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Transport Workers

BULLETIN



Metropolitan Transportation Authority
Page 1 of 3

SUMMARY INFORMATION	
Vendor Name Sedgwick Claims Management Services, Inc. (Sedgwick)	Contract No. 15868
Description: NY Workers' Compensation Program Third-Party Administrator Services	
Total Amount: \$46,651,000	\$51,616,000 base + \$35,235,000 option years
Contract Term (including Options, if any) Three years plus three 1-year options	
Option(s) Included in Total Amount? ☒ Yes ☐ No ☐ N/A	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☐ Capital ☐ Federal ☐ Other:	



SEDGWICK BUNGLED HANDOFF: Union Fight Back



PAGE 6

Looking Back
at the
2005 Strike

PAGE 28

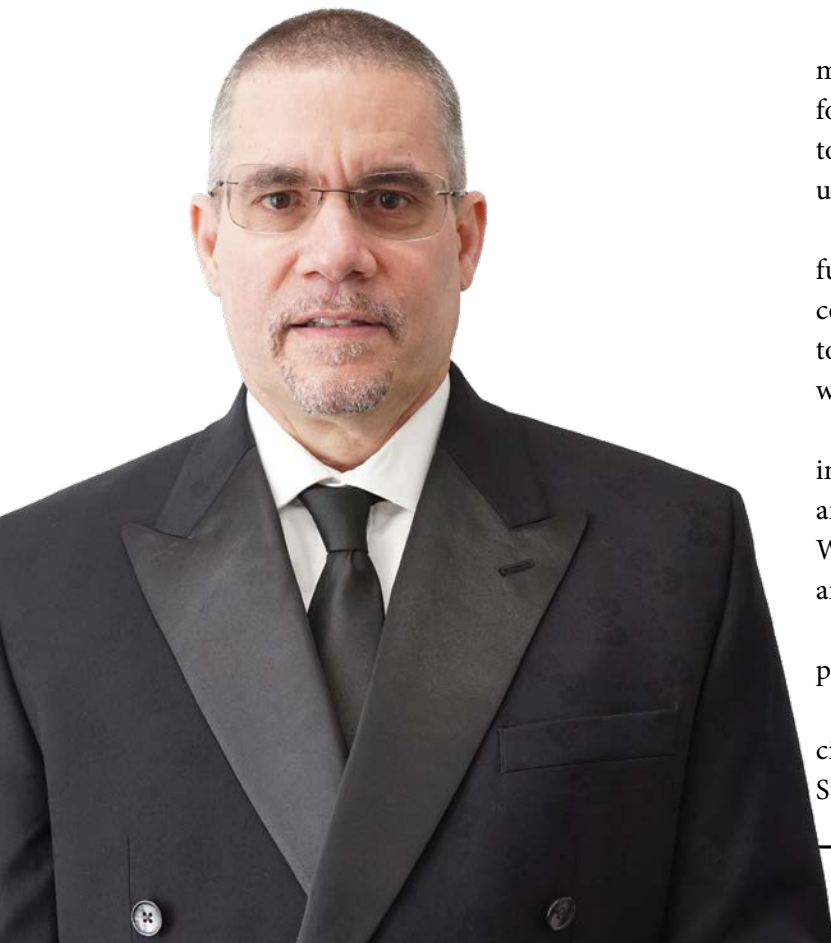
When We Fight We Win

JOHN V. CHIARELLO, PRESIDENT

How Sedgwick Failed Transit Workers

WE LEARNED THIS SUMMER THAT DUE TO THE complete incompetence of the MTA, over 3,500 of our members had their workers compensation payments delayed by Sedgwick, the third-party payment processor selected by management less than two months earlier.

In multiple meetings with and letters to the MTA I expressed my outrage at the situation, demanded answers and fought for payments to be made as soon as possible. We filed a union-wide grievance and reported this catastrophic failure to the New York State Workers' Compensation Board.



“You are the most important workers in New York. You make it possible for everyone to get where they’re going, for schedules to be adhered to, for the business of day-to-day life to go on unhindered.”

I addressed MTA Chairman and CEO Janno Lieber directly at the MTA’s July board meeting, telling him again that it was absolutely unacceptable that thousands of our members were missing payments. I reminded him that I had warned management not to make the move to Sedgwick unless everything was in place, and that my warning had gone unheeded.

You are the most important workers in New York. You make it possible for everyone to get where they’re going, for schedules to be adhered to, for the business of day-to-day life to go on unhindered. You are the sometimes unseen, unappreciated backbone of this city and beyond.

You arrive to work to allow everyone else’s lives to function. The very least you deserve is for workers compensation payments to arrive when you are unable to work because of an injury you have sustained while working.

During TWU’s 27th Constitutional Convention in Las Vegas in September, we heard from other locals around the country that Sedgwick was failing them, too. We immediately passed a resolution calling on the MTA and other employers to stop working with Sedgwick.

Our members’ missing workers compensation payments have been made, but the issue is not over.

Management needs to remember who makes this city run. It’s not them, and it’s not the penny pinchers at Sedgwick. It’s us.

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Transport Workers

Fall 2025 • Volume 16 • Number 2

BULLETIN

4 Union Fires First Shot

The contract fight began early this year when we rallied at 2 Broadway. Stay tuned as we announce actions to come.

12 Family Day Crowds at Coney Island

Four pages of photos from Local 100's biggest event

17 New Properties Organized in FL, CT

Local 100's organizing wins in two states, Big Bus in Florida and a Connecticut school district.

18 Workers' Sacrifices Honored at Union Hall

We've come a long way since the early years of the 20th century, when dozens of workers died on the job each year. Our top priority remains the safety of transit workers.

On the Cover

President John V. Chiarello, at right, talks to reporters at 2 Broadway about how transit workers like Retiree Emily Louise Allen, on his right, were shorted pay by Sedgwick.



5



12



17



19



6

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Union Fires First Shot in

On May 1, International Workers' Day, TWU Local 100 marched and rallied as part of a group of thousands that headed down Broadway from Foley Square, stopping outside MTA Headquarters.

"Today marks the day when we put our stake in the ground, and we're gonna fight," said Local 100 President John V. Chiarello, pointing up at the building where MTA executives work. "And when we fight, we win."

"This is not a test," Chiarello continued. "They talk about capital plans; they talk about billions of dollars. They're not going to get it off our backs. Do you know where they're going to get it from – Right there!"

"You can fire consultants, you can fire contractors, but we move New York," Chiarello said to the cheers of the large union contingent. "We have a message for Chairman Janno Lieber. This is just a small army – but we have 44,000 members. Make no mistake about it – it's not going to be easy. But we stick together, we fight together, and we win."

The rally and march, called by the Central Labor Council and allied groups, called for solidarity against "the billionaires who are waging a war on working people."

"On May Day," said organizers, "hundreds of thousands of us stood together and stood strong, fighting for public schools over private profits, healthcare over hedge funds,



shared prosperity over free market politics. Working people built this nation and we know how to take care of each other. We won't back down."

On lower Broadway members cheered as Chiarello said: "There are billionaires, millionaires, bureaucrats that are trying to take everything we got from us. This is the



Contract Fight



real world. Unions are going to be decimated. Stop fighting each other and fight the enemy – and the enemy's there,” he said, pointing again at 2 Broadway. Chiarello called this the opening rally of next year’s contract fight, urging every union member to bring five or ten more to the next action.

expiration, spotlighting the grievances of each Division as we take aim against management plans to curtail or outright eliminate certain titles, such as Conductor.

With federal funding for transit still uncertain, we’re going to have to be resourceful if we plan to make substantial wage gains.

Local 100 plans a number of rallies before the contract



Comp Chaos as Checks

It's Sedgwick – not John Wick.

But transit workers could be forgiven for confusing the two when the MTA's latest workers compensation claims administrator cut them off at the knees.

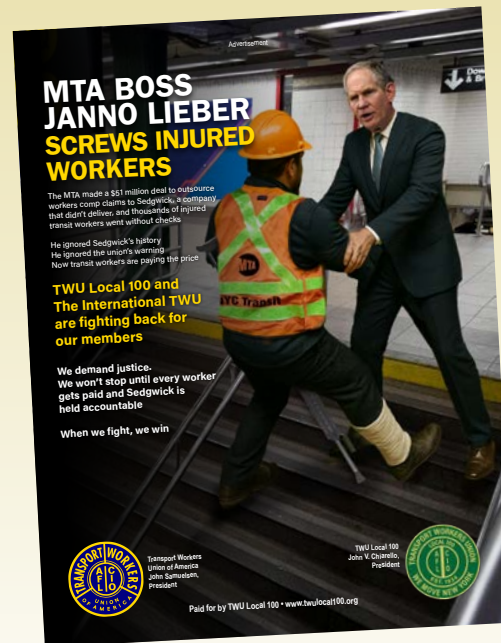
The blow came on July 17, when MTA representatives informed Local 100 that over 3,500 claims for payments for ill and injured workers which Sedgwick had determined were eligible were not being processed.

In an angry July 18 letter to MTA CEO Janno Lieber, Local 100 President John V. Chiarello said the Union would immediately file a union-wide grievance and report “the failure of the MTA's statutory duty” to the New York State Workers' Compensation Board. The legal action, he said, would seek to recover payments with interest.

The Sedgwick contract was approved by the MTA board last September at a cost of \$51.6 million over three years – with the goal of reducing yearly costs by “\$20 million or more.” The hand-off to Sedgwick from CorVel took place on May 19th.

At the July MTA Board meeting, Local 100 President Chiarello spoke about the financial crunch on transit workers resulting from missed payments. “The last thing anyone should worry about as they try to heal is whether they can pay the light bill, the rent, or put food on the table,” he told the board.

“We had a member whose neck was slashed, a Conductor, sticking their head out of the window, doing their job,” he told the board and the assembled media. “That same person is not getting paid their differential. Again, we had a person



Getting management's attention: This ad ran in the NY Daily News.

who put out a passenger who was set on fire. They're not getting paid. Another one, punched in the face. Another one, hit in the back of the head. When is it going to end?”

Workers' compensation payments are generally divided into two parts for Local 100 members. The first includes the statutory amount payable by New York State to workers who are off payroll due to work-related injury or illness. The second is the union differential, won through negotiation, which makes the member whole by paying them the difference between the workers' comp payments and their regular salary.

Two Local 100 retirees who had missed checks also testified before the MTA board. Emily Louise Allen,



Union members back Pres. Chiarello as we air our grievances to the MTA Board

are Delayed

a former Station Agent who was injured when an information board fell on her in the booth, said, “my bills are behind... the telephone company wants their money, and my landlord wants his money.”

Former Bus Operator Charles Wilson, representing two generations of transit workers, said his workers’ comp payments resulting from a career-ending back injury had not been coming for nearly two months. “My whole family gave their lives to this place,” he said. “To be treated like this is demeaning and demoralizing.”

In late July, NYC Transit President Demetrius Crichlow ordered Sedgwick to provide daily reports to management to “verify Sedgwick’s payment schedule and ensure receipt of the data to determine differential eligibility.”

The union created a hard-hitting print campaign that ran in the New York Daily News and the New York Post, showing MTA CEO Lieber obstructing an injured worker who is trying to climb the stairs in a subway station.

The ad reads, “MTA Boss Janno Lieber Screws Injured Workers.” The copy summarizes Sedgwick’s failure to deliver and demands justice for transit workers and prompt payments.

Whether this new subcontractor will actually save the MTA money or compound the damage by forcing union members back to work before they’re ready is yet to be seen.

At a July 30 impromptu press conference with "At a press conference that took place after the union brought the issue of non-payment for injury claims at the MTA



US Army Vet and Former Station Agent Emily Louise Allen says her missed checks have caused financial hardship.

board’s public comment session, International President John Samuelson called it “a business scheme. They figure that if they shaft transit workers out of paychecks, that even if they have a hernia or spinal injury, they will come back to work,” he said.



International President John Samuelson, flanked by Pres. Chiarello, addresses the press immediately after the board meeting.



Charles Wilson speaks about the demeaning treatment shown by Sedgwick.

Quality Celebrates End-of-Year

Quality Transportation, a TWU Local 100 represented school bus company with branches in Brooklyn and the Bronx, celebrated the end of another school year at their headquarters near New Lots Avenue in East New York. On hand were our Top Four – President John V. Chiarello, Secretary-Treasurer Carlos Bernabel, Recording Secretary Shirley Martin, and Admin. VP Alexander Kemp. Acting as MC was longtime Union Rep and Chair Hazel Carr, who was one of those receiving a union/management recognition award for over 20 years of service. A big hit at the event was the dunk tank, where a good pitch could send a boss into the drink.



SCAN THIS CODE
FOR MORE PHOTOS
FROM THE EVENT



Assault at New Lots Draws Press Coverage

Surveillance Footage Nabs Suspects

A July press conference for an assaulted Station Agent brought a dozen reporters to the Union Hall where Stations VP Robert Kelley briefed them on what happened.

On Saturday, June 28th, shortly after 1:00 PM, Station Agent Marshalee Reid was providing customer service to an elderly man when she was jumped by one woman who had vaulted the turnstile and another who used the gate to enter the station without paying, her child in tow.

Ms. Reid was thrown to the ground. She suffered facial lacerations and a swollen hand. At the time, the Station Agent was recovering from brain surgery which took place last year, and was on restricted duty at the station.

At the press conference, Local 100 President John Chiarello said that he had not received any calls about assaulted Station Agents from MTA CEO Janno Lieber, encouraging Mr. Lieber to call him and coordinate efforts to surge more police into hot spots, where Station Agents and other TWU Local 100 members are at risk.

Kelley demanded at least a seven year prison term for the assailants, as did Ms. Reid, who took questions from reporters via Zoom conference call.

Kelley said that the police were now taking these crimes more seriously. "They used to give out desk appearance tickets," he said. "Now these perpetrators are being arrested."

Because of surveillance video taken at the scene, two suspects were arrested. Leschea Aldridge, 25, was charged with attempted assault, assault, theft of services, endangering the welfare of a child, menacing and criminal possession of a weapon. Her accomplice, 24-year-old Ayizhae Thomas, was also arrested, charged with assault, acting in a manner injurious to a child, criminal possession of a weapon and menacing.



Stations Dept. VP Robert Kelley (at right) briefs reporters including WPIX's Greg Mocker.



Surveillance photos of a suspect, who was later identified as Leschea Aldridge.



President Chiarello tells the press that he hasn't heard from the MTA CEO about worker assaults. Standing with him are (l-r) Admin. VP Alexander Kemp, VP Kelley, and Stations Division Chair Nicolette Brown. The face of assaulted Station Agent Marshalee Reid is visible on the monitor behind them. She spoke to the press via Zoom.

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Students visited the NYCT Signal School to test their knowledge as they prepared for the Train Operator exam.

Time for an Upgrade? Ask Aaron!

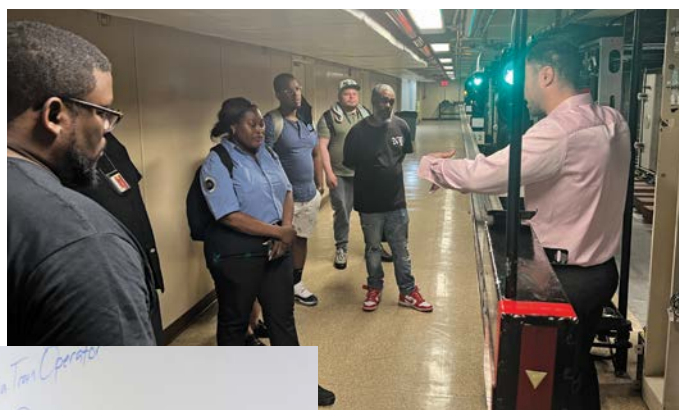
Train Operator B Division Vice Chair Aaron Morrison has a knack for finding ways to communicate. His talent is on display as he prepares Station Agents, Cleaners, and Property Protection Agents for the Train Operator promotional exam – part of the civil service test prep classes offered as part of the union’s Training and Upgrading Fund at the Union Hall.

TUF Director Charles Jenkins says: “Aaron was a natural fit for us. I saw the quality of his interactions with new hires and how he talks with members in-depth to educate them about the challenging job of being a Train Operator and also, how it’s greatly rewarding.

Morrison said he’s been teaching the 15-week Train Operator course for over a year now. “I break down all the responsibilities of a Train Operator, show them the ins and outs, scheduling, track components,” he said.

The class meets once a week for three hours each session with both AM and PM sections. Students are required to take two additional courses and then obtain the certificate that allows them to sit for the promotional exam for Train Operator. The Train Operator class is small – about a dozen – but the civil service test prep classes can be much larger.

“Word of mouth got around about the class, and by the time I gave the night class, we had about 50 attending. I’ve gotten a lot of good feedback about it,” Morrison says. “One



Morrison’s class takes a field trip to signal school.



Morrison leading a class in May.

of my students from my first class was called off the list to be a Train Operator. And he went into the school car as a Train Operator, and he came back to finish my class, because he said it helped him so much. When he got to the school car, he said, it didn’t all feel like a foreign language. He was able to understand the terms based off what I was teaching before he went in.”

Morrison’s duties don’t end in the classroom. As a Union Rep on release, he puts in days at 2 Broadway, defending his members from unfair discipline. He’s also out in the field with other RTO reps when circumstances warrant, as well as handling workers’ compensation cases. In all of these roles, there’s one constant that’s the basis of unionism – the ability to communicate effectively.



High Spirits at Family Day

Bright spirits made for a relaxing and fun-filled Family Day at Maimonides Park in Coney Island as Local 100 hosted thousands of transit workers and their guests on a Saturday.

“This is what it's all about. This is your day with your family -- you earned it -- and the Union delivered it,” said Local 100 President John V. Chiarello.

Sports greats Brian Mullen of the NY Rangers, who spent 11 years in the NHL, and Knicks legend Larry Johnson posed for photos with members and kids. Both men signed a basketball which they presented to TWU Local 100 President John Chiarello.

All 10,000 Maimonides Park themed gift bags were snapped up, with the Union issuing 10,000 wristbands until they ran out. 750 separate half-price tickets to the

Luna Park rides in adjacent Coney Island – all the park could provide – went quickly.

This was a day for celebrating what we have won – an unbroken record of delivering a better life for our families that stretches from 1934 to 2025.



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FAMILY DAY 2025 CONEY ISLAND





AFL-CIO's Transportation Division Visits Quill



MaBSTOA VP Don Yates and Division 1 Chair Sean Battaglia listen as Samuelsen talks about Mike Quill at his eponymous Depot.

It was show-and-tell time at the Michael J. Quill Depot in Manhattan as the Transportation Trades Department of the AFL-CIO – which represents 39 transit unions – came to town for their July convention. Welcoming the TTD were TWU International President John Samuelsen and Local 100 President John V. Chiarello.

Hosted by MaBSTOA VP Donald Yates, and with Division 1 Chair Sean Battaglia as tour guide, TTD reps boarded a bus along with Congressman Jerry Nadler for a quick look at our largest bus depot in Manhattan. Nadler, who was Chairman of the House Judiciary Committee when the Democrats were in power, is considered a key expert and leading voice on transportation issues.

The TTD, a federation of transportation unions including the TWU, works out of Washington to support legislation and regulatory changes that would be beneficial to transit workers.



In a light moment, Pres. Chiarello helps Congressman Nadler don a safety vest.

After the brief bus tour, the Local and International Presidents warmly welcomed TTD President Greg Regan and the dozen-strong TTD delegation to the Quill Depot swing room, where about 100 rank and file Bus Operators and Maintainers waited. Local 100's top officers, including Secretary-Treasurer Carlos Bernabel, Recording Secretary Shirley Martin, and Administrative Vice

President Alexander Kemp were also in attendance.

President Chiarello invoked the strength of the assembled members: "Look around you. This is how labor was built," he said. "A fight has to be brought to the MTA – and to MTA CEO Janno Lieber... there's going to be a call to arms, a call to fight for a fair contract, and it begins with everybody."

Congressman Nadler called the tour of the depot "eye-opening," and noted his many years of work with Local 100, going back to our fifth President, John Lawe. He called the Union's work "indispensable."

International President Samuelsen spoke about the values of TWU founder and Irish immigrant Michael J. Quill, whose name adorns the depot. He recounted the struggles and sacrifices of transit workers who fought a private police force of Pinkertons to bring our Union into the bus and subway lines. He noted that next year – 2026 – will see the 100th anniversary of Quill's arrival in New York City.

"We'll be celebrating the fight that Quill brought to U.S. soil. It's not about the fact that Quill was Irish. It's about the fact that Quill brought the fight to New York City.... It's the multi-ethnic transit workers who are celebrating the industrial trade union power of the TWU in New York City. It's going to be one hell of a celebration of the power of the TWU."



With the TTD's Greg Regan at his right, and John Chiarello and Congressman Nadler at his left Pres. Samuelsen talks to rank and file in the swing room.

Coming Up in Connecticut

A new school bus property in Connecticut has come on board with Local 100 since our last issue – and we have new approved contracts in Connecticut and Miami to report.

A first contract for the Haddam-Killingworth school district brings major improvements for 60 Drivers and Matrons.

“They contacted us, asking for representation,” said School Bus Division Chair Gus Moghrabi, who oversees the union’s school bus operations. Members there began meeting last April with Director of Organizing Frank McCann and his associate Karla Kozak to discuss what the union could offer.

After the union was recognized on the property as the workers’ representative, negotiations began, with a rank-and-file negotiating committee headed up by Moghrabi, Departmental Vice President Danny D’Amato, and attorney Damian Treffs.

The new five-year agreement, which is retroactive to September of last year, vaults Haddam-Killingworth to the top in wages and benefits in the region, with average pay hikes for workers of 25%. The agreement guarantees a 25-hour work week, going up to 35 by the end of the contract. A 42-week school year guarantee assures that, even if schools are closed, members get paid.

In the above photo (top right) Haddam-Killingworth negotiating committee members Donald Frederick and Barbara Lopez hold sheet reflecting 43-1 contract vote approval.



Big Bus Miami



Haddam-Killingworth

Negotiators at Big Bus Miami, where 30 Tour Guides and Drivers are represented by the union, concluded an agreement in June that hikes wages by 17% over four years.

There’s also a ratification bonus, money for charter drivers, longevity pay, and an increased luggage handling differential.

Said MTA Bus/School Bus/Private Bus Lines VP Danny D’Amato: It’s another solid contract for my PBL Family. It was a pleasure working with the committee to execute these gains for the hard working members in Miami. Well deserved!”

In Guilford, Connecticut, Local 100 won a representation election at Specialty Transportation, a school bus company serving public schools there.

Congratulations to our organizing team and the new 62 Drivers and Monitors we proudly represent! Negotiations on a first contract begin soon. Stay tuned.

Specialty Transportation



Workers' Memorial Day M

On April 28th -- 54 years to the day after the Occupational Safety and Health Administration (OSHA) was founded, Local 100 paused to remember workers who died or were injured in the performance of their duties.

"Not only is this a day to remember, but it's a day to recommit -- and we're recommitting to protect every worker in every field, from every corner of this union," said Safety Director Celeste Kirkland. Today I'm proud of my team because we've changed the game. We have demanded more accountability from managers, and we are working with members who are not afraid to stand up and say, 'This is what's going on'. Because your silence will never protect you."

Stations VP Robert Kelley brought CTA Anthony Williams to the podium, who had his nose and collarbone broken trying to de-escalate a situation. "This gentleman saw someone's child in danger," Kelley said. "Instead of running away, he went towards it to help, and that cost him a great deal of hardship and pain."

President John V. Chiarello talked about the history of union activism in safety and health, pointing out the average 24 worker fatalities on the IRT and BMT lines each year from 1918 to 1934 -- before the TWU won the right to represent workers. Safety improved, he said, "because the union took direct action, refused to work without safeguards, and forced the boss's hand."



Audience applauds President's remarks



Safety Director Celeste Kirkland

"These are still dangerous jobs," he continued. "Transit work is not office work."

Underscoring those remarks, CED Division Chair Robert Ruiz, talked about the death of a coworker on April 1, 2025, on the shop floor.

Car Inspector Khurshid Anwer, 64, died at his tools while working at an electrical bench, troubleshooting a malfunctioning door operator on a subway car. Each Car Inspector's pass number is attached to the serial number of the component, so if the unit fails management knows who to hold accountable.

While working, Anwer suddenly gave a cry of pain, and fell to the ground. Co-workers rushed over, and finding that he wasn't breathing, began CPR. EMS brought him to Columbia Presbyterian Hospital just a few blocks away, where he was pronounced dead.



Stations VP Robert Kelley and Pres. John Chiarello with assaulted worker Anthony Nelson

arks Sacrifices on the Job

“Today we gather to honor our beloved co-workers and proud members of TWU Local 100 who have dedicated their lives to repairing and maintaining the trains and buses that keep New York moving. Their work was not easy, done in the deepest of tunnels and the oldest of tracks, and under the harshest conditions” said Ruiz. They gave their strength, their skill, their heart to a system that millions rely on each day. They carried not only the tools of their trade but also the pride in their Union and the spirit of solidarity that binds us together.

“They were the unseen hands that kept the city alive, making sure that every train and bus was safe, every ride was possible, and every family could reach their home. They were the problem solvers, protectors, and the builders. They taught us what it meant to work with honor and to care about the smallest details. And to never leave a job half done. Their losses leave a hole not only just in our yards and shops, but in our union families and in our hearts. We’ll remember their laughs during our break times, their steady hands during emergencies, and their voices raised in unity when it mattered.

“To those who have passed: You will not be forgotten. Your legacy rides on every train and bus that leaves every yard and depot. In every safe journey taken. We honor our members by continuing your work



Local 100's Honor Guard gave due solemnity to the occasion

with pride and by standing together as you did: strong, united, and unbreakable. Together, we move New York. Rest in peace brothers and sisters, and we will continue moving New York.”

After the ceremonies, members of the audience were served dessert from two cakes. One said, “Remember the Dead,” the other, “Fight for the Living.”



CED Division Chair Robert Ruiz talks of fallen workers as President Chiarello looks on.



A memorial for Car Inspector Khurshid Anwer was placed on the shop floor near where he died.



TWU International's Shirley Duff



Fresh Pond Depot's Women's Committee's Recognition Award

Women's Leadership Honored at Union Hall

On May 16, TWU Local 100 celebrated Women's Appreciation Day by uplifting the women who power our city's transit system while also sounding the alarm on the contract fight ahead. The day started with a rejuvenating open house at the Union Hall, where members enjoyed yoga, massages, aromatherapy, and more, thanks to health and wellness practitioners. But the energy shifted into high gear during the evening program when Local 100 President John V. Chiarello saluted the grit and pride of women across all job titles—Bus Operators, Maintainers, Cleaners, Signal Techs, Office Staff, and more.

"You do it all, and you do it with pride... Every single person in this room is a foot soldier in the fight for a contract," Chiarello said. He pointed to recent gains, like securing 300 new trades positions in Albany negotiations, and urged members to prepare for what's ahead. TWU International President John Samuelson followed with a clear warning of what is at stake.

"Every time Janno Lieber opens his mouth, it's a detriment

to transit workers," Samuelson said, outlining management's likely playbook— "cutting conductor jobs, pushing part-time operators, and privatizing some rehab work in MOW and Stations." He called for a smart, strategic fight backed by member involvement.

The evening also featured powerful speeches by Bus Operator Shannon Douglin, a breast cancer survivor who urged early testing; TWU Director of Civil and Human Rights Shirley Duff, who reminded the room that the only limits we have are self-imposed; and Justice Robin K. Sheers, who emphasized the importance of self care and self worth in the male-dominated workplace.

Awards were given out to women's committees from individual TA Surface depots and for MaBSTOA as a unit.

The program ended on a high note with a cultural performance by the Bombazo Dance Company, bringing Puerto Rican and Indigenous rhythm to the hall and getting the crowd on their feet.



MaBSTOA's Women's Committee's Recognition Award



Judge Robin K. Sheers with Union leadership, including Pres Chiarello (at right), Admin VP. Kemp at left, and, next to him, Secretary-Treasurer Carlos Bernabel.

Boricuas Take Manhattan!

More than 600 union members and families celebrated New York City's Puerto Rican Parade on Sunday, June 8th, taking over 5th Avenue with a float featuring a live band and a DJ, a City bus, and marchers galore. Playing for his union family was TA Surface Chair for Operators Gary Rosario and his band, ten members strong, featuring a

full horn section, violin, guitar, and flute, and Gary on percussion.

Both President John V. Chiarello and Secretary-Treasurer Carlos Bernabel addressed the crowd, with Chiarello saying, "God bless this union, and our heritage, because today everyone's Puerto Rican."

For more photos, snap the QR code.



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FROM THE EVENT



Pride Parade a Celebration of Diversity

Scores of energetic TWU Local 100 members danced and strutted their way downtown as part of the big 2025 pride parade on June 29, led by RTO Tower Operator William Broome, who carried a rainbow flag. Safety Director Celeste Kirkland and TUF Director Charles Jenkins carried the banner of the Union's Civil and Human Rights Committee, which Jenkins also co-chairs. Local 100 Recording Secretary Shirley Martin rode the length of the parade on our festive float, backed

up a great DJ and a score of members dancing and waving to the crowds that lined the route.

President John V. Chiarello, who attended the event along with Administrative VP Alexander Kemp, said, "This parade celebrates diversity – something which we at TWU Local 100 support. From the days of our Founder Mike Quill, we have safeguarded the right of every union member to have a workplace free from discrimination."

For more photos, scan the QR Code.



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FOR MORE PHOTOS
FROM THE EVENT





Dominican Day

Transit Workers paraded up 6th Avenue for the 43rd Annual Dominican Day Parade, saluting the nearly three-quarters of a million New Yorkers of Dominican ancestry, including TWU Local 100 members. One of those – our own Carlos Bernabel, Secretary-Treasurer of TWU Local 100 – was honored as an Ambassador of Hope at an early morning breakfast in Inwood where unions and political leaders gathered.

Later that morning in midtown, about 200 members met at

the massive TWU float to get ready to dance and march through the streets. A live band played atop the float and was followed by dozens of marchers wearing union t-shirts, costumed characters and a city bus decked out for the occasion. The TWU Local 100 Honor Guard led the procession, with President John V. Chiarello and Secretary-Treasurer Bernabel leading the other officers and members.



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\$152,500 is Awarded in Union Scholarships

Carrying on a 15-year tradition, TWU Local 100 leadership, along with executives from M3 Technology including CEO John Pescitelli, presented scholarship awards to 58 college students, the vast majority children of active members.

Track Worker Shannon Poland introduced President John V. Chiarello, who greeted the roomful of students and their proud parents. He said: "Some of us, including me, chose to learn a trade. But for those pursuing higher education, we support you 100 percent. Whatever your passion is, whatever your calling – go for it, and don't look back. And make sure you thank your parents."

Award winners are selected at random. Top winners were Tamia Jackson, the daughter of TA Surface Bus Operator Shatima Jackson, and Danil Ermolin, son of Car Inspector Yuriy Ermolin, who each won \$10,000 scholarships. Mariam Qandeel, daughter of Ghadban Moghrabi, Division Chair at PBL/School Buses, won a \$5,000 scholarship.

Train Operator Noah Rodriguez, our Associate Director and creative designer at Local 100 Communications, picked up a \$2,500 check won by his daughter, Nyah, who is just starting her freshman year at Fordham. Congratulations, Nyah!



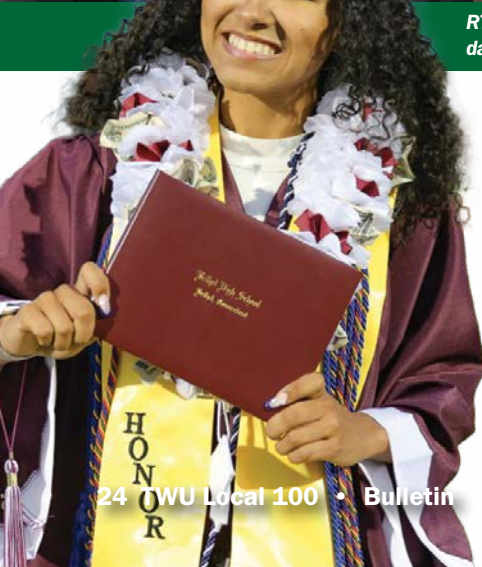
CED Winner Danil Ermolin won \$5,000



RTO's Noah Rodríguez picks up his daughter Nyah's (at left) award



TA Surface Winner Tamia Jackson received \$10,000.





Stations Winner Madison Thompson won \$2,500



PBL/School Bus/MTA Bus Winner Mariam Qandeel won \$5,000



MaBSTOA Winner Brandon Reyes won \$2,500



MOW Winner Ryan Bernstein won \$2,500



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Reflecting on 32 Years of Moving New York

By Alan Saly

Your Train Operator glides to a smooth stop. You make your connection to the next train. Your mind is on anything beside the trip because you know you're in good hands. The best subway ride is the one you don't even notice.

Without fanfare or drama (except for his just concluded retirement party) Train Operator Michael Cumberbatch, 55, is cruised to the end of 32 years with New York City Transit. Once he brought that final train into Corona Yard, it was time for a different kind of cruise. Along with his wife, he first headed to Mexico in July, then to Honduras, before ending up in the Bahamas. Next came a trip to St. Kitts.

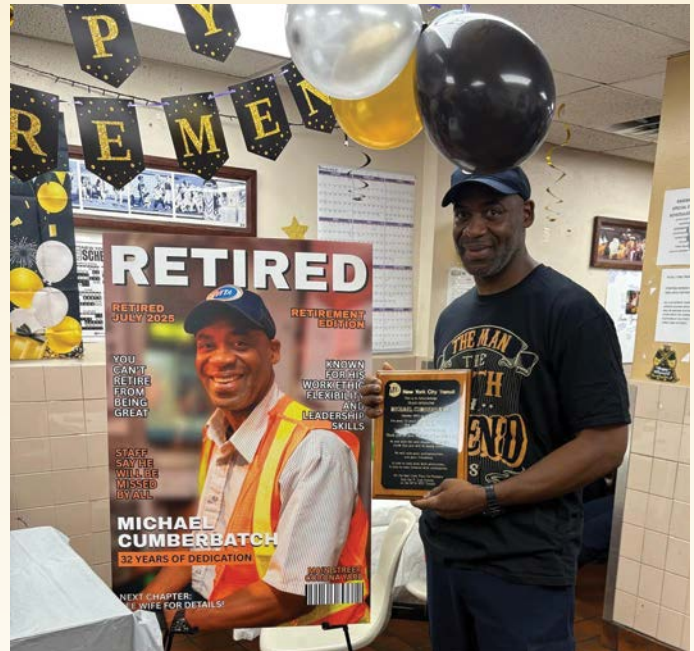
"I made a lot of friends in Transit," said Cumberbatch, as he contemplates retirement. One of those friends is a retired Train Operator who got married for a second time this summer on St. Kitts, with Cumberbatch there to cheer him on.

And then there was a flight to his hometown in Barbados for three weeks of well-deserved rest.

In his 32 years Michael has run the bases on the experiences that mark the routine of a TWU Train Operator. There was the blackout of August 14, 2003, when he recalls pulling a 7 Train into Times Square just as the lights started to flicker.

"The station went pitch black," he remembers. "It was hot. Seven of us – me and my Conductor, 2 or 3 other crews, and the Dispatcher, made our way up to street level to get fresh air." They ended up staying up all night, waiting for power to be restored.

There was a 12-9, where Michael remembers a man on the railing at Grand Central as his train was pulling in. "His back was to the railing. When I got a car and a half from the station, he turned to the right...then jumped up in the air and into the path of the train. There were two RCI's in the station who responded. He landed between the third and fourth cars. You think you can handle it until it happens to you, and everybody reacts to it differently.



Michael Cumberbatch at his retirement party in Flushing, Queens.

I was traumatized. You keep seeing that image in your mind."

Cumberbatch was off for several months with post traumatic stress.

Careful and with the attention to detail the job demands, he never spent time in the street because of discipline – he just got the job done. Cumberbatch started with transit in 1993. "I think it was my mother that brought the application back to the house," he remembers. He was called as a Cleaner, and did that job for five years. He moved to Conductor for another year, then took the promotional exam to Train Operator.

He was eager to retire as soon as his age allowed. "I wanted to get out while I still have good health," he says. Once he got back from his travels he got back to his hobbies of exercising and tinkering around the house and garden while he waits for his wife – who has seven years to make her full pension to join him in retirement. Like many transit workers, he's grateful that the job allowed him to raise three children – one son who works in HVAC, a daughter completing her Master's, and a young son still in high school.



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MTA Turns a 'Walk-in-the-And a 3-Day Strike

A Look-Back at the 2005 Strike 20 Years later

By Jim Gannon

The 2005 contract campaign with the MTA should have been a layup.

The mammoth MTA showed a surplus for the coming year of an astounding \$1 billion. Surely, with that much money on hand, the MTA would be open to a fair contract for transit workers.

But, with notoriously anti-union Mayor Michael Bloomberg and then Gov. George Pataki egging them on, the top bosses at the MTA turned what could have been a non-contentious negotiation into a war that would end in a three-day pre-Christmas strike by TWU Local 100 members.

This year marks the 20th anniversary of that strike, which many union members remember well.

The MTA fired the first salvo in the summer of 2005 when the Authority, then headed by Peter Kalikow, announced that, yes it did indeed have a fat surplus, but no, none of it would be used for raises or other benefits to fund a contract.

Instead, Kalikow said that he expected transit workers to pay a significant portion of the rising costs of health care coverage, as well as demanding that the union join them in a scheme to win Albany's support for an increased pension age (55 to 62) and higher contributions for new workers.

Local 100 leaders, led by then President Roger Toussaint, denounced the MTA's demands. "This is a fight over the erosion, or the eventual elimination, of health-benefits coverage for working people in New York," countered Toussaint in a piece

in the New York Times. "This is a fight over dignity and respect on the job, a concept that is very alien to the MTA. Transit workers are tired of being underappreciated and disrespected."

As summer turned to fall and rolled into the holiday season, the MTA remained intransigent.

The union called a mass membership meeting for Saturday, December 10, 2005, to seek strike authorization in case a settlement couldn't be reached.

Toussaint condemned the MTA for its hard line on health benefits, pensions and an insufficient economic package. More than 6,000 members gathered at the Javits Center roared their approval for the strike when Toussaint bellowed that a "deadline is a deadline."

But the union went past its own deadline of Dec. 15, 2005 in a good faith effort to end the stalemate. It was not to be. The Local 100 Executive Board rejected the MTA's "final offer" late on Dec. 19, 2005. The Board then voted to launch the strike despite the urging of then TWU International President Michael O'Brien to continue negotiating.

The MTA seemed to be caught off guard with the Executive Board's action, no doubt assuming the union



Park' Into An All Out War,



would not pull the pin on a strike so close to Christmas. They were wrong.

With temperatures and wind chills into the single digits, transit workers manned the picket lines, attended demonstrations, and supported the union while the city of New York implemented its strike preparation plan on traffic and entrance by vehicles into midtown.

Shop Steward James Whalen, now the Director of the TWU Retirees Association, remembers well the frigid days on the picket line. "I was working at the 9th Ave. Shop at the time. We were 21 strong on picket duty. It was the coldest three days of the year. We did our picket line on West 207th

street near the University Bridge. There was plenty of car and truck traffic. A lot of people came by with donuts and coffee to show their support, even the cops from the 34th precinct."

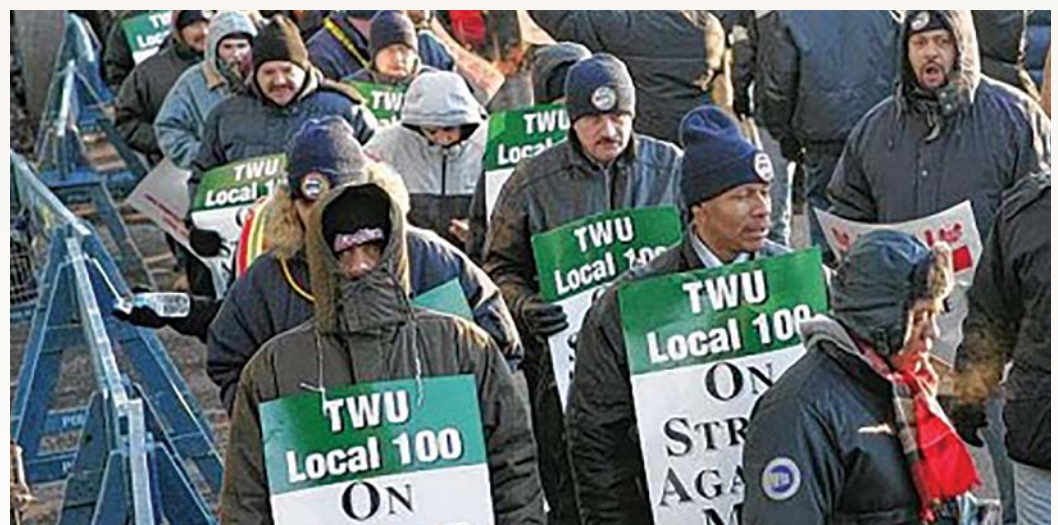
The courts immediately came down hard on the union by imposing a \$1 million per day fine for each day of the strike.

The union's defiance of the Taylor Law's ban on public sector strikes, hit a chord with workers across the world. Messages of support to stand strong came in from unions in Europe, South America, Australia and Asia.

A state mediator, Richard Curreri, was assigned to bring the two sides back together.

Continues on page 30

As can be seen by the variety of front page covers from the New York Daily News and The New York Post (above), the union garnered no sympathy from the media. The New York Post even advocated that the courts should jail Local 100 President Roger Toussaint. However, New York's working class and workers from around the world showed support for the strike. Photo left, picket duty outside the 207th Street Main Shop. Photo right, transit workers on the picket line during the brutal cold of December 2005.



Continued from page 29

Curreri chose two other experienced mediators, Martin F. Scheinman and Alan R. Viani, to help in the process. For the next three days, the mediators shuttled between the combatants.

At the end of three days, the mediators convinced the union that a settlement that met its needs could be reached quickly, but only by ending the walkout. The Executive Board agreed to the mediators' proposal and voted to end the strike.

But that was not the end to the drama.

On December 27, 2005, the union accepted a 37-month contract offer of 3.5 percent annual wage increases. The MTA dropped its pension demands, and the union accepted a pared down contribution of 1.5 percent of base wages to help cover the rising costs of health benefits.

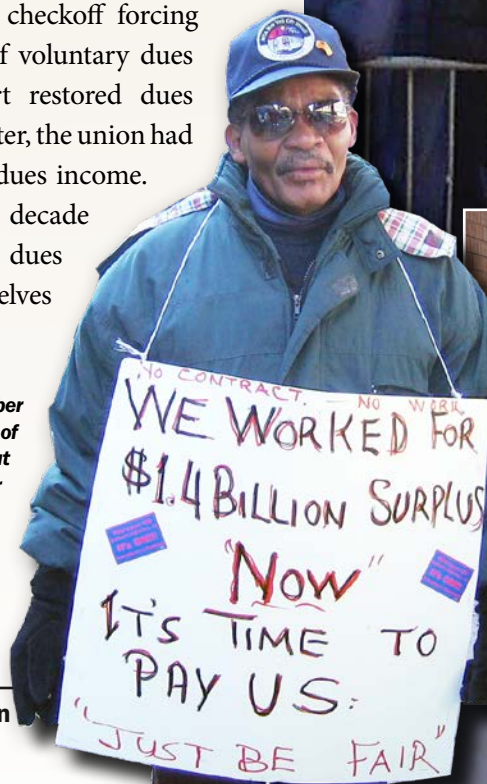
Dissidents within the union immediately began a campaign to "Vote No" on the contract as a protest of the health care payment. In mid-January, the votes were counted. The contract was rejected by the membership by a mere 7 votes.

The announcement set off a press frenzy, with reporters demanding to know how the contract could have been rejected. Toussaint answered simply, "Transit workers are not sheep."

Three months later, the union put the contract out for a revote and it was overwhelmingly accepted. But the fallout of the strike fell hard on the union. In addition to a \$3 million fine, the courts stripped the union of its automatic dues checkoff forcing it to scramble for a system of voluntary dues payment. By the time court restored dues checkoff two and a half years later, the union had lost more than \$9 million in dues income. It would take more than a decade for members to catch up on dues payments and restore themselves to good standing.

Photo at right shows Local 100 member carrying a sign that gets to the heart of the strike, the MTA's huge surplus but its unwillingness to share it. Larger Photo at right shows a mass picket line outside the Coney Island Overhaul Shop in Brooklyn.

Inset photo, strikers at the 100th Street Depot in Harlem.



What's Your Opinion? Your Union Would Like to Know!

This survey is aimed at getting Local 100 members' opinions on how to improve the Union's performance. All members are urged to answer these questions to the best of your ability. All answers will be kept confidential and the data will only be used in the aggregate to help us provide better services to you as we go forward. We're also interested your political views.



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