

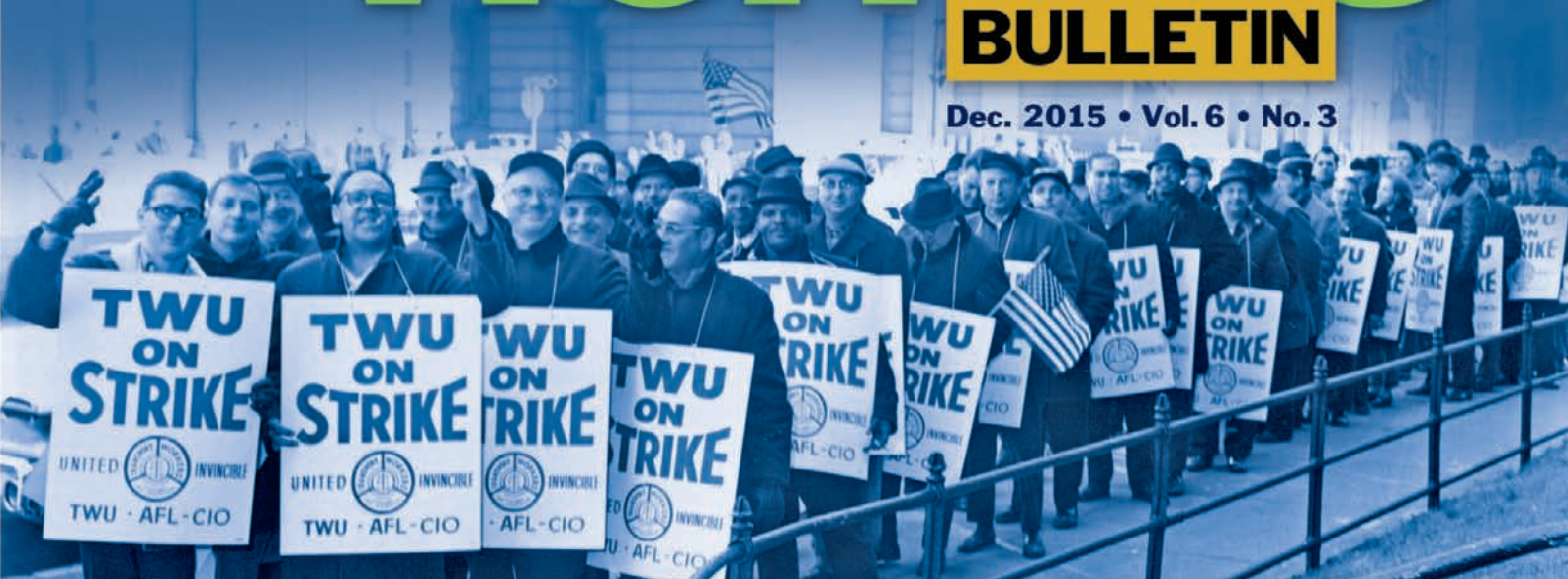


Published by TWU Local 100

Transport Workers

BULLETIN

Dec. 2015 • Vol. 6 • No. 3



A LOOK BACK 50 YEARS AT THE 1966 TRANSIT STRIKE

Union Honors TWU's 'Greatest Generation'

MEMBERS RE-ELECT PRESIDENT JOHN SAMUELSEN; FULL ELECTION RESULTS, SEE PAGE 5

No Rest for Local 100

2015 WAS A REALLY BUSY YEAR, AND 2016 PROMISES TO be even more demanding. In the last couple of months of 2015 alone, we brought home excellent contracts for our members at MTA Bus and New York Waterway.

We also spearheaded a campaign that forced the City and Mayor de Blasio to commit to \$2.5 billion in funding for the MTA's Capital plan that directly employs thousands of TWU members.

We saw a flurry of successful organizing drives to bring the Local's overall membership to 42,000, the highest ever. We organized members at school bus companies, Vallo Transportation and Mutual Bus Corporation of Whitestone, and Montauk Bus in Northern Manhattan. We also scored wins at two major New York City tour bus companies – Open Loop and Go New York Tours.

Additionally, we secured recognition for an unorganized group within the MTA itself, namely 400 Computer Associates and Specialists.

Also, we concluded our Local-wide election of officers when ballots were counted by the AAA on December 1, 2015. I am happy and very grateful that the membership has returned me to office for a third term, along with the other top three officers. A large majority of the those who ran with me were also elected as Vice Presi-

dents, Executive Board members and Division Officers. But regardless of who was elected or from what slate, I pledge that I will work diligently to continue to bring a great-

er sense of unity, a greater sense of brotherhood and sisterhood to our incredible union.

The Year Ahead

TA, OA and MTA Bus members are ringing in the New Year right with a raise on Jan. 16, 2016. It is the final raise of our five-year contract with MTA, which means of course that 2016 is a contract year. In other words, we have months of preparation and organizing for all possibilities.

In our last negotiations, the MTA lost its demand to contract out station cleaning and maintenance, and its proposals for part-time Bus and Train Operators. We can expect the MTA to mount a major campaign in 2016 to secure all those things, and more.

Also this year, we are facing a possible kill-shot from the U.S. Supreme Court in *Friedrichs v. California Teachers Association* that would undermine every public sector union's ability to secure good contracts for its members. We may very well be tested the way transit workers were in 1966, 1980 and 2005.

We honored the heroes of our 1966 transit strike at our mass membership meeting in mid-December as part of our celebration of the 50th anniversary of that historic strike (fully covered in this edition).

To a person, these old-timers remembered the 1966 strike as if it were yesterday. They also remember the uncertainty because they were defying the City, the State and an onerous anti-union law that called for termination of strikers on top of a three-year wage freeze for all titles involved.

Let us be inspired by their courage as we face our crucible in late 2016.

Tier 6 Fight Back

The Tier 6 pension went into effect on April 1, 2012. The union was able to preserve the 25-55 pension for transit workers while all other groups got hit with additional years of service to achieve a full half pay pension.

But Tier 6 members pay more in contributions than their Tier 4 brothers and sisters. We cannot allow this inequity to stand.



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President

Earl Phillips
Secretary-Treasurer

Latonya Crisp-Sauray
Recording Secretary

Angel Giboyeaux
Administrative Vice President

VICE PRESIDENTS

Richard Davis, MABSTOA
Derick Echevarria, Stations
JP Patafio, TA Surface
Kia Phua, RTO
Nelson Rivera, CED
Peter Rosconi, MTA Bus/
School Bus/PBL
Tony Utano, MOW

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Willie Rivera
Rocky Veltri

Car Equipment
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Donald Luton
Christopher Magwood
Michael Rehn
Donald Yates

MTA Bus/PBL
Manny Agosto
Kevin Cadigan
Sean Connolly
Gus Moghrabi
Mary Pryce

9 She's a Grand Girl

This little girl was one of scores of children at a homeless shelter near the Grand Avenue Bus Depot who received a back-to-school backpack chock full of school supplies, thanks to Local 100 members.



18 Local Sponsors First Chinese Night

A traditional Dance of the Lion was part of the program at the 1st Annual Chinese American Mid-Autumn Festival.



25 Utano Honored at Italian Night

Vice President Tony Utano, founder of the union's Italian American heritage event beginning more than a decade ago was honored at the 2015 event. President John Samuelson (right) presents Utano with his award.



27 TWU Shines at Labor Day

Local 100 members and officers, as well as members of other Locals marched in unity in the 2015 Labor Day Parade.



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Front Page Photo
Alan Saly
Mass Membership
meeting



Retirees Celebrate the Holiday Season

THERE WAS UNION SOLIDARITY AND GOOD CHEER in abundance on Friday, Dec. 4, 2015 at the annual TWU Local 100 Retiree Association Holiday Party. Scores of Local 100 retirees, spouses and other family members turned out for the event at the Eastwood Manor in the Bronx.

A lively DJ kept the dance floor hopping during a multi course dinner and dessert.

Retiree Association Director Mike Tutrone and Association staffers Shalena Lindsey and Victoria Griss made sure that the event went off without a hitch.

Retired MABSTOA officer Rosy Allen and Retired Vice President Bill Pelletier were in attendance.

All in all, it was a great start to the holiday season.



Photos show retirees' holiday party. Above center, the Retiree Association staff, from left: Shalena Lindsey, Mike Tutrone, Director, and Victoria Griss.



Members Re-elect President John Samuelson to 3rd Term

THE LOCAL 100 MEMBERSHIP HAS RE-ELECTED JOHN Samuelson to a third term as President of the union, and also chose his three running mates for the top four offices in the union, including Secretary Treasurer Earl Phillips, Recording Secretary Latonya Crisp-Sauray and Administrative Vice President Angel Giboyeaux.

The membership also elected the vast majority of Samuelson's running mates on the Stand United Slate, including 6 of the 7 Vice Presidents spots, 40 of 50 Executive Board slots; 12 of 16 Division Chair posts, and nearly 90 percent of the International Convention Delegates.

President Samuelson thanked the membership for its overwhelming show of support for him and the other elected officers and called for a "more united Local 100."

"This will be my third term as President of Local 100.

For the past six years, I believe that we have built a formidable force in Local 100 able to take on Albany, City Hall, the MTA and every other employer whose workers are represented by Local 100," Samuelson said on election night. "For the next three years, with your help, I hope to build on that record; to move us forward into an even more united force, and to continue to negotiate outstanding contracts."

"We went to war with the Mayor twice, on Vision Zero to stop the unnecessary arrests of our Bus Operators, and on the MTA Capital Plan to force the City to pay its fair share," Samuelson continued. "As a union we have shown all the politicians that we are a union that will stand and fight against anyone who endangers our members' livelihoods.

"As we move forward, I pledge that same intensity, that same combativeness and that same relentless push on your behalf for the next three years," he added.

The members elected the following Vice Presidents:

Tony Utano, Maintenance of Way

JP Patafio, TA Surface

Nelson Rivera, CED

Derick Echevarria, Stations

Kia Phua, RTO

Richard Davis, MABSTOA

Peter Rosconi, MTA Bus/School Bus/
Private Operations

Division Chairs include the following:

Maintenance of Way

John Chiarello, Line Equipment and Signals

Steve Higgins, Power/Third Rail

Paul Navarro, Track

Richard Rocco, Structure

TA Surface

Willie Rivera, Transportation

Daniel Ascona, Maintenance

CED

Eugene Bleyinis

Stations

Joe Bermudez

RTO

Brussard Alston, Train Operators
Crystal Young, Conductor/Tower

MABSTOA

Donald Yates, Division 1
Howard Davis, Division 2
Michael Rehn, Maintenance,
Clerical, P&E

MTA Bus/School Bus/ Private Operations

John Day, MTA Bus

Gus Moghrabi, School Bus

Bill Mooney, Private Operations

The new Executive Board is as follows:

Maintenance of Way

John Chiarello, Mario Galvet, Sherlock Bender, Richard Holley, Richard Rocco, Edwin Benjamin, Paul Navarro, Dennis McCormack

TA Surface

Shawn Graves, Jennine Gregory, Rocky Veltri, Willie Rivera, Daniel Ascona

CED

Grigory Dunichev, Michael Hom, Jolly Eapen, Joan Bygrave

Stations

Tareque Ahmed, Markeith Woolford, Vanessa Jones, Harold Haywood, Joe Bermudez

RTO

Robert Taylor, Janice Carter, Nicholas Vrettos, Curtis Lemon, Joe Costales, Sandra Black, Shawna Robinson

MABSTOA

Donald Yates, Christopher Magwood, Sandra Jernigan, Donald Luton, Michael Rehn

MTA Bus/School Bus/ Private Operations

Sean Connolly, Kevin Cadigan, Manny Agosto, Mary Pryce, Gus Moghrabi

Friendship, Above and Beyond

YOU CAN COUNT ON A GOOD FRIEND FOR A HELPING hand, timely advice or even money in a pinch. But how many would go under the knife and have surgery for you?

Assistant Train Dispatcher Willette Pendergrass did just that after learning her friend's gravely ill son needed a kidney transplant.

In fact, Pendergrass, 50, of the Bronx, was almost giddy when checking into a Manhattan hospital for the operation in September.

"You would think I was on line to get something valu-



From the left, kidney donor Willette Pendergrass, Loujonis Sykes and Train Op Melanie Johnson.

able for free," Pendergrass said. "I was so excited. I felt honored and blessed to be able to do this."

The surgery was a success.

"She saved my son's life," Melanie Johnson, a Train Operator, said. "That's the only way to describe it."

Loujonis Sykes, Johnson's 22-year-old son, had battled kidney problems since he was a young teenager. By October 2014, Sykes' kidneys were failing. He had to go on dialysis – eventually for as many as five days a week, three hours a day – but still his health continued to deteriorate.

Sykes, who lives with his mother in Stratford, CT was hospitalized several times last year, including a 30-day stay for pneumonia.

The organ transplantation took place Sept. 24, 2015 at the New York Presbyterian Hospital-Cornell Medical Center. Just four days later, Sykes was back home.

"I feel good," he said. "I feel back to normal."

The young man is working part-time and studying criminal justice at a community college.

Johnson initially planned to be her son's donor. She cleared the initial round of tests and screening. But four months before the operation was to take place, doctors said they feared Johnson's heart wasn't strong enough to withstand the rigors of such major surgery. They wouldn't go forward.

"I didn't know what to do," she recalled. "I was just so upset."

She told Pendergrass her predicament, and Pendergrass didn't hesitate.



Donor and recipient are all smiles.

"She said she'd love to do it," Johnson said.

The two women have known each other from the job for about 20 years. They became particularly tight, however, about 10 years ago. Pendergrass had been promoted to assistant train dispatcher, supervising periodic job picks. She was stationed for about 6 weeks at the 207th St. terminal station on the A line in northern Manhattan where Johnson was the switchman.

"We would sit and talk during lunch breaks," Pendergrass said. "We'd have conversations and it was like we knew each other from way back."

While she heard stories about Sykes, they only met a few times before the surgery. When it was over, she told Sykes what he could do in return.

"I said: 'Live your life the best you can. Be happy.'"

“Over three thousand TWU members earn their livelihoods keeping our transit system in a state of good repair, and if the failure to properly fund it had continued, it would have hurt workers and riders alike, to say nothing of the long term negative impact on the region’s economy. The TWU’s aggressive media campaign dramatically raised the level of attention being given to this extremely important issue.” – Local 100 President John Samuelsen

TWU Media Campaign Scores Win for MTA Capital Plan

THE FIGHT OVER THE THE MTA CAPITAL BUDGET GOT very exciting last fall when TWU Local 100 upped the pressure on New York City Mayor Bill de Blasio to do something about the under-funding that periodically threatens the system’s state of good repair – and the jobs of 3,000 union members doing capital construction work.

In May, the MTA said the five-year capital plan had a shortfall of nearly \$11 billion. Gov. Cuomo quickly pledged that the State would fund \$8.3 billion of the deficit, leaving the plan \$3 billion short.

In a May 4 letter to First Deputy Mayor Anthony Shorris, MTA CEO Tom Prendergast said the City should increase its \$100 million a year contribution to the capital program’ state of good repair to \$300 million, and kick in another \$1 billion for the Second Avenue subway. Prendergast pointed out that the City’s contribution to the program over the years hadn’t kept pace with inflation – yet transit ridership was at record highs.

Mayor De Blasio countered with a pledge to commit \$657 million over the five years – about half of what Prendergast wanted. He thought he had done his part.

Local 100 thought the City should dig a lot deeper. The capital budget pays for new upgrades to the transit system like the 2nd Avenue subway and the 7 Line extension, as well as contributing to the “state of good repair” which is the preventive maintenance needed to make sure all systems continue to operate smoothly. It also funds the purchase of new subway cars and buses.

On September 17, just four days after the Mayor had his

day in the sun at the opening of the new 7 Line extension at Hudson Yards near the Javits Center, the union ran full-page ads in the Daily News and AM New York upbraiding de Blasio for not contributing more to transit. We made the point that the new 7 Line extension was great for the rich developers who were set to benefit from Hudson Yards, but that it didn’t speak to the needs of the entire system.

The next ad was a little more caustic. Under a photo-shopped image of the Mayor driving a graffiti-covered train from the 70’s, we called for the Mayor to “switch tracks before disaster strikes...NYC must properly fund our system.”

Fresh in the minds of riders was the fact that, just two weeks before, a G train had derailed in Brooklyn, victim of a collapsed bench wall that the union pointed out could happen regularly if the state of good repair is not carefully maintained.

Another TWU salvo hit on October 6, with our most aggressive ad yet showing Hizzoner as a farebeater,

vaulting over a turnstile at the City Hall station on the IRT. The headline: “Stop Farebeating New York City’s Working Families.” The new ad pointed out that the City was paying just one fifth of one percent of its \$78 billion budget to help the MTA maintain the state of good repair.

When the ad got wide coverage in the press, the Mayor called it “unfair and inaccurate.”

Days later – on Saturday, October 10 – a deal was announced, with the City nearly doubling its prior commitment and funding the capital program to the tune of \$2.5 billion. The big outlays would insure the continuation of the MTA’s mega-projects, the state of good repair program, and the deliveries of new rolling stock.



Mayor de Blasio – Stop Exposing New York’s Working Families to Danger. Pay Your Fair Share to the MTA Capital Plan.

UNION LAUDS ACTION

Judge Rejects Plea Deal for Off Duty Cop

A BRONX JUDGE REJECTED A PLEA DEAL IN DECEMBER that would have let a police officer who beat up an on-duty female transit worker get off scot-free.

Prosecutors had offered Mirjan Lolja a deal requiring that he attend anger management classes and stay away from his victim for two years. He was expected to plead guilty to aggravated harassment, a misdemeanor, but Justice Carol Sharpe rejected the proposed deal.

Sharpe set a trial date of Feb. 8.

"We applaud Bronx Supreme Court Justice Sharpe for rejecting an extremely lenient and inappropriate plea offer," TWU Local 100 President John Samuelsen said. "This was an outrageous, unprovoked and violent attack on a transit worker who was simply doing her job. Riders have to know that abusing transit workers will not be tolerated and will bring about serious consequences."

Lolja was charged with misdemeanor assault, harassment and official misconduct for jumping on the conductor's back, knocking her to the concrete platform and forcefully yanking her hair. He then fled the scene like a common thug.

Lolja was heading home from a nightclub at about 2:30 a.m. on Dec. 23, 2014, when the incident occurred at the E. Tremont/Grand Concourse subway station. He apparently was angered and frustrated by a late-night service change and related delays. The conductor was stationed on the platform to assist riders with directions when she was subjected to his abuse.

Another conductor on the platform witnessed the attack and came to her aid.

Hoping to solve the crime, the NYPD CrimeStoppers released a surveillance photo of the perpetrator and asked for the public to help make identification. Only after fellow cops started telling Lolja he looked just like the perpetrator did he turn himself in.

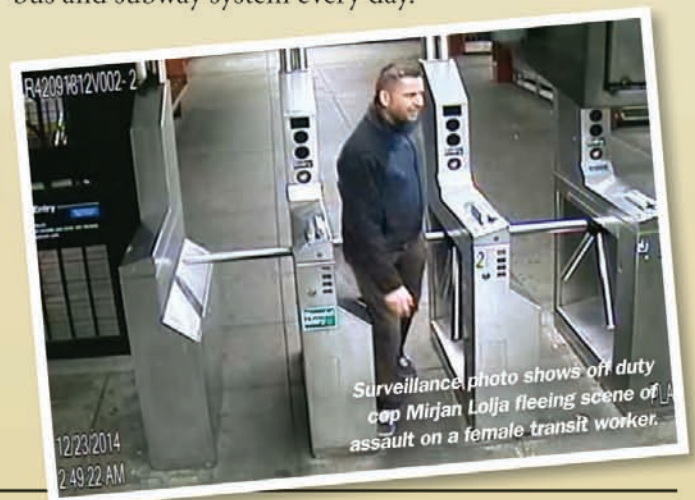
Any punishment meted out to Lolja has to include his dismissal from the police force, Kia Phua, the newly elected union vice president for RTO, said.

"He acted like a criminal. He ran like a criminal and should be treated like a criminal. He doesn't deserve an NYPD badge and certainly should not have a gun."

In the last year, transit workers were criminally assaulted 89 times. They were harassed – kicked, shoved, threatened and spat upon – more than 2,000 times, according to MTA statistics.

Local 100 has been closely following the Lolja case, and has pressured the Bronx DA's office to aggressively prosecute this and any case related to transit worker assaults.

Early in 2015, President Samuelsen lashed out at Bronx DA Robert T. Johnson for not charging Lolja with a felony. "Your decision not to proceed with felony charges under Section 120.05 of the penal code (covering assaults on transit workers) is baffling," said Samuelsen in a letter to Johnson at the time. "This sends a signal to all transit workers that your office does not recognize their vital service to the City of New York; that your office does not value their safety; and that your office minimizes the seriousness of assaults on the workers entrusted with the safety of more than 8 million New Yorkers who ride our bus and subway system every day."



Coming Up Big for Needy School Kids



Local 100 members and officers who participated in the project to present homeless children new school backpacks filled with school supplies.



IT WAS A GRAND GESTURE.

TWU Local 100 officers and members from the Grand Ave. Bus Depot and Central Maintenance Facility handed out free backpacks stuffed with school supplies to hundreds of homeless children living at a family shelter in Queens.

"I'm elated. She's elated," Manuel DeJesus said after his daughter, Autumn, received the surprise gift outside the Flushing Family Residence on Flushing Ave. in Maspeth on Friday, Sept. 4.

The supplies were purchased with donations collected from Local 100 members who work at the Grand Avenue Depot, Clarence Patterson, the depot's Chair, said.

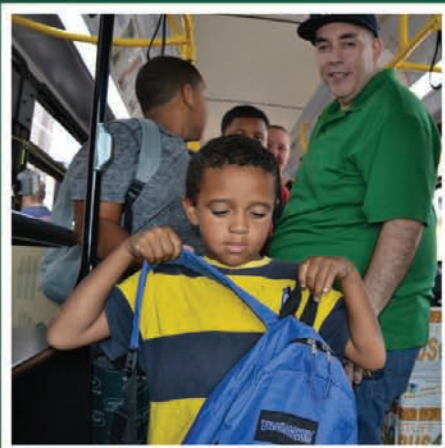
"The shelter is along one of our bus routes," Patterson said. "The kids are always playing outside as we pass by. We thought it would be nice if we could send them back to school with new backpacks."

Nearly 220 children – toddlers to teens – and their families stay at the residence. The supplies were delivered, of course, by bus. The kids boarded the bus through the back door, received a backpack and exited with big, beaming smiles through the front door.

"This is beautiful," Karen Bell-Bolling, the childcare coordinator at the residence, said. "Taking time to buy school supplies for these children, whose lives are in crisis, lets them know that people still care about the quality of life of others. It's a sign of hope for them."

The backpacks contained folders, pencils, glue, construction paper and notebooks.

"I think something like this is what unions need to do," said Vice President J.P. Patafio. "We need to reach out and help those who need a little help. I am proud of what the Grand Ave. Depot did, and I hope we can expand it."





From left, Assemblyman Peter Abbate, Veterans Committee member Kevin McCawley, RTO Vice President Kevin Harrington, State Sen. Martin Golden, and Recording Secretary Latonya Crisp-Sauray.



Assemblyman Abbate with Military Honor Guard.

TWU Veterans Cheer Harrington Upon Retirement

TWU LOCAL 100 PRESIDENT JOHN Samuelson, in front of a crowd of TWU veterans of the Armed Services and their friends and spouses, presented retiring RTO Vice President Kevin Harrington with an award for his dedication to the cause of supporting our veterans.

Harrington has worked tirelessly as head of the Local 100 Veteran's Committee to push for a pension buy-back bill that would grant civil servants who served in the armed forces the right to buy back up to three years of credited pension service. Cur-



President John Samuelson, right, says thanks to retiring VP Kevin Harrington for his service to the Veterans Committee.

rently, only those who served in certain war zones are eligible for the buy-back.

Just the day before the union's Veterans Appreciation Night on November 12, Gov. Cuomo announced that he would include a measure funding the credited service buy-back in next year's New York State budget. Cuomo's announcement came on the heels of his second consecutive veto of the pension bill, on grounds that that the budget had no funding for such a measure.

Also at the event, prominent New York State legislators who have been dedicated supporters of this fight spoke to the membership, including State Sen. Martin Golden and Assemblyman Peter Abbate.



Attendees during Pledge of Allegiance.



MOW Vets with VP Tony Utano (standing second from right).

MTA Bus Members Ratify New Contract

Arbitrator to Determine Pension Parity

LOCAL 100 MEMBERS EMPLOYED BY MTA BUS RATIFIED a new five year contract by an overwhelming 95 percent margin in late November. The American Arbitration Association conducted the secret mail ballot.

The contract covers nearly 2,200 members working as Bus Operators, Maintainers, Maintainer Helpers, Cleaner Helpers, Stock Workers and Assistant Stock Workers.

The wage and benefit package mirrors the gains secured in the TA/OA contract, with raises in every year, full retroactivity, and an impressive array of improved and new benefits.

The contract also brings a major breakthrough on the MTA Bus pension, which has been a nagging problem for years, and is far less valuable in comparison to the public pensions covering TA and OA members.

The MTA Bus pension is calculated by a static multiplier, which has been at \$105 times years of service since 2005. Local 100 President John Samuelsen, who led the Negotiating team, had been demanding that the pension must be financially equivalent to pensions covering TA and OA members.

He was able to punch through management's resistance on the pension issue in early November when the MTA finally withdrew its demands that an increase in the MTA pension multiplier be purchased by member concessions, and of even greater importance, officially recognized the existence of the disparity in the pensions between MTA Bus and TA/OA.

The two sides could not agree on the amount of a pension increase which would constitute parity, so the union



Local 100 President John Samuelsen (seated center) led the MTA Bus negotiations.

and MTA agreed to binding arbitration limited to that one issue. The MOU provides that the arbitration take place within 90 days of ratification of the contract.

President Samuelsen said: "By all standards, we achieved a significant victory for MTA Bus. As with the TA/OA agreement, we beat the pattern set in the City bargaining with every public sector union by a significant amount. We won increases in every year, with full retroactivity. We also secured a series of important new health, safety and family friendly benefits that the union had been seeking for years, and in some cases, decades. These include winning lifetime spousal medical coverage and first time ever two weeks paid paternity and maternity leave.

"I am thrilled that our MTA Bus members have underscored our efforts with such a landslide ratification. I am most happy that MTA Bus members will be seeing dramatic increases in wages, very shortly, as well as receiving a significant amount of retroactive pay, and a long awaited 'concession free' pension boost."

President Samuelsen announces details of agreement to MTA Bus members at a LaGuardia Depot shop gate.



Union Backs Down de Blasio on Vision Zero

The sun wasn't up yet but trouble already was brewing in Brooklyn.

Organized by TWU Local 100 officers, dozens of Bus Operators at three depots – Jackie Gleason, Ulmer Park and Flatbush - were refusing to start their first runs of the day.

Lines of buses idled on the properties, puffing out clouds of white exhaust in the pre-dawn cold.

The faces of irate bosses, meanwhile, grew redder and redder as service delays on this 2014 Christmas Eve morning increased up to 20 minutes.

The fight - against an ill-conceived Vision Zero law championed by City Hall and rabid bicycling zealots - had begun.

From that skirmish, Local 100 went on to wage an aggressive, relentless and skillfully orchestrated campaign against the criminalization and arrest of non-reckless Bus Operators involved in pedestrian crosswalk accidents.

The campaign was stunningly successful.

On Aug. 31, 2015 lawyers for Mayor de Blasio signed a legal agreement with Local 100 President John Samuelsen – and essentially the City reversed course.

No longer would it be presumed that a Bus Operator committed a crime if his or her bus came in contact with a pedestrian or bicyclist in a crosswalk. Going forward, there would have to be probable cause to believe the Operator failed to drive with “due care” beyond the occurrence of the accident itself, according to the agreement, which settled a lawsuit the union had filed in Brooklyn federal court.

De Blasio also promised that NYPD accident investigators would take into account bus blind spots, which are created by the placement of the side-view mirror and the width of the windshield frame.

Finally, de Blasio wrote MTA CEO Tom Prendergast and repeated an argument Local 100 forcefully made during its campaign: the Authority should work with safety experts – and Local 100 Bus Operators – to come up with a safer bus design reducing those bus blind spots.

“This is a huge victory,” Local 100 President John Samuelsen said. “Under this well-intentioned but poorly crafted law, Bus Operators were arrested and handcuffed like common criminals. This settlement safeguards all Bus Operators

and other transit workers who drive MTA motor vehicles from arrest if involved in an accident lacking recklessness.”

The Vision Zero “Right of Way” law went into effect in August 2014. It elevated a traffic infraction, failure to yield, to a misdemeanor crime punishable by up to 30 days in jail.

Police traditionally issue tickets for traffic violations. Misdemeanors, however, are treated more seriously. Under the new law, police officers apparently were directed to make arrests. By March 2015, six Bus Operators were handcuffed and placed temporarily in holding cells until they made an initial appearance before a judge.

“I was crying,” Bus Operator Reginald Prescott recalled. “I’ve never been in a situation like this.”

Prescott was charged even though he was making a turn at less than 5 mph when his bus fatally struck an elderly man on a rainy night in Brooklyn.

To bring an end to such injustices, Local 100 opened up four avenues of attack: street action, political action; paid media and free media.

Street Action

On Feb. 16, 2015 Samuelsen issued a directive to 10,000 Bus Operators.

“Do not move your bus until all is clear,” Samuelsen wrote in a memo. “If you do not make your schedule, so be it. If traffic backs up as you await the ability to make an unquestionably ‘safe’ turn, so be it.”

Union officers hit the streets on strategically selected routes to spread the word.

Traffic ground to a halt.

In another staged slowdown, buses backed up from the intersection of 181st St. and Wadsworth Ave. in Washington Heights over an East River bridge and into the Bronx.

Paid Media

Local 100 took off the gloves on May 27, 2015 with a full-page color ad in the New York Daily News featuring a memorable cartoon of Mayor de Blasio handcuffing a female bus operator.

The text included bold headlines “Uncuff’em Mayor de Blasio” and “WE ARE NOT CRIMINALS.”

Bus Operator Arrests By Pete Donohue

Local 100 earlier ran two other full-pagers with bold images and text demanding the city stop treating hardworking and dedicated Bus Operators like common criminals.

“MTA Bus Operators carry more than two and half million passengers every day over the most difficult routes in the world, constantly congested with traffic and pedestrians,” one of the ads stated. “Bus Operators, thanks to strong union contracts, have good jobs and are pillars of their communities. Now, these same men and women are being criminalized by Mayor de Blasio’s Vision Zero law.”

The ads ran not only in the Daily News, New York’s Hometown Paper, but also in The Chief Leader, El Diario, The Manhattan Times and The Bronx Free Press.

Free Media

The city’s media took note of Local 100’s aggressive stance against a supposedly progressive mayor, and that led to dozens of articles and editorials in the News, The New York Times, AMNY, The New York Post and other publications.

The News penned at least four editorials that supported Local 100’s position – and criticized the lunacy that reigned in City Hall.

“Unfair at any speed,” the News declared in one editorial headline.

“Talk about a Vision Zero blind spot,” the News stated in the headline of another.

The Daily News also gave Local 100 President Samuelson space to write an opinion piece. Samuelson used this valuable bit of real estate to attack the slanderous rhetoric of the bike activists at Transportation Alternatives and Streetsblog, which posted on its website such nonsense as “TWU Demands to Be Allowed to Kill.”

The Op-Ed by Samuelson was instrumental in diminishing the stature and level of respect for these “advocates” in the eyes of elected officials and the general public. It exposed their shameful vilification of good men and women trying to do a tough job professionally and safely every day.

Political Action

Throughout the battle, Local 100 sought out members

of the City Council, the state Senate, state Assembly and Congress to press its case.

Rep. Charles Rangel got on board. During a visit to the Mother Clara Hale depot in Harlem he dubbed the “Right of Way” law “just one big damn mistake.”

Twenty-five members of the Council signed onto an amendment introduced by Councilman I. Daneek Miller, a former Bus Operator and ATU president that would exempt Bus Operators.

That’s half of the Council – admitting they got it wrong and needed to fix the law.

In Albany, the state Senate overwhelmingly passed a bill that would prohibit the arrest of a Bus Operator at the scene of an accident, ensuring a thorough investigation would happen before cuffs were slapped on anyone.

All of the above brought tremendous pressure on the de Blasio administration – and brought them to the negotiating table. Rather than attempt to defend the constitutionality of the “Right of Way” law, City lawyers agreed to settle with language granting new protections for Bus Operators who may be involved in future accidents.

It was a great victory worth celebrating.

TA, MABSTOA and MTA Bus Members Get 2% Contractual Wage Boost on Jan. 16, 2016

TA & MABSTOA Job Title	Current Wage Rate	2 % Increase Jan. 16, 2016
Bus Maintainer A, B, CM, BM	\$33.8250	\$34.5025
Bus Operator	\$31.7900	\$32.4250
Cleaner/Helper OA	\$28.6150	\$29.1875
Cleaner	\$26.9475	\$27.4875
Car Inspector A&B	\$35.3200	\$36.0275
Car Maintainer Trainee	\$30.2475	\$30.8525
Collecting Agent	\$30.2375	\$30.8425
Conductor	\$29.5200	\$30.1100
Electronic Equipment Maintainer	\$34.9350	\$35.6325
Electronic Specialist @ Woodside	\$37.6900	\$38.4450
Helper (Light, Power, Signal, Tel, Mech)	\$28.6150	\$29.1875
Maintainer Helper B	\$28.6150	\$29.1875
Light Maintainer	\$33.8250	\$34.5025
Maintainer Trainee A, B, C, D	\$30.2475	\$30.8525
Mechanic Maintainer C (not in car equip)	\$33.8250	\$34.5025
Mechanic Maintainer C	\$35.3200	\$36.0275
Money Truck Operator OA (Paid as B.O.)	\$31.7900	\$32.4250
Money Truck Op. TA (Coll. Agent + \$0.75 diff)	\$31.0850	\$31.7075
Train Operator Yard	\$32.5000	\$33.1500
Train Operator Road	\$33.8250	\$34.5025
Plant & Equipment Maintainer	\$35.1400	\$35.8425
Power Cable Maintainer	\$34.7450	\$35.4400
Power Elect. Tech	\$31.0550	\$31.6750
Power Elect. Maintainer	\$35.0450	\$35.7450
Power Distribution Maintainer	\$34.0775	\$34.7600
Power Maintainer B	\$34.0775	\$34.7600
Railroad Stockworker I	\$29.8300	\$30.4275
Railroad Stockworker II	\$33.3550	\$34.0225
Revenue Equipment Maintainer I & II	\$34.9350	\$35.6325
Roadcar Inspector	\$36.2325	\$36.9575
Signal Maintainer	\$34.0775	\$34.7600
Station Agent	\$29.1900	\$29.7750
Station Agent Non-AFC	\$27.8000	\$28.3550
Structure Maintainer A-H	\$33.8250	\$34.5025
Telephone Cable Maintainer	\$33.8250	\$34.5025
Telephone Maintainer	\$33.8250	\$34.5025
Tower Operator	\$31.9500	\$32.5900
Track Equipment Maintainer	\$33.8250	\$34.5025
Railroad Track Cleaner	\$28.0525	\$28.6125
Track Worker	\$30.8900	\$31.5075
Traffic Checker	\$17.0925	\$17.4350
TPPA	\$26.3675	\$26.8950
Turnstile Maintainer	\$33.8250	\$34.5025
Track Specialist	\$33.8250	\$34.5025
Ventilation & Drain Maintainer	\$33.8250	\$34.5025

MTA Bus Job Titles	Current Wage Rate	2% Increase Jan. 16, 2016
Bus Operator	\$31.7900	\$32.42
Bus Maintainer	\$33.8250	\$34.5025
Maintainer Helper	\$28.6150	\$29.1875
Cleaner/Helper	\$26.9475	\$27.4875
Stock Worker	\$33.3550	\$34.0225
Asst. Stock Worker	\$29.8300	\$30.4275

As a result of our contractual agreements with the MTA for TA & MABSTOA members (ratified in May 2014) and MTA Bus Members (ratified in November 2015) a 2 percent wage increase will go into effect on Jan. 16, 2016. This is the final wage increase of the current contracts covering the period of Jan. 16, 2012 to Jan. 15, 2017.

These charts show both current hourly wage rates for all titles at TA and MABSTOA (at left) and MTA Bus members (above).

Preparation for negotiations on successor agreements will begin sometime in 2016.

Membership Approves 5-year Contract at NY Waterway

TWU Local 100 members at NY Waterway, the ferry service that links NYC to New Jersey and the Hudson Valley, voted 52 to 5 to approve a new contract on December 16th.

TWU Local 100 represents Bus Drivers and Cleaners at the company. The agreement sets the hiring rate for new employees at \$15.75 and provides raises for all employees

in every year of the agreement. It grants retroactive raises of \$1 per hour going back to July 1, 2015, as well as retroactive reimbursements for health care and vision expenses. It provides for additional personal days based on longevity at 10 and 15-year steps. The contract term runs from last July through June 30, 2020.

Pena Case: Nearly Two Years Without a Plea



TWU Local 100 officers and rank and file came to Manhattan Criminal Court on Dec. 4th for the 21st court hearing in the case of the People vs. Domonic Whilby, who drunkenly drove a stolen bread truck into the M14 bus operated by William Pena, killing him early on the morning of February 12, 2014. They heard the news that yet another postponement in the case until January 25 had been granted by Judge Gregory Carro, this time to allow a defense expert to produce a toxicology report. This was the same reason given for the last court postponement. Outside the court house, Brother Pena's family joined OA Vice President Richard Davis and other MaBSTOA officers and members in a video appeal for union members to tie red ribbons from MADD – Mothers Against Drunk Driving – on their vehicles.

TWU Bus Monitor Graces Working Women's Calendar

Arabel Viviana Guzman, a 7-year Local 100 member at Mile Square Transportation, and volunteer union activist in the School Bus Division, was chosen recently to grace the cover of the 2016 Working Women's Calendar, published by the NYS AFL-CIO's Workforce Development Institute. Viviana's dedication to lobbying in Albany for just-cause for School Bus workers caught WDI's eye. Here she shows off the calendar at a reception in Albany.



Bangladeshi-American Picnic Is Held

A big crowd turned out for the union's Bangladeshi-American picnic in Queens. President John Samuelson, Secretary Treasurer Earl Phillips and MOW VP Tony Utano, all shown in the crowd, attended the popular event.



Securing Our Place in History

Local 100 Honors 911 Transit Responders

By Alan Saly

On September 11, 2001, transit had a job to do – but it was mainly out of the public eye. While the incredible sacrifices of FDNY, NYPD, PAPD, and EMS personnel played out, with hundreds of fatalities among first responders, transit workers dug in for brutal, dirty, and critical shifts round the clock to allow the emergency services to do their jobs. Transit's role at ground zero was critical – but uncelebrated.

New York City Transit's three thousand TWU Local 100 members cleaned the site, moved damaged vehicles out of the way with our heavy rigs, restored radio communications for responders, and inspected and repaired tunnels and signal systems. Transit managers sent at least 2,200 union members to ground zero, and hundreds more volunteered. Many – like the firemen and police officers who now have lung ailments and cancers -- have become sick because of their service on the pile, and some have died.

For transit workers, the annual commemoration of the tragedy of 9/11 is solemn and meaningful, but tinged with the knowledge that as far as the public was concerned, we weren't a main player.

TWU Local 100 President Samuelsen, also a 9/11 responder, was determined to challenge this lack of recognition. Along with MOW VP Tony Utano, and LES members Mario Galvet and Kevin McCawley and others, he made

plans for a commemoration of the 14th Anniversary of 9/11, highlighting the role of transit workers. On September 8, the union invited our Brothers and Sisters who had served at Ground Zero to the Union Hall to receive recognition pins, designed by Galvet, who was also a 9/11 transit responder. Those members who are ill due to their service at 9/11 received a larger medal honoring their sacrifice.

Brooklyn Borough President Eric Adams and Public Advocate Letitia James attended the ceremony and heaped praise on the contributions of transit workers to the City.

The 9/11 recognition project is now finalizing an agreement with the 9/11 Tribute Center on Liberty Street to create a special exhibit on New York City Transit's role just after the attack on America. The exhibit will include NYCT and TWU memorabilia and artifacts from that fateful day. If you have a vest, helmet, or tools marred or marked by 9/11, please let us know. We'd like to find a place for them so that posterity can see our sacrifice and our service.



Left, Brooklyn Borough President Eric Adams addresses event as President John Samuelsen looks on. Right, Samuelsen (left) and Mario Galvet (right) present one of the special medals.



Photos show 9/11 Commemoration event. Lower left, Secretary Earl Phillips with special guest, Public Advocate Letitia James.



ZADROGA ACT APPROVED BY CONGRESS, HELPING 9/11 VICTIMS

As the TWU Bulletin went to press, the Zadroga Act, blocked for months by Republicans in the U.S. Congress, was given a new lease on life.

House Speaker Paul Ryan has made funding for the Act part of his spending bill. The bill includes near-permanent extension of the health care program for first responders and others suffering from long-term health problems, according to lawmakers, and a five-year, \$4.6 billion extension of the victims compensation fund that helps first responders and their families make ends meet when they can't work or die from their health problems.

This includes some 50 transit workers who have been approved for coverage under the provisions of the Act.



Group shot of LE/S EEM's with President Samuelsen and other union officers.

Hundreds Attend TWU's 1st Chinese American Festival

TWU's first ever Chinese-American Mid-Autumn Festival was a smashing success with a full house of members and families at the New Spring Garden Restaurant in Brooklyn. President John Samuelsen, who authorized the event, praised MOW VP Tony Utano, LE/S Chair John Chiarello and the volunteer committee for launching the well-attended festival.

City Councilwoman Margaret Chin, City Councilman I. Daneek Miller, Brooklyn Borough President Eric Adams, and District Leader Nancy Tong were part of the program. Entertainment included a traditional Chinese Dance of the Lion, and a beautiful vocal performance by Winnie Huang. John Chiarello served as event MC. Moon Cakes were also part of the evening's fare.



Members from Car Equipment with union officers.



Volunteer Committee members with others from LE/S and Local officers.



Union officers with members from TAS.



Special guests, with union officers, from the left: City Councilman I. Daneek Miller, E/S Chair John Chiarello, City Councilwoman Margaret Chin, District Leader Nancy Tong, Political Director Marvin Holland, Administrative Vice President Angel Giboyeaux, President John Samuelsen, Secretary Treasurer Earl Phillips and MOW Vice President Tony Utano.

'66 Transit Strike Remembered; Still an Inspiration as Union Looks Forward to 2016 Battles

Speaking to a crowd of TWU Local 100 members in the same hall where TWU's "greatest generation" voted to shut down the City 50 years ago, Local 100 President John Samuelsen laid out a new course for 2016, focusing on "money in the pockets of TWU members."

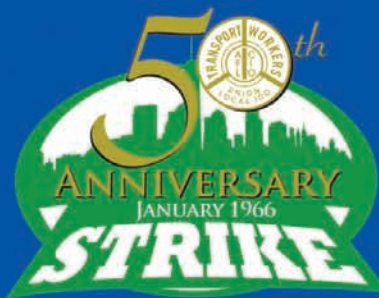
The audience was salted with dozens of veterans of the 1966 strike under Mike Quill. Both Samuelsen and keynote speaker, TWU International President Harry Lombardo, sounded the themes of TWU militancy that have been the hallmark of the union since its earliest days.

Samuelsen previewed 2016's coming fights, including negotiations at Liberty Lines in Westchester, and a Tier VI pension fightback. He called the pension hits taken by public employees in New York State in recent years "a great injustice that happened during a period of economic calamity." He noted that although TWU Local 100 was able to preserve our right to retire with a full pension at age 55 with 25 years of service – something taken from

other public employees by the State Legislature – that we nevertheless lost ground especially in terms of pension contributions. He vowed to take that ground back. He also affirmed that The next contract battle with the MTA will be "all about wage increases for transit workers," to loud applause.

He welcomed newly organized members who have swelled our ranks to upwards of 42,000, including bikeshare workers and the call center agents at GCS/Access-a-Ride.

TWU Local 100 Recording Secretary LaTonya Crisp-Sauray called the meeting to order, and introduced Departmental officers, and the Executive Board. Both she and President Samuelsen led rounds



1966 strike veteran holds up his commemorative plaque.



President John Samuelsen with strike veteran Ralph DiSpigna.



of applause for our 1966 strike veterans, who occupied the first five rows of the Manhattan Center's Grand Ballroom, where Quill held forth many years before. A video, produced by the Local 100 Communications Department and commemorating both the strike and Quill's death shortly thereafter, brought back the memories.

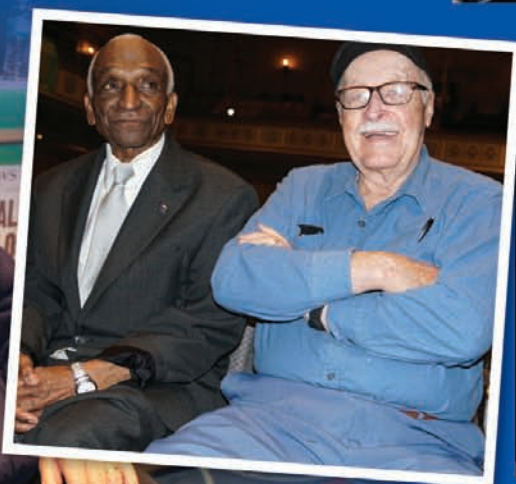
Samuelsen also recognized veterans of the union's other citywide strikes in 1980 and 2005.

Secretary-Treasurer Earl Phillips presented a Treasurer's Report that showed positive indicators on all fronts.

International President Harry Lombardo, in a speech heavy with praise for our 1966 strikers, called the union "a fighting militant brotherhood that stands up for justice for all working people with the courage to advocate for what is right, even if it isn't popular." He called the strike "a move that forever put TWU on the map as a union that will aggressively defend its members on the job."

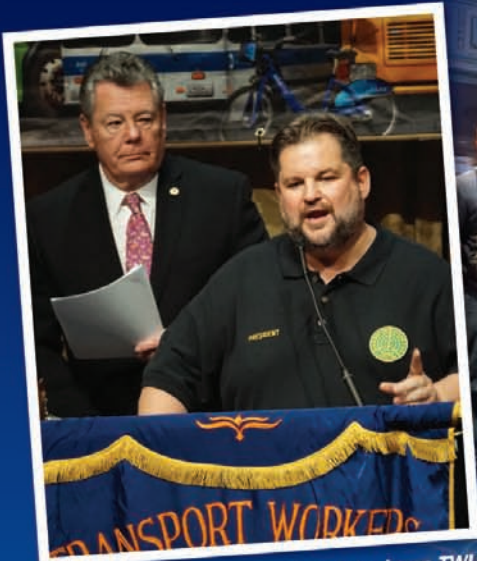
A political action report by PAC Director Marvin Holland gave credit to the TWU's success in picking the winner in five out of five local electoral contests in 2015. Lobby Day this year will be early – March 1 – and will include pension reform, pushing the school bus "due process bill" through the Assembly, and looking to the Veteran's Buy-back Bill to be made part of the State budget. PAC is also pushing for the State to fund a \$100 million Bus Rapid Transit initiative and to put in place a transit surcharge on Uber rides.

President Samuelsen then gave recognition medals to three members who had served at Ground Zero and became ill as a result of the toxic exposures. They were TEMM Donald Dowler, MTA Bus Operator Nestor Rivera, and MaBSTOA Bus Operator Robert Garcia.



Scores of Veterans of the 1966 Strike Are Lauded

It was a homecoming the likes of which hasn't been seen in the TWU for decades: the men and women of the 1966 transit strike under Mike Quill reliving those legendary 12 days as if they had just occurred. Fifty years later, the Manhattan Center again rocked to the sounds of TWU Local 100 members cheering their leadership. Local 100 President John Samuelsen welcomed 100 veterans of the great transit strike of 1966 to the Mass Membership Meeting.



Local 100 President Samuelson introduces TWU International President Harry Lombardo.



President Samuelson poses with 1966 strike veterans from MABSTOA.

Retired Bus Operator, 96, Recalls the 'Do or Die' Event

It was "do or die."

When TWU Local went on strike in 1966 there was no going back.

"We said we'd stick with it," retired Bus Operator Colman 'Colie' O'Leary, 96, said. "Do or die. That's the way I put it. Do or die. That was our determination."

Local 100 was fighting for better wages and O'Leary took his post on the picket line outside the Kingsbridge depot in the Bronx, sometimes joined by his then 12-year-old daughter, Maureen. It was bitterly cold but Maureen was determined to participate.

"I got on that line and made some noise," Maureen recalled. "It felt really good. It felt like I was doing something for my dad."

Her position on the dispute was this: "The MTA had better straighten themselves out and get their act together, give less to the politicians and more to the working blue-collar people," Maureen said.

The inclusion of kids on the picket line was not an indication, however, that the days were void of anxiety and worry. The strikers didn't get paid. Money always was a little tight. Now it was even tighter. The workers didn't know if they'd be fired when the dust settled.

"We didn't know what was going to happen to us to tell you the truth," O'Leary said. "They were liable to do anything. Knock us off the job altogether."

His son, Kieran O'Leary, a former editor with the New York Daily News, was nine years old when the strike was called.

"I wasn't old enough to fully understand what was happen-



Strike veteran Colman O'Leary with family at event.

ing," he said. "I wasn't old enough to fully understand the labor issues. But I was old enough to know something significant was taking place and it was anxiety producing. How long were we going to be on strike? How long was my dad not going to have a paycheck?"

A kindhearted neighbor helped the O'Leary's pull through. She not only cooked meals for the family but also lent it rent money, Maura O'Leary, Colie's wife, said.

Growing up, Kieran O'Leary said, there were "three big figures" in the O'Leary household.

"Number one was Jesus Christ," Kieran O'Leary said. "Number two was John F. Kennedy. And number three was Mike Quill. Those were the three heroes in most Irish-American households at that time."

Like Quill, Colie and Maura O'Leary both emigrated from Ireland.

"My dad would always talk about Mike Quill because for my family TWU was the path to the American dream," Kieran O'Leary said. "My mom and dad came here looking for a better life for themselves and their family, and TWU is the reason they have it."



Top, 1966 strike veterans; left, President Samuelson greets oldtimers; right, Stations Division team.



Oldtimer Remembers Strike and Mike Quill

Retiree and veteran of the 1966 strike Bill Quinn arrived at the the Local's Mass Membership Meeting on Dec. 12th in a wheelchair with his son.

He came to help the union mark the 50th anniversary of its historic citywide bus and subway strike for the first 12 days of 1966.

He also came with a treasure trove of memories of the most important event in the union's history.

"I started as a helper at the Jerome Barn, but by the time of the strike I was chairman at the 240th Street shop," said the former Car Inspector. He recalls the hours just preceding the strike on New Year's Eve 1965. "The Executive Board and all the division officers were at a meeting at a big hotel in Manhattan. At about 9:00 pm, Mike Quill told us 'go home and get some rest boys, we're going out this time.'"

"We still didn't know for sure we were going out," said Quinn. "We had bluffed and bluffed several times before. We always threatened but never had a strike."

At the time Quinn was married with two young sons and lived in the Parkchester section of the Bronx.

"We didn't know anything about picketing," he recalls. "We

set up a line outside the Pinewood Tavern at the end of the 6 line, and just didn't let anyone into the shop who didn't belong."

Quinn said that the strike was important not only for transit workers, but for all public sector employees. "The strike broke ground for a lot of people who came behind us. It accomplished a lot, it really did."

On Mike Quill, he said: "I only met and spoke to Mike once, the night before the strike. He said to me, 'where are you at young fellow?' I told him I was Chair of the 240th Street Shop, and he asked me my name. When I told him it was Bill Quinn, he said, 'I know that name. I knew your dad.' My dad was Chief Shop Steward at the 148th Street shop, and Mike knew him real well."

"I'll never forget him," said Quinn. "Mike was a great guy"



Union, MTA Launch Healthy Living Initiative

Local 100, in cooperation with the MTA, launched a first ever healthy living initiative with a Health Fair in late August and the first of a series of lunchtime seminars at job sites.

Organizers hope to educate members on health awareness issues, preventative measures and better nutrition. The lunch events will continue throughout 2016. Check the website for a seminar coming to your work area.



Getting blood pressure checked.



Healthy living vendor shows products to Local 100 member.

Union Holds 10th Annual Indian Day



Traditional dance was part of the entertainment at the 10th Annual Indian Day celebration on Oct. 3, 2015.



MOW VP Tony Utano holds proclamation from the office of the Queens Borough President honoring the union's event.

Union Turns Out for Dominican Day Parade

Local 100 Secretary Treasurer Earl Phillips and Recording Secretary Latonya Crisp-Sauray led the union's delegation to the Dominican Day parade August 9, 2015. Photo at right shows part of the group aboard the union float ready to step off.





TWU MARCHES PROUDLY At African American Day Parade

Scores of TWU members turned out for the African American Day Parade on Sept. 20, 2015, an annual tradition in New York since 1969.

Congressman Adam Clayton Powell was the initial parade's Grand Marshal along the boulevard in Harlem that now bears his

name. This year's honorary Marshals included Mayor de Blasio and Comptroller Scott Stringer.

Local 100 President John Samuelson, Secretary Treasurer Earl Phillips and Recording Secretary Latonya Crisp-Sauray led the TWU delegation.



Part of the TWU crowd at the African American Day parade.



Local 100 President John Samuelson, ST Earl Phillips and RS Latonya Crisp-Sauray with the TWU Local 100 Ceremonial Unit.



President John Samuelson, ST Earl Phillips and others with Assemblyman Keith Wright, chair of the Assembly Labor Committee (center).



Italian American Celebration Honors VP Tony Utano

A packed house turned out for TWU's annual Italian American celebration on Oct. 15, 2015 that honored MOW Vice President Tony Utano, M3 Technology President John Pescitelli and Julia Bastiani, President of the Italian American Labor Council.

LE/S Chair John Chiarello served as host of the program that included great food, refreshments and entertainment.



VP Tony Utano and LE/S Chair John Chiarello flank honoree John Pescitelli.



MOW turned out to help honor VP Tony Utano, center.



Julia Bastiani, center, receives special recognition award from VP Tony Utano, left, and LE/S Chair John Chiarello.



President Samuelsen with group from CED.



Power members with VP Tony Utano and former officer Vito del Re (standing right).



Structure members and others from MOW with VP Utano and Structure Chair Richard Rocco (center, rear).



Attendees gather for photo in front of Nuestras Naciones banner.



Local 100 VP Tony Utano, RS Latonya Crisp Sauray and ST Earl Phillips with retired Train Operator.

Union Honors TWU's Hispanic Heritage

LOCAL 100 MEMBERS AND GUESTS WERE TREATED TO A spirited program of music, dancing and great food at this year's Hispanic Heritage celebration promoted under a new name, Nuestras Naciones, Our Nations.

Administrative Vice President Angel Giboyeaux served as host of the event on October 1, 2015, which featured a keynote address by Nelson Denis, author of "War Against All Puerto Ricans," a book that traces the life of Puerto Rican nationalist Pedro Albizu Campos.

Special recognition awards were presented to Assemblywoman Shelley Mayer and the family of the late Damaso Seda, the first Puerto Rican President of Local 100.



Plena dancers performing traditional folk dance for attendees.

Administrative Vice President Angel Giboyeaux (center) at event.



Administrative Vice President Angel Giboyeaux and staff member Dylan Valle flank honoree, Assemblywoman Shelley Mayer.



Union Pride on Display at Labor Day Parade



THE CITY LABOR MOVEMENT'S PRIDE AND POWER were on full display Sept. 12, 2015 at the annual Labor Day Parade up 5th Avenue from 44th Street past St. Patrick's Cathedral and on to 72nd Street.

Politicians from Gov. Andrew Cuomo to Sen. Chuck Schumer to Mayor Bill de Blasio all marched with the workers who build, move and protect New York.

Local 100 President John Sameulsen marched with other union leaders at the head of the parade. Local 100 marchers were joined by members of other TWU Locals for the walk up the most famous Avenue in America.



Vice President Tony Utano (left) and LE/S Vice Chair Charles Jenkins with Sen. Chuck Schumer.



President Samuelsen (right) with from the left: State AFL-CIO President Mario Cilento, NYC Councilman I. Daneek Miller and NYS Comptroller Tom DiNapoli.



Gov. Cuomo with TWU officers, from left: LE/S Chair John Chiarello, President John Samuelson and Secretary Treasurer Earl Phillips.



Members of several TWU Locals joined Local 100 members at the pre-parade gathering area.

Phillips Is Grand Marshal at West Indian Day Parade

A HUGE CROWD OF LOCAL 100 MEMBERS TURNED OUT AT this year's West Indian Day Parade on Sept. 7, 2015 to help cheer on Secretary Treasurer Earl Phillips, one of the Grand Marshals at the annual Brooklyn event.

This was the 48th consecutive year for the big parade on Eastern Parkway.

The day started out with a breakfast for dignitaries and special guests. Gov. Cuomo, Mayor de Blasio and Brooklyn Borough President Eric Adams were among those attending and congratulating Phillips on his honor.

Supreme Court Justice Sylvia Ash; Maxine Williams, director of diversity for Facebook and Kenneth Mapp, governor of the US Virgin Islands joined Phillips as Grand Marshals.



President Samuelsen (right), International Vice President Jerome Lafragola (left), and Local 101 President Mike Conigliaro helped honor Grand Marshal Earl Phillips (center).



Gov. Cuomo greets ST Earl Phillips at pre-parade breakfast.



President John Samuelsen, Secretary Treasurer Earl Phillips and other officers and members ready to step off at the Caribbean Day Parade.



Hundreds Attend 10th Annual Russian American Heritage Day

An overflow crowd of members and families attended the 10th annual Russian American Heritage Day at Tatiana's in Brooklyn. Nearly 800 people enjoyed a festive evening with dancing, entertainment, with a keynote speech from Local 100 President John Samuelsen and words of greetings from key political figures. TWU's Russian Day is becoming a must-attend for much of the City's political establishment.



President John Samuelsen (center) with a group of members at event.



There was a big crowd at the 10th Russian day event. Dancers were part of the entertainment at the event.



TWU Launches the First Bus and Subway Strike in the City's History

By James Gannon

Less than three weeks after TWU's greatest victory, the union suffered its greatest loss.

Michael J. Quill, TWU's inspirational and charismatic leader for more than three decades, died of a heart attack on Jan. 29, 1966. The front page of the New York Daily News blared the shocking news. "Quill Dies: TWU Strike Boss Stricken in Sleep; Overwork Blamed."

Twenty-nine days earlier, Quill had led TWU out on the first city-wide bus and subway strike in New York City's history.

Quill's unexpected passing at age 60 placed a pall over the membership's jubilation after taking on the City, the State and the Courts to win a huge settlement to end the strike on Jan. 13, 1966.

January 2016 marks the 50th anniversary of those two landmark moments in both TWU and New York City history.

How It Happened

The strike came after weeks of fruitless bargaining and numerous harsh exchanges of words between the City's Mayor-elect John V. Lindsay and Quill,



Banner behind union leaders, including TWU President Mike Quill, tells the world that union is set to strike on Jan. 1, 1966.

who called the new Mayor a "pipsqueak" and intentionally mispronounced his name as "Lindsley" at press conferences.

Quill had brought the union to the brink of a citywide strike on several

occasions, including two years earlier in 1964. But the union's founding President always seemed to pull a rabbit out of a hat at the eleventh hour.

But in 1966, a confluence of factors,





More than 15,000 members and supporters turned out for Local 100's biggest rally ever near City Hall.

including a Mayor-elect who seemed to be taking up the clarion call of an anti-union media to "take on TWU," dictated that a settlement without a strike was not to be.

Blackout a Harbinger

Negotiations formally began on Nov. 4, 1965 just two days after New Yorkers had elected Lindsay as Mayor in a three-way race. Ironically, just five days later on Nov. 9, 1965 a blackout hit large parts of the Northeast. In New York City the lights went out at the height of the evening rush hour stranding hundreds of thousands of New Yorkers on the subways and in high-rise elevators. The blackout gave New York a taste of what it would be like without subway service. But the politicians and the transit bosses didn't take heed.

The Transit Authority went through the motions of bargaining but didn't make an economic offer, seemingly waiting for input from the new Mayor.

The union held a mass membership meeting the day after Christmas



Local 100 members are ready to bring strike signs to picket sites.

at the Manhattan Center. More than 8,000 members packed the Center and rallied outside, voting unanimously to stop the system on Jan. 1, 1966.

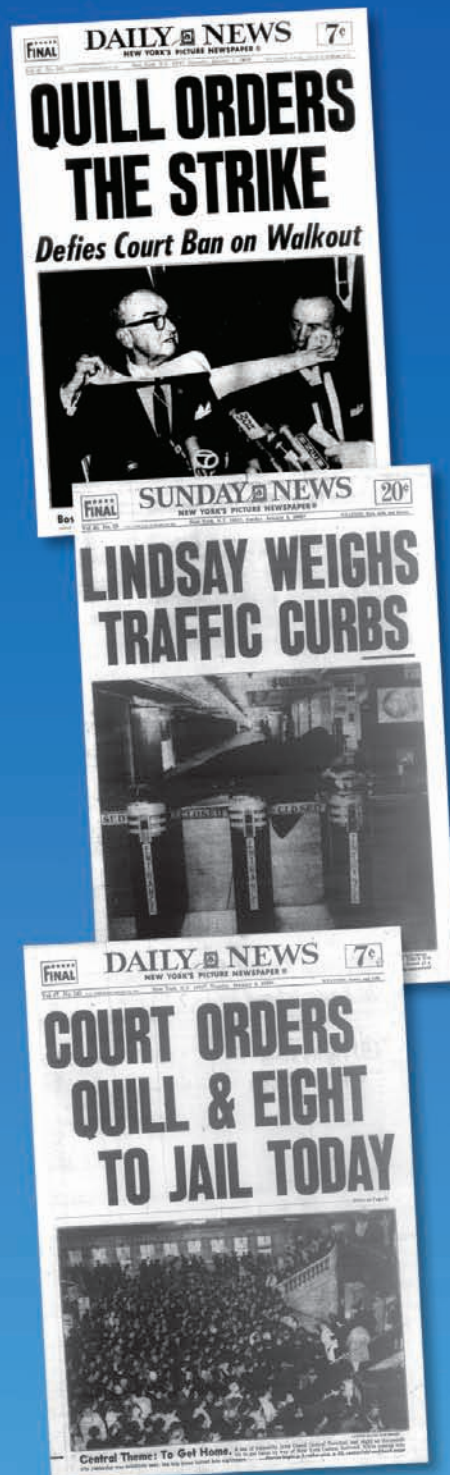
In the lead-up to the deadline, the union made extensive strike preparations, identifying 59 strike "headquarters" throughout the City, and issuing detailed strike instructions to the membership.

Lindsay Remains Aloof

Mayor Lindsay appeared to be more concerned with his impending inauguration on Jan. 1, 1966 than the

TWU's Historic Strike Makes the Front Page 12 Days in a Row

The New York Daily News reserved its front page for TWU and the 1966 for 12 straight days in January 1966. We felt you would enjoy a look back at how the media of the day covered one of the most turbulent two weeks in New York City and TWU history.





Local 100 members ring City Hall park at giant rally during the strike.

possibility of a transit strike. Mayor Lindsay finally appeared at negotiations at the Americana Hotel on Dec. 27, 1965 but the two sides remained deadlocked.

Finally, the Authority made an inadequate economic offer on New Year's Eve, the union rejected the offer. Quill made sure that the thousands of New Yorkers watching the ball drop had transportation home. But the strike was on at 5:00am on Jan. 1, 1966.

Later that day, the Mayor spoke about the strike in his inaugural address: "As I speak, our City is crippled



Vice President Douglas McMahon (left) took over negotiations after Quill and other leaders were jailed.

by a strike against the bus and subway system. It is an illegal strike, against the public interest, called even before the collective bargaining process had time to run its course. It is an act of

defiance against eight million people. I shall not permit the public interest to be flaunted, no matter how severe the stress," affirmed the new Mayor.

Lindsay pressed for legal action, and got it on Jan. 4th when the State Supreme Court Quill and 8 other union officers cited for contempt in defying an injunction against the strike.

Quill Arrested, Jailed

Mike Quill told a press conference: "We will not withdraw one penny from our original demands. The strike will remain in effect. And if we go to jail, the second line of leadership will take over. So, if they think that they're going to scare us by flooding the place with blue documents, they have another think coming."

The Courts responded to Quill's recalcitrance by ordering that he and the eight others be jailed. Quill responded with possibly the most defiant and iconic lines in American labor history. "The Judge can drop dead in his black robes. We will not call off the strike."

Detectives arrested the union lead-



President Mike Quill (center) after being arrested at Americana Hotel for contempt of a court injunction.



Local 100 members say strike will go on "Till hell freezes over" at one of many rallies during the 1966 strike.

ers at negotiations at the Americana Hotel and they were hauled off to the old Civil Jail on West 37th Street.

Hours later Quill had an apparent heart attack and was rushed to Bellevue Hospital. Vice President Douglas McMahon, one of the union's original firebrands, took over negotiations.

McMahon lashed out at Mayor Lindsay, blaming him for the impasse. "This guy professed to be a liberal. He said he was pro-labor. He said he was for the working man. What the hell has done? Nothing but put Mike Quill in jail."

Then McMahon drew his own line in the sand in the face of enormous

pressure. "The strike will go on until hell freezes over."

Big Offer Ends the Strike

Finally, on Jan. 12th the Transit Authority dramatically upped its offer, amounting to \$60 million, a stunning figure for the day. The union's leadership accepted the offer. Transit workers began returning to the job the following day.

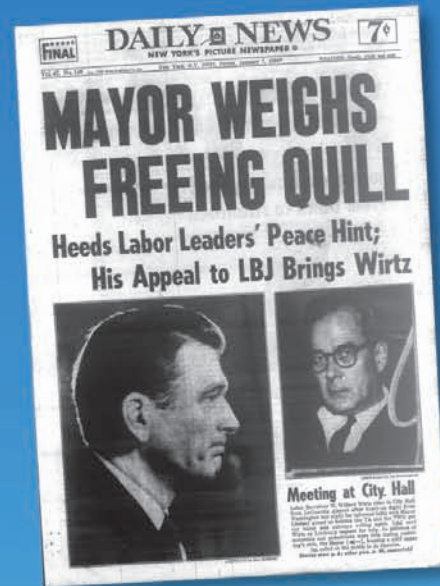
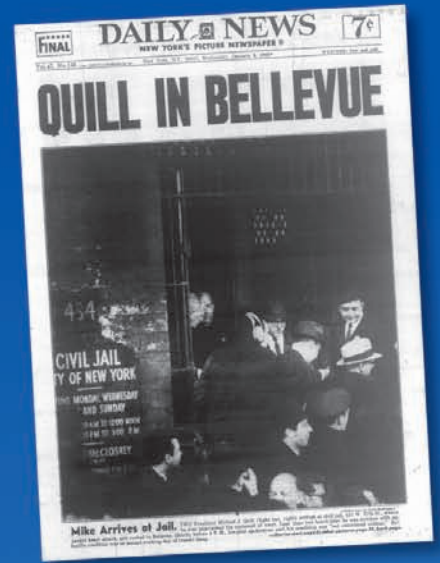
The Daily News front page on Jan. 13, 1966 blared the good news: "We Ride! TWU Jubilant; Buses Rolling."

But the euphoria was short-lived.

Mike Quill, the leader who organized TWU into an industrial union in



Mayor Lindsay (center) is show in one of the only photos from the period that included TWU President Mike Quill (seated to Lindsay's right). Photo was snapped on Dec. 27, 1965.



the turbulent 30's; who brought the 40-hour week to transit; and who elevated TWU to one of the most influential unions in the nation in the fight for racial equality, died on Jan. 28th.

The Daily News put it this way: "Michael J. Quill, 60, the flamboyant labor leader whose transit strike put New Yorkers on their feet and stood business here on its head the first 12 days of the month died late

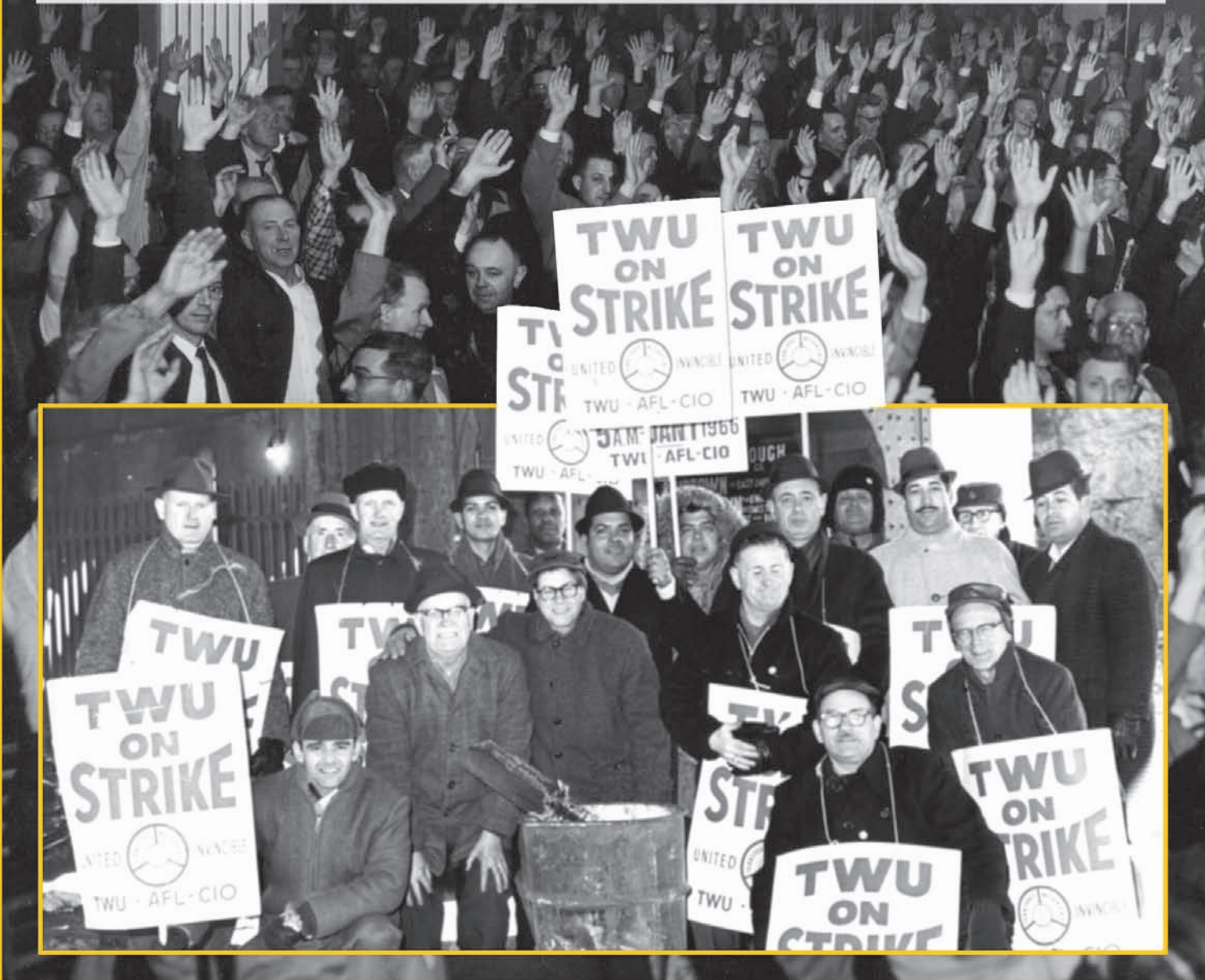
yesterday . . . of his second heart attack in 25 days."

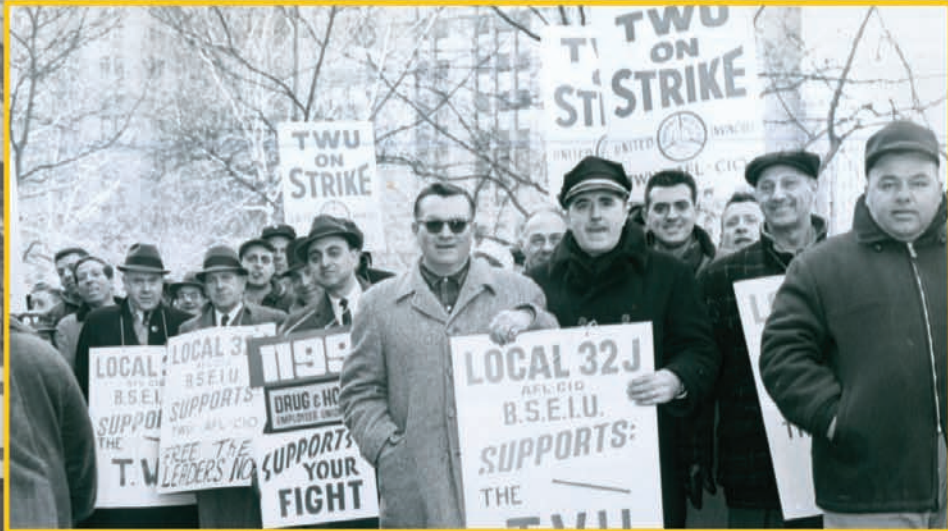
The TWU Express, the union's newspaper, reported: "When the mighty heart of International President Mike Quill stopped beating on the night of Friday, Jan. 28, the Transport Workers Union of America, AFL-CIO lost its founder and leader for the past 31 years."

Matthew Guinan, who succeeded Quill as International Pres-

ident, probably best captured what Quill meant to transit workers at a special memorial for the union's founder.

"I went to work as a trolley car operator at the Kingsbridge division on 218th Street and Broadway for 40 cents an hour," said Guinan. "Had not Mike Quill come along I would have worked for 10 years to reach the top rate of 64 cents an hour. Thank God Mike Quill came along."

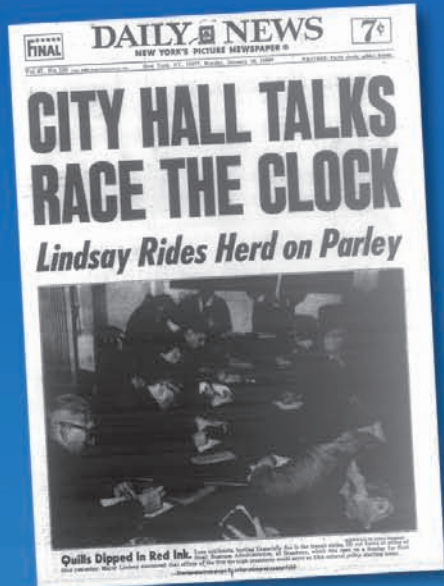
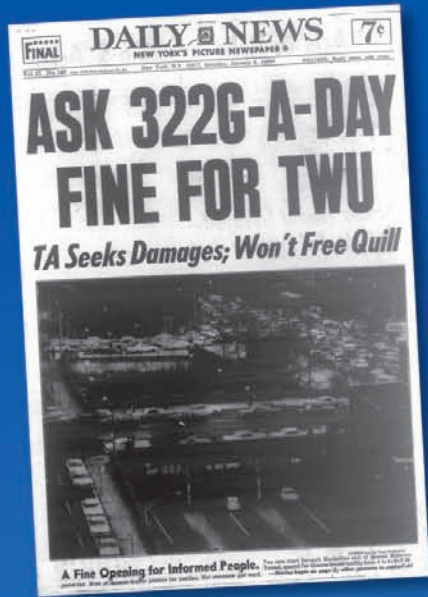




Caption
Caption



Union officers tell the press to get ready for a shutdown.

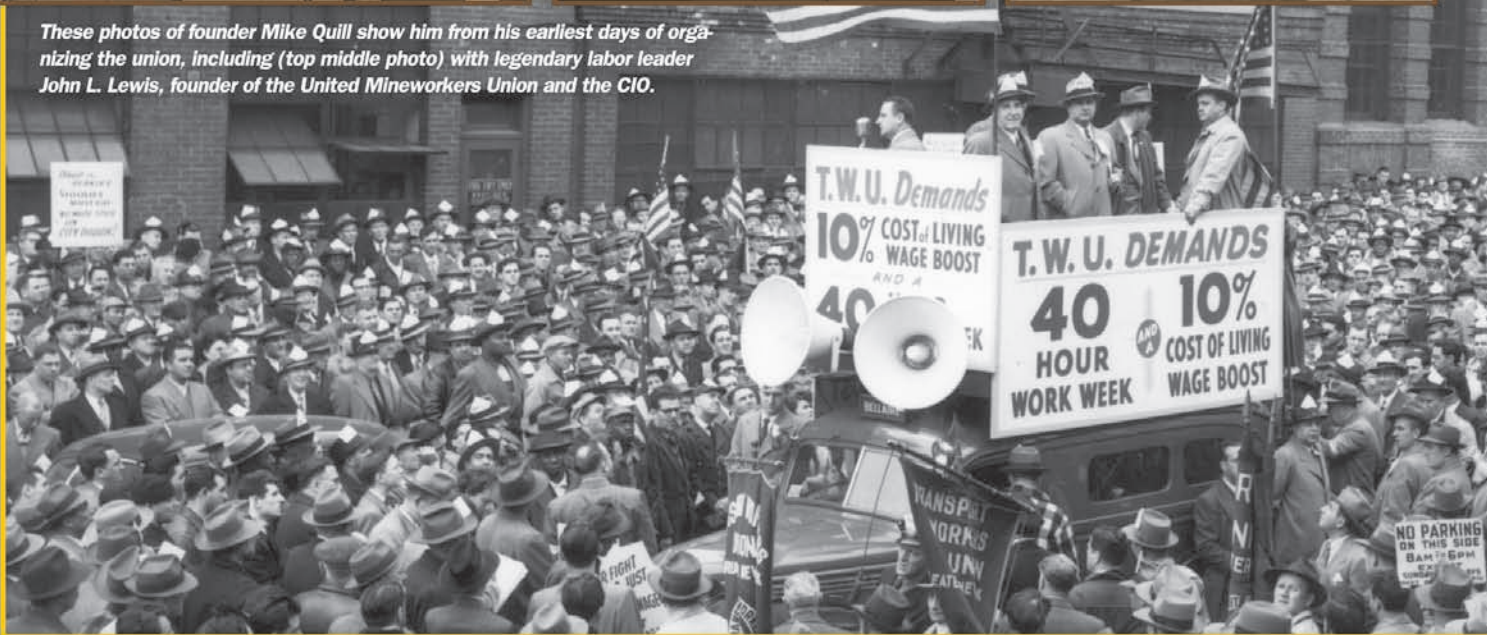


Mike Quill Through the Years

TWU's founder and first International President Michael J. Quill died on Jan. 28, 1966 just days after the union membership celebrated their greatest triumph since the earliest days of the union in 1934. Here's a look at Mike Quill through the years as we pause to mark the 50th Anniversary of his passing.



These photos of founder Mike Quill show him from his earliest days of organizing the union, including (top middle photo) with legendary labor leader John L. Lewis, founder of the United Mineworkers Union and the CIO.





Quill during his career, including meeting with Eleanor Roosevelt (middle left), and welcoming Dr. Martin Luther King, Jr. to the union's 1961 convention in New York (bottom photo).



DAILY NEWS 7¢
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QUILL DIES
 TWU Strike Boss Stricken
 In Sleep; Overwork Blamed

Miles Quill at his last press conference — last Tuesday — NYC 12/23/67

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WEIGH LINDSAY PLAN, TWU TOLD
 Mediators Put Pressure on Talks

Subways Should Be So Crowded

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PANEL TO OFFER A PEACE PLAN
 TA, TWU Spell Out Differences

Ladies to Whistle at Drivers.

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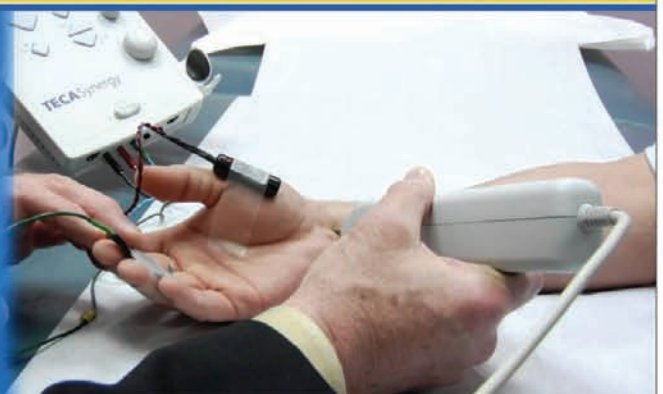
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