

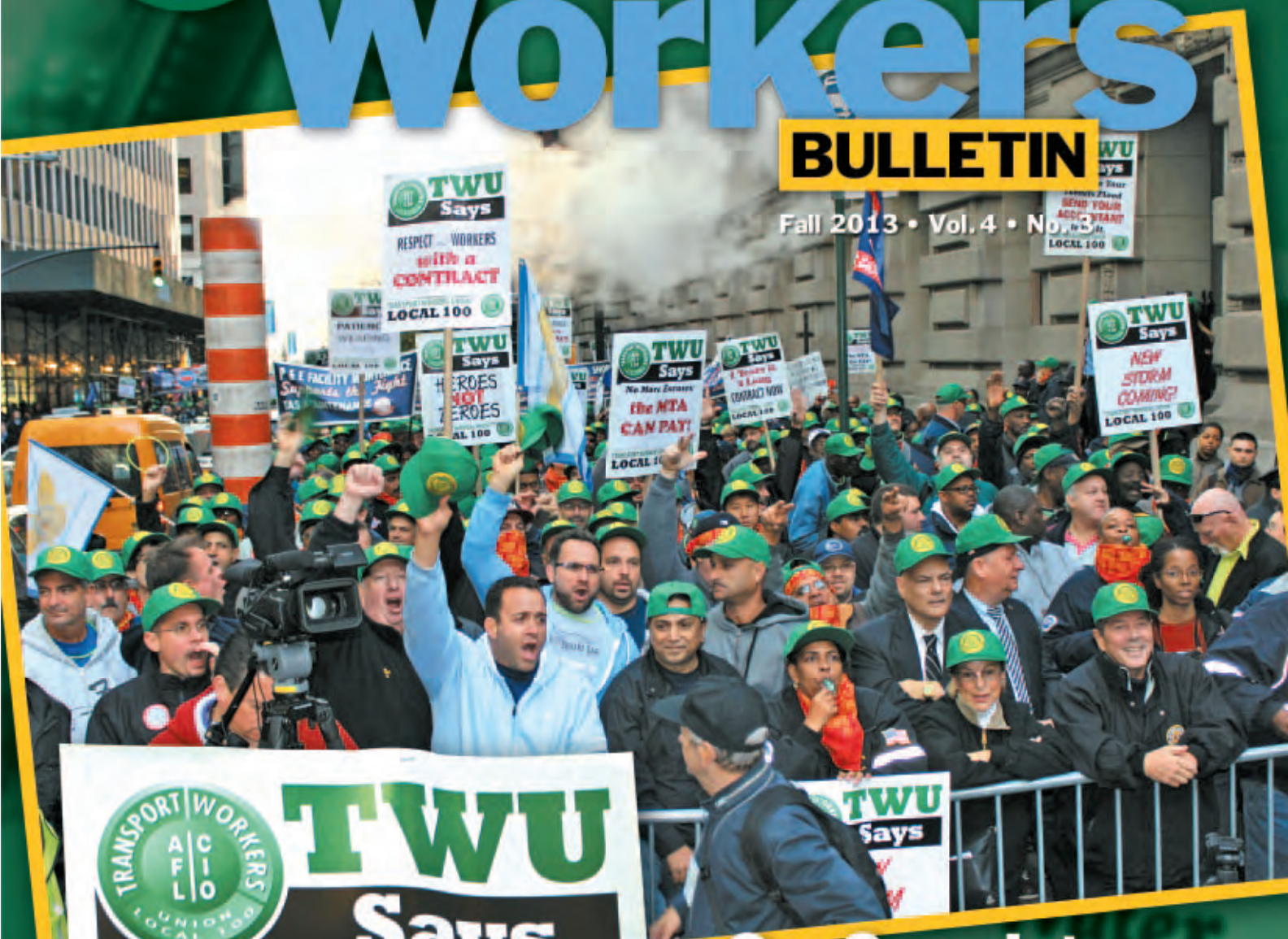


Published by TWU Local 100

Transport Workers

BULLETIN

Fall 2013 • Vol. 4 • No. 3



TWU

Says

CONTRACT

**Come Hell or
High Water**

TRANSPORT WORKERS UNION
LOCAL 100



On Sandy's Anniversary, Thousands Tell MTA: Contract Now

See Pages 16-19

Prevarication, MTA Style

EVERY TIME LOCAL 100 NEGOTIATES A CONTRACT WITH THE MTA THEY LIE AND CRY POVERTY. TO THEM IT doesn't matter that everyone else involved knows that they have the money to settle a fair contract with us. But as Daniel Patrick Maynihan once said, 'You are entitled to your own opinion, but you are not entitled to your own facts.'

A few weeks ago, State Comptroller Tom DiNapoli released an astonishing report on the MTA's financial outlook. DiNapoli reported that not only wasn't the MTA cash-starved, they were in fact flush with cash to the tune of \$1.9 billion over the next four years.

But by the time the MTA's Board meeting came to order on November 13, 2013, the agency's creative accountants were able to – poof - make that \$1.9 billion surplus appear to be a deficit. It was a white collar sleight-of-hand that would make Enron's accountants blush.

They did throw a few crumbs to the public, saying that their "new cost reduction measures" and "favorable operating results" now enable them to only raise the fare by 4 percent in 2015 and 2017 instead of 7.5 percent in each of those years.

The MTA then threw in the zinger, saying that the reduction in the size of the fare increase was dependent on transit workers, and the workers at Metro North and LIRR, taking three years of zero wage increases. For good measure, they tossed in that "the State's largest unions last year agreed to contracts that include three years of zero wage increases as well as contributions towards health care benefits." The MTA seems to have forgotten that we are TWU Local 100, and we are not going to be bullied into allowing them to ram the State worker contract down our throats.

The MTA release was an obvious reaffirmation of their position at the bargaining table. It was also their usual attempt to blame transit workers' wages and benefits for fare increases and all that is bad about the MTA.

As I stated to our great rally on the anniversary of Hurricane Sandy October 29, the MTA is out of excuses. Albany is out of excuses. The money is there to cover a decent raise for transit workers. The public supports us, the politicians support us, and our members are squarely behind the union's leadership in this contract fight. The MTA's position that they are "unable to pay" is no longer defensible, except maybe in the delusional minds at the MTA Budget Office.

Rally Provides a Huge Lift

The Police Department's estimate for attendance at our contract rally was 6,500.

They are usually quite conservative with their estimates. In other words, it may have been as big as 7,000 or even 8,000. Either way, it was an impressive spectacle to witness a sea of transit workers filling the streets outside of New York City Transit's 2 Broadway headquarters.

For me as President of Local 100, and for all of our officers, the rally was an incredible boost of energy for our contract fight. It made all the frustrations of the past 20 months disappear in an instant, and instilled in us a new determination to get this contract done, and get it done soon.

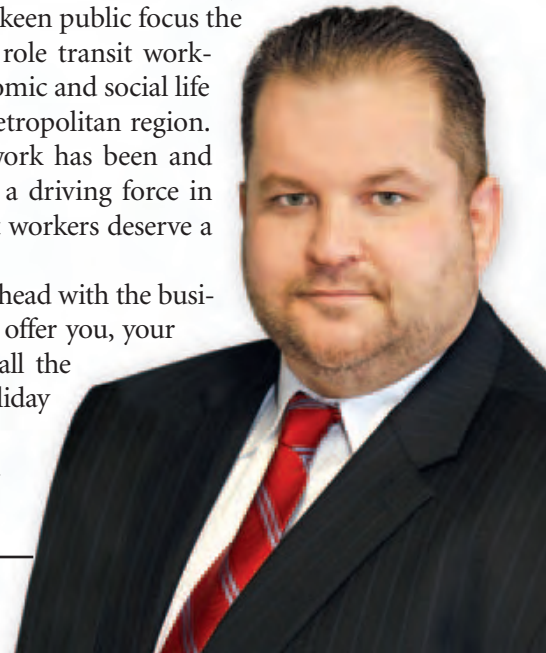
For the MTA bosses watching us from their suites on the upper floors of 2 Broadway, the rally was an important eye-opener. They saw in dramatic fashion that transit workers stand behind their union, and that transit workers are engaged in the process and willing to take the next step to increase the pressure for management to settle.

Best for the Holiday Season

It's actually been a pretty good year for transit workers. Your incredible performance in the days and weeks after Sandy brought into keen public focus the absolutely essential role transit workers play in the economic and social life of the New York Metropolitan region. Your outstanding work has been and will continue to be a driving force in our case that transit workers deserve a fair contract.

So, as we move ahead with the business of the union, I offer you, your family, and friends all the best for a great holiday season.

Work smart and work safe.



**Transport Workers Union
of Greater New York, Local 100**
1700 Broadway
New York, NY 10019
Phone: 212-873-6000
Fax: 212-245-4102
www.twulocal100.org

John Samuelsen
President

Earl Phillips
Secretary-Treasurer

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Recording Secretary

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8-12

A New Day for TWU International

New International President Harry Lombardo and new Executive Vice President John Samuelsen headed up a victorious reform ticket at the International Union's 24th Constitutional Convention in late September. Photo shows the new top five International officers.



16-19

TWU to MTA: You're All Wet

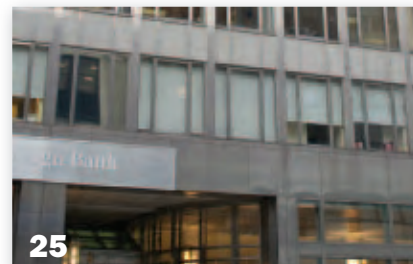
The anniversary of Hurricane Sandy was the perfect opportunity for transit workers to sound off against the MTA's recalcitrance in collective bargaining. More than 6,500 Local 100 members flooded Bowling Green for the big rally.



24-25

New Union Hall Open for Business

The move from Manhattan to downtown Brooklyn is complete. Our brand new Transport Hall can be found at 195 Montague Street. The Union's leadership believes that members will love the new hall's accessibility. Come on by to say hello.



Holiday Wishes

*TWU Local 100 Wishes in Members,
Retirees and Families All the Best
for Wonderful Holiday Season.*

Communications Department Transport Workers Bulletin

Director
James Gannon

**Director of
Publications**
Alan Saly

Contributing Editors
David Katzman,
Daniel Tasripin

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Tom Matthews
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Name

50th Anniversary of March on Washington



‘He taught us how to stand up, speak up, speak out, to find a way to get in the way’

HUNDREDS OF THOUSANDS FLOCKED TO WASHINGTON D.C. this past August for the 50th Anniversary of Dr. Martin Luther King’s historic March on Washington, where the martyred civil rights leader delivered his unforgettable “I Have a Dream Speech.”

Eleven busloads of Local 100 members and families, led by Local 100 Secretary-Treasurer Earl Phillips, made the trip to commemorate the event. They joined a massive crowd on the Washington Mall filled with members of labor unions from across the country.

Speakers on Saturday Aug. 24 included Dr. King’s son, Martin Luther King, III; Rev. Al Sharpton and Georgia Congressman John Lewis among many others. President Obama spoke the following Wednesday on the actual anniversary.

Dr. King’s son said that the 50th anniversary offered a look back on the march, but that “we are called not only



to celebrate the legacy of that day but also to address the festering injustices of inequality, racism and poverty in this country.”

Rep. Lewis, the only living speaker at the 1963 event, said that the “I Have a Dream” speech, “captured the hearts of people not just around America but around the world. On that day, Martin Luther King, Jr. made a speech, but he also delivered a sermon. He transformed these marble steps of the Lincoln Memorial into a modern day pulpit. He changed us forever.”

Lewis continued: “Martin Luther King, Jr. taught us the way of peace, the way of love, the way of nonviolence. He taught us to have the power to forgive, the capacity to be reconciled. He taught us to stand up, to speak up, to speak out, to find a way to get in the way.”

President Obama recalled the march in 1963 in the year of his birth and said that “because they marched, America became more free and more fair, not just for African-Americans but for women and Latinos, Asians and Native Americans, for Catholics, Jews and Muslims, for gays, for Americans with disabilities. America changed for you and for me.”

Secretary Treasurer Earl Phillips (right) led TWU’s contingent to the MLK anniversary. Above, part of the group that made the trip.



Union Moves to Protect Work at Liberty Lines

VERY FEW PEOPLE HAVE COMPLAINTS ABOUT THE BUS SERVICE PROVIDED by Local 100 members at Liberty Lines – which serves Westchester County – or a smaller unit, PTLA Enterprises, which serves Peekskill. In fact, the company has won the American Public Transit Award, which recognized Liberty Lines as “the most efficiently run system of its size in North America.” That’s probably why TWU Local 100 has been successful – thus far – in preventing the takeover of the Liberty Lines service area – also known as the Bee Line System – by another private company.

Last August, Westchester County Executive Rob Astorino was faced with a federal mandate to put the Bee-Line system out for bid, potentially throwing the lives of 775 Liberty Lines Operators and mechanics into turmoil. If another company would come in to replace Liberty, Local 100 argued, it must be prepared to take over the recently negotiated union contract, which is in force through 2015. Additionally, the union said, any successful bidder must be ready to assume the pension liabilities now carried by Liberty Lines.

Local 100 Administrative Vice President Angel Giboyeaux, who played a major part in negotiating the Liberty



Administrative Vice President Angel Giboyeaux is spearheading the effort at Liberty.

Lines contract, recognized that union and Liberty management have a common interest in keeping the current arrangement in place. He shared information with management and directed the Local to begin an outreach campaign to the public, tracing the history of Liberty Lines and the loyalty shown by generations of workers going back over decades.

Local 100 printed thousands of flyers and put ads on movie screens all over Westchester County, urging viewers to tell the Westchester Department of Transportation: “If it ain’t broke, don’t fix it.” Liberty Lines’ union chair Bill Mooney helped craft the union’s message and get the

word out to the rank and file.

As the time to put out Westchester’s “Request for Proposal” for the bid-out of the lines drew near, County Executive Astorino, who is often referred to as a “fiscal conservative,” put language in the RFP mandating that any new bidder pick up the union contract and pensions. Astorino also added a requirement that any bidder post a \$20 million bond to cover liability to the County against potential litigation by Liberty management.

Veolia Transportation, the main contender to grab the bid from Liberty, dropped out of the process, apparently over the requirements to honor the Local 100 contract and put up the \$20 million bond.

The potential for a Veolia takeover was particularly concerning in light of its recent actions in similar circumstances in Nassau County. When it took over Nassau County’s system in January of 2012, Veolia eliminated defined pension benefits and substituted 401 (k)s. The company also created a second tier hiring system for new workers, paying them half the rate of current employees. A predictable result followed: in the company’s own survey, rider satisfaction plummeted to 29%, the percentage of riders

reporting clean buses fell from 48% to 18%, and those reporting on-time performance fell from 42% to 29%.

Local 100 Liberty members blanketed Westchester County with this flyer.



Private Operations Division Chair Bill Mooney (right) poses with maintenance crew from Liberty.



A NEW Beginning?

By David Katzman

FOR TWELVE YEARS, NEW YORK CITY HAS had a Mayor who lunches regularly in his own booth in his favorite restaurant – in Bermuda.

Now, the City has elected a new Mayor, Public Advocate and Comptroller, who are more likely to be found hitting the food trucks in lower Manhattan than luxuriating in the tropical sunshine.

When people turn to new leadership by a better than two-to-one margin, they are voting above all for their feelings about what kind of city New York should be. Not a city that is home to the 1% and off-limits to the rest of us. Not a city where working families can't afford to live. Not a city where you have to go to the next borough to find a hospital. Not a city where your kid is at risk of getting stopped and frisked on your own block.

Losing a billionaire mayor who bought himself a third term and gaining an administration of people whom he could not buy can't be a bad start on the future.

However, making New York a great place for the rest of us will take more than a change of administration.

For starters, the new administration will not come in under conditions of its own choosing.

For 30 years, everything public has been under siege on a national and international scale. Taxes on the rich have been cut and cut again. Federal support to the states has shrunk, along with federal and state support for the cities. Money has been pulled out of infrastructure and essential services. This is not an easy trend to buck.

In local politics, Mayors Giuliani and Bloomberg combined have left a 20-year legacy, often for the worse. Consider the union contracts for City employees. In his third term, Bloomberg did not sign a single union contract. They are all open, and they are all open with years of retro. In a world where contracts are fair, the retro payments alone would be worth about a quarter of the City's annual budget next year.

At the same time, every interest group in the City is staking out a claim for its priorities. Pushing their way to the front are big money interests, such as real estate developers, who are looking for a continuing share of City support and funding, including tax breaks and subsidies.

Politics is not for saints. You don't get elected to an important office without leaving a trail of IOUs. Even the best of politicians start off handcuffed.

An apocryphal story has Franklin Roosevelt telling labor leaders, "I agree with you, I want to do it, now make me do it." This is the situation that the labor movement in general and TWU Local 100 and its members in particular are likely to face in NYC in the coming period.

We want to back policies that make NYC a good home for working families. And we want City support, in both money and advocacy, for a key to economic strength and quality of life in a big city: the mass transit system.

We have elected good people to a lot of city offices. The New Mayor, the new Public Advocate and the new Comptroller are all figures we have worked with for years. Many City Council members, old and new, are also people who want to do the right thing.

All we have to do is make them.

Lombardo, Samuelse To Victory at Internat



Local 100's delegation to the International Convention.

By James Gannon

A REFORM SLATE HEADED BY NEWLY ELECTED International President Harry Lombardo and Executive Vice President John Samuelsen swept to an overwhelming victory at the International Union's 24th Constitutional Convention on promises of a more democratic and militant TWU nationwide.

The Lombardo-led ticket toppled International President James C. Little and International Secretary Treasurer Joseph Gordon. Both Little and Gordon, facing certain defeat at the Convention, announced their

retirements shortly before the Convention began on September 23, 2013.

Delegates enthusiastically elected the entire Lombardo slate including Lombardo and Samuelsen in the top two spots, along with Alex Garcia as International Secretary Treasurer and Gary Maslanka and John Bland as Administrative Vice Presidents. An additional 13 members were elected Vice President, including Tony Utano, Curtis Tate, Thomas Lenane and James Whalen from Local 100.

Also, the Convention elected 40 members to the International Executive Board, including Local 100 members Matthew Ahern, Joe Carbon, John Chiarello, Brian Clarke, LaTonya Crisp-Sauray, Richard Davis, Derrick Echevarria, Angel Giboyeaux, Kevin Harrington, Maurice Jenkins, JP Patafio and Richard Rocco.

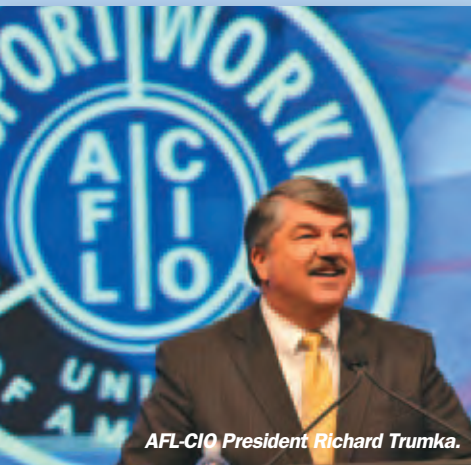
Lombardo, former president of transit Local 234 in Philadelphia, championed a series of resolutions that he said would empower TWU Locals, and build a more unified, fighting organization.

Lombardo also promised to achieve a balanced budget for the International Union, which had been spending more



The new leadership team, from left: Gary Maslanka, Harry Lombardo, John Samuelsen, Alex Garcia and John Bland.

n Lead Reform Slate ional Convention



AFL-CIO President Richard Trumka.



Bob Crow (center) of Britain's RMT, shows solidarity with Int'l President Lombardo and Exec. Vice President Samuelson.



The NYCT Pipe and Drum band entertained delegates.

than \$3 million a year in excess of income in each of the past four years.

In his acceptance speech, Lombardo said he intends to “marshal the resources of our union, to spend the resources of our union, to support our Locals, and to support our Local leaders so that together we can build our union, make us stronger, and most importantly provide good, solid, predictable, reliable representation for our members.”

He also pledged to “significantly up our game politically, not by throwing a bunch of checks at politicians at Capitol Hill fundraisers, but by building a true grass roots movement” across the country.

He promised a more aggressive approach with management, especially during collective bargaining. He told cheering delegates that “militant” is not a dirty

Local 100-Supported Amendment Sets Record Straight on 2005 Strike

Local 100's three-day citywide transit strike in 2005 is a distant memory to most. But harsh feelings among some Local 100 members and officers over the position taken by the International Union during that strike have lingered for the past eight years.

But, thanks to a majority vote by delegates to the International Convention, those bitter feelings are now in the rearview mirror as well.

After a spirited floor debate over an amendment offered by Local 100 delegate Steve Downs to a resolution on reunifying the TWU, the delegation added the following language: “Be it resolved, that this convention repudiates the strike-breaking statement made by (then) TWU International President Mike O'Brien at the time of Local 100's strike against the MTA in 2005, and . . . that this convention pledges the full support of the International to any Local that strikes in the future.”

At the time, O'Brien had released a statement under pressure from the New York State Supreme Court calling for members to return to work.

The entire Local 100 delegation and a majority of other delegates voted for the amendment.

Continued on next page

International Convention



Photo left, TWU's women delegates to the Convention gather for photo in front of the International Union's bus, which was on display throughout the week.

Photo lower left: the new International Executive Council and Board pose for picture. Below right, Local 101 (National Grid) President Mike Conigliaro with Local 100 Vice President JP Pataffio (center) and Secretary Treasurer Earl Phillips.



TWU's New 'Street Fighting Man'

Harry Lombardo, TWU's 9th International President, came to the dais to deliver his acceptance speech at TWU's 24th Constitutional Convention with the Rolling Stones' "Street Fighting Man" blaring in the background.

Thunderous applause and a standing ovation from the delegates greeted Lombardo, who at first seemed overcome with emotion. But he quickly gathered himself and then proved to the delegates why the Stones' classic was the appropriate music for the moment.

He pledged to restore TWU's "fighting spirit," claiming that he wants the TWU to recapture its roots as a "street fighting union."

If Lombardo's history as a Local leader in Philadelphia's gritty Local 234 is any indication of his style as International President, then his promise that TWU's future will reflect its militant past will be fulfilled.

Lombardo started as a cleaner for SEPTA in 1972. His first action for Local 234, came quickly as a grievance representative, and then Section Chair of the Germantown Garage. In 1979, he was named a Local Business Agent, at



International President Harry Lombardo.

the time the youngest to hold that title in the Local's history.

In 1983 the membership, ironically, elected him as part of a reform slate to his first Local-wide office as Recording Secretary. Three years later, he was elected Executive Vice President, and then Local President in 1989.

As President, he worked tirelessly to build union strength through a commitment to activism and volunteerism in the ranks. With the power of

an organized membership behind him, Lombardo ran a hugely successful 11-day shutdown of Philadelphia transit in 1995, that delivered a substantial pension plan and the best health plan in the union's history.

In addition to the big gains in pension and health care, Lombardo achieved significant gains in wages and achieved a complete overhaul of the disciplinary system. Lombardo was also a dynamic force in Citywide Philadelphia and statewide Pennsylvania politics. Local 234, under his leadership, played significant roles in the election of worker-friendly mayors and governors. He served actively as a Vice President of the Pennsylvania State Federation of Labor as well.



Local 100 delegates with Houston's John Bland.



The MOW delegation led by Vice President Tony Utano, seated left.

word. "Management is militant. Our political enemies in government from townships, to big cities, to State Legislators, to Congress, are certainly militant. We have to be as well. Not irresponsible, not crazy, not strike happy, but a union that is able and willing to dig in and fight back," he stated. "We will bring back the fighting spirit that made our union great."

Executive Vice President John Samuelsen, who will continue on as Local 100 President, thanked the convention delegates for their support and promised that in the years ahead he intends to "earn their respect and friendship." He said that in the past four years as Local 100 President, the Local has proven the ability to "break and cycle of infighting" and that "we have learned to march forward in unity, and we can do it for the entire TWU."

Samuelsen also thanked his running mate, Harry Lombardo, for "leading this supreme battle to right



the ship at the international union." And he pledged to work with Lombardo to "restore this union to the fighting industrial trade union the founders of our union intended" so that all members can "march forward in unity to take on the bosses and win fights."

Delegates heard stirring remarks from a number of speakers, including AFL-CIO President Richard

Trumka and Bob Crow, General Secretary of Britain's RMT (Rail, Maritime and Transit) Workers Union.

Trumka expressed his support for the new TWU leadership, and urged delegates to continue to build power for the working class. "Build with me a new legacy, new heritage. Build a new a movement of, by, and for the working people," said Trumka.

Tony Sheldon, National Secretary of the TWU Australia; and Joe O'Flynn, General Secretary of SIPTU (Services, Industrial, Professional and Technical Union) brought greetings to the delegates as well.



Convention Delegates Stand Up for Fair Contract for Flight Attendants

Pledge to Allegiant



Inspired by a passionate speech on the TWU Convention floor by Allegiant Flight Attendant Debra Peterson Barber, hundreds of TWU delegates stormed a section of desert highway outside the airline's corporate headquarters on September 26, 2013 to protest the company's refusal to bargain in good faith.

Flight Attendants at the carrier voted to join TWU nearly two years ago, but the enormously profitable carrier has road-blocked every effort to settle a first contract for the workers.

Delegates wore t-shirts also scoring Allegiant for "Delayed Service – Canceled Routes – Abandoned Cities." A billboard truck drove up and down touting the union's website, willallegiantbethere.org, which is critical of the company's service to its passengers.

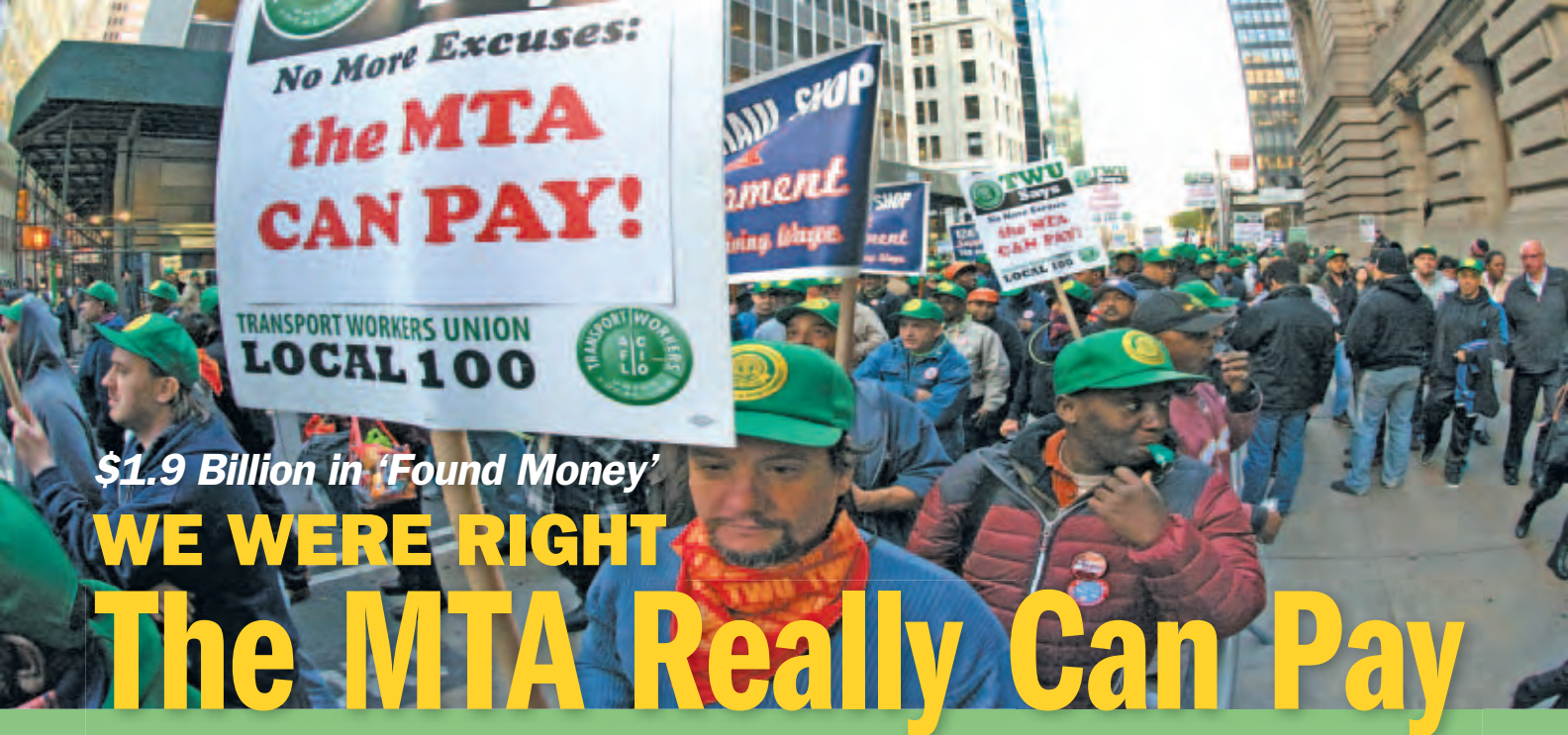
According to Peterson, the lead negotiator for TWU Local 577, flight attendants are seeking resolution of numerous work-related issues as well as compensation that reflects the carrier's highly profitable status. The company has employed textbook delaying tactics to squeeze the union. Allegiant has also been cutting corners on safety inspections to below manufacturer's specs for safety slides.

The demonstration was a signal that the TWU has just begun to fight, to paraphrase Patrick Henry. With five 55-passenger buses unloading TWU delegates, supporters and staff, the highway outside Allegiant headquarters got crowded fast,

with protesters edging out into traffic, which naturally slowed down to a crawl. A sheriff's car showed up after ten minutes, and called for backup. Additional sheriff's cars arrived holding a supervisor and two detectives. By this time, news crews had also arrived. New TWU International President Harry Lombardo asserted the right to protest with the police, and the protest by Local 100 members as well as delegates from around the country continued on both sides of the highway.

Stories about the demo appeared on the local evening news as well as in the Las Vegas papers. The action was reported nationally thanks to the Associated Press.

TWU is upping the ante by bringing Allegiant's miserable record in delays and cancellations to the attention of the public, hoping that the company makes progress in bargaining as well as in customer service.



\$1.9 Billion in 'Found Money'

WE WERE RIGHT

The MTA Really Can Pay

By Timothy Mathews

Research Director, Local 100

It's cold out for the first time in months. You grouchy grab that heavy jacket you haven't worn in forever. But, you stick your hand in the pocket and there's a crumbled up \$20 bill. BOOYA! Found money!

State Comptroller Thomas DiNapoli went rummaging around in the MTA's pockets recently and, incredibly, uncovered a mother lode of all mother lodes of found money – \$1.9 billion.

When confronted with DiNapoli's startling late-September report, the MTA said that it wasn't news at all to them, that they had all the budget numbers somewhere on their website for weeks. It just wasn't on the home page.

One can't blame the MTA suits for trying to hide their good fortune in the middle of contract talks with Local 100, and every other union at NYCT, the LIRR and Metro North.

The fact is the DiNapoli study blows a huge hole in the MTA's "inability to pay" argument.

It is also a vindication of Local 100's long fought campaign strategy to demonstrate that the "MTA Can Pay".

Well over two years ago, in advance of the expiration of our contracts with the TA, OA, and MTA Bus, the Union was heavily engaged in developing a strategic plan and conducting background research.

The Union employed a strategy to continue bargaining as long as necessary to reach a fair negotiated settlement.

Among the multifaceted preparations, investigating the

MTA's Ability-to-Pay was very important. As we are all well aware, leading up to our contract expiration on January 15, 2012, the economy was still in shambles, and recovery was timid at best.

Paramount to a successful contract campaign meant ensuring that the economy, and most importantly, the MTA's revenue streams, were stable and recovering. The union's "MTA Can Pay" campaign highlighted specific items in the MTA's Financial Plan, which could afford the Authority the ability-to-pay cost of living wage increases for the hardworking and dedicated members of Local 100, as well as restore service cuts stemming from the MTA's actions in 2010.

We focused our Lobby Day 2012 on educating the State Legislature and Governor Cuomo that the MTA had the financial wherewithal to negotiate a contract outside of the oppressive three-zero deals CSEA and PEF were blackmailed with.

After all, transit workers did not cause the financial meltdown; we are merely looking out for our families and trying to keep pace with the cost of living in New York City.

In Albany, rank-and-file members delivered packages of information to every single member of the Senate and Assembly, and the Governor's office highlighting important budget items such as: GASB 45 Fund, PAYGO, and Debt Refinancing. These are the very same items the NYS Comptroller pointed to in his recent analysis.

Transport Workers Union Local 100's strategy and approach to contract negotiations has been vindicated as being the best course in which to conduct negotiations given the circumstances.



TAS Recording Secretary Cathy Davis-Baker gets signatures outside Barclay Center.



South Ferry signature getters included Tareque Ahmed, Antonio Roldan and Joe Bermudez (Stations), Aquilino Castro (MABSTOA) and Jay Carrasco (MOW).



Gov. Cuomo wouldn't sign a petition at South Ferry, but he did accept a TWU rally hat from Executive Board member Tareque Ahmed and Aquilino Castro.



MABSTOA Bus Operator Rolando Cortez chats up potential signer at South Ferry.



Volunteers at Stillwell Terminal in Brooklyn.

Petitions for Fair Contract Soar Past 30,000 Mark

Even the riders support us.

In the early hours before our October 29 rally outside of 2 Broadway, TWU rank and file members and staff were out getting contract petitions signed at three big transit hubs – the Barclays Center in Brooklyn at Atlantic Avenue, Stillwell Terminal at Coney Island, and South Ferry Station in lower Manhattan.

Many morning rush hour commuters stopped and were favorably disposed. A few ventured comments. Curtis Wright, a college administrator on his way to work, said: “We were just talking about your work during Sandy. And you deserve a good contract.”

DeShawn Mills, a young man out of work signed a petition and added: “It’s not right to give everything to Wall Street. Give the money to people who are working. A lot of us are trying to find work.”

Elaine Johnson, another commuter, told Stations’ Antonio Roldan: “You should have fair pay. That’s why I’m signing.”

In the midst of petitioning, Governor Andrew Cuomo co-incidentally showed up at South Ferry with HUD Secretary

Shaun Donovan and a media entourage for a one-year after Sandy press tour. MTA CEO Tom Prendergast squirmed the VIPs around with the main point of interest being a bulkhead door, low to the ground, that fits above a subway stairwell at ground level. Transit believes such bulkheads will stop water infiltration into stations.

Executive Board Member Tareque Ahmed out of Stations and Aquilino Castro out of MaBSTOA seized the opportunity to present the Governor with a TWU rally cap that thousands would wear later in the day. “Stood up to Sandy—Standing up for a Fair Contract,” it reads.

The day’s petitioning added somewhat to the growing stack of 30,000 signatures that ultimately will be presented as evidence of public support for the union’s goals.

Every person who signed is someone who has been asked personally to think about the value of the public employees who run the transit system – and whether it’s fair to cast them aside while Wall Street projects holiday bonus pay to hit \$23 billion just for the employees of the five largest banks – the highest payouts since the financial crisis hit five years ago.

Beloved Pets Survive Harrowing Storm

Sandy Swept Away Her House, But She's Not Squawking

HURRICANE SANDY TESTED THE METTLE OF THOUSANDS of Local 100 members – perhaps no one more than Ulmer Park Bus Operator Angela Schweit.

As waters surged toward her Gerritsen Beach house, she only had time to get her daughter, some clothes and TA uniforms and a crippled cat to safety. She fled to her mother's house on Bay Parkway, sadly leaving behind her 39-year-old macaw (a beautiful large tropical bird in the parrot family) and two other cats.

Later that night she was informed by the Fire Department that her house was under seven feet of water. A relative tried to enter her house but ended up having to be rescued by the Gerritsen Beach Fire Department.

Despite not knowing the fate of her beloved pets and the damage to her house, Angela reported for work the next day.

"I went to work every day," she says. "I did not miss a day of work. Because the reason why I got that house was because of my job. Without my Transit job, I can't fix my house and I can't get another house. With the job I can get my house back."

She waited for her lunch break and went home to find her pets cowering in a closet right above the water line. She then returned to work to complete her tour.

Angela's house was knocked off its foundation and everything inside (except the animals) was lost. To this day the insurance money and city backlogs have not allowed her to rebuild.

One interesting side note is where the famous floating bar at the Gate-

way Marina that came off its moorings and drifted into Gerritsen Beach during the flood came to rest – right onto Angela's block, where it blocked vehicular access.

Angela displayed the kind of determination that is a credit to our workforce. "We're like the military," she says about NYCT. "We move people and we're supposed to be out there. We're civil servants."

She's counting on fellow civil servants at the buildings department to get her the permits she needs to rebuild, but has only received half the insurance money she was expecting. But her spirit is strong and her pets are safe. And because of that she's still not squawking.



Bus Operator Angela Schweit with her beloved pet Macaw.

Photo by Ben Pratt



***Message Delivered by
6,500 Transit Workers***

NEW STORM Brew

By Alan Saly

A TIDAL WAVE OF TRANSIT WORKERS WASHED OVER 2 Broadway on Tuesday October 29th, one year to the day after Sandy brought seawater cascading throughout the subway system and splashing down into the basement of the big MTA building across from Bowling Green.

Mother Nature has a way of breaking barriers and defeating attempts to manage her. So do transit workers – and they showed that spirit on October 29th.

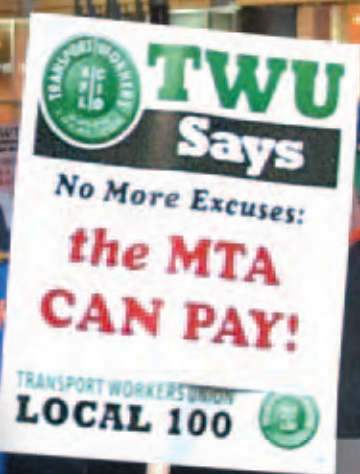
Easily the largest, most impressive gathering of transit workers since the 2005 strike, the rally outside 2 Broadway brought out some 6,500 union brothers and sisters, who all

demanded that the MTA come up with a wage offer that doesn't involve three zeroes.

It was a high-energy rally, with a sense of action in the air. Speaking for the crowd which stretched from Wall Street's famous bronze bull sculpture to the South Ferry plaza, TWU Local 100 President John Samuelson said: "Mr. Prendergast, Governor Cuomo, you are out of excuses. Our patience is wearing thin. It is time to get this contract behind us."

MTA managers watched the rally from across Broadway and from high windows in 2 Broadway. "While most of the City was still in a state of confusion, we had the situation under control," Samuelson continued to mounting applause. "The editorial writers called your effort 'miraculous.' It was miraculous. You are miraculous."

The crowd also heard from the other top officers of



The long line of march down Broadway to the rally.



Recording Secretary LaTonya Crisp-Sauray MC'd the event.

the union, with Recording Secretary LaTonya Crisp-Sauray acting as MC, exciting the crowd and keeping the program moving. A guest speaker, ATU Local 1555 Recording Secretary Chris Finn, fresh off their union's successful two-day strike against the Bay Area Rapid Transport (BART) system in San Francisco, talked of the concerted management attack against transit workers in both the private and public sector.

TWU International President Harry Lombardo brought the perspective of a labor leader who has seen steady attacks on workers in every part of America. "It's not

Continued on next page



The marchers from City Hall arrive at rally with VP JP Patafio.



Administrative Vice President Angel Giboyeaux with rally speaker Sonia Ivani of LCLAA and the NYS AFL-CIO.



President Samuelsen with San Francisco (BART) ATU Local 1555 Recording Secretary Chris Finn (left).



Secretary Treasurer Earl Phillips speaks at rally.

just the MTA," he said. "It's occurring all over the country. It's in the public sector everywhere. It's in the private sector. The rich are getting richer. The poor are still poor. It's the middle class they're killing. What you're doing is not just for the MTA and the contract and yourselves. Somebody said a tsunami is coming. It is coming. It is coming across this country because people everywhere are fed up — and you are leading the way."

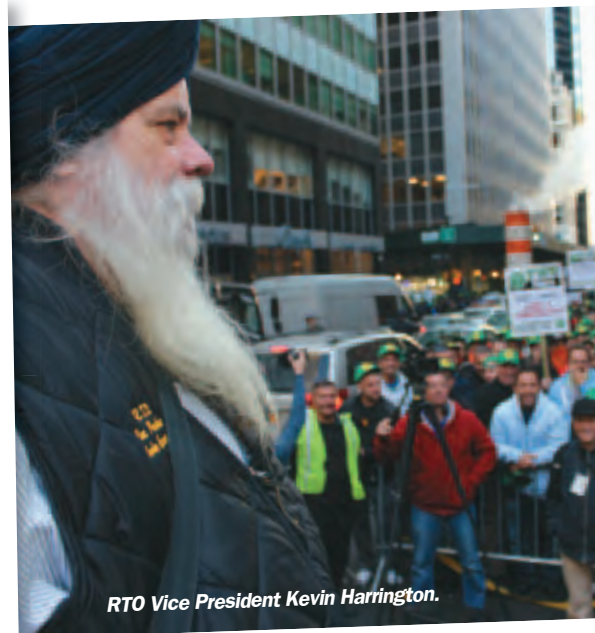
A highlight came when a contingent of a thousand Bus Operators and Maintainers, marching from City Hall in a blocks-long parade that took over Broadway, arrived

at the rally site. Police officers, some expressing sympathy with TWU's fight for a contract, for the most part did not interfere. TA Surface Vice President JP Patafio's troops waved banners and cheered as the rally crowd responded with high spirits.

TWU's choice for Public Advocate Tish James, on the eve of her historic election as the City's first female citywide officeholder, arrived to tell the rally that she would stand with transit workers, as we have stood with her through her many campaigns for public office. She was joined by another tough Brooklynite, candidate for District Attorney Ken



From the left: International President Harry Lombardo, Vice President and Transit Director Jerome Lafragola and Local 100 President Samuelsen.



RTO Vice President Kevin Harrington.



Thompson, who would go on to win his race on November 5th. He promised more and tougher prosecutions of those who would assault transit workers.

The big rally came against the backdrop of the resumption of bargaining, now that MTA CEO Tom Prendergast has put his negotiating team in place.

Upper left: Marchers leave from City Hall Park for spirited walk to rally at 2 Broadway. Upper right, TAS was in the house big time at the event. Center right

Stations Vice President Maurice Jenkins excited the crowd with his speech. Lower left: Thumbs up from MOW's John Chiarello and Duane Macmenamie, and lower right, MABSTOA Vice President Brian Clarke declares the Bronx and Manhattan says "no" to zeroes.



Hitting the Heights

THERE'S A CUP OF COFFEE AND A HELPING HAND FOR TRANSIT WORKERS ON MONTAGUE STREET IN Brooklyn Heights. Not to mention a dozen state-of-the-art meeting spaces, offices for each of our seven operating departments, and lots more. That's because the move to our permanent new home to Brooklyn is finally complete.

Let's get in on the ground floor. 195 Montague Street, near the corner of Cadman Plaza, is just steps away from the IRT and BMT lines, serviced by the 2/3, 4/5, and R trains. A few blocks walk across the Plaza brings you to the A, C, and F trains at the Jay Street stop. The B41, B52, B26, and several other bus lines stop at or near the end of the block. Besides TWU Local 100, the building is home to Santander Bank, recently renamed from Sovereign Bank.

Local 100 members coming into 195 Montague won't have to submit to an ID check and call upstairs, as they did at 1700 Broadway. Just come in, mention you're TWU, and

go right up to our reception area on the Third Floor. You'll be met by a helpful member of the union staff.

Just off the reception area is a large and comfortable waiting room with TV's tuned to the latest news, as well as a computer kiosk that allows you to browse the internet while you take a break or wait for your union meeting or appointment. Moving past the waiting area you will find yourself in a large hallway that runs the length of the floor. To your right is our Safety Department. Retirees, Education, Organizing, Grievance and Discipline, and Special Projects are just around the corner. To your left are



Local 100 President John Samuelsen and Secretary Treasurer Earl Phillips outside the elevator bank on the 3rd floor. Members are greeted by photos of transit workers on the job when they get off at 3. Historic photos of Mike Quill and union events greet members on floor 9.



The hall is the perfect venue for certain events, like a recent Local 100 Women's Committee Bake Sale, to support the fight against breast cancer.



The meeting spaces are also perfect for new member orientation like the one shown above of a new class of Conductors.



The Michael J. Quill Conference Room is used for meetings, including bargaining with the MTA, as in this photo taken on Sept. 30.

in Brooklyn



The hall has impressive square footage for large meetings and special events. Photo above is seen from Italian Night on Oct. 16.



The hall features a state-of-the-art theater style meeting space for Executive Board meetings, with HD TV screens that among other things will show real time results of executive board actions.

six large meeting rooms with front projection systems and plenty of seating. That's where most division meetings are held, and also where you'll come to union social events.

All the way down the hall is the office of our Women's Committee, and, just around the corner from that, our legal department. The mail room/print shop, which handles an impressive volume of flyers, booklets, letters, posters and cards, is also on 3. Here also is the TWU Local 100 Michael J. Quill Library, which is now being outfitted with shelves and which will stand as a memorial to our founder (with his original writing desk).

One thing you won't notice on your tour of the new hall is the immense amount of work that went into configuring the space just the way we wanted it. TWU Local 100 Secretary-Treasurer Earl Phillips, who had dozens of meetings with architects and contractors, talked about his objectives for the union hall.

"I made sure to hire union," Phillips said. "That was the first priority. John (Samuelson) and I wanted to construct large meeting spaces for our membership, so that we could hold special events here without rental costs. And we wanted to give members privacy to discuss union issues with their divisional people."

"There are many bus lines that terminate within a few blocks of the hall – and our Bus Operators are more than welcome to come over during their swing and take a break," he added.

Phillips said that he wanted a state of the art meeting space for Executive Board meetings, and that's on the third floor. Our Quill conference room – where, for instance we often conduct negotiations with the MTA – is on the ninth floor. Both rooms have teleconferencing capability, as well as advanced mic pickups so everyone can be heard. In line with the TWU International's call to connect with other transport unions globally, the rooms can interface via videolink with union sisters and brothers anywhere in the world. The top four officers also have advanced communications hardware in their conference areas. The high-tech stuff also includes high-capacity internet and cameras positioned to keep staff and property safe.

Let's head on up.

The ninth floor houses the union's executive offices – our top four officers – the President, Secretary-Treasurer, Recording Secretary, and Administrative Vice President – and our seven operating Departments, each run by its respective Vice President and division officers. The Union's Political Action, Communications, Research, and Accounting Departments are also found on the 9th floor.

Access to 195 Montague starts early and continues until late, with our Safety Team having 24-hour/7 day a week electronic keys, and other staff expected to come in and out between 7AM and 11PM. Unlike many other unions, we're a full-service operation – and now we have the real estate to make that a continuing reality for our members.

EVENTS: Never on the Sidelines

Coney Island Overhaul Says 'Thanks' to Retirees



Many retired Car maintainers returned recently to celebrate the retirement of CME Sam Thornton, 34 years, and CMA Gladwin "Mocha" McIntock, 25 years service, at the Coney Island Overhaul Shop. The newest members of the "leisure set" received awards for their service from committee members Horace Briggs (Chair) and Eugene Leybovich.

Russian American Day an Impressive Success

Local 100 President John Samuelson, Public Advocate-Elect Tish James (photo upper right) and a number of other dignitaries greeted the SRO crowd at this year's Russian American day celebration in Coney Island. The packed house at Tatiana's on the boardwalk delighted in music, traditional Russian dancing, and much more at the union's annual event.



Another Huge Crowd for Indian Day

Local 100's Indian Day celebration just keeps getting bigger. This year's event, held at IBEW Local 3's facility in Flushing, was the biggest yet. The popular event featured professional dancing troupes, great food and music all evening long. Long time member Charley Varughese was honored, below at the dinner for his recent retirement as well.



Retiring CI Charley Varughese receives plaque from the union. Photo from left: LES Chair John Chiarello; Exec. Bd. Member Tareaque Ahmed; MOW VP Tony Utano; Varughese; Sec'y Treas. Earl Phillips and Supply Logistics Chair Al Jenkins.



New Int'l President Harry Lombardo Honored at Italian American Night

TWU Local 100's celebration of the contributions to our union by Italian American transit workers became the first official event to be held at our new Union Hall at 195 Montague Street. Local 100 MOW Vice President Tony Utano organized and hosted the event in the new hall's spacious meeting room.



New Int'l President Harry Lombardo (shown right in upper left photo) was guest of honor. Vice President Tony Utano (center) hosted event. Upper right, Lombardo receives award from Local's top officers. Lower right, VP Utano's mother, a breast cancer survivor, gets standing ovation.



EVENTS *(Continued from page 21)*

Mets Honor Transit Workers With 'Night'



The New York Mets sponsored a “night” for TWU Local 100 members on August 26, 2013 at Citi Field. The union’s logo was splashed on the huge HD screen in centerfield several times during the game against the Phillies. Recently retired Bus Operator Chris Dolan from Quill Depot sang the National Anthem to a standing ovation. And the Mets presented (from left) Local 100 President John Samuelsen, Secretary Treasurer Earl Phillips, and Administrative Vice President Angel Giboyeaux a “Spirit” award on behalf of transit workers.

TWUers Roll at African American Day Parade

TWU Local 100 members and officers were front and center at the 44th Annual African American Day Parade on Sept. 15, 2013. Secretary-Treasurer Earl Phillips and Recording Secretary LaTonya Crisp-Sauray (shown in photo below right with Assemblyman Keith Wright) led the union’s contingent in the march up Adam Clayton Powell Blvd. from 111th Street to 136th Street. Group shot shows TWU’s delegation in front of vintage bus. Transit workers also rolled through Harlem on motorcycles.



Helping to Make Strides Vs. Breast Cancer

Tens of thousands of New Yorkers took part in the annual “Making Strides Against Breast Cancer” 5K walk at venues throughout the five boroughs Oct. 16, 2013. Walks were held in Central Park in Manhattan, Prospect Park in Brooklyn, Clove Lakes Park in Staten Island, Orchard Beach in the Bronx and Queens’ Flushing Meadows-Corona Park. TWU

Local 100 members participated in all. Photos here show the huge crowd gathering for the walk at Orchard Beach (below); Women’s Committee Chair Liz Wilson and others walking behind banner in Central Park (upper left); Grievance Chair Richie Rivera and family at Staten Island event (center right); Vice President Tony Utano joining marchers at gathering site in Brooklyn (below right) and Women’s Committee member Norma Lopez with supporters along the line of walk in the Bronx (upper right).



Local 100 Veterans Honored for Service

Seventy-five TWU Local 100 veterans, from all branches of the U.S. military, were recognized for their service to our country at Local 100's annual Veterans Appreciation Day at the new Union Hall on November 14. Under the chairmanship of RTO Vice President Kevin Harrington, the service veterans were treated to a hot dinner, speeches from two of our most committed political allies, Assemblyman Peter Abbate and State Senator Joe Addabbo. Both legislators are co-sponsors of our key piece of legislation in the State House, A.6974/S.4714 (Paulin/Larkin), that would give the right to buy back pension time in the pension system to any service veteran. Singled out for a special honor in the evening was U.S. Army Veteran Phil Caruana, who has headed up the Union's Veteran's Desk for over a decade. A vet who served in Vietnam, Phil exemplifies the qualities of loyalty, courage, and service to which those in military service and union leadership aspire. Caruana, right in photo, is congratulated by Vice Presidents Kevin Harrington (left) and Maurice Jenkins.



Union Marches at West Indian Day Parade

What would Labor Day in Brooklyn be with the annual West Indian Day Parade? Boring, no doubt. TWU members and officers turned out in numbers as always to the great event. Mayoral candidates Bill de Blasio and Bill Thompson stopped by to say hello, as did numerous other politicians.



Dominican Day Parade a Winner

Sixth Avenue was a sea of blue and red on August 11, 2013 as Local 100 joined thousands of other marchers in the Dominican Day Parade. Secretary Treasurer Earl Phillips and Recording Secretary LaTonya Crisp-Sauray helped lead TWU's contingent.





“Rat Free”

Ends Successful 2-Year Run

2011 WAS THE YEAR WE RATTED OUT THE MTA. IN THAT YEAR, AFTER growing complaints by workers and passengers of a runaway rat infestation in the subway system – and a YouTube video of a rat climbing up on a rider that went viral with a quarter million views – Local 100 launched its “New Yorkers Deserve a Rat Free Subway” campaign. As part of that grass roots fight, the Local put up a website that made headlines around the world. The site urged the MTA to take common-sense steps like patching walls and floors in refuse rooms and increasing the number of cleaners.

The Local 100-sponsored site – www.ratfreesubways.org – was popular because it gave visitors something to do: post their own pictures of subway rats caught on the tracks, on the platforms, and underfoot. Hundreds weighed in with photos. The union sponsored two contests and awarded prizes for the best pix. Before 2011 was out, the MTA had committed an extra \$1.6 million for trash removal, representing 19 additional Local 100 jobs.

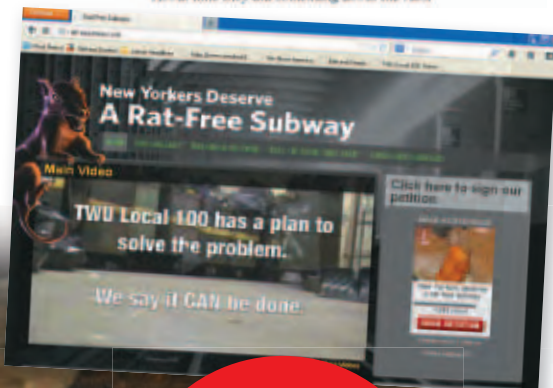
The press loved the campaign as well, and covered it extensively. When incoming MTA Chairman Joe Lhota faced confirmation by the New York State Senate, one of the first questions he got at his January 2012 hearing was about what he had in mind to deal with the rat problem in the subways.

Victory came in the spring of 2013, when NYCT finally took steps that Local 100 had been recommending since 2011, announcing a crash program to seal off garbage storage rooms throughout the system. As reported in the New York Daily News, NYC Transit executive Aaron Stern told the City Council Transportation and Finance committees that workers have been assigned to replace refuse room doors, block gaps in the walls and plug other avenues of entry used by the vermin. That’s work being done by Local 100 members.

So for the moment, we’re retiring www.ratfreesubways.com, convinced that a good idea doesn’t have to get stale like bread left on the tracks. Those critters aren’t going away anytime soon. If the MTA doesn’t keep up their end of the war against rats, the union will be sure to come up with more creative ways to prod them into action.



“About time they did something about the rats!”



In Memoriam

Jerome Barn Members Mourn CTA Alfred Anderson



Alfred Anderson

Local 100 members at the Jerome Maintenance Shop (CED) are mourning the passing of beloved CTA Alfred Anderson. Brother Anderson at 74 was still an active member with 45 years of service to New York City Transit. Members showed their respect at Brother Anderson's wake on November 12, 2013 and at his funeral the following day. Executive Board member and Jerome Barn

Chair Jolly Eapen said that he and Anderson had been friends for over 20 years. "It was a privilege to know such a hardworking and good person like Alfred Anderson," said Jolly.

Bus Operator Rosa Eubanks Is Mourned

Flatbush Depot members and all of Local 100 mourned the tragic death of Bus Operator Rosa Eubanks.

Sister Eubanks, with 19 years on the job, was killed in a horrific car crash on her way to work at 4:30 am on October 22.

Devastated family and friends held a vigil for Sister Eubanks on Friday, October 25 at 6:00 pm at the site of the accident at Foster and Ralph Avenues in Brooklyn. Several



Rosa Eubanks

hundred co-workers from Flatbush and elsewhere attended.

Scores more attended Sister Eubank service on Nov. 1, 2013 at St. Paul's Church of Christ. She was 54 and is survived by her grieving children, friends, family and the entire Flatbush Bus Depot.

Division Vice President JP Patafio said: "Rosa was really loved in the depot, absolutely. It's just horrible, it's just a tragic death."

RTO Loses Former Vice Chair George Gaynor

Local 100 mourned the passing of Brother George Gaynor on July 29. He joined New York City Transit in March of 1981, and was an active member until his death. At Transit, he worked as a Conductor and as a Conductor-Flagger. He was a Local 100 Shop Steward and Staff Rep. From 1994 through 1997 he was the B Division Vice Chair for Conductor/Tower.

Brother Gaynor married Louella Marie Bond in 1983. He is survived by his wife and four children, five grand-children, one great grand-child, and a host of other relatives.



George Gaynor

W E M O U R N O U R L O S S

Local 100 mourns the passing of the following Active and Retired members.

Modesto Reyes,
active MaBSTOA
Bus Operator on
August 15, 2013.

Alfred Brezovsky,
retired MaBSTOA
Bus Operator on
July 27, 2013.

Richard J. Tucker,
retired TAS Bus Operator
on July 31, 2013.

William Powers,
retired Track Worker, on
July 25, 2013.

Diane Williams,
active Cleaner, Stations
Department, on
July 29, 2013.

August F. Bomhoff, Jr.,
retired Contactor,
on July 6, 2013.

John Kwiecinski,
retired TAS Bus Operator,
on June 6, 2013.

Modesto Rosario,
retired MaBSTOA
Bus Operator on
June 8, 2013.

Barbara Perry-Scott,
active Cleaner, CED, on
June 11, 2013.

James Whitaker,
retired MaBSTOA Bus
Operator on June 15, 2013.

Robert Varieur,
retired MaBSTOA Bus
Operator, on June 11, 2013.

Joseph Bracken,
retired TAS Bus Operator,
and retired Local 100
Staff Representative, on
September 14, 2013.

Lena B. Williams,
retired Transit Authority,
on October 27, 2013.

Victor Trotman,
retired Train Operator,
on October 5, 2013.

Bobby Lee Mansfield,
retired Train Operator,
on September 13, 2013.

Michael Krongauz,
active Structure (HVAC),
on October 22, 2013.

Victor DeLeon,
retired MaBSTOA
Bus Operator on
October 27, 2013.

Aleksandr Drobchinskiy,
active Telephone Maintainer,
on October 13, 2013.

Nikolay Vovchok,
active Electronic Equip-
ment Maintainer, in
August 2013.

Elizabeth Mahfouz,
active Collecting Agent,
on July 6, 2013.

TWO MORE VICIOUS ASSAULTS

The Hits Just Keep on Coming

APPARENTLY, ALL IT TAKES TO GET assaulted these days is to be wearing an MTA uniform.

Two more Local 100 members were viciously assaulted in recent weeks, one in broad daylight on West 34th Street. One suffered a fractured eye socket, and the other a black eye and numerous facial bruises.

What's unusual about these assaults is that Bus Operator Andres Vilorio wasn't on his bus when attacked, and Station Agent Yun Lee was on a break when he was set upon.

Vilorio, a soft-spoken 69-year old Operator, with 18 years on the job, was attacked on his way back to Quill Depot to turn in his trip sheets after being relieved on the M72 at 72nd St. and Broadway.

According to Brother Vilorio, who came to the U.S. from the Dominican Republic in 1969, the perpetrator slugged him in the eye and nose without provocation and without any words between them.

His attacker walked off as if nothing happened. But the stunned Vilorio, followed his attacker until flagging down a police car for help. Police Officer Henry Huot collared the



Andres Vilorio after being assaulted on his way back to Quill Depot.



Yun Lee at Woodhull Hospital.

suspect, a man named Derek Ward, and placed him under arrest for assault. Ward has been formally charged and awaits trial.

In the second incident, Station Agent Yun Lee, was attacked by a pack of thugs while on break from his assigned booth in Brooklyn. Lee, in full uniform when assaulted in late October, was punched so hard by one of his attackers he suffered a fractured eye socket. He was thrown to the ground and fought back valiantly.

Justice Delayed, Again, in Bus Op Assault Case

It was another case of slow-moving justice in the Bronx, as Judge J. Moore granted a postponement to the attorney representing accused perpetrator Steangeli Medina on the grounds of the counselor's poor health.

Medina brutally beat Bus Operator Marlene Bien-Aime in June of 2011 when she told Medina that MTA rules prohibited bringing a dog aboard the bus unless it was caged. Medina's attorney may have bought his client two more weeks, but Assistant District Attorney Hilary Chernin made it clear that her office is giving Medina one more chance -- and no more -- to accept the Bronx prosecutor's plea deal. That deal includes pleading to a D Felony, six months split behind bars and doing probation, anger management, and a permanent order of protection barring her from any contact with Bien-Aime.

The Bien Aime case has received widespread coverage in the New York media, as well as Local 100's campaign to have DA's aggressively prosecute those who would assault a transit worker.



Marlene Bien Aime and ADA Hilary Chernin (center) surrounded by supporters, including Div. II Chair Frank Austin, KB Chair Richard Fields, Women's Committee Chair Liz Wilson and Kingsbridge and KB officer Jesse Mendoza. Rec. Sec'y LaTonya Crisp-Sauray was present but is not pictured.

The Itinerant History of Transport Hall Odyssey

By James Gannon

With the union's long awaited move to downtown Brooklyn complete, the Bulletin looks back at the history of the locations our union called home since its founding in 1934.

CALL US THE NOMADS OF BROADWAY. FOR NEARLY 80 years, TWU set up shop and pulled up stakes numerous times either on or near Broadway as far south as 50th Street and as far north as 67th Street. You might even say that TWU was the longest running show ever on Broadway.

That run started in the midst of the Great Depression on the site that is now Lincoln Center.

As crowds of theater-goers were flocking to see George Gershwin's *Porgy and Bess* in 1935, early TWU organizers were huddling daily at the union's first home, Transport Hall, at 153 West 64th Street.

Always a beehive of activity, the original Transport Hall bore witness to all the union's great early victories, including possibly the most important organizing win in the union's history among IRT workers in 1937.

Union leaders, most notably union founder Michael J. Quill, also plotted the 1941 private bus strike there, which helped pave the way to break the color barrier for jobs as Bus Operator and Mechanic at what

was then the largest private bus companies in the world.

If you were a fly on the wall at Transport Hall in 1953, you would have been privy to Quill and then Local 100 President Matthew Guinan planning the union's strategies during the 29-day bus strike that brought the 40-hour work week to the nine private bus companies in New York City.

But, nothing lasts forever. It was time to move downtown when a consortium of civic leaders led by John D. Rockefeller III established the "Lincoln Square Renewal Project" which resulted in construction of Lincoln Center.

The TWU leadership set up the union's first re-run of Transport Hall at 50th Street and Broadway, in the heart of the theater district. The union shared space with such landmarks of the day as Jack Dempsey's Broadway Bar and Hector's Cafeteria.

But by 1959, when President Dwight D. Eisenhower turned over the first shovel at the ceremonial groundbreaking for Lincoln Center, and Ethel Merman was opening the new musical, (ironically) *Gypsy*, the union's leadership had decided it was time to stop paying rent, and start collecting it.

In the early 60's, Local 100 purchased its first property back uptown at 1980 Broadway, just a few blocks from the original Transport Hall. 1980 was on the east side of Broadway between 67th and 68th Streets, and housed, among other things, a bustling U.S. Post Of-



Above, President Dwight D. Eisenhower turns first shovel at groundbreaking ceremony for Lincoln Center in 1959 – the project that evicted us from our original home.

Left, our original home, Transport Hall, on West 64th Street.

Along Broadway



Above, this photo shows Local 100 members and families lining up outside the second Transport Hall at 50th Street and Broadway for the famous Youth March on Washington for Integrated Schools in 1958.

Left, members entering Transport Hall for meeting during 1953 bus strike.

fice. 1980 Broadway was strike headquarters for both the 1966 and 1980 City-wide transit strikes.

In 1985, the union sold 1980 Broadway and bought a much larger union hall at 64th Street and West End Avenue which all but our newest members remember well. This Transport Hall was large enough to host most social activities, division and executive board meetings.

Then in 2005, the Local's leadership sold 80 West End and, temporarily, the union became a renter again, at the building just sold, 80 West End (for five years), and then for two years at our final home on the Great White Way, 1700 Broadway, directly across the street from the David Letterman Show.

TWU's run on Broadway has now gone dark, probably

forever. The entire cast of TWU characters has moved "off-Broadway" to our beautiful new and permanent Transport Hall at 195 Montague Street.

The move ultimately saves the union \$1.2 million a year in rent, and will bring in additional revenue in rent from current tenants.

The new hall may also be the most accessible to the membership ever. 195 Montague is immediately adjacent to the 2, 3, 4, 5 and R lines at the Borough Hall station, as well as the B41 and other bus lines. It is also just blocks from the A, C, and F lines at the Jay Street stop.

It is near the MTA's buildings at 130 and 180 Livingston Street, where Local 100 conducts a good deal of union business. And it is only one stop on the subway to Transit Headquarters at 2 Broadway. Demographically, Brooklyn is home to far more transit workers than any other borough.

In keeping with our theatrical past, it's also not far from the Brooklyn Academy of Music.



It was back to West 64th Street from 1985 to 2005 at 80 West End.



Strikers line up for this photo outside our third home at 1980 Broadway at 67th Street during, ironically, the 1980 city-wide transit strike.

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