



Published by TWU Local 100

Transport Workers

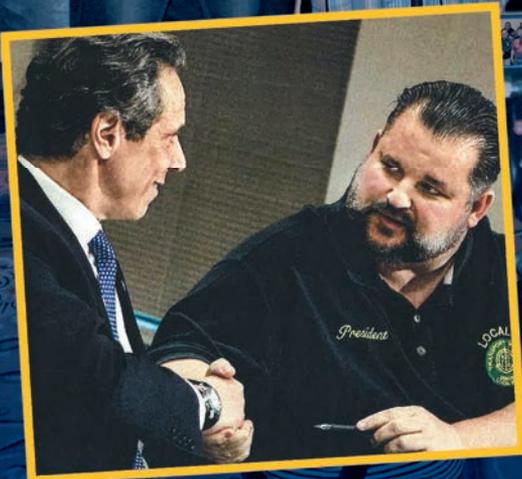
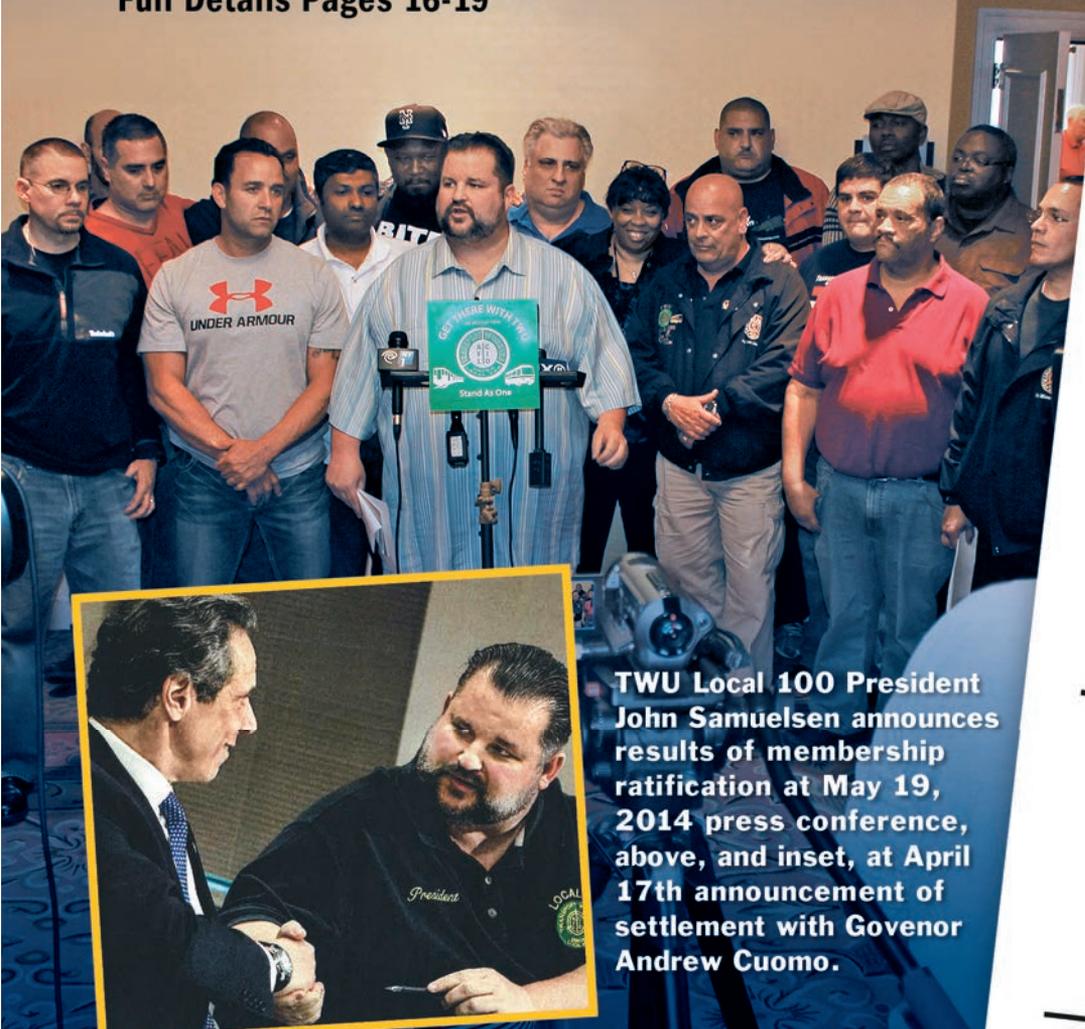
BULLETIN

Spring 2014 • Vol. 5 • No. 1

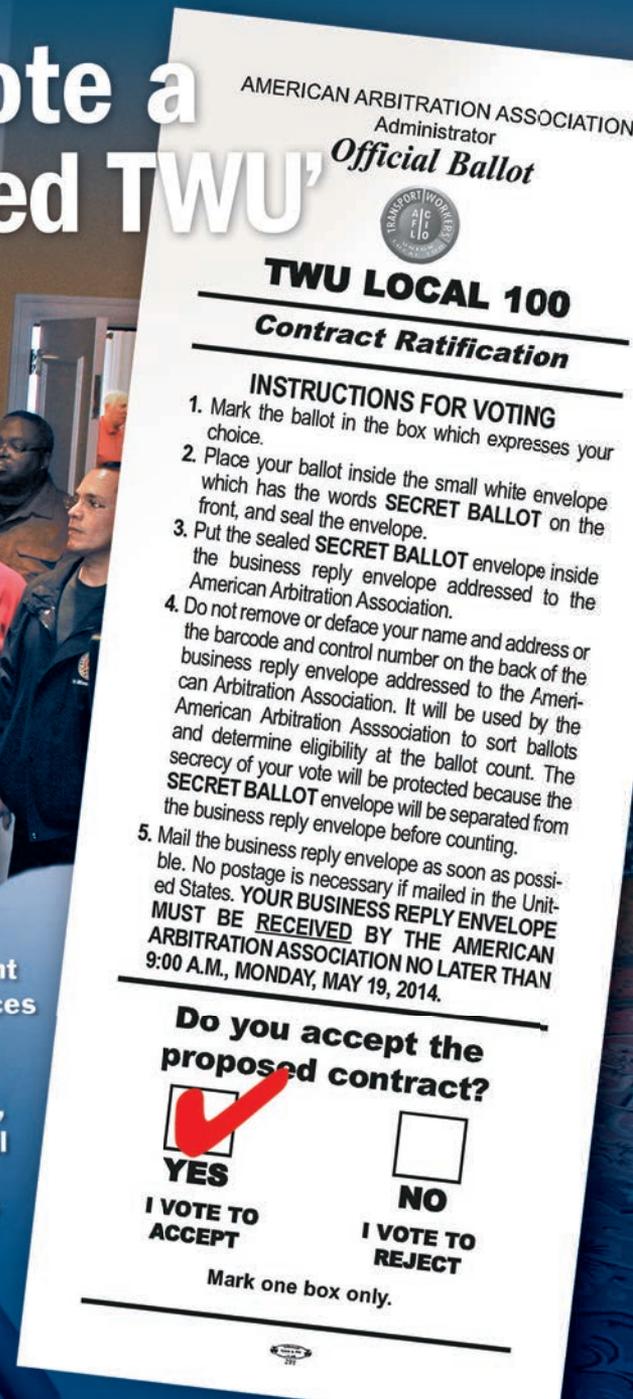
82% YES!

Samuelsen Calls Vote a 'Mandate for a United TWU'

Full Details Pages 16-19



TWU Local 100 President John Samuelsen announces results of membership ratification at May 19, 2014 press conference, above, and inset, at April 17th announcement of settlement with Governor Andrew Cuomo.



AMERICAN ARBITRATION ASSOCIATION
Administrator
Official Ballot



TWU LOCAL 100

Contract Ratification

INSTRUCTIONS FOR VOTING

1. Mark the ballot in the box which expresses your choice.
2. Place your ballot inside the small white envelope which has the words **SECRET BALLOT** on the front, and seal the envelope.
3. Put the sealed **SECRET BALLOT** envelope inside the business reply envelope addressed to the American Arbitration Association.
4. Do not remove or deface your name and address or the barcode and control number on the back of the business reply envelope addressed to the American Arbitration Association. It will be used by the American Arbitration Association to sort ballots and determine eligibility at the ballot count. The secrecy of your vote will be protected because the **SECRET BALLOT** envelope will be separated from the business reply envelope before counting.
5. Mail the business reply envelope as soon as possible. No postage is necessary if mailed in the United States. **YOUR BUSINESS REPLY ENVELOPE MUST BE RECEIVED BY THE AMERICAN ARBITRATION ASSOCIATION NO LATER THAN 9:00 A.M., MONDAY, MAY 19, 2014.**

Do you accept the proposed contract?



YES

I VOTE TO ACCEPT



NO

I VOTE TO REJECT

Mark one box only.



As I Was Saying

JOHN SAMUELSEN, PRESIDENT

A Mandate for Unity

THANK YOU BROTHERS AND SISTERS FOR YOUR overwhelming endorsement of our new contract with the MTA. This ratification brings to a close one of the most difficult and lengthy negotiations in our union's history, conducted in one of the harshest bargaining climates ever for the public sector in New York.

Thank you for standing strong with your union's leadership against an employer that was determined to drastically undermine our livelihoods. Their efforts to slash our medical benefits, privatize chunks of the system and eliminate hundreds of jobs by instituting part-timers, throwing our conductors off the trains and shoving the "state pattern" of three years of zero wage increases down our throats all fell apart in the face of a united membership.

Bt fighting back together, we won raises in every year, not the zeroes the MTA was convinced they were going to get. We won full retroactivity to January 16, 2012 – the expiration date of our last contract. We achieved important benefit increases in areas of particular concern – dental and optical. We broke through with first time ever paid maternity and paternity leave; full spousal bridge benefit health care coverage until Medicare eligibility in the event of the death of a retiree, and big increases in the line of duty death benefit and the active service death benefit.

We also achieved important commitments from the MTA for improved safety for our Bus Operators and better restroom facilities for our female Operators. Finally, we took a huge step toward a Universal MTA pass by negotiating free LIRR and Metro North passes for our members who live in zones covered by the commuter rails.

We intend to use the contract as the foundation for negotiations for our members at MTA Bus.

Looking back on the long campaign, I am proud to say that TWU Local 100 fought back when others folded; we achieved success covering years in which the economy was in free fall; and we defended our work rules. No part timers; no expansion of OPTO, and no privatization of Station cleaning and maintenance.

I accept the outcome of our vote as an absolute mandate for unity inside Local 100. This contract campaign proves what can be achieved when we lock arms together against a common enemy. Let's build on this victory in the months and years ahead.

Our 80th Anniversary

We recently marked the 80th anniversary of the founding of our union in 1934 by Michael J. Quill and many others who believed deeply in industrial unionism.

Quill, an Irish immigrant, was profoundly influenced by the writings of Irish patriot James Connolly, who himself had been a founding member of the Irish Transport and General Workers Union in 1909.

Quill built our TWU on the industrial union philosophy that advocates organizing all workers in an industry under one union, regardless of the specific trade or skill level, and more importantly regardless of race or ethnicity.

This philosophy has served us well through 80 years. And it served us well during our just concluded contract fight with the MTA.

May our great union and its leaders always be guided by these core union values.

William Pena Funeral

I along with hundreds of other transit workers said a sorrowful goodbye to a good man, a devoted father, and union brother in late February at the funeral of Brother William Pena at St. Paul's Church. Hundreds more, including Mayor Bill de Blasio, comforted William's family at his wake the previous day.

William's death under the horrific tragic circumstances it occurred shined yet another spotlight on the difficult work we do and the dangers we face every day on the job.

As a union, we will not forget Brother Pena. We will continue to support his family through our Widows and Orphans Fund, as we do for the families of other transit workers killed on the job.

I can only hope that the City he served so well for so many years will remember his sacrifices, and the sacrifices that all transit workers make for the millions of New Yorkers who depend on us every day.

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Secretary-Treasurer

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Recording Secretary

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BULLETIN

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Daily News Honors Transit Heroes

Nine Local 100 members were among the 15 MTA employees honored at this year's New York Daily News Hometown Heroes in Transit Awards breakfast.



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Union Gives Nod to Espaillat

Local 100 jumped feet first into the hottest Congressional race in the City by endorsing State Sen. Adriano Espaillat in the Democratic primary for the 13th CD.



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16-19

Cuomo Helps Close Deal

Gov. Andrew Cuomo congratulates Local 100 President John Samuelsen on contract settlement at April 17, 2014 press conference at the Governor's office in Manhattan.



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Celebrating Black History

The dynamic singing group, Thokoza, provided the entertainment at this year's Black History event, which honored CBTU founder Bill Lucy, and TWU International Administrative Vice President John Bland.



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**Communications Department
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Jim Gannon

Killed in the Line of Duty

Local 100 Mourns Brother

EARLY ON THE MORNING OF FEBRUARY 12, Bus Operator William Peña was cheerfully greeting passengers boarding his M14 Bus. It was just like any other morning on the crosstown 14th Street run. But then in a blink of an eye, Brother William Peña was dead, the victim of a reckless, criminal act that stunned the City, leaving his immediate family, his partner Nancy Rodriguez and daughter Gabriella Peña, devastated along with hundreds of fellow transit workers at the Mike Quill Bus Depot in Manhattan, where Peña worked.



Quill Depot Bus Operator William Peña.

TWU Local 100 President John Samuelsen went to the Quill Depot that morning to address the membership. He gave a sad report of what he found. “The Depot is in a real state of mourning right now,” he added. “A lot of tears are being shed.”

Richard Davis, Union Chair of Brother Peña’s division of MaBSTOA, said, “It’s such a terrible tragedy. Everyone around here is in a deep depression. Brother Peña was such a good person, a good family man and father. He was a great worker, great record on the job, really well liked. I’ve never seen the depot this quiet.”

The sadness was amplified by the fact that many Bus Operators at Quill were used to seeing his adoring daughter come to visit her dad there, and sit by him at his accustomed seat during his swing shift. She was also often



Left: Mourners line Columbus Avenue outside the Church of St. Paul the Apostle at 59th Street. Right: Priest comforts Brother Peña’s grieving daughter, Gabrielle, outside St. Paul’s. Below right, NYC Police Department detail carries Brother Peña’s casket into St. Paul’s for funeral services.



William Pena, 49

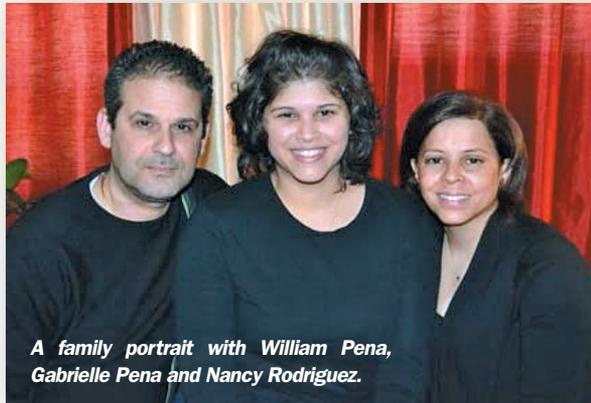
By Alan Saly

a passenger on his bus. Devoted to his daughter, Peña had taken out a pension loan to pay for Gabrielle's Sweet 16 a year ago.

The MTA did credit to the family and the union by being liberal with the release of drivers and mechanics from their duties and turning out a dozen buses to bring members to the funeral. One bus was covered in funeral bunting and displayed a digital read-out in his memory.

The night before the funeral, newly elected New York City Mayor Bill de Blasio came to Peña's wake at the United Nations Chapel on First Avenue and 44th Street. De Blasio, the first Mayor in memory to attend a wake for a slain transit worker, took no questions from the press but silently entered the room packed full of mourners and joined the line in front of the casket. He spoke in low tones to Nancy Rodriguez and Gabrielle Peña, and then stood quietly for a time before the open coffin where Peña rested.

President Samuelson and other top officers spent hours at the wake, speaking to many of the approximately 700 TWU and ATU members who came, most brought in on MTA buses. Also in attendance was ATU Local 726 President Danny



Cassella, bringing fraternal greetings from our brothers and sisters on Staten Island. A number of uniformed police also attended, along with William Peña's sister-in-law, who is a police officer. The following day, Peña's hearse had a police escort to the Evergreen Cemetery in Hillside, New Jersey after the funeral at St. Paul's.

A funeral mass was held on February 19, a week after Peña's death – a bright day on which temperatures hinted of spring. Hundreds of mourners, including Local 100's top officers and top MTA brass including Buses Senior VP Darryl Irick and NYCT President Carmen Bianco attended.

President Samuelson delivered a eulogy for Peña after the audience heard from immediate family members and his parish priest. Nancy and Gabrielle carried the Host down the aisle for those taking Communion. Among those at the service were a number of Peña's daily customers on the M14. One of them, Mille Ortiz, said she was a regular on the bus and that Willie greeted her with unfailing courtesy and cheer.

Continued on page 6

Daughter's heartbreaking letter to her Dad

Editor's Note: William Pena's daughter posted this letter to the internet a few days after his passing on a site created to remember her father, www.williampena.org

"Daddy, if you're listening I want you to hear me, this is for you. I miss you but you're gone, you're not coming back; writing this is the hardest thing and never thought I would have to do. We were inseparable always together and always being clowns with each other.

"We were looking through pictures yesterday and all I saw was pictures of us and it made me smile. When I heard about your accident on the news I couldn't believe it. I thought it was a lie, but God had to take a precious person from my life and since you're not coming back, you will be

missed. I hope while you're up there, you will tell Ruben, Allen, Rubio, Reina and all the family members that passed away, I said hi. Tears are streaming down my face while I write this message. Also, I know you had a lot of customers, friends and family that are heart broken over this tragedy. Just know dad I love you and I'm always here no matter what. I will never forget you and all the things you taught and made me remember for the future. Ray, your best friend, was very heart broken over your death pops. Everyone says you're in a better place now but God took a person which is now an Angel in Heaven. Love you Dad Always and Forever. R.I.P. 2/10/1965 - 2/12/2014

– By Gabrielle Peña



Local 100 President John Samuelsen, Recording Secretary Latonya Crisp-Sauray, Secretary Treasurer Earl Phillips and other mourners line Columbus Avenue awaiting funeral procession.

Continued from page 5

In his remarks, Samuelsen told the family, “We will help bear your burdens.” The union presence was strong throughout, not only at the funeral but also in court. When the Peña family set up a website to take donations, Local 100 put up a link on our website and shared it widely. OA Division 1 Chair Richard Davis has been constantly at the family’s side, helping them navigate the court system and seeing to their needs in this difficult time.

Part of the burden the family must now endure is what is expected to be a long round of court appearances. We can all share their pain by attending and showing our solidarity with the Peña family.



The Accident

Bus Operator William Pena’s life ended on February 12 at around 5:30 AM, when a box truck driven by a drunken Dominic Whilby collided with his M-14 bus near West 14th Street and 7th Avenue. Both bus and truck wound up against the corner of a building that houses a Chase bank. A coffee vendor’s cart and an SUV were also caught in the collision, and the coffee vendor was also injured.

TWU Local 100 Secretary-Treasurer Earl Phillips, the former Director of Safety for the Union, responded to the scene along with Safety Directors Frank Austin (Buses) and Tom Carrano (Subways). Phillips briefed the press on the accident. Austin diagrammed the scene, which was also photographed by the Local 100 Communications Department.

At press time, the MTA’s official board of inquiry report on the accident has not been released. The impact forced the bus into the side of a tall office building, pinning it in a maze of scaffolding and jamming it into the railing of the 14th Street entrance to the IRT subway. Pena was ejected from his seat by the impact.



Local 100 Secretary Treasurer Earl Phillips addresses the news media at the accident scene on West 14th Street on the morning of February 12, 2014.

Union, Family, Management Mourn

William Pena Swing Room Dedicated at Quill

THE SADDEST MOMENT AT THE APRIL 30 DEDICATION of the swing room at the Michael J. Quill Depot in honor of slain driver William Pena came when his friends, led by Bus Operator Ray DalCortivo, uncovered the top of an old table where he used to eat lunch. The table was beautifully restored and covered with photos of Brother Pena. His wife, Nancy Rodriguez, and daughter Gabriella hugged each other and cried.

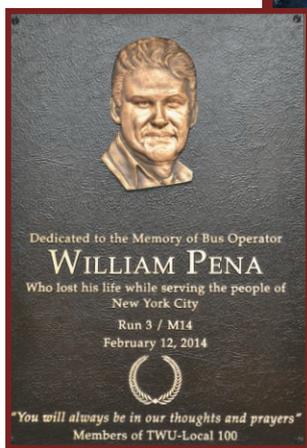
MaBSTOA Division 1 Chair Richard Davis served as emcee for SRO event. TWU Local 100 President John Samuelson, Secretary-Treasurer Earl Phillips, Recording Secretary LaTonya Crisp-Sauray, and other top officers joined MTA brass including NYCT President Carmen Bianco and Buses Senior VP Darryl Irick to dedicate a plaque with William's likeness that will remain in the swing room as long as the building stands. The plaque reads: "Dedicated to the Memory of Bus Operator William Pena, Who Lost His Life While Serving the People of New York City. Run 3 M14. February 12, 2014. You will always be in our thoughts and prayers – Members of TWU Local 100."

DalCortivo, William's closest friend, said: "We worked together for 18 years. We started the day laughing, and ended the day laughing. Not a day went by when we didn't have a great time. The passengers loved him. I will miss him dearly."

President Samuelson assured William's family of the



Below, President Samuelson and OA Division 1 Chair Richard Davis with the Pena family at dedication.



union's unwavering support as they go through their court ordeal and the aftermath of William's death. NYCT President Carmen Bianco said, "I consider all of us a family. He'll be forever in our prayers, as you will, Nancy and Gabriella."

William's wife Nancy, stepping up to the mic with her eyes wet, urged union members to attend the court dates for Domonic Whilby, who is facing a manslaughter charge for killing her husband. The next date is set for June 18th in New York State Supreme Court. "Every day," she said, "when Bus Drivers come into this room they will remember him. His memory will stay alive. And we appreciate everybody who made that happen."

Daily News Honors New York's



The 15 Daily News honorees gather for group shot with dignitaries, including Local 100 President John Samuelsen.

AN AUTHENTIC “WHO’S WHO” OF NEW YORK CITY politics and media turned out earlier this year to participate in the 2nd Annual New York Daily News Hometown Heroes for Transit awards breakfast. Nine Local 100 members, five supervisory personnel and one member of the United Transportation Union from Staten Island Rapid Transit were honored for going “above and beyond” to assist fellow New Yorkers in danger.

Mayor Bill de Blasio and Police Commissioner William Bratton were among the award presenters. Both de Blasio and Bratton, who served as Commissioner of the New York City Transit Police Department 20 years ago,



From left, Local 100 Secretary Treasurer Earl Phillips, Police Commissioner Bill Bratton, Local 100 President John Samuelsen, MTA Chair and CEO Tom Prendergast and NYC Transit President Carmen Bianco.

heaped heartfelt praise on the award winners, as well as on all transit workers for their daily contributions to the City of the New York. Both men said that the Daily News event highlighting the heroics of transit workers is “long overdue.”



Cleaner Felicia Williams with presenter, Police Commissioner Bill Bratton.



Power Maintainer Roger Bell gets his award from NY1 News anchor Pat Kiernan.



CBS Morning News Anchor Mary Calvi presents award to Conductor Denise Davis.

Transit Heroes



Bus Operator Jihad Abed gets his Daily News award from Mayor Bill de Blasio.



Train Operator Danny Hay with presenter Cheryl Wills from New York 1 News.



NBC Today Show co-anchor Darlene Rodriguez presents hero's award to Structure Maintainer Johnny Goings.

Local 100 President John Samuelson told the crowd of nearly 300 well wishers at the Edison Ballroom on West 47th Street that transit workers are “truly the unsung heroes” of New York.

MTA Chair Tom Prendergast echoed Samuelson’s sentiment, saying that the MTA “deeply appreciates” the hard work and dedication of its employees

Other presenters included Mary Calvi, anchor of the WCBS Morning News; Darlene Rodriguez, co-anchor of the WNBC Today show; actress Tamara Tunie of Law and Order, SVU fame; New York Giants great Carl Banks; Lionel and Howard Thompson of WPIX, Cheryl Wills of NY1 News, and Colin Myler, Daily News Editor-in-Chief.

Pat Kiernan, the morning news anchor at NY1 News, served as emcee for the second year in a row.

The TWU Local 100 honorees include:

Cleaner Felicia Williams, who came to the aid of a mugging victim and helped police collar the culprit.

Power Maintainer Roger Bell,

who jumped on the tracks to hoist a legally blind man to safety at Broadway Junction.

Signal Maintainer Frank D’Erasmus, who helped save an unconscious young man who had tumbled to the tracks at Queens Plaza.

Train Operator Danny Hay, who helped save an unconscious man from the tracks as well as two would-be rescuers.

Bus Operator Jihad Abed, who risked life and limb to save a young passenger who was being beaten by a gang of teens in the Bronx.

Structure Maintainer Johnny Goings, who rescued co-workers, a police officers and several civilians near the Stillwell Terminal during the height of Hurricane Sandy.

Conductor Denise Davis, who protected her passengers during a wild shoot-out between police and an ex-con they were trying to arrest.

Signal Maintainers Colombo Solimo and Devin Puma, who along with four supervisors, performed heroics during Hurricane Sandy.



Signal Maintainer Frank D’Erasmus is given his award by Daily News Editor-in-Chief Colin Myler.



SIRTQA Conductor Naholyta Levasseur, a UTU member, receives award from TV star Tamar Tunie of Law and Order, SVU.

100 Have Now Received College Grants from

FOR THE FOURTH YEAR IN A ROW, COLLEGE bound children of 25 more good standing members got a financial head start thanks to \$25,000 in grants provided by M3 Technology, the union's voluntary insurance administrator for life, disability, critical illness, home owner and auto benefits. That brings

to 100 the number of young people who have received the scholarships.

On December 10, 2013 M3 hosted a luncheon to present certificates to the lucky winners, which had been chosen in a random drawing at a Local 100 Executive Board meeting. The scholars received their awards from John Pescitelli, President and CEO of M3, and together with their family members were congratulated by Local 100 President John Samuelsen.



2012 M3 Technology, LLC - TWU Local 100 Scholarships Winners

| STUDENTS | COLLEGE/MAJOR | TWU LOCAL 100 MEMBER | DEPARTMENT |
|--------------------|--------------------------------|----------------------|------------------|
| Kehinde Joda | Penn State/Science | Kayode Joda | MOW |
| Amanda Singh | NYIT/Nursing | Hemchandra Singh | CED |
| Yelena Kruglyak | Hunter/Psychology | Igor Kruglayak | MOW/Struc. |
| Taryn Williams | Oswego SUNY | Marquis Edward | MOW |
| Mallory Crespo | Wesley College | Alan Crespo | CED |
| Avijit Sengupta | NYC Tech/Telecommunications | Avijit Sengupta | CED |
| Franklyn Placencia | CSI CUNY/Business | Ruth Rivera | STATIONS |
| Brigid McGlynn | Iona/Education | Thomas McGlynn | TA SURFACE/Main. |
| Alexis Budhi | Rutgers/Pre-Med | Alexander Budhi | MOW/Struc. |
| Ironica Freeman | CUNY/Psychology | Danson Ndenye | TA SURFACE/BO |
| Kimberly Coggins | South Florida/Nursing | William Coggins | MOW/LES |
| Timothy Coggins | Miami U/Accounting | William Coggins | MOW/LES |
| Julian Martinez | NYC Tech/Computer Systems | Juan Martinez | MOW/Track |
| Khadijha Kipp | Oakwood Univ./Psychology | Aubrey Kipp | TA SURFACE/BO |
| Ilysee Sowerby | SUNY Albany/Business | Ilysee Sowerby | MaBSTOA/BO |
| Christopher Frieda | St. Johns/Pharmacology | Robert Frieda | CED/CM |
| Diane Pizzano | E. Stroudsberg, Communications | Stephen Wilhelm | MaBSTOA |
| Shanice Simmons | Penn State | Michael Neely | MaBSTOA/BO |
| Alana Case | Old Westbury SUNY/ Comm. | Lenford Daly | CED/CM |
| Michael Greene | NYIT/Computer Engineering | Paul Greene | TA SURFACE/Main. |
| Wendy Poon | Hunter/Nursing | Chi Lik Poon | CED/CM |
| Jennifer Cohen | BMCC/Liberal Arts | Dean Cohen | STATIONS/SA |
| Sophonria Williams | Penn State/Animal Science | Carlos Williams | RTO/TO |
| Ilya Presler | College of Staten Island | Boris Presler | CED/CM |
| Mohil Patel | Rutgers/Biology | Anish Patel | MOW/LES |

the Local 100-M3 Technology Program

This year's event hosted the current winners, as well as the 2012 winners whose luncheon was cancelled in the wake of Hurricane Sandy.

Pescitelli told the 2012 and 2013 winners at the ceremony: "I am honored to be presenting the annual TWU Local 100 scholarship awards. We at M3 Technology believe that you students are the future of our country and the future of the union movement. Work hard. Set your sights high and be the

best that you can be, no matter what your career path."

All TWU Local 100 members in good standing are eligible to submit the names of children or grandchildren – or themselves if they are going to school – who are entering or attending a 2 or 4-year colleges.

Our congratulations to the winners, who carry our heartfelt hopes for a successful course of study at the school of their choice.



2013 M3 Technology, LLC - TWU Local 100 Scholarships Winners

| STUDENTS | COLLEGE/MAJOR | TWU LOCAL 100 MEMBER | DEPARTMENT |
|---------------------|---------------------------------|----------------------|-----------------|
| Stephen Hanna | Vanderbilt/Bio Medicine | Stephen Hanna | MOW |
| Jobin Mathew | St. John's/Accounting | Jose Mathew | MOW |
| Madeline Joseph | Hunter/Biology | Marie Joseph | PRIVATE LINES |
| Alissa Persaud | Middlesex County/Nursing | John Dimaggio | MaBSTOA/Retiree |
| Jessie Turkeshi | Manhattan College/Business | Klaud Turkeshi | MaBSTOA |
| Corey Brian Lynch | St. John's/Legal Studies | Brian Lynch | PBL MTA M |
| Brina Chu | SUNY | David Chu | MOW |
| Alana Case | SUNY Marketing | Lenford Daley | CED/CM |
| Aaron Ortiz | Queens College/Graphic Design | Andie Ortiz | MOW/LES |
| Gabrielle Bisceglia | PACE/Business | Giovanni Bisceglia | MaBSTOA |
| Amanda Maggio | Adelphi/Psychology | John Maggio | TA SURFACE |
| Bridgette Roman | Lehman College/Business | Edward Roman | TA SURFACE/BO |
| Wonseok Cãhoi | College for Creative Studies | Seung Choi | CED/CM |
| Christian McClain | Tompkins/Sports Management | Curtis McClain | MaBSTOA/BO |
| Ashlee Maldonado | Ursinus/Neuroscience | John Maldonado | TA SURFACE/BO |
| Jessica Spellman | St. Edwards/Business | Yvonne Burkhalter | RETIREE |
| Jadnene Solomon | Brooklyn College/Communications | Earl Solomon | RTO/TO |
| Diane Pizzano | East Stroudsberg/Communications | Steven Wilhelm | MaBSTOA |
| Carolyn Praylaw | Community College of Baltimore | Theresa Green | STATIONS |
| Jacqlyn Zdazenski | Potsdam University | Paul Zdazenski | MTA BUS |
| Jessica Tocoma | SUNY New Paltz | Anthony Tacoma | MOW/Struc. |
| Claire Yakaich | Kingsborough/Biology | Alexander Yakovich | RTO |
| Bader Alhammed | Dickinson/Economics | Michael Alden | TA SURFACE |
| Takiya Tanner | Penn State/English | Rhoda Perry | CED/CM |
| Priscilla Torres | Schiller University/Info Tech | Gonzalo Torres | MOW |

TWU, World Labor Mourn the Death of RMT's Bob Crow

BOB CROW, THE DYNAMIC AND MILITANT LEADER of London's bus and subway workers union and a leading voice for the working class worldwide, died of a massive heart attack on March 10, 2014. He was a close ally of TWU Local 100 and the International union, and a frequent speaker at TWU events here in New York. He was only 52 years old and had been the elected General Secretary of the Railway, Marine and Transport Union (RMT) since 2002.

TWU Local 100 President John Samuelsen said: "Bob's death is a crushing blow to Britain's and the world's labor movements. He was without question the most important and profound voice for industrial unionism and the working class in the world. He was a true friend and mentor. I don't think we can even begin to quantify how devastating this loss is to our great labor movement."

TWU International President Harry Lombardo said: "Bob was a tireless advocate and crusader for workers across the globe. This is a great, great loss — and not just for his members and working people in the UK, but for workers everywhere."

The RMT's assistant general secretary Steve Hedley said: "The RMT has lost a great leader and a great man and the whole working class has lost a true leader."

RMT President Peter Pinkney said of Crow: "Bob's humor, insight and passion were infectious and it inspired everyone who met him. He often told audiences that fear was conta-

gious 'but so is courage.' He instilled bravery, determination and confidence into all those who heard him and worked with him. He also created the conditions for unity under the most difficult circumstances, bringing together those with differing views and developing a way forward without personal rancor or bitterness."

Bob's older brother Richard said: "Bob was honest, he looked after the people he was supposed

to look after. When people have a high office in life they fall for the big trappings of the flash cars and the big hotels and big houses. But Bob wasn't like that, he was a genuine person of the people."

Crow was scheduled to speak at Local 100's Quill-Connolly Day Celebration on March 15, 2014. He spoke at last year's Quill-Connolly day event; at the TWU International Convention in September 2013 and at a number of other TWU events over the years.

In his last speech to a TWU crowd at the International Union Convention, Crow displayed his trademark bluntness. He said: "I operate on the basis of militant trade unions in the workplace. I couldn't give two monkeys about any boss's agenda. The only agenda I want to front for is for working people."

He also gave a high compliment to TWU, saying: "If I were in this country working in the transport industry, TWU would be the union I would join."

Bob Crow was born and raised in East London. He left school at 16 to work for London Transport, as part of a rail-fixing and tree-felling gang.

He is survived by his partner, Nicola Hoarau, and four children.



BOB CROW
1961-2014
Don't mourn, organise





Union Endorses Adriano Espaillat in 13th CD

TWU LOCAL 100 BECAME THE FIRST UNION IN the City to jump headlong into the hotly contested Democratic primary in the 13th Congressional District by endorsing State Sen. Adriano Espaillat.

Local 100 President John Samuelsen made the announcement at a press conference at union headquarters in Brooklyn on March 14, with a beaming Espaillat at his side.

Samuelsen said that more than 3,000 Local 100 members live in the 13th CD, which straddles Manhattan and the Bronx.

The Local 100 Executive Committee earlier voted unanimously to support Espaillat over long-time incumbent Charles Rangel and a second challenger, Rev. Michael Walrond.

Samuelsen said that the union's endorsement is based on Espaillat's long record of support for fair contracts for transit workers as well as safe and clean working conditions. "We view Adriano Espaillat as a powerful force for social justice and we are proud to be part of his coalition of support. We are confident that he is the best person to fight for us in Congress and we are ready to get to work to make him our next Representative in the 13th District."

Espaillat said that TWU's endorsement is "extremely important to me" because it comes from the "men and

women who move this city, who get us to work and home safely every day." He also said that transit workers contribute mightily to the City's economic vitality.

"In Congress, I will fight tirelessly to secure the funding necessary to keep our transit system moving – rain,

snow or shine – united we can strengthen our infrastructure," Espaillat added. "I am honored to have TWU's support and I look forward to working with you on my campaign and on capital improvements that help you do your jobs."

Espaillat said that his other goals in Congress include: more funding for affordable and low-income housing; immigration reform; economic development focused on small and minority owned businesses, and healthcare campaigns

to combat conditions plaguing minority communities like diabetes, obesity and childhood asthma.

In addition to TWU, Espaillat has received several key endorsements, including New York City Council Speaker Melissa Mark-Viverito, Senator Gustavo Rivera (SD-33), Assemblymembers Karim Camara (AD-43) and Gabriela Rosa (AD-72), Council Members Mark Levine (CD-7) and Ydanis Rodriguez (CD-10), the Barack Obama Democratic Club of Upper Manhattan, and the Democratic Club of El Barrio and East Harlem.



State Sen. Adriano Espaillat happily accepts TWU Local 100's endorsement for the 13th Congressional District primary in June. Espaillat and President John Samuelsen are shown in display of support at press conference at TWU headquarters in Brooklyn.

Detroit's Public Employees Under Full Assault

By David Katzman

Pensions for Detroit's city workers are in great jeopardy in a federal bankruptcy court. The events leading up to the current situation in Detroit are unique. But Tea Party Republicans across the country (and some Democrats as well) are using the tragic circumstances of Detroit as a hammer of hysteria against public employee benefits everywhere. Batten down the hatches, brothers and sisters. "Detroit" may be coming to a city or town near you.

Detroit and its public employees, both active and retired, have been under the gun since 2011.

That is the year Tea Party-inspired Republicans gained control of the Michigan governorship as well as both houses of the legislature.

In 2011 and 2012, the state government slashed taxes on corporations and the wealthy, enacted punitive taxes on the poor and pushed through a "right to work" law stripping workers of union protection.

Detroit – a strongly working class, majority African-American and defiantly anti-Tea Party city – was in the Republican crosshairs.

Economic decay had made Detroit vulnerable. Over the years, as the auto industry declined, so had the population and tax base. So much of the city has been left empty that hundreds of acres are being converted to farmland. The public workforce has been downsized, schools have been closed, and public services across the board contracted and eroded. City government survived by cannibalizing itself. Yet, bankruptcy was not on the horizon.

Then two further blows hit.

First came the crisis precipitated by the Wall Street meltdown. Jobs, sales and real estate values fell into a sinkhole. This further eroded revenues while also opening a hole in the pension funds. And then Tea Party dogma struck. As the

Putting Detroit in bankruptcy was a political move, not an economic or legal necessity. It's a case of making people whose only crime was to go to work every day pay for the crisis.

city government wrestled with cash flow problems, the Michigan Republicans drastically cut state funding for Detroit, leaving the city temporarily without cash to pay the bills.

Declaring Detroit in danger, the governor appointed an emergency manager with sweeping powers. The emergency manager did not arrange state help to get through the cash flow crunch. Instead, he took the opportunity to go to federal court and file for bankruptcy.

Immediately, the public pension plans became the focus of attention, as though they had caused the crisis. As part of the proposed bankruptcy reorganization, the emergency manager is demanding deep cuts in pension payments, and has been sparring with the bankruptcy judge over

how deep. The emergency manager is proposing cuts in the range of a quarter to a third for non-uniformed employees. Financial interests, in turn, have gone to court to claim that the proposal discriminates against bondholders and the pension cuts should be still deeper.

Putting Detroit in bankruptcy was a political move, not an economic or legal necessity. The same is true for cutting the pensions. These proposed cuts highlight a key point of agreement between Wall Street and the Tea Party: make people whose only crime was to go to work every day pay for the crisis.

The extremity of Detroit's situation makes it seem unique. But key elements of the story are not. Budget problems are not limited to Detroit. Neither are tax breaks for the rich, which underlie those problems as much as economic decay. And, above all, public pensions everywhere are in the crosshairs of Wall Street and the Tea Party. We should not forget that in 2012 Governor Cuomo proposed replacing public sector pensions for new employees with a 401(k).

Together with supporting public employees in Detroit who are trying to resist this onslaught, we want to learn from their difficulties to make sure it does not happen here.



Vice President Tony Utano and Signal Chair John Chiarello stopped by to say hello to a class of Signal Helpers prepping for the Signal Maintainer's practical exam.

TUF-ing It Out in Brooklyn

OUR TRAINING & UPGRADE AND CHILDCARE funds have a new home on the 4th floor of 195 Montague Street in Brooklyn.

The move brings the funds' offices and classrooms back into close proximity with Local 100's union hall, one floor away.

This has numerous benefits, including the ability to use Local 100 meeting rooms as additional classroom space when needed, as happened recently with a special program to prepare Signal Helpers for the Signal Maintainers practical exam.

The Montague Street location is highly accessible by subway, the A, C, F, R, 2, 3, 4, and 5 trains, as well as a number of bus lines that stop half a block away.

TUF

TWU LOCAL 100 - NYC Transit

Training & Upgrading Fund

- Fall, Spring, Summer course offerings
- Three dozen topics ranging from Defensive Driving to Computer Networking to Sign Language
- Nearly 100 class sections each term (fewer in the summer).

Visit the TUF website at:
<http://twulocal100tuf.org>



TWU Local 100-NYC Transit
Childcare Fund

- Summer camp (including Camp TWU)
 - Stipends for Childcare and Afterschool each school year
- Visit the CCF website at:
<http://www.twulocal100ccf.org>



Members shown at the defensive driving class at the new Training & Upgrading facility at 195 Montague Street, Brooklyn.

Landslide 'Yes' Vote Locks

Local 100 TA/OA members have given their stamp of approval in landslide fashion to the union's new 5-year contract with the MTA that shatters the "state pattern" of three years of zeroes, and substantially exceeds the projected City pattern of at least 18 months of zero increases. The final tally was 12,458 to accept and 2,681 to reject, an impressive 82 percent YES vote. The American Arbitration Association (AAA) conducted the secret mail ballot vote. The Local 100 Executive Board had voted 33-0 to endorse the agreement and urge the membership to accept its terms.

The TWU package provides raises in every year, full pay retroactivity to Jan. 16, 2012, new dental and vision plans, and millions more in other benefits (see sidebar). In all, the contract includes \$525 million in new wages over the five year period and in excess of \$100 million more to cover improved and new benefits, including several breakthrough benefits covering transit families from the cradle to the grave.

The contract was reached in the early hours of April 17, 2014 after several days of intense negotiations between Local 100 President John Samuelsen and MTA CEO Thomas Prendergast.

The window of opportunity opened just days after the union's annual Lobby Day



Signing off on final MOU at the Governor's office in Manhattan on April 17, 2014 are, from left around table: Howard Glazer, Director of Operations for the State of New York; MTA CEO Tom Prendergast; union attorney Vincent Pitta, and Local 100 President John Samuelsen.

pilgrimage to Albany in late March during which hundreds of transit workers, wearing 'MTA MUST PAY' t-shirts, spread the message among the state's decision makers that the union would not settle for the "state pattern" of zero increases for three years. That impressive showing came just a few months after nearly 8,000 transit workers flooded lower Manhattan for a rally on the first anniversary of Superstorm Sandy to demand a fair contract.

In the critical hours before settlement, Samuelsen reached out to Gov. Andrew Cuomo to involve himself in the process to break the more than two-year stalemate in the negotiations.

Gov. Cuomo sent in top aide Howard Glazer, the Director of Operations for the State of New York, to assist in the talks, and then stepped in himself at the end to close the deal.

Gov. Cuomo, Mr. Glazer, MTA CEO Prendergast and Local 100 President Samuelsen, finally announced the settlement at a press conference at the Governor's offices in Manhattan at 2:30 pm on April 17, 2014.

Gov. Cuomo said that the new agreement is "fair, on the financial terms. I think it's also innovative in some of the developments for the employees, and their families, that takes into consideration the challenges that people are facing today." Cuomo lav-



President Samuelsen conducts shop gate meeting on the contract at the Coney Island Overhaul shop. (photo by Nick Bedell)

in Contract Gains

ished praise on the workforce for their efforts in restoring service and rebuilding damaged portions of the system after Superstorm Sandy, calling transit workers “the epitome of great public servants.”

The contract settlement brought words of praise from many quarters. Mario Cilento, President the New York State Federation of Labor, AFL-CIO, said that the agreement “will ensure the economic security and well-being of thousands of transit employees and their families.” He added: “groundbreaking provisions such as first time ever paid maternity and paternity leave, as well as measures to ensure bus operator safety, are testaments to the union’s perseverance.”

Vincent Alvarez, President of the New York City Central Labor Council, AFL-CIO, said: “The TWU Local 100 contract is a great victory for the dedicated workers, and for the riding public who have come to depend on the first class service provided by our city’s transit professionals.”

Danny Cassella, president of ATU Local 726, said “Two years ago, all NYC transit workers were facing a disastrous situation . . . now there is a contract settlement which has shattered the state pattern and moved the MTA far off their initial ‘three zeroes’ bargaining position.”

WHAT WE WON

- Raises in every year (no zeroes)
 - 1 percent retroactive to Jan. 16, 2012
 - 1 percent retroactive to Jan. 16, 2013
 - 2 percent retroactive to Jan. 16, 2014
 - 2 percent on Jan. 16, 2015
 - 2 percent on Jan. 16, 2016
- An immediate 4 percent pay increase upon ratification.
- 8.25 percent total compounded increase.
- full retroactive pay to Jan. 12, 2016.
- Improved dental plan
- Improved vision plan
- Line of Duty Death Benefit raised to \$250,000 (from current \$100,000)
- Active Service Death Benefit increased to \$25,000 (from current \$5,000)
- Retirees’ surviving spouses receive medical coverage up to Medicare age.
- LIRR and Metro North Rail commuter passes for members living outside the city subway zones. All ride SIRTOA for free.
- Two weeks paid maternity and paternity leave on birth of a child.
- DNA kits on all buses to prevent spitters.
- MTA written guarantee for shields on buses (except MCI’s) by Jan. 15, 2017.
- MTA guarantee for improved restroom facilities for female operators.

WE STOOD UNITED AND BLEW THE "STATE PATTERN" OUT OF THE WATER!

MORE THAN \$600 MILLION
in New Wages & Benefits for TA/OA Members

Your New Contract What We Won

RAISES IN EVERY YEAR

| Year | Rate |
|------|------|
| 2012 | +1% |
| 2013 | +1% |
| 2014 | +2% |
| 2015 | +2% |
| 2016 | +2% |

HUGE BENEFIT IMPROVEMENTS

- NEW:** State Improved Dental Plan
- NEW:** Vision Plan with Big Increases
- NEW:** Line of Duty Death Benefit raised from the current \$100,000 to \$250,000
- NEW:** Active Service Death Benefit increased five-fold from \$5,000 to \$25,000

FIRST TIME EVER:

- Healthcare security for spouses/retirees' surviving spouses receive medical coverage up to Medicare age.
- LIRR & Metro-North Rail for members living outside the NYC Subway Zone (States Island Railway Commuter passes for all members).
- Two weeks Maternity and Paternity leave with full pay upon the birth of a child.

ALL MAJOR CONCESSION DEMANDS DEFEATED!
NO WORK RULE CHANGES; NO Part-Time Bus Operators; NO Expansion of OPTO; NO Broadbanded Station Agent Duties & NO Privatization of Stations

Gov. Cuomo Praises Transit Workers at Contract Press Conference

Gov. Andrew Cuomo, with MTA CEO Tom Prendergast seated to his right and Local 100 President John Samuelsen to his left, announced settlement of TWU’s contract dispute with the MTA at a press conference on April 17, 2014 at the Governor’s midtown Manhattan offices. Following are the Governor’s words, verbatim, as he referenced the union and transit workers:

“President John Samuelsen is a phenomenal labor leader. I’ve worked with many, and he is truly a tough negotiator on behalf of his union, as he should be. And I want to applaud him on this contract and on these terms. It’s fair, on the financial terms. I think it’s also innovative in some of the developments for the employees, and their families, that takes into consideration the challenges that people are facing today. And I applaud him on a piece of work well done.

“I also applaud the transit workers, who have done a great job. They are the epitome of great public servants. What they did during Hurricane Sandy I watched first



“[Transit workers] are the epitome of great public servants.”

—Gov. Andrew Cuomo, April, 17, 2014

hand under truly difficult circumstances. And they were there, day after day after day, day in and day out, dealing with things no one had ever seen before. You never saw a flooding of tunnels before, you never saw flooding of subway systems before, the way we saw it. And the transit workers were really magnificent.”



Marathon Campaign Ends With a Winning Contract

TWU Local 100's arduous two-year contract campaign came to a successful conclusion on April 17 when Local 100 President John Samuelsen walked into a midtown conference room alongside Governor Andrew Cuomo to announce a tentative settlement with the MTA that brought raises in every year as well as retro pay and big benefit enhancements.

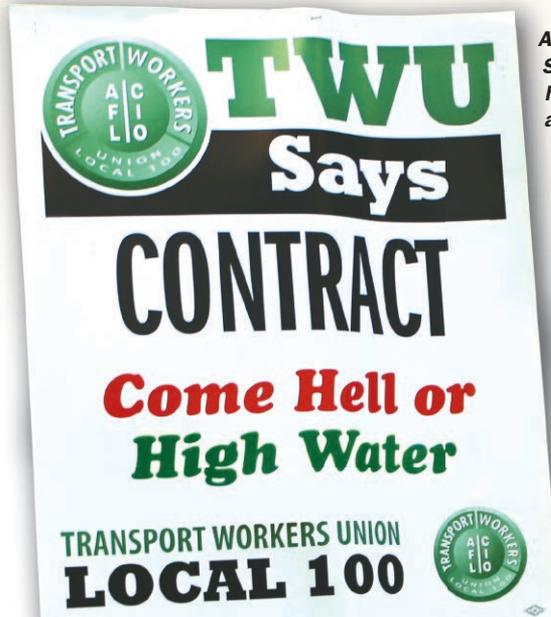
The 2012-2014 contract fight is a compelling new chapter in TWU's contract legacy – decidedly different from many past fights when tough rhetoric, sabre rattling and strike deadlines often produced contracts, but also produced three city-wide strikes in 1966, 1980 and 2005.

As the clock ticked down toward January 15, 2012, the union's leadership, with Executive Board approval, decided on a new course driven by national and regional economies in free fall, further complicated by a new "state pattern" set in late 2011 by the two largest state unions consisting of three years of zero increases, unpaid furloughs and big health care givebacks.

Local 100's new course was to abandon the strike threat and hard deadlines. Instead the union would continue negotiating, organizing union strength internally, and building public and political support for our position through paid and unpaid public campaigns.

The New York City unions found themselves in a similar boat with Mayor Bloomberg taking a hard line against raises. Everyone battened down the hatches to wait for a better economy and a friendlier political atmosphere.

For the better part of 2012, former MTA CEO Joe Lhota preached the gospel of a "net zero" contract for transit workers, while ignoring a slowly recovering economy, the increased MTA



Above, President John Samuelsen addresses hundreds of members at the 2012 Lobby Day in Albany. The union unveiled its "MTA Can Pay" campaign there.

Below, nearly 8,000 members attended a rally on the first anniversary of Hurricane Sandy to demand contract fairness.





Above, union leaders conducted a joint press conference with the Black and Puerto Rican caucus members in Albany in 2013 to bring political pressure on the MTA to settle a fair contract.



Left: members and officers demonstrate outside 2 Broadway in 2013 to show displeasure with MTA demands for part-time bus operators and expansion of OPTO.

ridership on buses and trains, and his own agency's improving finances. The union launched a public campaign, MTA CAN PAY, in which we highlighted the MTA's improving numbers and pointed out agency accounts that could be tapped for a contract deal. A second campaign, MONEY THROWN AWAY, focused on the MTA's gross inefficiency in managing its finances, in particular its mega projects which were routinely plagued by multi-year delays and cost overruns in the hundreds of millions of dollars.

When Hurricane Sandy roared in on October 29, 2012 the transit system was safely secured and transit workers were ready to ride out the storm and then restore service to millions of commuters. Our quick and efficient work garnered praise from all quarters. Even our most ardent detractors among the local newspaper's editorial boards heaped praise on the workforce. Billions of federal dollars started pouring in, creating a mini-boom in transit construction, which shored up MTA finances.

Outside of transit, the economy was showing signs of life as it recovered from the Great Recession of 2007-2010. Yet nothing was on the table that TWU Local 100's leadership considered acceptable.

MTA CEO Lhota threw another monkey wrench into negotiations by deciding to quit the MTA to run for Mayor, with his calling card the impressive job we had done during and after Hurricane Sandy.

The extra publicity didn't hurt TWU Local 100. In fact, it added to a public awareness of the vital role transit workers play in the region's economy. We began to cultivate that notion in a series of print, broadcast, and internet ads: that Sandy was the most clear-cut case in recent years of transit workers adding value to New York's economy and deserving to be compensated for it.

It didn't hurt our case in that election year when New York State Comptroller Tom DiNapoli – always a prominent friend of labor – went out on a political limb for Local 100 on September 28, 2013, telling WCBS that “the MTA is in better shape than it has been in a long time, with \$1.9 billion in unanticipated savings.” We immediately affirmed that the new found cash go toward service restorations and to a contract granting raises for the workforce.

In the meantime, the union launched a union-wide organi-

zational effort to build toward a major demonstration on the anniversary of Hurricane Sandy, underscoring our positive publicity campaign. Most observers in the press didn't expect much, and many didn't cover it. But those who came on October 29, 2013 were treated to a powerful demonstration of TWU Local 100 power, which brought back memories of the grand rallies and marches of decades earlier. We had done our internal preparation well, giving enough oxygen to union activists to bring out an energized rank and file and make the smoldering embers burst into flame.

In another positive for the public sector, the Mayoral contest was won by former Public Advocate Bill de Blasio. Had Lhota taken the City's highest office, unions would have had a Bloomberg clone to contend with, and the former MTA manager would have had a big role in contract negotiations, keeping net zero alive.

By contrast, de Blasio promised to put retro pay back on the table. The negotiating climate was improving for all unions.

On December 21, 2013, the MTA's long-held position that it was unable to pay raises fell apart. A Presidential Emergency Board, appointed by President Obama issued a recommendation for raises in every year for workers at the Long Island Rail Road. Now the government underscored TWU's long held position that the MTA CAN PAY.

TWU Local 100's Lobby Day, which brought over 1200 transit workers to Albany on March 25 with a new message that the MTA MUST PAY, seemed to pry open a window of opportunity for settlement.

Politics, it is said, is the art of the possible. As April began, both parties clearly had something to gain. The Governor wanted to end a labor dispute that was growing increasingly uncomfortable. And TWU Local 100 leaders knew that Bill de Blasio would soon have to put his offer to City unions on the table – and that could set a binding precedent for our contract, as it had in the past.

We knew the MTA had the money to deliver raises but we wanted something more: the opportunity to bargain contract items that would elude us in arbitration, such as improved dental and vision, better life insurance, and a free commuter pass. Most of all, we wanted to improve our health care benefits before City contracts were settled that shifted those costs onto the backs of workers.

The stage was set for intense meetings with the MTA and a quick huddle with the Governor and his top advisors where final positions would be staked out and a contract reached. That's what happened on April 15th and 16th, clearing the way for a joint announcement on April 17.

Members Deliver Message to Albany:

Did

~~'MTA Must~~



SOME 1,200 LOCAL 100 MEMBERS PARTICIPATED in the union's annual bus pilgrimage to Albany to speak directly to legislators about the issues of greatest concern to transit workers.

Buses left sites across the City at 6:00am on March 25th making the three-plus hour ride up the Thruway to the state capital. Members greeted legislators wearing t-shirts proclaiming the number one union goal – a fair contract with the MTA. The shirts read, “Net Zero, No Way: MTA Must Pay.”

Just days after the Lobby Day event, the MTA came off its “net zero” demands and serious talks began. A tentative agreement was reached on April 17, 2014.

The day's program began with a series of addresses by prominent legislators, most notably State Comptroller Thomas DiNapoli. Other speakers included, Sen. Michael Genaris, Deputy Leader of the Senate Democratic Conference; Sen. Martin Golden, Asst. Senate Majority Whip; Assemblyman Walter Mosely, chief sponsor of the Bus Partition Bill; Sen. Adriano Espaillat, Chair, Senate Puerto Rican/Latino Caucus; Sen. Ruth Hassell-Thompson, Senate Minority Conference, and Sen. Joseph Roback, Chair, Committee on Transportation.

New York State AFL-CIO President Mario Cilento brought the greetings of New York's 2 million union members, and pledged their support to the Local 100 contract fight.

State Comptroller Thomas DiNapoli scored the MTA

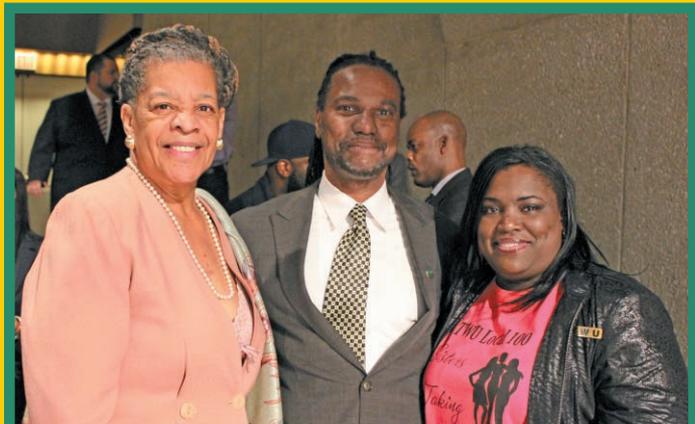
Pay'



Local 100 President John Samuelson with Sen. Martin Golden, the Senate Majority Whip.



Local 100 Vice Presidents, from left: Tony Utano (MOW), JP Patafio (TAS), Nelson Rivera (CED), Maurice Jenkins (Stations), Kevin Harrington (RTO), John Day (MTA Bus/PBL), Brian Clarke (MaBSTOA), and Secretary Treasurer Earl Phillips.



From left, Sen. Ruth Hassel-Thompson, Local 100 Political Director Marvin Holland and Recording Secretary Latonya Crisp-Sauray.

on refusing to share its \$1.9 billion budget surplus over the next four years with the workers.

After the speeches, Local 100 President John Samuelson was joined by two dozen lawmakers at a 1:00pm press conference in the Legislative Office Building pushing back against the Governor's recent \$40 million 'sweep' of dedicated transit funds from the MTA's budget (the final state budget lowered that amount to \$30 million).

Bus partitions to prevent assaults were also high on the agenda, with one politician after another vowing to enact

Continued on page 18

'MTA ~~Must~~ Pay' Did

Continued from page 17

A7424/S5684, which would mandate their installation over a proscribed period of time.

After a lively program at the convention center and the press conference, where a group photo was taken, TWU Local 100 members staged a "sit-in" demanding a "fair contract now" on the 'Million Dollar Staircase' leading up to the State Senate chambers in the capitol building.

President Samuelsen briefed members on the day's accomplishments while other top officers held the union's "no concessions" banner.



Vice President Tony Utano (2nd from left) with members of Signal Department and Signal Chair John Chiarello (3rd from right).



President Samuelsen denounces the theft of \$40 million in dedicated transit money from the state budget at midday press conference.



Members from the Traffic Checkers section.



President Samuelsen (middle) with State Comptroller Thomas DiNapoli (right) and State AFL-CIO President Mario Cilento.





Solidarity Pressures UPS to Rehire 250 Workers

Members of Teamsters Local 804 working for UPS joined political leaders and supporters from other unions including TWU Local 100 in a rally at City Hall to protest the firing of up to 250 workers after a walk-out staged by workers in solidarity with a fired brother.

At presstime, we are happy to report that the company, under tremendous public and political pressure, reinstated all 250.

TWU Local 100 was one of several unions in the forefront of supporting our brothers and sisters at Local 804 after management overreacted to a 90-minute walk-out on February 26 to protest the unjust firing of a union brother.

TWU Local 100 Recording Secretary LaTonya Crisp-Sauray took the lead in protesting the firings for Local 100. Her husband, Ronald, was one of the terminated UPS workers.

The dispute began when workers walked off the job February 26, to protest the firing of Jairo Reyes for alleg-



Top photo shows City Hall press event, and above Local 100 Recording Secretary LaTonya Crisp-Sauray with husband, Ronald, one of the fired UPS workers.

edly changing his reporting time. Management called all 250 into their offices and announced that they would be fired for walking off the job – on a timetable to be decided by management.

Among the public officials expressing outrage the company's heavy handed tactics included numerous City Council members, Assemblyman Tony Avella, and two citywide officials, Public Advocate Tish James and Comptroller Scott Stringer.

Ms. James said that when she went to UPS headquarters to discuss the matter, she was "shown the door." She noted that UPS benefits from a lucrative discount program that exempts the company from paying for most

of the parking tickets it incurs. Councilmembers noted the City's \$43 million in contracts with UPS, saying that these contracts should be re-considered if UPS does not reinstate the fired workers.

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

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

Berinus Anthony Lewis, retired TA Bus Maintainer/Gleason Depot, on February 3, 2014.

James Hopkins, retired MaBSTOA Bus Operator, on October 23, 2013.

William Bruce, retired Revenue Equipment Maintainer, on December 15, 2013.

Matthew Armstrong, retired TA Bus Operator, on December 1, 2013.

Joseph J. Davis, retired Train Operator, on November 17, 2013.

Soloman C. McNellage, III, Active Train Operator, on November 20, 2013.

Richard Dixon, retired Cleaner, TA, on November 12, 2013.

Leira Glenn, retired MaBSTOA Bus Operator, on November 19, 2013.

Kenneth R. Huguenin, active MaBSTOA Bus Operator, on December 2, 2013.

Dwyke C. Prescott, active Track Worker, on November 17, 2013.

Celeste Atkins, active Cleaner TA, on November 7, 2013.

Alfred F. Anderson, active Cleaner TA, on November 7, 2013.

Anthony Branch, retired Station Agent, on October 30, 2013.

Lennie R. Murray, retired Station Agent, on October 21, 2013.

Mamie G. Peterson, retired Station Agent, on December 8, 2013.

Kim Colwell, active Stations Cleaner, on December 26, 2013.

Rosalind Rivera, active Station Agent, on December 14, 2014.

George M. Varghese, retired Car Maintainer, on December 24, 2013.

Wilbur L. Carpenter, retired Triboro Coach (MTA Bus) mechanic, on January 8, 2013.

Rudolph Stevens, retired TA Bus Operator, on December 27, 2013.



From left: Earl Phillips, Maurice Jenkins, Curtis Tate, Bill Lucy, John Bland, Betty Bland, Fran Albach, Latonya Crisp-Sauray, Harry Lombardo, John Samuelsen, Angel Giboyeaux.

Black History Event Honors Civil Rights Champions John Bland and Bill Lucy

GUESTS PACKED THE THIRD floor of Local 100's new union hall at 195 Montague Street in Brooklyn for TWU's 2014 Black History Celebration on Saturday Feb. 22, 2014 – an event co-sponsored by the New York Chapter of the Coalition of Black Trade Unionists (CBTU).

Special guests included John Bland, TWU's International Administrative Vice President and a stalwart of the civil rights movement in Houston, TX, and Bill Lucy, the founder and first President of the national CBTU.

Brooklyn Borough President Eric Adams, New York City Public Advocate Letitia "Tish" James and City Council member Robert Cornegy also attended.

Local 100 President John Samuelsen, Secretary Treasurer Earl Phillips, Recording Secretary Latonya Crisp Sauray, Administrative Vice President Angel Giboyeaux and Vice Presidents Maurice Jen-



CBTU founder and retired AFSCME Executive Vice President Bill Lucy gets standing ovation.



Brooklyn Borough President Eric Adams (center) with from the left: Harry Lombardo, John Samuelsen, Latonya Crisp-Sauray, Angel Giboyeaux and Earl Phillips.



Public Advocate Tish James flanked by Vice President Maurice Jenkins (left) and CBTU NY Chapter President Charles Jenkins.

kins and Tony Utano attended, as did TWU International President Harry Lombardo and International Vice President and Transit Division Director Jerome Lafragola. Current CBTU national President Terry Melvin, who is also Secretary Treasurer of the New York State AFL-CIO, was on hand as well.

Texas native John Bland spoke about his battles against Jim Crow through peaceful demonstrations in the early 1960's. John's activism played a key role in facilitating the racial integration of lunch counters, movie theaters and other community establishments in Houston.

Bill Lucy, the retired Executive Vice President of national AFSCME, spoke about the founding of the CBTU in 1972 as a means to insure that the concerns of black workers were being heard at the highest levels of the labor movement. Over the past four decades, CBTU has served as a springboard for the advancement of black labor leaders in the movement.

Quill-Connolly Event Honor's TWU's Irish Heritage

TWU LOCAL 100 MEMBERS AND INVITED GUESTS from other TWU locals turned out on March 15 to mark the Union's annual Quill-Connolly day, which honors the legacy of TWU founder Mike Quill and Irish labor leader and patriot James Connolly, who was executed by the British for his role in the Easter Rising of 1916.

This year, attendees included Gerry Adams, President of Ireland's Sinn Fein, and Mary Lou McDonald, a Member of the Irish Parliament for Dublin City, and Vice President of Sinn Fein.

Also at the Hall and speaking about working class solidarity and the fight for fair wages were Joe O'Flynn, General Secretary of SIPTU, Ireland's largest union, and Eddie Glackin, former chief executive of SIPTU's Irish Trade Union Trust.

A pall was cast over the gathering, however, by the untimely death of British labor leader Bob Crow, General Secretary of the Rail, Maritime, and Transport Workers, who was scheduled to speak at this year's Quill Connolly Day event.

A stalwart friend of TWU Local 100 and champion of the working class, Crow was remembered by all who spoke including President John Samuelsen.

Steve Todd, head of the RMT's maritime division, choked back tears as he eulogized his long-time friend.

President Samuelsen began the event with a moment of silence for Crow, whose death he called "an absolutely devastating blow to his union, the RMT, to the entire British labor movement, and the entire worldwide labor movement."

The NYCT Emerald Society Pipe and Drum band entertained attendees, as did TWU Local 100's own Irish tenor, Chris Dolan, a recent retiree from Quill Depot.



Above left: President John Samuelsen (right) and Secretary Treasurer Earl Phillips with special guests from Ireland, including Rita O'Hare, Mary Lou McDonald, and Jerry Adams; above right, Ireland's SIPTU General Secretary Joe O'Flynn greets wellwishers; middle right, President Samuelsen and RMT official Steve Todd; middle, Quill Depot retiree Chris Dolan provided entertainment.



Thinking of Retiring?

Call the TWU Local 100 Retirees' Association
212-873-6000 x 2076, 2077

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We are an organization within TWU local 100. We have our own by-laws and Executive Board and make our own decisions. Our mandate and function are to protect, preserve and improve the social and economic status of retirees within the ideals of the trade union movement. We engage in political education, cultural, civic and charitable activities, with the goal of furthering the interests of the organizations and its members.

We engage in, and support through public education and activities, the ongoing efforts by TWU local 100 before federal, New York State and New York City governments to provide a secure and healthy retirement for retired members of TWU Local 100. We also engage in and support actions in Local 100's efforts to negotiate fair and just terms of its labor agreements that relate to retirement benefits.

Retirees' Association members have access to supplemental optical, dental, hearing aids, and in-hospital benefits. Find out more. Call the Retirees' Association, 212-873-6000 ext. 2076, 2077.

TWU Local 100 Retirees' Association
Mike Tutrone, Director



Upcoming Events Sponsored by the TWU Local 100 Retirees Association

Atlantic City (Bally's) – Friday, June 27, 2014
Villa Roma Annual Retreat (Callicoon, NY) -
Monday, August 18 – Friday, August 22, 2014
Annual Fall Dinner Dance – September 2014

Strike Averted at Mile Square

LESS THAN 48 HOURS BEFORE TWU MEMBERS AT Mile Square School Bus were to walk off the job in a long simmering contract dispute, the union and the company reached a tentative settlement that was unanimously endorsed by the negotiating committee.

On Thursday, May 15, 2014 the Mile Square membership had overwhelmingly voted to strike the following Monday rather than consider the company's inadequate "last and final" offer from a week earlier.

TWU Administrative Vice President Angel Giboyeaux informed company owner, Harry Rodriguez and the Yonkers, Mount Vernon and New Rochelle School Districts served by Mile Square that the strike would take place on May 19, 2014.

The membership handed out flyers to parents on

the last day of school prior to the strike deadline, of the planned walkout.

On Friday afternoon, an emergency session of the Local 100 Executive Board convened to authorize the strike. The vote was 38-0 to approve the job action.

Company owner, Rodriguez, who had played hardball throughout the process, had a change of heart in the face of a unified membership. He reached out to Local 100 President John Samuelson and asked for new talks.

The two sides met at the union's satellite office on Saw Mill River Rd. in Yonkers on May 17 and hammered out a settlement within a few hours.

The contract settlement is the culmination of a long campaign which intensified some months ago. The union upped the ante earlier this year with a big rally and press conference in bitter cold outside the Mile Square school bus company's main depot in Yonkers.



TWU Local 100 Administrative Vice President Angel Giboyeaux shakes hands with Mile Square owner Harry Rodriguez (right) after settling contract that avoided a walkout. From left are: Laura McCloughlin, School Bus Division Chair, Contract Committee members Ramona Cabrera, Cliseda Abreu, Evelyn Castillo, Luis Tejada, and Local 100 organizer Frank McCann. Present but not pictured were Executive Board member Hector Cartegena, and union reps Gus Moghrabi, and Dylan Valle.

Below: Members rally outside Mile Square's main depot in Yonkers.



Our 80th Anniversary

By James Gannon

THE REMARKABLE, OFTEN TUMULTUOUS JOURNEY of TWU that has spanned six wars, 11 Mayors and three City-wide transit strikes, began ironically in unremarkable fashion 80 years ago at a long gone coffee shop called Stewart's Cafe at Columbus Circle.

It was April 12, 1934, the day that a small group of transit workers led by IRT Change-maker Michael J. Quill met with representatives of the socialist party (the only organization willing to pledge substantial financial support) to plan formation of a union based on the industrial model of the auto, steel, clothing and mine workers.

1934 marked a dangerous but opportune time for unionization. The transit companies were taking full advantage of the nation's deep depression, which had spawned unemployment rates as high as 25 percent. For every transit job available, there were thousands of applicants.

The transit companies used these hard times to hire and fire at will, slash wages and impose even harsher terms of employment on the workers. Yet by the same token, the workers were sick and tired of paltry wages, aggressive, Neanderthal bosses and medieval working conditions.

Numerous attempts to unionize New York's vast population of transit workers along craft lines enjoyed some successes in previous years, but always ultimately failed. Strikes in 1905, 1910, 1916 and 1918 had been systematically broken by the transit companies, which spent huge sums of money to hire scabs and a veritable army of plain clothes goons and spies, known as beakies (named for the private security company's boss, H.L. Beakie) to intimidate the workers.



A young Michael J. Quill, addresses a rally of transit workers circa 1941 outside the Board of Transportation headquarters in downtown New York. Quill, TWU's founding President, believed deeply in industrial unionism.

The IRT further discouraged union organization by forming its own sham company-dominated "union" known as "the Brotherhood" that was largely despised by the workers.

But TWU's founders brought a different message of hope, attacking the old order with the slogan: "One Industry, One Union, One Fight."

The fledgling organization immediately began publishing its own newspaper called the Transport Workers Bulletin. It's first edition in 1934 showed the workers that TWU was going to be different. "After a long period of misery, the rank and file transport workers have definitely decided to launch a campaign for the building of a new union," the Bulletin declared, and it called upon "all transport workers to join and build this new independ-

sary

dent rank and file Transport Workers Union.”

The Bulletin trashed the company unions as “tools of the bosses . . . and responsible for the present miserable wages, long hours, increasing speed-ups and rotten working conditions in the transport industry.”

That first edition of the Bulletin also printed the new organization’s mission statement, quite radical for the day. “The Transport Workers Union is the only militant union of workers on all city traction lines, controlled by the rank and file workers in the industry. Our aim is at all times to safeguard, protect and improve the working conditions and living standards of all transport workers regardless of race, color, creed, nationality, or political views or affiliations. We are based firmly on the principle of industrial unionism and militant struggle and against company unionism and craft unionism.”

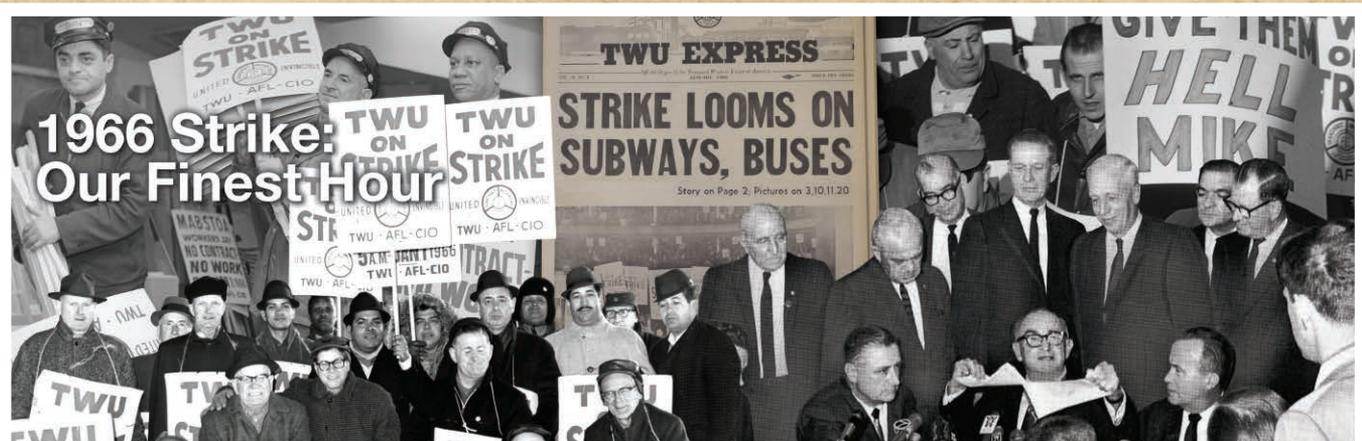
Much of TWU’s early success must be attributed to a very special kind of leader. He was Michael J. Quill, an



The prime movers of the fledgling TWU (shown here in 1937 photo) were, from the left: John Santo, Michael J. Quill, Douglas McMahon, Austin Hogan (Local 100’s first president), Harry Sacher and Maurice Forge (first editor of the TWU Bulletin).

Irish-born militant who was a unique blend of courage and charisma. He was a dynamic public speaker and a public relations genius, who captured the media of the day perhaps better than any labor leader in history.

Upon TWU’s 25th Anniversary in 1959, Quill reflected on what had been accomplished. He said: “Perhaps our greatest and most lasting contribution is TWU’s achievement in restoring the rights of citizenship and dignity to the individual workers . . . freedom from fear, freedom from want, freedom to speak one’s mind – this is the measure of security established by our strong union organization.”



Our Local 100 Transport Workers Bulletin for the past four years has been chronicling the many important victories of our union from its earliest organizing victories, to significant strikes and dramatic breakthroughs for the rank and file, like the 40-hour week. We are happy to announce that a new display will be mounted on the walls of our new headquarters at 195 Montague Street in Brooklyn to highlight these important events. This will include photo essays from our three citywide strikes in 1966, 1980 and 2005, as well as numerous other events. Printed here is a sample of what members will soon be looking at when they enter Transport Hall in Brooklyn.

New Quality Agreement Establishes 401(k)

School bus drivers and mechanics at Quality/Brothers in Brooklyn got a respite from the turmoil in the school bus industry within the five boroughs when Local 100 negotiated a one-year contract upping wage rates and establishing a 401(k) plan with company matching money recently.

The members at Quality Transportation and Brothers Transportation, working out of two shops in Mill Basin and Cypress Hills, had voted to join TWU Local 100 a few months earlier. They voted in the new agreement by a margin of 65-10. Under the contract, which covers the current school year, all drivers not at top scale will see a \$10/week pay bump and will keep the winter break as a paid



Secretary Treasurer Earl Phillips address Quality union meeting.

vacation. Vacations increase with seniority and there are paid holidays when school is closed.

The 401(k), an important new feature at the Quality workplace, obligates the employer to match employee contributions with up to \$1,800 in contributions for the current school year. Unlike provisions in many other school bus contracts, full-time drivers at Quality are guaranteed 40-hour work weeks while school is in session. The contract also obligates management to re-open negotiations if new routes or extensions are awarded to the company by the NYC Department of Education.



Quality Local 100 members applaud new contract.



Supertrans members approved new contract unanimously.

New Westchester 'Satellite' Office Opens Its Doors

A majority of TWU Local 100 members in Westchester can now walk to their own union hall at 347 Saw Mill River Road in Yonkers. The new hall, better located and twice the size of the previous office, is just three blocks from Liberty Lines, a block from Mile Square, and six blocks from Royal Coach. It is now open for business. Union reps will be on hand during regular business hours, 9 to 5, and can be reached by phone at 914-595-0026 and by fax at 914-595-0012. Watch for a new TWU awning to go up on the storefront in the next few weeks as we gear up for a grand opening, according to Angel Giboyeaux, Administrative Vice President.

Supertrans Members Approve New Contract, Unanimously

In Riverdale, our members at Supertrans who drive pupils to three prestigious private schools are getting retro pay back to September of 2012 and increases of 10.75% through September of 2015. The contract was unanimously ratified by drivers, monitors and mechanics who voted in December of 2013. Local 100 represents some 130 employees at Supertrans who will also be receiving bumps in uniform, shoe and tool allowances. Also, 401(k) contribution limits were raised slightly in the memorandum of agreement, which further includes improved language on disciplinary procedures. The life insurance benefit was raised to \$20,000.

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