU. However, the ATU negotiates its own work rules and other issues related to safety and conditions.

Local 100 President Tony Utano told a cheering crowd that Local 100 stands firmly behind their fight for a fair contract. He said that the MTA's claim that it doesn't have any money for raises is fake news. "They say they don't have any money. They always say they don't have any money," said Utano. "You have been working through the pandemic and you're still out there every day. You deserve your raises."

Utano said that the MTA can easily find money by "getting rid of the damn consultants." The MTA spends hundreds of millions on consultants every year. "Stop paying the consultants and start paying your workers what they deserve."

At presstime, the ATU still had not reached a settlement with the MTA.

While Wife Lay in Coma, Union Saved Husband's Job

By Alan Saly

Phillip Kurian, newly married at 35 and a Revenue Equipment Maintainer, joined New York City Transit in 2004. With the job came a good starting wage, a pension, and family health coverage for Phillip, his wife Susan, 30, and their two-year old daughter, Gina.

They used that health coverage the very next year when Susan needed complicated cyberknife brain surgery at Winthrop Hospital in 2005 to prevent a potential fatal stroke. Later that year the couple welcomed a second daughter, Sarah, to the family.

The story of this middle class, two-income New York union family – Susan landed a job in IT – looked solid and secure. Phillip gained seniority as he became more valuable to New York City Transit, working to maintain and troubleshoot the MVM's (Metrocard Vending Machines) and turnstiles.

Then in 2011, Susan was afflicted again when she developed intense pressure in her brain from accumulating fluid, and was given massive doses of steroids and then brain surgery, where her skull was partially removed to get to the brain to relieve the pressure. It took her months to recover.

In February of 2020, now with 16 years on the job, Phillip saw an opportunity to get a new position with the Long Island Rail Road, and made ready to leave his NYCT position. He resigned on February 11, meeting with Union Rep Mario Galvet on February 22, 2020, to say his farewell.

Just two days later, on February 24, Susan experienced blinding pain and passed out at home. She was brought to the ER, intubated, and placed into a medically-induced coma. While she was hospitalized and unconscious, Phillip's promised job with the LIRR fell through. All of a sudden, he had no health coverage. Susan's employer did have a plan – but the coverage was inferior and it would cost the family an extra \$1,140 each month.

No longer a member of TWU Local 100, Phillip went back to Mario Galvet and asked for help. The answer seemed simple: Request reinstatement to his Revenue Equipment Maintainer job. They filed the paperwork and waited.

Susan's coma lasted for 18 days, and her doctors scheduled surgery for April. Meanwhile, there was no response



Phillip and Susan Kurien with Local 100 Executive Board member Mario Galvet.

on the reinstatement request. Phillip borrowed money to pay his mortgage and paid the higher insurance premiums from his wife's company.

Galvet kept pursuing Kurien's reinstatement. "At first," he recalled, "the head manager of Phillip's department claimed that he was 'a bad employee'. But then I interviewed his local manager, his immediate supervisor, and several of his coworkers. All said he was a good worker and a pleasure to work with."

When confronted with these evaluations, the manager disclosed to Galvet the real reason why he had decided to ignore Kurien's reinstatement request: the number of paid and unpaid absences Phillip had accumulated while tending to his wife's illnesses.

Galvet took the supervisor's recalcitrance up the chain of command, asking MOW Vice President John Chiarello to confer with TWU Local 100 President Tony Utano to see what could be done. In a meeting with NYCT management, President Utano was able to break the logjam and get Kurian reinstated with seniority at his old work location on 14th Street and 7th Avenue in Manhattan. His health insurance coverage was back in force.

"Phillip's new job didn't pan out," Susan says. "The union really, really helped. We had lost hope."

Phillip Kurien said, "My boss didn't want to give me the reinstatement and Mario interceded, bringing it up the union's chain of command. I'm very grateful. I'm keeping Mario in my prayers."

'Day of Remembrance' for Military Suicide Victims Sought

By Pete Donohue

Kevin Hertell likes to fix things. He spent four years repairing and servicing fighter jets with the U.S. Air Force. For the past 18 years, he's been working on subway trains as a Car Inspector at the 207th Street Shop.

And now the skilled mechanic is squaring up to a national problem of epic and tragic proportions: suicides by U.S. military veterans. He has started a non-profit organization, is lobbying for a new state-designated "day of remembrance," and even designed a new flag for supporters to rally around.

"Most, if not all suicides, are preventable," he said. "It just requires intervention and treatment. There's no good reason why we can't make a difference."

The stigma attached to suicide prevents many people mired in mental distress from seeking the professional help they need. That's particularly true for those with military training who have been influenced by a "warrior culture" that celebrates physical and mental toughness. But Hertell believes that stigma can be defeated by raising awareness and fostering conversations about the often-taboo subject.

Towards that end, he came up with the idea of having Sept. 22nd officially designated as Veteran Suicide Awareness and Remembrance Day. September is suicide prevention month. By some estimates, 22 military veterans take their own lives every day.

After meeting with Hertell, state Sen. Jen Metzger introduced the necessary legislation last year. The Senate passed the bill in July. Companion legislation is pending in the state Assembly.

Hertell also has created a new flag for those supporting the mission. The Suicide Awareness and Remembrance Flag draws inspiration from the Prisoner of War (POW) flag and the Gold Star Service Flag. The symbolism is powerful: the black background signifies mourning; the gold star represents a member of the military who has passed away; the five points of the star symbolize the five branches of the armed forces. He



Kevin Hertell (4th from left) with supporters of his "Day of Remembrance" campaign.

gets choked up talking about the small but growing number of people who have heard about his efforts and have asked for a flag, including a mother in Nebraska, a father in Colorado, and a widow in Texas. He knows their pain.

Hertell's activism stemmed from a suicide, and a suicide attempt, in his family. His wife's cousin, an Air Force veteran who did several tours in Afghanistan, killed himself in 2016, leaving behind a wife and young son. His father is a suicide survivor.

After his cousin's suicide, Hertell spent about a year reading everything he could about suicide and thinking what he could do about this issue. He spent another year creating the flag's design.

He's increasingly getting support from fellow transit workers, including 207th St. Shop Chairman Rob Ruiz and Manny Tirado. Ruiz helped get the SAR flag installed at the facility and has done outreach via social media. Tirado, a principal transportation planner and Chair of the Transit Veterans Employee Resource Group, introduced Hertell to Sen. Metzger and with Ruiz helped organize the Remembrance Day event.

"We're gaining momentum, which is great," Hertell said. "The more support and awareness we gain, the more power we can take away from the stigma. Normalizing it allows people to talk about it and get help."

Hertell's non-profit is Veterans Suicide Awareness and Remembrance Flag Corp. For more information, go to the website: sarflag.com

Penalties for Assaulting Transit Workers Must Be Enforced

Serious Assaults Just Keep Happening

PANDEMIC OR NO, THE ASSAULTS on transit workers keep happening, despite drastically reduced ridership and increased police presence in the system.

The MTA decals warning riders they could get up to 7 years in prison for assaulting a transit worker aren't worth the plastic they are printed on, according to Bus Operator Lapreecia "Pree" Oquendo, who was behind the wheel in June when a man hurled a 15-pound slab of concrete at the windshield. She was driving northbound from the Canarsie Piers on Rockaway Parkway at approximately 1:30 a.m. on Saturday, June 13th, when a man suddenly emerged from between two parked cars. He threw the slab at the windshield. The impact, which sounded like an explosion, showered Oquendo with tiny shards of glass.

Despite the unexpectedness and extreme violence of the attack, Oquendo managed to safely stop her bus. The two passengers on board were not injured. Oquendo, a bus operator for 19 years, suffered a burning sensation from the glass on her legs, arms and hands.

"Initially, after the assault bill was passed, people were a little nervous, but now they know nothing happens if you get caught," she said. "All they have to say is they are crazy, that they have PTSD or PPD or something else, and the district attorney won't punish you, or they just give you a slap on the wrist."

In another incident, an apparently mentally disturbed homeless man shoved Platform Conductor Dennis Russo to the tracks, breaking several of his ribs and fracturing his spine, on September 3, 2020. The 23-year transit veteran said the attack at the Hoyt Schermerhorn station was completely unprovoked. "The guy ran down the platform, just came and shoved me, and then continued to push me, and I went flying," he said. Two nearby cops heard the commotion and quickly pulled Brother Russo from the tracks. He is facing a long convalescent period, and is not sure he wants to come back.

In late August, a Bus Operator was assaulted by two passengers who refused to pay their fares and who threatened a fel-



Bus Operator Pree Oquendo lived to tell the tale of her harrowing encounter, but the shattered glass below here demonstrates how close she came to serious injury.



Conductor Dennis Russo leaving the hospital after being shoved to the tracks, breaking ribs and fracturing his spine.

low rider who complained to the Operator about the farebeaters.

And in yet another incident in late July a rider smashed a Bus Operator in the face after being reminded of the MTA's new face mask requirement.

Local 100 President Tony Utano said the union will fight to ensure that penalties already on the books for these crimes are enforced. "What good is a law if it's not enforced," said Utano. "We will pressure the District Attorneys' offices to prosecute and punish these criminals who assault our members and endanger the public at the same time."





Frank Gurrera, Local 100's Oldest Active Member and 'Inspiration' to Coworkers at Coney Island Overhaul Shop, Passes Away

By James Gannon

Frank Gurrera, a beloved member of the Coney Island Overhaul Shop family, and the oldest active member of Local 100, passed away on September 18, 2020. He was 95 and had been out sick for a number of months.

Frank had worked at the shop for 50 years and was an “inspiration” to his co-workers, both union and management, according to Shop Chair Eugene Leybovich. “We are all deeply mourning his death.”

Local 100 President Tony Utano said of Frank’s passing: “This is a very sad day for everyone in Local 100 and New York City Transit, especially our Brothers and Sisters at the Coney Island Overhaul shop. He was a wonderful, kind man who brought joy to his workplace every day. He was not only a skilled machinist, but a teacher and mentor to generations of transit workers at Coney Island. We all owe

Frank a huge debt of gratitude for his skill as a worker, his dedication to his union, his love of his coworkers, and his lifetime of contributions to NYCT, our great City and our country. He is a shining example of the very best of the human spirit.”

Shirley Martin, Vice President of Car Equipment, said: “Frank was an amazing individual. At the young age of 95, his brain was very sharp and he could still fabricate the most intricate precision work. I’m going to miss his smile when he used to see me and say ‘Here comes my favorite Union rep!’”

As news of his passing spread, hundreds of current and former co-workers posted condolences on social media. One such posting had an idea the MTA should consider. He said: “RIP Frank. They should rename Coney Island after him.”

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

Both of his parents came from Palermo, Sicily.

"My father worked in the sugar cane fields of Louisiana, the slaughter houses in Chicago, and even as a sand hog building the subways in New York," Frank said during an interview with the Transport Workers Bulletin on the occasion of his 90th birthday.

The Greatest Generation

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

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

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

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

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

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

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

Joins Transit

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

That was 1970.

He started in the wheel shop at 207th Street. But after six months on the job he got transferred to his beloved Brooklyn. "I've been here ever since," said Frank.

Frank has received numerous commendations and cash rewards for developing solutions to complex machining problems. He was particularly expert at fashioning replacement parts no longer manufactured by any suppliers.

Frank was also a stickler for shop safety. "I don't like to interfere with anyone else's job. But if I see someone do-

ing something that I know from experience is unsafe, I'll speak up. Safety first is a necessity on this job. A lot of things can go wrong." Like the time he and two co-workers were nearly crushed by a falling crane hook. "I'm especially wary around cranes."

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

One thing he doesn't like is people thinking he can't pull his own weight. "I don't baby myself, and don't let anyone tell me not to do something, or

that I can't do something because I'm an old man. I'll tell the foreman, don't worry about my age, I'll do whatever the other workers do."

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

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

When asked about retirement, Frank always said: "I've never thought about retiring. What would I do? I enjoy the work. I enjoy making things. I enjoy helping my co-workers. It keeps my mind occupied, my hands skillful. It keeps me going."

On his beloved place of work at Coney Island, he said: "I'm glad I work there; glad I spend my time there. I'm part of a family."

"We all owe Frank a huge debt of gratitude for his skill as a worker, his dedication to his union, his love of his coworkers, and his lifetime of contributions to NYCT, our great City and our country. He is a shining example of the very best of the human spirit."

**– Tony Utano,
Local 100 President**

40th Anniversary of TWU's

By James Gannon

APRIL 1, 2020 MARKED THE 40TH ANNIVERSARY of one of the seminal moments in TWU history. On that date in 1980, thousands of Local 100 members locked up their tools, walked out of their depots, stations, barns and terminals across the City igniting a tumultuous 11-day transit strike. It was the second citywide bus and subway work stoppage in New York's history.

New York City's Mayor at the time, Edward I. Koch, lamented to the press: "The unthinkable has happened and now we have to figure out how to live with the unthinkable and we will."

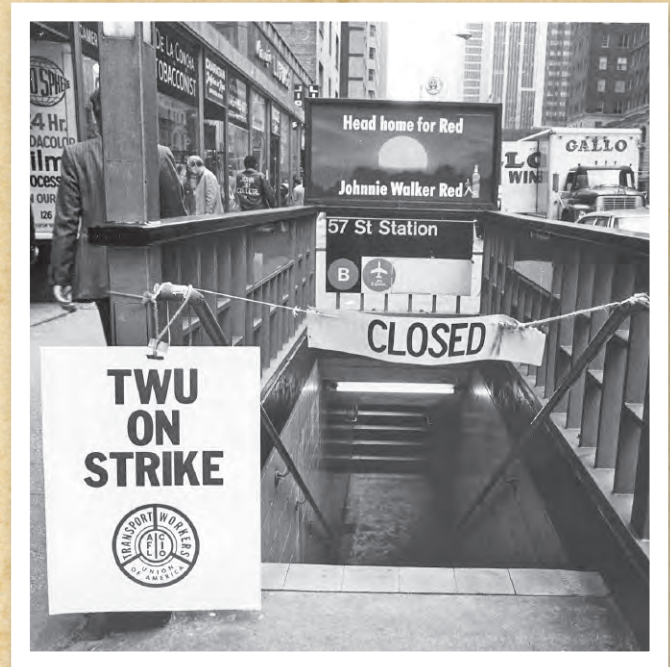
The decade leading up to the strike was a turbulent financial era for New York City, which in 1975 teetered on the edge of bankruptcy. Who from that generation can forget the famous October 30, 1975 front page of the New York Daily News that blared "Ford to City: Drop Dead." President Gerald Ford, the day before in a speech at the National Press Club in Washington, vowed to veto any federal bailout of the City being pushed by the New York Congressional delegation at the behest of then Mayor Abe Beame.

It was also a period of high inflation. Workers were hard pressed to keep up with rising costs of food, gasoline and housing. Raises for transit workers and other city and state workers could not keep up.

These factors ignited a heated political race inside Local 100 in the 1979 union-wide election.

The man who emerged victorious in that election to lead the union during this watershed moment was John Edward Lawe. He had turned back a strong challenge from Car Maintainer Arnold Cherry, who sadly died this past April of the Coronavirus at age 78. He had been retired since 2000.

Lawe was a rugged Irish immigrant who had labored



in a road repair crew and in Ireland's peat bogs before arriving in America in 1949 at the age of 30. He was one of 10 children to Luke and Kate Lawe from Strokestown, County Roscommon, Ireland. He worked as an elevator operator in a Manhattan high-rise for one year before finding work as a Bus Cleaner for the Fifth Avenue Coach Company at the 132nd Street depot.

He became active in the union as a Shop Steward. During the 29-day bus strike in 1953, he served as a picket captain for maintenance. Later that year, Lawe switched to transportation and quickly rose up the union ladder. He was elected Transportation Section Chair in 1955 and then Chair for all of Fifth Ave. Coach Transportation. After the historic 1962 bus strike that led to the creation of MABSTOA, Lawe was elected MABSTOA Division 1 Recording Secretary immediately, and then Division 1 Chair in 1964.

Lawe served on the negotiating committee during the union's first citywide transit strike in 1966. In 1968, he was elected Division 1 Vice President. Then In 1977, Lawe succeeded Ellis Van Riper as President of Local 100.

11-Day Citywide Strike



Picketing NYCT headquarters in Brooklyn.



John Lawe at right with then International President William G. Lindner at one of many rallies near City Hall.

After New Year's Day, Jan. 1, 1980, the MTA began planting stories in the press claiming it faced an enormous operating deficit and could not afford increases for the workers. It was not a promising start to negotiations.

Lawe was having none of it. On Jan. 6, 1980, he told a press conference: "If management does not bargain in good faith and give us what we are entitled to, we will give them the strike that they are looking for."

The weeks rolled by quickly with no progress in negotiations. The MTA had presented the union with 41 takeaway proposals, including a demand that Bus Operators and Train Operators clean their own vehicles at the end of a run.

The MTA was playing with fire with Lawe, whom the press referred to as "mercurial." Midday on March 31, 1980 just hours before the union's "No Contract, No



Lawe, with the support of municipal union leaders, meets with Mayor Koch (right) at City Hall.

Work" deadline, the MTA finally made a wage offer.

It was too little, too late. After debating options until 2:00am on April 1st, the Executive Board and Lawe rejected the MTA's offer and the strike was on.

For the next 11 days, that included Good Friday and Easter, TWU members manned the picket lines, vowing to stay out as long as it would take.

Finally, a public fact-finding board recommended

40th Anniversary of TWU's 11-Day Citywide Strike

continued from page 15



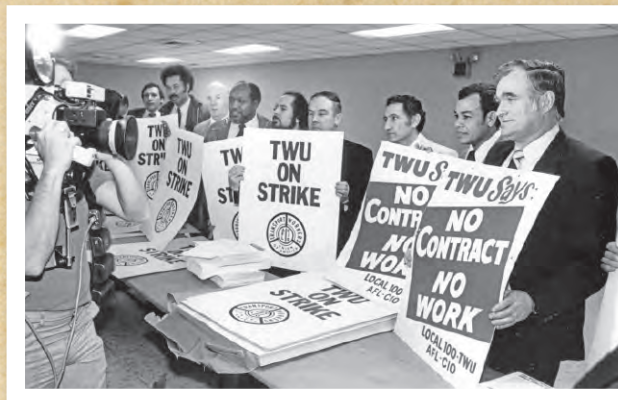
Local 100 President John Lawe telling the media that the strike is on.

a 23 percent increase over two years, that included a 9 percent increase on April 1, 1980; an 8 percent increase on April 1, 1981 and a projected COLA of 6 percent on Oct. 1, 1981.

The Executive Board, however, remained deadlocked (22-22) on whether to accept the offer or continue the strike.

Lawe stepped in to break the deadlock. He decided, without objection from the Board, to send the proposal out to the membership for a vote. Transit workers voted 16,718 to 5,477 to accept the contract.

The strike was over. But the fallout from the stoppage was just beginning. The courts came down hard on the union, fining all strikers two days pay for each day on strike under the onerous Taylor Law. Local 100 was also fined \$1 million, a stunning sum for 1980, and as well



Officers with strike signs at the union's then home at 67th Street and Broadway.

dues checkoff was lost for a period of time. At the time, Lawe said that the penalty "will break our treasury, but our union was not built on money but on backbone."

The strike caused an irreparable rift between the union, Mayor Koch and many of the City's leading political leaders. City Council President Carol Bellamy angrily told Lawe that "I'll piss on your grave" in a chance meeting after the strike. Lawe would tell the story with a chuckle, but the damage was obvious.

After the strike was over, Lawe was re-elected President by a 10-1 landslide in 1982. He went on to become International President of the TWU of America in May 1985. He died after a battle with cancer on January 5, 1989. His funeral was held at St. Patrick's Cathedral, as was that of TWU's founding president, Michael J. Quill, who led the union's first bus and subway strike in January 1966.



Members of the Queens private bus lines picketing outside the Triboro Bus Company.



Members on the picket line during 1980 strike.



TWU LOCAL 100



SNAP. SEND. SAVE.*

Can you save money with a lower rate?

We're here to provide home financing advice. One way is by reviewing your mortgage.

Let's see if it makes sense for you to refinance and possibly save some money. All we need is a picture of your mortgage statement!

Call or email to find out how to securely send your picture.

SNAP.

Snap a photo of your mortgage statement

SEND.

Send the picture directly to us through our secure document portal

SAVE.*

We will call you and discuss your potential savings

AN EXTRA PERK YOU DESERVE

- ▶ No processing fee
- ▶ No commitment fee
- ▶ No underwriting fee
- ▶ No application fee
- ▶ No document prep fee
- ▶ We do out-of-state loans

EXCLUSIVE SAVINGS OFFERED BY ONLY CONTACTING THE DEPARTMENT LISTED BELOW

CALL 833.724.8700 OR EMAIL UNION@MYCCMORTGAGE.COM



NMLS3029 NMLS 1681501 **Disclosures:** Licensed by the Department of Business Oversight under the California Residential Mortgage Lending Act. All loans subject to underwriting approval. Certain restrictions apply. Call for details. NMLS3029 (www.nmlsconsumeraccess.org). Copyright © 2020 CrossCountry Mortgage, LLC

***Terms & Conditions:** This is not a commitment to lend. All loans subject program guidelines and underwriting approval. Loan program terms and conditions are subject to change without notice. Available for first lien mortgage purchase money loans or refinance loans only, subject to certain minimum loan amounts. Discounts will be applied at closing as a lender credit up to a maximum of \$2,198, limitations may apply. Borrower cannot receive cash at closing. Only one offer per loan transaction will be accepted. No cash value. Available only on loans originated by CrossCountry Mortgage, LLC. Borrower must mention the program at the time of application. CrossCountry Mortgage, LLC, has the right to accept, decline, or limit the use of any discount or offer. Equal Housing Opportunity.

William Pelletier, Retired TAS Vice President, Dies of Cancer

RETIRED LOCAL 100 VICE PRESIDENT WILLIAM “Bill” Pelletier passed away April 23, 2020 after a battle with a rare, aggressive form of prostate cancer, that doctors believe may be related to his exposure to the air at Ground Zero. He was 69 years old and had been retired since 2008.

Brother Pelletier had served as the elected Chair of Flatbush depot for two terms, as Brooklyn Division Chair, and as Vice President for TAS during his career with the union. He also served on the Local 100 Executive Board and as an elected delegate to several TWU International Union conventions.

Among his many duties as a union officer, Brother Pelletier coordinated the union’s campaign against the illegal dollar vans that caused traffic jams and unsafe conditions for Operators, as well as threatening bus service along Kings Highway and other Brooklyn neighborhoods.

His grieving wife of 25 years, Heidi, said that Bill was diagnosed with the cancer in November of last year. “Doctors were baffled on how to treat it because it was so rare. They removed his entire prostate, and the initial results were very positive,” said Heidi. “But it came back recently and spread very quickly.”

She said that her phone rang constantly when the word of Bill’s death got out. “I think I spoke to every bus driver in Brooklyn that day,” she said with a laugh between her tears.



A recent photo of Bill Pelletier and his wife, Heidi.

“Retirement had been good for Bill. He loved being a ‘pop pop’ to his four grandchildren,” she said.

The two met at a dance in the city years ago. “We haven’t been apart since the day we met,” she said, and added, “Bill was the nicest person I ever knew. He never had a bad word to say about anyone. He couldn’t pass a homeless person on the street or in the car without stopping to help. Traffic would be backing up, cars honking their horns, but Bill stopped to help always.”

Brother Pelletier graduated from Brooklyn Automotive High School. He joined transit in 1980.

Local 100 President Tony Utano, said: “Bill was blessed with a big smile and a great personality, but when he was defending a member against management abuse, there were none tougher. He contributed a lot to this union in so many ways. He will be deeply missed by all who knew him.”

In addition to his wife, Heidi, Brother Pelletier is survived by his two daughters, Michelle and Phyllis and 4 grandchildren.

Joseph Iovino Dies, Retired Chair of White Plains Bus

LOCAL 100’S SCHOOL BUS DIVISION OFFICERS and members are mourning the death to natural causes of former White Plains Bus Section Chair Joe Iovino. He was 87, and according to the family, passed away peacefully at his home in Wappingers Falls, NY.



Joe was born on June 11, 1932 in New York City to the late Lena and Peter Iovino. He served his country as a First Sergeant in the U.S. Army, 7th Infantry Division and fought in the Korean War from 1951-1953.

Joe worked for many years as a School Bus Driver for White Plains Bus, and served

as the elected Section Chair there for 13 years, from 1997 to 2010.

Local 100 President Tony Utano said: “Joe led a life of service, first to his country in the Korean War, then as a School Bus Driver in his community, and then once again for his brothers and sisters as the long time elected chair at

White Plains Bus. He was respected throughout TWU, and he will be sorely missed. May he Rest in Peace.”

He is survived by his wife of 34 years, Nikki, sons Peter of Henderson, NV, Joseph Jr. of Elmwood Park, NJ and Christopher of the Bronx, a sister, Connie of Woodbury, NY, six grandchildren and one great grandchild.

Retired Vice President, **Arnold Cherry,** Dies of the Coronavirus

ARNOLD CHERRY, AN ACTIVIST MEMBER AND officer of Local 100 for 30 years until his retirement in 2000, died of the Coronavirus in late April. He was 78 years old.

Brother Cherry was especially active in organizing his co-workers in support of the 1980 City-wide transit strike. He ran for President twice, in 1979 and 1982, finishing second to the late John E. Lawe both times.

He served as a Shop Steward for many years before being elected Chair of the 207th Street Overhaul shop in 1985. He also served on the Local 100 Executive Board, and as the Local's Grievance Coordinator and the Union Member on the Tripartite Grievance Board.

He was named Vice President of Car Equipment in the Willie James Administration in 1996, and was elected to a full three-year term in 1997. He retired in 2000.

Horace Briggs, a long-time friend and retired Chair of the Coney Island Overhaul shop, said that Brother Cherry's activism is what inspired him to get involved in the union. “Arnold was definitely a mentor. His passion for the union put the bug in me too. Once it's there, you can't get rid of it.”

Another close friend and retired union representative, Trevor Lyons, called Brother Cherry “the ultimate grandpa and the ultimate union man.”

“His grandchildren were his life in recent years. He took them everywhere. As a union representative, Arnold was completely dedicated. He had very damaged knees from the job, and needed replacements to both knees. You're only supposed to have one done at a time. He had them both done at



Arnold Cherry (second from the right in sunglasses) with former President Willie James (center left, light blue shirt); retired rep Nick Lucas (far left), Trevor Lyons (rear left in white shirt), and Horace Briggs, (center rear).

the same time so he would miss less time on the job with the union.”

Trevor, who had served as the elected Chair of East New York before joining Brother Cherry on the Local 100 CED staff, said: “Arnold was a mentor and a teacher. He made me and the other guys including Keith Semple, Tony Teixeira and Compton Roberts better union representatives. But he also made us get out there and go the extra mile for the members.”

Originally from Harlem, he was very active in his community, and remained dedicated to his church, the Abyssinian Baptist Church. While working fulltime, he earned a Master's Degree in Urban Policy from NYU, and was awarded a fellowship from Columbia University to further his work as a community and union activist.

Local 100 President Tony Utano said, “Arnold was an extremely dedicated union officer. He fought hard for his members in Car Equipment. He really made a difference in people's lives. My deepest condolences to his friends and family.”

Brother Cherry is survived by three sons, including one who lives in Washington, DC. and 5 grandchildren. His wife predeceased him.

Lem Gibbs, Jr. Passes Away at 92

Long Time MaBSTOA Officer

LEM GIBBS, JR., THE FORMER CHAIR OF THE old 54th Street Depot and the first Chair of Manhattanville Depot, passed away of natural causes in April at age 92.

Brother Gibbs started as a MaBSTOA Bus Operator in 1967 at 54th Street on 9th Avenue. He was elected the Depot's Vice Chair and partnered with the late John Nolan for a number of years until Nolan's retirement. He was then elected Chair and held that position until the Depot closed in 1992. He then became the first Chair of the Manhattanville Depot when it opened in 1993, and remained in that position until his retirement.

He also served for years on the Local 100 Executive Board.

Lem first visited New York when he was about 14. He then joined other family members already in the City when he was 17. He had lived in Harlem ever since.



Brother Gibbs came to the union's 50th Anniversary of the 1966 strike at the Manhattan Center in December of 2015. At that time, he told an interviewer, "I was a Depot Chair, an Executive Board member and worked with the union for 20 some

years. It was the best job I ever had." Lem added with a chuckle, "the pension is still coming in on time."

Local 100 President Tony Utano, who worked with Brother Gibbs for a number of years, said: "There was no finer gentleman than Lem Gibbs. He was a dedicated, effective officer who got things done and represented his members successfully without rancor or by raising his voice. He left a real legacy of professional conduct for others to emulate. He will be truly missed."

Lem Gibbs, Jr. is survived by his son and only child, Derrick, and a host of nieces and nephews. His wife predeceased him.

Bobby Mallon, Retired IND Signals Chair, Has Died

Bobby Mallon, the retired Chair of the IND Signal's Section, passed away on Sept. 19, 2020. He was 63 and had been retired from Transit for two years.

Brother Mallon was a veteran of the U.S. Navy and had worked for Pan American World Airways prior to joining New York City Transit.

He served as the elected vice chair and chair of the IND Signals section for 15 years. He had also been chair of the IND Signals Retirement Club.

MOW Vice President John Chiarello said: "Bobby was a tremendous advocate for his fellow signal maintainers, and always a strong supporter of this union. He will be greatly missed by all who knew him and who benefited from his advocacy over the years."



He is survived by his son, Shaun, daughter, Ashley, and three grandchildren.

Union Stalwart Christopher Mangan Passes

Retired Bus Operator Christopher Mangan, a member of the union for 36 years beginning in 1954, passed away on August 1, 2020. He began at the old Steinway Transit Company in Queens and retired in

1990 from Queens Surface Corporation. He enjoyed his retirement on a union pension for 30 years, and had been a rock solid union supporter during his time on the job. An immigrant from Ireland, he is survived by his daughter Mary, sons Patrick, Neil and Sean, who himself is a retiree from MTA Bus at College Point. He was predeceased by his wife Ann, son Christopher and Daughter Eileen.



Workers' Comp Orthopedic Doctors @ CMSW



Let CMSW help
you and your loved ones.
CMSW Orthopedic Services. The right choice.

OFFICES LOCATED

Bronx
Brooklyn
Queens
Bay Shore, LI
Patchogue, LI
Syosset, LI
Newburgh
Westchester

ORTHOPEDIC SERVICES

General Orthopedics
Work Related Injuries
Occupational Medicine
Sports Medicine
Hand, Wrist, & Elbow
Shoulder Surgery
Hip & Knee Surgery
Foot & Ankle Surgery
Spine Surgery
Podiatric Orthopedics



Michael Hearn, M.D., M.Sc.
Board Certified Occupational Medicine

ORTHOPEDIC SERVICES

FOR ALL OF YOUR WORK RELATED INJURIES & SURGERIES

- Neck & Back
- Hand, Wrist, Elbow, & Shoulder
- Foot, Ankle, Knee & Hip
- Joint Replacement Surgeries
- Corrective Surgeries
- Authorizations & Variances
- C-4, IOD, & Insurance Forms
- Narratives, SLU's, & Disability Forms
- Functional Capacity Evaluations
- Physical Therapy

Central Medical Services of Westrock, PC

111 Livingston Street, Suite: 1901
Brooklyn, NY 11201 | Fax (718) 797-9876

WWW.CMSWPC.NET

To Schedule an Appt:

Email: c4@cmswpc.com

Phone: 718-797-9111

24 Hours Customer Service

Tel: 914-882-6774 • 917-405-6316

Help is on the Way

Don't let addiction define your life and jeopardize your livelihood.

- Substance Abuse
- Financial Troubles
- Alcoholism
- DWI
- Stress
- Gambling
- Family Issues
- Depression

Caring & confidential help for personal and family problems. An important, free benefit for Local 100 members.

**IT'S CONFIDENTIAL,
VOLUNTARY AND
NON-DISCIPLINARY**

**For information
or confidential
assistance, call:**

**TWU Union
Assistance
Program (UAP)**

**519 Eighth Ave.
(7th Floor)
(between 35th
& 36th Streets)
New York, NY 10018**

212-736-3579

