

The New

RT



A TWU Local 100 newsletter for members of RTO
from the desk of RTO Vice President Canella Gomez

Vol. 1 2023



**NEVER
FORGET**

**TRAIN OPERATOR
ACCEPTS MEDAL FOR
FATHER LOST IN 9/11**

**THE DEMANDS
ARE IN**

NEGOTIATIONS BEGIN

**HEROES
RECOGNIZED**

**IN HONOR OF
GARRETT GOBLE**

**UNIONISM
& CAMARADERIE**

RICHARD DAVIS

OUR NEW PRESIDENT



Introducing Our New President **RICHARD DAVIS**



Richard Davis is President of Transport Workers Union Local 100, the flagship local of The Transport Workers Union of America.

TWU Local 100, which is headquartered in downtown Brooklyn, includes the approximately 42,000 men and women who operate and maintain the Metropolitan Transportation Authority bus and subway system in NYC – the largest mass transit system in North America. TWU Local 100 also represents more than 4,000 additional workers employed in the private bus, school bus, and tourism industries.

TWU Local 100 leadership and membership continuously advocate for safe working conditions and have braved the toughest battles including but not limited to, Super Storm Sandy, the 9/11 terrorist attacks

and COVID. COVID claimed the innocent lives of more than 110 of our union brothers and sisters and transit workers continue to suffer from health conditions caused from being essential, front-line workers.

Transit workers are resilient, diligent and deserve respect! As President of TWU Local 100, it is Richard Davis' goal to continuously build on the foundation and vision that illuminates a union with a strong focus on the traditions and the pride of being Member Built, Member Strong and Member Driven!

Davis was hired as a Bus Operator in the MTA's NYC Transit Division in 1996 when he was 26 years old. Working out of the Mother Clara Hale Bus Depot in Manhattan, Davis became actively involved in the union because he wanted to be a positive force for change on behalf of his union brothers and sisters.

Throughout his career, Davis has focused on building strong organizational structures, training, and edu-

cating younger workers to be effective union representatives, increasing the number of women in union leadership positions, addressing safety and quality of life issues, and securing better wages and benefits for the membership.

Davis' first elected office was Chief Line Steward at the Mother Clara Hale Depot. Rising through the ranks over the years, he served in numerous capacities, including Staff Representative, MaBSTOA Division 1 Chair, and MaBSTOA Department Vice President.

The TWU Local 100 Executive Board elevated Richard Davis to the Secretary-Treasurer post in May 2022. The board then promoted Davis to the presidency in December 2022, when President Tony Utano stepped down.

Born in Guyana, Davis emigrated with his family at a young age. He is a second-generation TWU Local 100 member and transit worker. His father worked as a mechanic at the Jackie Gleason Bus Depot in Brooklyn.





LEGACY AWARDED

Train Operator Son Accepts 9/11 Medal for Fallen Father

More than 3,000 TWU Local 100 members were active in the rescue and recovery effort during and after the attack on America on 9/11/01 and Local 100 is actively working to bring that knowledge to the general public.

As part of that effort, we create a commemoration ceremony every year at the union hall and invite media to attend. Medals are awarded to those members who became ill from working at Ground Zero. One of those was Structure Maintainer Nelson Diamante, who removed debris and worked to clear the area for first responders on 9/11 and the days after. Unfortunately, he developed a 9/11 cancer and passed away before he could be recognized at this year's ceremony.

His medal was picked up by his son, Train Operator Nelson Diamante, Jr., who attended with his mother, Luz.

RTO members, who generally were not assigned to the rescue and recovery effort, but who nevertheless drove trains through the exposure zone in southern Manhattan dozens of times, are falling sick from cancers and respiratory problems linked to 9/11.

If you fall into this category, you should immediately register with the WTC Mt. Sinai Health Program in Manhattan. Their phone number is 888-982-4748. Any care they provide for 9/11 related illnesses is free.





Gomez to MTA Board: No Service Cuts!



Scan to watch
the video

On December 19, RTO VP Canella Gomez came out swinging against proposed service cuts that would have taken effect in June on Mondays and Fridays on seven lines.

Here is his statement:

“Good morning, everyone. My name is Canella Gomez. I’m the RTO vice president. So, here we go again. It was brought to the TWU’s attention that there are planned and rumored service cuts for Monday and Friday, eventually. You may call it a service adjustment, but if you know extended headways where people have to wait longer on platforms, that’s a service cut. And we are opposed to any service cuts now and in the future.”

“I can’t even comprehend, or understand, where this idea even arose from. How does longer waits on the platform and longer running times not equal service cuts? Even today, as I was going through your guy’s nice little pamphlet that’s put together very well -- on page nine it says that about 45% of customers are unsatisfied with the waiting time for trains - but you’re thinking about service cuts?”

“Construction workers, restaurant workers, healthcare providers, teachers, grocery store workers, transit workers -- and the list goes on and on and on -- will be adversely affected by these service cuts, because they can’t work home just like I can’t work home, just like none of my fellow coworkers can work home.”

“If these rumors are true, it is clear that the MTA is not on the same wavelength as the mayor, the governor, transit workers, and riding public. We are greatly against these service cuts, and I hope the rumors aren’t true.”



Arbitrator Sides with Union Stopping the A Division RTO Pick

On February 28th, Arbitrator Howard Edelman handed down a decision that stopped NYCT from carrying out the Spring A Division Pick, taking plans for service cuts off the table for now.

Finding that the MTA had over-stepped past practice, Edelman ruled that the pick put forward by NYCT put an unacceptable burden on Conductors and Train Operators. If it would have gone forward, Edelman said the A Division Pick would have had “a major impact upon workers’ lives, especially those with child care obligations,” and that “the difficulty of selecting five days of work in a row” constitutes an unacceptable change from the past.



Local 100 President Richard Davis fought hard alongside RTO Vice President Canella Gomez to ensure that the members did not have to reimagine how they would sustain their lives at home. These are real people who come to work to provide a better life for their families. Both Local 100 leaders welcomed the Decision and Edelman’s ruling that the NYCT has to work with the Union to achieve a better result.

“Local 100 will never hesitate to defend our members’ legal rights, whether it’s in the streets or the arbitration suite,” said President Davis.



Scan the QR code to read a copy of the Arbitrator’s decision.

If you have any questions, speak to your union rep.

MAKING SHOPPING CARTS A NO-GO

In the Field

A 30-minute video I posted to the internet last February documented large shopping carts piled high with flammable bags and belongings at Wakefield/241st Street in the Bronx got management's attention. Especially because it meant service would not proceed until the Union's safety issues were addressed.



Scan QR Code to watch the video

The problem still exists today - although it is significantly less. But cold weather means more homeless will stay in the system with their belongings, since the MTA has not proven capable of dealing with this crisis.

TWU says this hazard - which caused the death of Train Operator Garrett Goble in March of 2020 - cannot be allowed to continue.

Jose Martinez a veteran reporter with The City - a relatively new magazine that covers transit issues said, "The death of a motorman in 2020 led the MTA to ban large carts from the subway after fire investigators said a man ignited one, causing a train to burst into flames. But the union that represents subway

workers says enforcement of the ban on the carts, often associated with homelessness, has been next to non-existent- while the NYPD would not say how many have been removed from trains or stations when asked by THE CITY."

"If MTA management can't make the NYPD and the transit police enforce the ban, there's nothing in the world that can make them enforce it," said

it's mostly about one of our brothers dying from a shopping-cart fire. He called for "Safety over service." "We're not letting no train go down the road with you and that shopping cart," he told one man pushing a cart stuffed with plastic garbage bags.

"It's not happening."

The NYPD repeatedly declined to answer questions on how often its transit bureau officers have enforced the ban on "wheeled carts" that measure more than 30 inches in width or length- a New York City Transit code of conduct violation since 2020 that now carries a \$75 fine.

Gomez, the union officer, said he does feel compassion for the homeless and the mentally ill, but noted that crews do not want to operate trains in "unsafe conditions."

"It's not like I want them in the street, but I don't want the carts on the train," Gomez said. "It's like a double-edged sword."

He added, "train crews are beyond fed up over threats of violence on the job from unhinged riders. We can refuse to do unsafe work."

SHOPPING CARTS OVER 30 INCHES ARE NOT ALLOWED ON TRAINS AS PER BULLETIN 72-20

TRAIN CREWS SAFETY OVER SERVICE

TWU RTO REP CONTACT INFO

130 LIVINGSTON STREET (718) 694-4168/5827 2 BROADWAY (646) 252-2925/2996 RCC FOR REP ON DUTY (212) 712-4480

Canella Gomez, a Transport Workers Union Local 100 vice president. "It's not even about all the fires that have happened- for our train crews,



**1ST ANNUAL
RTO FAMILY & FRIENDS**

B B Q

**CUNNINGHAM PARK, QUEENS NY
PICNIC AREA GREEN 2**

**SATURDAY
AUG 5, 2023
NOON - 6PM**

**FOOD*DRINKS*MUSIC
RAFFLES*PRIZES*GIVEAWAYS
CAMARADERIE*UNIONISM**

**SCAN QR CODE
TO REGISTER**



FOR MORE INFORMATION CONTACT

BERLINDA PEEK	MICHAEL TAYLOR	KRISTIAN MAGWOOD	CHRISTINA INNISS
347.546.7896	347.489.5433	718.845.3680	347.338.8140

HONORING A HERO

2022 MEMORIAL
FOR
GARRETT
GOBLE



March 27th will always have a special significance for RTO members. That's when Train Operator Garrett Goble made the supreme sacrifice, clearing his train of passengers while a fire raged that took his life.

Last March 27th, we awarded our first Garrett Goble Award for Heroism in Service to NYCT Conductor Mark Burns, who successfully evacuated dozens of passengers during the massive floods that hit the transit system in September of 2021.

Your RTO officers along with then Local 100 President Tony Utano and Secretary-Treasurer Richard Davis (now President), union members, and Garrett's family were in attendance, including his children and his widow, Delilah.

In a short speech, outside the Goble memorial at the Flatbush Avenue 2/5 line station, Conductor Burns was self-effacing. He called Goble "the real true hero" and praised his Train Operator Janet Kane and "the Brothers and Sisters who helped me at night in the evacuation."

We will be presenting this award in honor of Brother Goble each year on the anniversary of his death. The award will go to an RTO member who distinguished himself or herself in the line of duty.

— Canella Gomez, Vice President

The 2023 Goble Memorial Ceremony on March 26th recognized the heroic actions of Conductor Raven Haynes and Train Operator David Artis, honoring them with the Goble award.

The award was named in memory of Garrett Goble, a Train Operator who tragically passed away while trying to save passengers in a subway fire. The goal of this award is to recognize those who show outstanding bravery and selflessness.

This year's recipients, Raven Haynes and David Artis, demonstrated exceptional courage and quick thinking in a time of danger. As crew of the train under attack, they acted quickly to keep their passengers safe and helped facilitate the evacuation process smoothly.

Their actions were a shining example of what the Goble award represents. Transport workers do a challenging and at times a dangerous job to ensure that NYC commuters reach their destination safely.

It is a tribute to the bravery and selflessness of transit workers, who put their lives on the line every day to ensure that passengers reach their destinations safely.

The tragic incident that led to Garrett Goble's death should always serve as a reminder to management to prioritize the safety of their workers above all else.

The importance of safety cannot be understated. Our members must be provided with appropriate safety training to ensure that they are appropriately equipped to handle emergency situations. The MTA must also take practical measures to effectively minimize hazards and guarantee a safe working environment.



Yes, the Goble award is a testament to the noble and heroic work that transit workers do every day, often at great risk to their own safety; but it also serves as a reminder of the improvements needed to maintain a more safe work environment for all members.

Scan the QR code for
Speeches from the
Memorial Gathering



**HONORING
A HERO**
2023 MEMORIAL
FOR
**GARRETT
GOBLE**

Innovative and Aggressive Union Presence in the Field

In the #TheNewRTO the only thing we want to talk about is the work. Real leaders talk about progress and solutions. — Canella Gomez, RTO Vice President



RANDOM: Unannounced Inspections Getting Results

Management doesn't like unannounced inspections. That's their problem. TWU Local 100 representatives have the authority to conduct safety inspections at any time and for any reason in any location where our members operate.

"The purpose of the inspections is to identify anything that can cause imminent danger or injury to employees," says Train Operators Chair JonLuke Rodriguez.

"All equipment when not in use must be secured, and operate as designed when placed in service. No preventable hazard should exist that could cause injuries to our members or the riding public when in service."

We inspect train yards on a random basis, focusing on safety hazards including but not limited to insufficient lighting, tripping hazards caused by debris, weed overgrowth, and other adverse conditions. RTO members need safe clearance because of the presence of power lines and electrical circuitry in many places on the properties.



Scan QR Code to watch the video

Doors Are Retrofitted

Doors on the R62 and R62a cars, constituting the 1, 3, 6 lines and the Grand Central shuttle, were being kicked in for years - and management did nothing about it. These intrusions resulted in employee injuries and assaults.



In the first half of the video, we see how easy it was to kick in the door. In the second half of the video, you will see how the installation of a plate prevents the door from opening when kicked.

Scan the QR code to see a demonstration



A Train Operator on the 6 line was assaulted and almost dragged out of her cab due to the door not being secured. The City wrote an article about the attack on Train Operator Ty Jeter that you can read by scanning the QR code.



The problem was longstanding, deriving from an old safety rule that the cab door had to be able to swing both forward and backward. We had the rule revisited and revised to allow for a door stop to be installed, so members of the public could no longer force the door open. "We have now succeeded in pushing management to retrofit the entire fleet, solving a problem of years' standing" said VP Gomez.



IT IS ESSENTIAL that all train crews ensure all operating equipment and facilities have working heaters and air-conditioning.

If your train or facility does not have a working heater or air conditioning, please report these conditions to your immediate supervisor or RCC promptly. Be sure to also document the time, date, and who you spoke with.

If the temperature is unsafe follow the instructions as indicated on our safety flyer for hot and cold weather.

- 1 Call the RCC and report it.
- 2 Inform the RCC it is not safe to operate in the train in these conditions.
- 3 If RCC gives you any flack, request a safety resolution form.
- 4 Call a union representative.



Scan QR Code to watch a Train taken out of service



Scan QR Code to watch Church Av. Sweltering

Once you have followed these instructions, please report the incident to your union.

INTERCOMS: Critical for Operator Safety

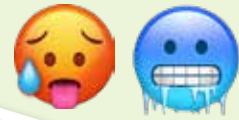
God forbid something happens in route – and it often does. Train crews need working communications technology at all times.

As soon as your elected reps got into office, we began ID'ing trains that had longstanding intercom problems and we worked with our union brothers and sisters in Car Equipment to get the intercoms fixed. We also made sure backup systems are working as designed.

VP Canella Gomez told The City: "Train crews have been requesting for years that the [public address] and intercom systems on these trains get fixed, and [management] has refused."

Partners on the D train often couldn't communicate because the intercom systems weren't working properly. We made this one of our top priorities and had the entire fleet of R68's on the D line fixed.

WEATHER ADVISORY





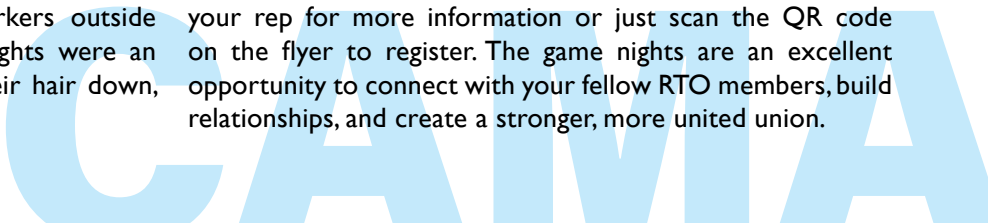
A Division vs B Division END OF PICK GAME NIGHT

RTO celebrated the end of the pick for both A and B divisions with some much-needed fun and camaraderie. On June 24th and December 3rd, members came out for food and drinks, giveaways, and, of course, some friendly competition.

Vice President Canella Gomez hosted the game nights, which were a huge success. Members were able to enjoy some unionism and get to know their fellow workers outside of the usual work environment. The game nights were an opportunity for everyone to relax and let their hair down, enjoying some good fun and company.

The giveaways and raffles were a hit, with many members winning some fantastic prizes. The game nights were a great way for members to come together, connect, and celebrate the end of the pick.

If you missed the June 24th and December 3rd game nights, don't worry. We have another game night planned for Friday, June 30th. If you want to join in on the fun, reach out to your rep for more information or just scan the QR code on the flyer to register. The game nights are an excellent opportunity to connect with your fellow RTO members, build relationships, and create a stronger, more united union.



UNIONISM



COMPETITION

GRADERIE

Photos from June 24th Game Night



A Division vs B Division END OF PICK GAME NIGHT



THE NEW RTO



**A DIVISION vs B DIVISION
END OF PICK**



GAME NIGHT

**FRIDAY JUNE 30, 2023
5PM - 10PM**

**195 MONTAGUE STREET
3RD FLOOR
BROOKLYN NY 11201**



SCAN QR TO REGISTER



**FOOD*DRINKS*MUSIC
RAFFLES*PRIZES*GIVEAWAYS
COMPETITION*CAMARADERIE
UNIONISM**

**KENNETH RIVERA
718.755.2354**

**NIVEA LUKE
347.509.6124**

**KRISTIAN MAGWOOD
718.845.3680**



A Guidance Towards Grievances

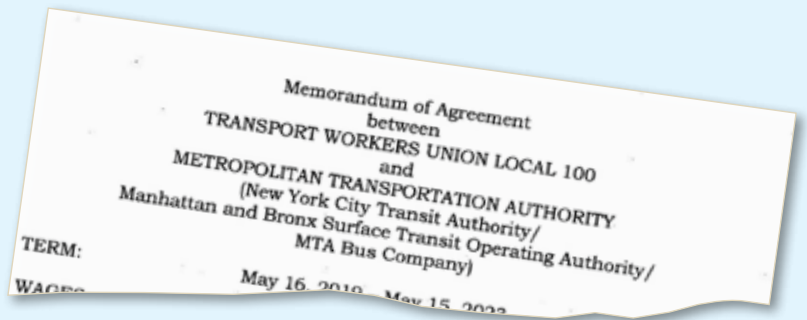
(Section 2.1 of the CBA) — Jesse Argueta, Conductor/ Tower Chair

While working here at Transit you may have heard the phrase “file a grievance” or “you can grieve this/that”. To understand if a grievance needs to be filed you must first know what a grievance is and the one that’s right for you.

What is a grievance?

A **grievance** is a formal complaint that is raised by an employee towards an employer within the workplace.

What are the types of grievances?



1. **A Contract Interpretation Grievance***

(2.1B) is hereby defined to be a complaint on the part of any covered employee or group of such employees that there has been on the part of Management, noncompliance with or a misinterpretation of any of the provisions of this Agreement or of any written rule, or Policy/Instruction of the Authority governing or affecting its employees, or that any run or work schedule imperils the health or safety of employees. A Contract Interpretation Grievance shall NOT include any claim subject to the Disciplinary Grievance Procedure.

2. **A Disciplinary Grievance**

(2.1C) is hereby defined to be a complaint on the part of any covered employee that there has been a violation of the employee’s contractual rights with respect to a disciplinary action of a warning, reprimand, fine, suspension, demotion, and/or dismissal except that a “disciplinary grievance” shall not include the removal or other discipline of a probationary, provisional, part-time, or temporary employee. This provision shall not be construed to deprive a provisional employee of his/her right to use this procedure prior to suspension or termination from his/her permanent title.

3. **A Medical Appeal Grievance**

(2.1D) is hereby defined to be a complaint on the part of any covered employee that would otherwise be subject to Sections 72 and/or 73 of the Civil Service Law that he or she has been improperly placed on such involuntary leave and the procedures contained herein shall be in lieu of any administrative procedure specified in Sections 72 and/or 73 of the Civil Service Law. A medical appeal grievance shall also include a challenge to a medical finding of full work by an employee suffering from (or allegedly suffering from) an ordinary disability or a challenge by an employee injured on duty to a medical finding of no work when an employee claims he/she can work.



* Not everything needs to be filed as a grievance so before filing a contract interpretation grievance, it is best to reach out to a union representative immediately to see if the situation can be rectified with a phone call or email. Contacting a rep can also assist with making sure that a grievance can be done in a timely manner along with verifying if the issue can be grieved.

ATTENTION RTO MEMBERS

LOCAL 100 GRIEVANCE PROCEDURES

- Any grievances should be filed with your union department representatives within 30 calendar days from the time the problem occurs.
- If the grievance affects 3 or more employees, it is considered an ET AL grievance.
- If your case involves shortages, sick leave, differential or farming out of work, those grievances will go directly to a Step II hearing within 30 days.

STEP I HEARING

- Normal grievances will have a Step I hearing within 30 calendar days and a written decision within 15 days thereafter.
- ET AL grievances will have an informal hearing and a written decision within 10 days.
- If the Step I is not heard within the time frames above, the union department representatives should contact the Grievance & Discipline office to request an appeal to Step II and give G&D the grievance along with proof of the date the grievance was submitted.
- If the Step I decision is a denial, the signed decision should be sent to the Grievance & Discipline office along with the original grievance to appeal to Step II WITHIN 5 days.

STEP II HEARING

- For normal grievances, Step II hearings will be scheduled within 25 days and a written decision will be issued within 20 days.
- For ET AL grievances, Step II hearings will be scheduled within 10 days and a written decision will be issued within 10 days.
- For grievances involving shortages, sick leave, differential or farming out of work, Step II hearings will be scheduled within 30 days and a written decision will be issued within 20 days.
- Step II decisions which are denied, will be automatically appealed by the Grievance & Discipline office.

ARBITRATION & EXPEDITED ARBITRATION:

- For grievances involving shortages, sick leave and differential will be scheduled by management for Expedited Arbitration.
- For all other grievances, the Department Chair or Vice-President will contact the Grievance & Discipline office to schedule the arbitration date.

If you want to file a grievance the best way to start the process is by contacting:



**Train Operator
Recording Secretary**
Robert Taylor
347-618-1605
Rtaylor.rto@twulocal100.org

OR



**Conductor
Recordings Secretary**
Bradley Deleon
347-762-9398
Bdeleon@twulocal100.org

GRIEVANCE & DISCIPLINE DEPARTMENT

(212) 873-6000 Ext. 2057

Co-Directors: MaryAnn Conlon, Jack Blazejewicz

TWU Local 100 • 195 Montague Street • Brooklyn, NY 11201



THE DEMANDS ARE IN!



Stressing the service and sacrifices made by transit workers throughout the COVID-19 Pandemic, TWU Local 100 President Richard Davis kicked off contract negotiations with the MTA on Monday, April 17th — with a presentation of general demands culled from membership surveys and meetings.

“We deserve a fair contract. We mean business. Our time is now,” Davis said in a statement after the presentation.

“When most of NYC was isolated at home, we were on the job, moving essential workers, keeping the hospitals open and staffed, ensuring the food supply chain was functioning so families could put food on the table.

Many of our union brothers and sisters died, and many more fell sick and survived. My message to the MTA is this: Don’t try and nickel and dime us. Don’t try and balance the budget on our backs. Don’t dare suggest that we somehow owe a debt. We paid more than our fair share already.”

Davis presented the demands to MTA brass at the Union Hall on April 17 in downtown Brooklyn, including: wage hikes that account for inflation and recognize the importance of the work Local 100 members perform day in and day out; improved health benefits, including mental health services; and a pledge by the MTA to support state legislation to eliminate the overtime cap imposed on members who are enrolled in the Tier 6 pension plan.

“We deserve a fair contract. We mean business. Our time is now”

According to the latest numbers available, there were 110 confirmed COVID fatalities among Local 100 members while other cases were under review.

TWU International President John Samuelsen informed management and transit workers by letter that the International fully backs Local 100 in this contract fight.

“As International President, I pledge that TWU is locked and loaded for every possible scenario, and we will not back down or compromise on what we deem necessary for the job security and economic stability of our members and their families,” he said.

Davis was flanked during the presentation by Secretary-Treasurer John Chiarello, Administrative Vice President Lynwood Whichard, Recording Secretary LaTonya Crisp, and Vice Presidents Shirley Martin (CED), Richard Rocco (MOW), Donald Yates (MaBSTOA), Pete Rosconi (MTA Bus/Private Bus/School Bus), Canella Gomez (RTO), and JP Patafio (TA Surface). VP Robert Kelley of Stations was not able to attend due to a death in his family.

Local 100 represents approximately 40,000 bus and subway workers employed by the MTA. The current contract expired at midnight on 5/15/2023.



Scan to view
our main table
economic demands



Sentiments of TWU Local 100 President Richard Davis (main) are reflected in transit worker's sign (below). Contract talks come amid state budget uncertainty.

'Don't nickel-&-dime us'

TWU prez talks tough as contract negotiations with MTA begin

BY EVAN SIMKO-BEDNARSKI
DAILY NEWS TRANSIT REPORTER

With the state budget still in flux, union negotiations started in earnest Monday between the MTA and Transport Workers Union Local 100, which represents some 40,000 bus and subway workers.

The union is demanding higher wages, better health benefits, and an improved pension.

"My message to the MTA is this: Don't try and nickel-and-dime us. Don't try and balance the budget on our backs," Local 100 President Richard Davis said in a statement.

Monday's start to negotiations comes amid uncertainty surrounding the state budget — which is expected to cover the transit agency's deficit, but is currently 17 days late. Fare hikes remain on the table.

Although Metropolitan Transportation Authority Chairman Janno Lieber painted a grim picture this winter of service cuts and possible layoffs if the agency's isn't fully funded, the competing plans put forth by Gov. Hochul and Democratic lawmakers both propose covering the MTA's shortfall.

"When most of NYC was isolated at home, we were on the job, moving essential workers, keeping the hospitals open and staffed, ensuring the food supply chain was functioning so families could put food on the table," Davis added. "Many of our



union brothers and sisters died, and many more fell sick and survived."

A union spokesman said the transit workers' demands include additional

insurance coverage for mental health services and an end to a ceiling on overtime pay counting toward pension payouts.

The transit workers' contract is set to

expire May 15.

The current contract was ratified by workers in January 2020, just months before the COVID-19 pandemic that threw MTA finances into disarray and killed some 110 TWU members along with other transit workers.

The four-year deal came after six months of bitter negotiations.

Union officials were accused of intentionally slowing down bus service with overzealous "safety inspections" to pressure the MTA as negotiations wore on.

Then-MTA Chairman Patrick Foye didn't fight fair either, the union alleged. The transit boss accused then-TWU Local 100 President Tony Utano of running a "drug scam" after the union leader met with a firm that brokers low-cost or free specialty drugs from pharmaceutical company foundations.

In the end, transit workers scored a 9.8% pay bump, and Foye called the contract a "win-win-win" for taxpayers, riders and workers.

"We have a terrific workforce and look forward to productive discussions with our labor partners on a range of topics that can make transit work better for New Yorkers," Shanifah Rieara, the MTA's chief adviser for communications and policy, said in a statement to the Daily News regarding the current negotiations.



RTO

DEPARTMENTAL CONTRACT PROCESS AND DEMANDS

By Canella Gomez, RTO Vice President

TWU Local 100 represents one of the largest public transportation systems in the world, serving millions of commuters every day. The success of the NYCT largely depends on the efficient functioning of union members, who work tirelessly to keep the trains running on time. However, like any other union, TWU Local 100 needs to negotiate labor contracts with its management to ensure that members' rights and benefits are protected.



As the contract between TWU Local 100 and management approached its expiration date of May 16, 2023, the focus has always been on obtaining a contract that will be beneficial for our members. In this regard, the union prioritizes membership engagement and transparency to ensure that the concerns and demands of our members are heard and addressed.

One of the key steps taken towards achieving this goal is the distribution of contract surveys via email and forms. Almost 2000 members in RTO filled out these surveys, providing valuable insight into our demands and needs. This feedback is crucial in helping the union leadership facilitate the requirements of their members as we work towards negotiating a favorable contract.

In addition to the surveys, the union held departmental meetings, where contractual demands were received. This provided an opportunity for members to voice their concerns directly to union leadership and have their demands considered during the negotiation process.

On March 4th, a Contract Policy Committee meeting was held at the Union Hall to organize and separate all Main Table and Departmental demands by each department for submittal. This step ensured that all

demands were carefully considered and prioritized, with the aim of securing the best possible deal for the employees.

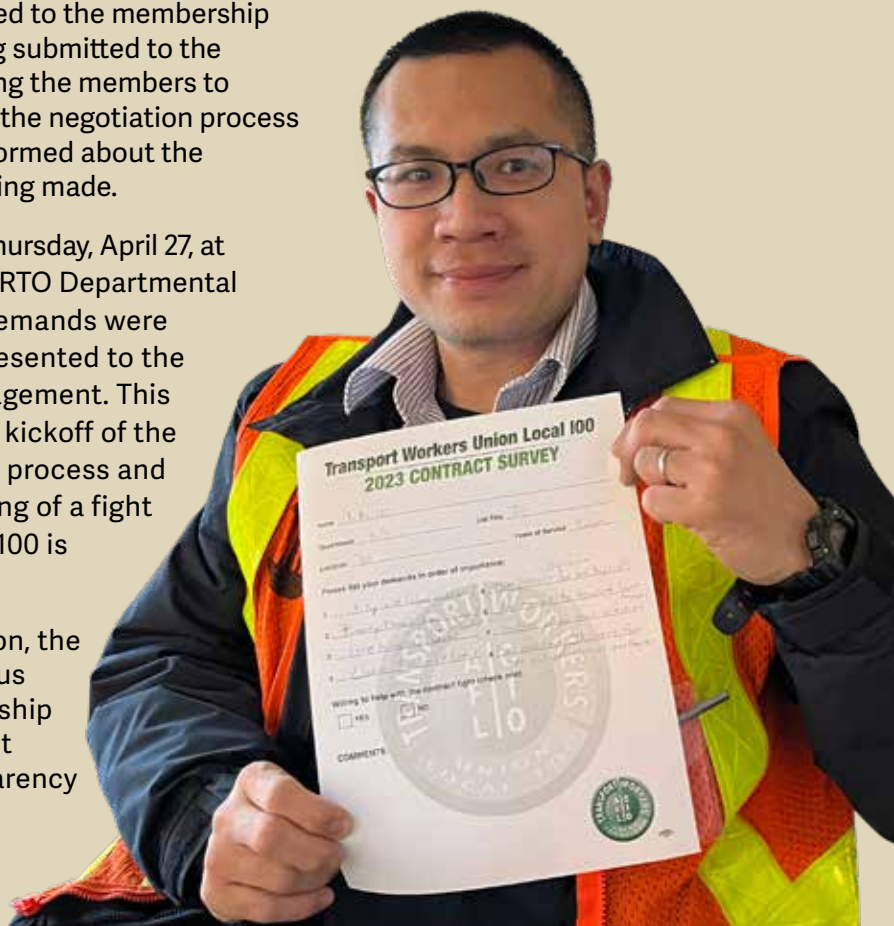
To further enhance transparency and engagement, four special contractual meetings were held on March 8th and 15th at 10:00 am and 6:00 pm, respectively, at 195 Montague Street and 2475 Westchester Avenue. These meetings were open to all RTO departmental members, who had the opportunity to learn about the contractual demands specific to RTO. The demands were presented and explained to the membership before being submitted to the MTA, allowing the members to understand the negotiation process and stay informed about the progress being made.

Finally, on Thursday, April 27, at 9:30 am, all RTO Departmental Contract Demands were officially presented to the NYCT Management. This marked the kickoff of the negotiation process and the beginning of a fight TWU Local 100 is ready for.

In conclusion, the union's focus on membership engagement and transparency during the

contract negotiation process has been instrumental in the fight to secure a favorable contract for our members.

Through the use of surveys, departmental union meetings, executive committee meetings, and special departmental contractual meetings, the members' concerns and demands are carefully considered and prioritized.



Unionism and Camaraderie

By Canella Gomez, RTO Vice President



When I became Vice President of RTO one of my main goals was to increase the sense of unionism and camaraderie. That is the reason under my administration we started celebrating holidays at terminals with train crews.



Everyone remembers being new and having to work every holiday missing time with their family. In a Union we are all supposed to be family, so we wanted to bring the feeling of Thanksgiving and Christmas to train crews that weren't fortunate enough to have the day off.



Being a Union Officer is about more than just helping members with issues and problems, it's also about giving back to the membership.



In 2022 we started with Stillwell Avenue and Main Street in my administration we look forward to 2023 and beyond.



1ST ANNUAL R T O F A M I L Y & F R I E N D S

CHRISTMAS

Party

DECEMBER 9, 2023
8PM - 1AM

\$150 PER PERSON

RSVP

AARON MORRISON	718.807.6934
AZUREE	347.271.1125
BERLINDA PEEK	347.546.7896
CHRISTINA INNISS	347.338.8140
MICHAEL TAYLOR	347.489.5433
NIVEA LUKE	347.509.6124
TASHA BLACK	646.331.2949



ANTUNS

96-43 SPRINGFIELD BLVD
QUEENS VILLAGE, NY 11429





Electronic Pick Boards

—Aaron Morrison, B Division Chair

We have worked to revolutionize the picking process with an innovative and exciting new option, The MTA Electronic Pick Boards on the 'MTA Insight' APP.

You can browse the pick anytime with your mobile device in real time. Find open jobs for upcoming picks such as days/hours, work type, pay etc.

You will still have the option to pick in person with a pick representative at all 8 locations.

A Division	B Division
Utica Avenue	Stillwell Avenue
Main Street	207th Street
Pelham	Parson Archer
241st Street	179th Street

Scan the QR code to see how the app works



More Hands-On Approach with Probationary

Changing the culture and recognition around the representation of probationary employees in our department will always be an uphill battle. As per our contract, we are unable to have a discipline grievance process for a probationary employee as stated in Section 2.1 Part C"...except that a "disciplinary grievance" shall not include the removal or other discipline of a probationary, provisional, part-time, or temporary employee."



However, this doesn't mean you are without any representation; just like any other member of TWU Local 100, you are

entitled to a union representative whenever you interact with management at any juncture of your probationary period if you request one. You must always invoke your right to representation, especially when you are told to sign something that may affect your career here with NYCT. While NYCT may have invested a great deal of time and money into your training, it comes with high expectations of adherence to their rules

and regulations and near-perfect attendance during your probationary period. Yes, we understand life happens, and that's why we are here to help you navigate those difficult times to get you through them without severe action taken against you by the authority.

This is why we have worked tirelessly since coming into office to ensure the authority follows all the pertinent civil service laws, rules, and regulations set forth by DCAS and other authorities. So, despite what you may hear in crew rooms, you are a union member on probation. We will do everything in our power to help you get to the finish line. You are entitled to representation, and if you ever need to request our assistance, you can be assured the union has your back. If you have any questions, call, and ask.

- **Jonluke Rodriguez**, *Train Operator Chair*

As a staff it was important for us to get more involved with the entire probationary process from start to finish. We have an obligation to ensure that all probationary employees are given the best opportunity to be successful.

- **Canella Gomez**, *RTO Vice President*



#THENEWRTO



FINANCE EXEC



TWU SAYS: WE WANT JAIL TIME!

BE THERE FRIDAY JUNE 23RD 10AM COURT SUPPORT FOR ASSAULTED TRAIN OPERATOR

When a Brooklyn banker accused of punching a Train Operator in the face appeared in Brooklyn Supreme Court in February to answer the charges against him, he had plenty of unwanted company. Nearly 100 union members packed the courtroom in an impressive show of support for Train Operator Tanya McCray that spanned across multiple Local 100 departments.

“It’s important to set an example with this guy, to let the city know, and public know,

it’s not okay to assault transit workers” RTO Vice President Canella Gomez said to the assembled media.

Jean-Francois Coste, a French banker living in Brooklyn, punched McCray several times on December 16th at the Stillwell terminal station in Coney Island. The unprovoked attack came after McCray saw an apparently intoxicated Coste approaching the crew room off the mezzanine. McCray, who was exiting, shut the door so he could not gain entrance.

He was arrested by police in the station after transit workers cornered him in a train idling at one of the platforms. Coste was hit with felony assault and other charges. He pled not guilty during the court appearance.

The case will return to Criminal Court, Part 4, at 320 Jay Street, on June 23rd. McCray teared up talking about the support she has received from her union brothers and sisters, “The love has been overwhelming.” she said.



Doing

it RIGHT

BY RETIREES



Recognition matters ... at any stage of life. Especially in a demanding job where you spend most of your time alone, in contact with others mainly over the radio.

COVID-19 hit transit hard, halting the traditional send-off that's customary for Train Operators and Conductors who have made a career of serving the public. Recognition wasn't there.

Two Train Operators - Eric Brooks and John Kirkland - decided to do something about it. Eight veteran RTO members were retiring, but had not received recognition from NYCT. Eric and John rented the Texas de Brazil steakhouse on June 4th They fund raised so the honorees would have a much bigger evening than they were expecting. And it paid off.



The best way to describe the evening is in the retirees' own words: Wayne Crawford worked on the 2 Line for the majority of his career. He got hurt on the job, in 2019, when he slipped on black ice getting onto his train and tore both knees and injured both hips.

"I couldn't move. They had to come pick me up off the tracks and carry me out on a stretcher," he said.

"It was extraordinary -- one of the best things I ever experienced in my life," he said about the June party. "I retired in 2020, but because of COVID the party wasn't held. Eric Brooks wanted to do something for all the retirees who weren't honored or mentioned at their home terminals. He reached out to me, asked me to come out.

"Not hearing goodbye, on the job, not hearing your name on the radio because I was out hurt was hard. And so the party was very emotional, it was very overwhelming. It was one of the best days that ever happened to me. So many people

came out, so many men and women that I had trained, mentored over the years. My colleagues. The love was just overwhelming."

Train Operator Troy Hall retired on April 29, 2022 with 28 years of service mainly on the 5 train.

"I expected the party, but Eric and John went above and beyond," he said. He plans to move from Co-Op City to Fort Lauderdale, Florida.

"I have no special plans; my main focus will be on healing and resting. We didn't get a break through the pandemic. We continued to work with all of the violence in the subways, between passengers and the homeless, and all the emotional and mentally disturbed people. I had to put in every morning, I was climbing up and down the trains. I got mild COVID when it first started, on my birthday.



They would have me walk through the train and I probably picked it up there."

Active member and Conductor Roger Mitchell went out of respect for those honored.

"It was fantastic, a blessed moment. I went because Wayne Crawford and other retirees were mentors to me. It was a great time for them, a blessed moment to celebrate accomplishing something great in their lives. I would like to reach that level myself. They were my mentors, great men and women, and I appreciate them."

RTO pulled out all the stops

for a Terrace on the Park retirement party for five outstanding RTO legends -- Conductors Terrance Knox and Daniel Sosa, Train Operators Anthony AJ Johnson and David Niles, and Assistant Train Dispatcher Mandice Roberts. Our five honorees received plaques and more at the affair which was held last October, and the party went on all night long. But we're bringing it to you now in videos and photos. To see them all just scan the QR code. -- Berlinda Peek





195 Montague St. 3rd fl.
Brooklyn, NY 11201

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Rapid Transit Operations Contact Informaton

ALL REPS IN RTO WORKING HOURS AND RDO ARE SUBJECT TO WEEKLY CHANGES. RTO HAS 24 HOUR UNION COVERAGE. TO CONTACT THE REP ON DUTY CALL RCC COMMUNICATIONS DESK 212.712.4480 AND ASK FOR THE UNION REP ON DUTY

Canella Gomez, Vice President

212.873.6000 ext. 2121 | Cell: 718.724.9852 | Email: cgomez@twulocal100.org | Fax: 347.916.0613

Train Operator Division

Jonluke Rodriguez, Chair
0800-2200 FRI/SAT • 718.753.3922
Jonluke.Rodriguez@twulocal100.org

**Aaron Morrison,
B Division Vice Chair
RTO Pick Officer**
1000-2000 SAT/SUN
718.807.6934
AMorrison@twulocal100.org

**LaMark Hicks,
B Division Vice Chair**
929.486.2431
LHicks@twulocal100.org

**Robert Taylor,
Recording Secretary
Train Operator Grievances**
347.618.1605
RTaylor.rto@twulocal100.org

Conductor-Towers Division

Jesse Argueta, Chair
0800-2200 SUN/MON • 718.753.4958
JArgueta@twulocal100.org

**Domonic Culp, A Division Vice Chair
RTO Safety Officer**
1500-0000 SUN/MON • 347.866.3878
DCulp@twulocal100.org

**Kenneth Rivera, B Division Vice Chair
RTO Facilities Officer**
0800-1700 FRI/SAT • 718.755.2354
KRivera@twulocal100.org

Angel Camacho, B Division Vice Chair
347.948.5115
ACamacho@twulocal100.org

**Scott Weinfeld,
Tower Operator Vice Chair**
718.419.2399
SWeinfeld@twulocal100.org

**Bradley Deleon,
Recording Secretary
Conductor/ Tower Grievances**
1500-0000 MON/TUES • 347.762.9398
BDeleon@twulocal100.org

TWU RTO REPRESENTATIVES SHOP STEWARDS

Train Operator Division

Brian Davis
0800-1800 SAT/SUN
929.486.2288
BDavis@twulocal100.org

Conductor / Tower

**Nivea Luke
RTO Women's Committee**
347.509.6124
NLuke@twulocal100.org

**Denise Long
Executive Board
RTO Women's Committee**
929.276.2137
DLong@twulocal100.org

Ernest Boyce
0900-1800 SAT/SUN
732.596.7901
EBoyce@twulocal100.org

Cristina Hernandez
914.999.2044
CHernandez@twulocal100.org

Garland Perry
917.207.8955
GPerry@twulocal100.org

**David Modeste
Executive Board**
2300-0800 SAT/SUN
1800-0300 MON/WED
THU/FRI OFF
646.228.0917
DModeste@twulocal100.org

**Kris Magwood
RTO Women's Committee**
718.845.3680
KMagwood@twulocal100.org