

# TWU Express

The Transport Workers Union  
of America *United Invincible*

July/August 2010  
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**FIGHTING**  
*for the future  
of mass transit*  
See pages 12-13



*IEC Plans for TWU's Future in D.C., One Nation: 10-2-10 National  
March on Washington, Rail's Unprecedented Contracts with Amtrak*

[twu.org](http://twu.org)



# our legacy, **OUR DUTY**

by *International  
President*  
**James C. Little**

Over the July 4th holiday, I had a chance to reflect on this great country of ours and think about what makes it special. We belong to a truly great country that can become even better. But in order to improve America, we must face our challenges and make the right choices come election time this November.

It's so easy to become disenchanted when you watch all the inaction and game-playing in Washington at a time when the country is still in the economic doldrums and millions of Americans are out of work. The spectacles in our state capitals can be even harder to watch.

But, then I remembered that each and every one of us has the opportunity — an obligation, really — to change our country's direction. That opportunity comes at election time when we choose those who represent us in government.

In the same vein, I reflected on how much politics and legislation occupies my duties as a union officer. When I first became involved in the union as a young man my focus was on the shop floor issues, which boiled down to whether or not the company was treating us fairly.

As important as pay and working conditions are, you soon realize that these issues, as well as everything that affects working families' well-beings, are deeply impacted by what goes on in Washington and state legislatures.

I share these thoughts with you because election time is fast approaching. The main show will be the mid-term Congressional elections, but there will also be thousands of local offices contested as well. It is imperative that you be involved.

These elections represent a crossroads for America. If the march of the Tea Party and the atmosphere of fear mongering, hate and division that it spreads is not effectively challenged, not only will America's opportu-

nity to progress slip from our grasp, but our wage and benefit gains will be even more seriously set back.

Anti-worker forces propagandize that the current deficit and "big government" are the greatest threats to America today. They are wrong — our country's biggest threats are layoffs and unemployment, foreclosures that force families from their homes, and being told to give back what it took labor decades to win. Working people's enemies are screaming about a deficit when it comes to money for jobs, unemployment benefits and to save our cities from sliding into ruin. But exorbitant executive bonuses are still being paid out at companies that are losing millions.

We cannot allow our voices to be drowned out. TWU's legacy is at stake. This is why TWU was one of the first to become involved with the upcoming **National March on Washington scheduled for October 2, 2010 (10-2-10)**. This is a mobilization of millions in support of hope, change, justice and moving forward as "One Nation," in opposition to fear, hate, division and turning back the clock.

Our move of the TWU headquarters to Washington D.C. is progressing as we focus on many hot button legislative issues: transportation funding and FAA Reauthorizations (with security training for our flight attendants and stricter control of overseas repair stations); high speed rail funding that is being constantly threatened; rail safety legislation that is inching along — and the list goes on.

In order to win legislation and elect leaders that will fight for working people we must be politically active. For us, this is a season to mobilize, to march, and to organize. I urge you to get involved in politics, join us in our mobilization, and at the very least, register and vote.

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EVERY ONE  
OF US HAS THE  
OPPORTUNITY—  
*AN OBLIGATION,*  
*REALLY—*  
**TO CHANGE  
OUR COUNTRY'S  
DIRECTION.**

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# SAVE OUR RIDE

The TWU, ATU and Reverend Jesse Jackson alliance held eight successful rallies across the country this summer to raise awareness of the transit crisis. The uphill battle for changes to federal transit funding formulas and against reluctant transit authorities continues.

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TWU plans for a mobilization on October 2 to kick off 2010 mid-term elections. Be prepared to join the movement and to get-out-the-vote on November 2.

**LOOK FOR THE** photos videos articles action

If you see an icon next to an article be sure to check out [twu.org](http://twu.org) for supplemental coverage of that story. **STAY CONNECTED!**

### OFFICIAL PUBLICATION OF THE TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

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# Air Transport Division Contract Update

*Following the ratification of two American Eagle contracts in April, the TWU has reached tentative agreements with three work groups at American Airlines, affecting more than 13,000 members. As those three groups vote "yes" or "no" on ratification, American's Fleet and Ground Service groups take a separate strike vote.*

In early May, a TWU negotiating team reached tentative agreements (TAs) with AMR (American Airlines' parent company) that affect more than 13,000 members in three work groups: Maintenance and Related, Stores and Technical Specialists. The lengthy negotiations, which were carried out in a difficult climate of economic crisis and industry losses, resulted in tentative agreements with both gains and elements that members of those three groups will want to consider carefully in deciding whether to ratify the agreements.

On the positive side, the agreements call for signing bonuses and structural salary increases, preserve TWU defined-benefit pension plans for all current members, and continue retiree health care benefits. They would also provide increases in holidays, sick time pay and accrual, profit sharing and vacation days. In addition, the Maintenance and Related agreement does not include any provisions that would further outsource aircraft maintenance overseas. Most other major air carriers have shipped the majority of these jobs overseas where less skilled workers perform maintenance in under-regulated shops. The TWU is proud of its highly skilled and hard working members at the maintenance bases that have helped to keep these American jobs in our own country and to keep the flying public safe.

On the other hand, active members 49 and under would no longer prefund for the retiree healthcare benefits. Instead, they would utilize their sick bank hours to fund their coverage and will need to purchase Medigap coverage after the age of 65 to supplement Medicare. Other changes members will want



to think about in making their decision about ratification include work rule changes to increase productivity, a new classification of support mechanic, available seat mile cap percentage changes, and the fact that newly hired employees would have a defined contribution pension plan.

The wage increases bring the three groups' wages to second highest in the industry. However, in the current economic climate, it wasn't possible for the negotiating team to recoup everything lost in 2003. On balance, the TWU negotiating team felt that, after 30 months of negotiations, the members should be given the opportunity review the TAs and vote for or against ratification.

"The language is simple, but these are not simple choices," explained International Representative Don Videtich, assigned to the Bargaining Committee. "After 30 long months of negotiations and careful consideration of the economic environment and what we gave up in 2003, the bargaining committee voted to send these agreements, which include raises and other improvements, to the membership for a ratification vote."

Copies of the TAs have been mailed to Locals' union halls for reviews and ballots have been mailed to members' homes for them to vote on ratification. The results are to be tabulated and announced by the Ameri-

*Continued on page 11*

## TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

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**Gary Maslanka** Director of Railroad Division

**Joe Carbon** Director of Gaming Division

**Sandra Burleson** Director of Human Rights  
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**John Donnelly**, Director of Strategic  
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**Alex Garcia** Director COPE and Political Field

**Elizabeth Giegerich** Director of Communications

**Frank McCann** Director of Organizing

**David Moses** Director of Information Technology

**Roger Toussaint** Director of Strategic Planning

**Ed Watt** Director of Health and Safety

**Portia Reddick White** Director of Legislative  
and Political Affairs

# PRESIDENT LITTLE

## Call to All Members to Join One Nation: 10-2-10 National March on Washington

**B**rothers and sisters of the TWU: we are at a critical crossroads, one where we can choose the politics of hope and change, or reward the politics of division and gridlock, such as we've seen by anti-worker forces in Congress and their 'party of no' backers.

I call on all officers, members and activists who are able to join the TWU International in "One Nation, Marching for One Dream," a mobilization to take America forward on October 2, 2010 in Washington D.C.

As we struggle to climb out of a deep recession we must awaken public attention to the huge political clash now looming over these elections. This November's congressional and state races will decide our country's direction for years to come and have vital importance for TWU members and other working Americans. October 2

"...we are at a critical crossroads, one where we can choose the politics of hope and change, or reward the politics of division and gridlock..."

—TWU President James Little



President James C. Little addressing a crowd of thousands at a transit coalition rally in Washington D.C.

is just one month before Election Day. This mobilization will demonstrate the power of our united One Nation coalition, created by forces of goodwill that stand for hope and change.

The TWU is one of the founding forces in the One Nation coalition, driving the mobilization which shows we're not going to cede the political agenda to a phony, pseudo-populist party, created by wealthy interests and extremists — we're going show that the real majority of working Americans stands for economic stimulus and growth based on jobs and investment in our communities.

At the TWU's June International Executive Council meeting, the IEC discussed the importance of this political era and the march in October, knowing that if the voices of working America are not heard against those of hate and division, we will suffer increased anti-labor forces blocking legisla-

tive and policy changes that we desperately need in order to have a level playing field in Washington.

Our grassroots and activists networks must be fully engaged in these weeks leading up to the march on Washington. Locals will receive information on how to get involved in the mail, which will also be available on [twu.org](http://twu.org).

Get involved in the movement to take America forward into a hopeful future for working families.

### **JOBS AND GROWTH — OR MORE POLITICAL GRIDLOCK?**

#### ***A Stark Choice this November***

The march will emphasize that America has a stark choice on November 2 over the course of recovery efforts.

One camp — the Obama administration and a majority (right now) of lawmakers

*Continued on page 11*



# Railroad Division Wins Unprecedented Contracts with Amtrak

*TWU's Railroad Division is successfully navigating its way out of the dark tunnel of the Bush years into the light of an environment shaped by a more labor and rail-friendly federal government.*

**O**n May 28 and June 18, the Railroad Division ratified two unprecedented contracts with Amtrak after less than five months of negotiating. The swiftness in reaching these agreements and provisions included within are record breaking considering the union's history negotiating with the company, and in comparison with other labor agreements during these economic times.

"These agreements are a remarkable deal in this economic environment, and would be great contracts even during more prosperous times," said TWU Railroad Division Director Gary Maslanka.

That the agreements were achieved so quickly is in stark contrast to the past, when ongoing irregular and inadequate funding, along with deeply rooted political ramifications, always caused negotiations to drag on for years. The TWU was engaged in a nearly eight-year battle with Amtrak over its last agreement for Joint Council of Carmen, Coach Cleaners, and Helpers (JCC) mem-

bers, which ended up before a Presidential Emergency Board in order to achieve justice for TWU members.

This year's contracts, which cover the JCC and Amtrak Service Workers Council (ASWC) members, provide 15 percent raises over 5 years, protect current health benefits, and put hard dollar caps on membership contributions, extremely important provisions given the state of the economy and the ever increasing cost of health insurance.

They also provide for minimal work rule changes, a contrast to past negotiations where carrier demands would have literally gutted agreements. Draconian rule changes were a large factor in the eight-year long negotiations that ended only less than three years ago.

"The success of these contracts is attributed to Gary Maslanka and his staff's expertise, aptitude, and keen understanding of the industry's new atmosphere, which presents unprecedented opportunities for Amtrak and TWU's potential influence on



Railroad Director  
Gary Maslanka

the future of rail in America," said TWU International President James C. Little.

The passenger railroad industry's new atmosphere is shaped by a federal government that understands the value and supports passenger rail investment, in contrast to past administrations' starvation budgets for Amtrak.

Having been organized by Congress and President Nixon to provide intercity passenger rail service in 1971, Amtrak has been subject to the federal government's whim since its inception. Because the U.S. President appoints the board of directors and the Senate confirms the choice, elected officials have a heavy influence on Amtrak's agenda, and the Bush Administration's plans for Amtrak were to starve its funding and drive it into the ground.

In November 2008, the month President Obama was elected, Joseph Boardman was appointed CEO and President of Amtrak. TWU immediately began cultivating a positive relationship with Boardman, and learned that Boardman seemed to have the foresight and intelligence to understand that Obama's stance on environmental responsibility, jobs, rail and labor would help to revitalize the industry. Both Boardman and Maslanka also understood that a positive labor-management relationship is absolutely essential in order to take advantage of the new opportunities for rail and to stand out against the competition.

The recent contracts with Amtrak, in addition to providing members with the fair contracts they deserve, demonstrate that Amtrak's backbone — its workers — is strong. The success of these agreements show that a productive labor-management relationship pays dividends, and add to an already compelling case for making Amtrak, America's Railroad, the carrier of choice at this time of renewed interest in passenger rail.



TWU Officers with Amtrak President Boardman at Beech Grove shop in Delaware. Shown here, from left to right: Don May, President Local 2003; John Feltz, International Representative; Tom Carper, Amtrak Board Chairman; John Milenbaugh, Local 2003 Amtrak Vice Chairman (Lead Carmen/Painter); Joe Boardman, Amtrak President & CEO; Gary Maslanka, Railroad Division Director; Kevin Wheatley, Amtrak Section Chairman; Danny Groves II, Local 2003 Rec. Sec.



←  
The International  
Executive Council  
at the June IEC  
meeting.

# JUNE IEC MEETING

## Reviews Plans for TWU to Strengthen its Role on the National Stage

**T**WU's International Executive Council, meeting June 22-23 in Atlantic City, New Jersey, reviewed plans designed to increase TWU's force on the national stage and to build strength moving into 2011.

International President James C. Little, who chaired the two-day session, reported on collaborative projects the Air Transport and Transit Divisions have embarked upon, the Railroad Division's achievements with Amtrak contracts, the success of strategic planning and capacity building sessions, and the forthcoming move of the International headquarters from New York City to Washington, D.C.

"If we are going to continue to evolve we need to have a viable presence in Washington, D.C.," President Little told the Council, which concurred with his recommendation.

TWU leadership levels have recognized the need for this move and have been planning for it for many years. President Little has brought these long-standing plans to fruition.

"As an International union it is key that we be involved in our nation's politics, and when it comes to politics and legislation, you can't phone it in. Having a solid presence in the capitol is going to help push TWU issues forward and to work hands-on with legislators who we need to help move our agenda."

In his report, President Little described ongoing strategic planning sessions, which he views as a top priority for the union in

the current political and economic environment. He praised TWU local presidents who have participated in the the most recent meetings, which focused on two main topics: elevating TWU's infrastructure and branding of the union, and strength through autonomy. Little also described the success of recent Divisional and Departmental capacity planning sessions as indications of progress towards greater efficiency within the International and for locals.

President Little also reported to the Council that International Executive Vice President Harry Lombardo has been assigned to spearhead the Save Our Ride campaign, which you can read about on pages 12-13 of this issue.

The union's finances were reviewed by International Secretary-Treasurer Joseph Gordon, who explained that no different from most businesses, organizations and Internationals, and many TWU locals, we've had to navigate our way through one of the most devastating economic downturns since the Great Depression, but that we've seen signs of an economic recovery with a few of our major contracts settled and others out for ratification. Gordon also mentioned that the cost of the Save Our Ride Campaign and the move to Washington have raised some of the International's costs, but that he has confidence these investments will even out over time with the expected progress of these ventures.

In his report, President Little also

announced that the International is continuing to cut expenses where possible, but has reached a point where it is no longer financially viable to bear the cost for Local 721's office and expenses. The TWU will continue to represent the casino dealers with TWU's Gaming Division Director Joe Carbon's continued assignment to oversee the Local, but the official Local 721 office was closed on August 1.

Strategic Planning Director Roger Tousaint reviewed the details of TWU's involvement with the "One Nation: the 10-2-10 National March on Washington" event. He stressed TWU's imperative involvement with this movement, which is dedicated to moving America forward, and providing an alternative voice to an anti-worker movement and its determination to "take the country back" into divisiveness, bitterness and roadblocks to change.

President Little emphasized the importance of the upcoming mobilization event on October 2, 2010 by urging the IEC to participate and encourage member involvement.

### NEW DIVISION DIRECTORS ANNOUNCED

President Little announced recent changes to International staff that he explained will allow TWU to be more involved in external industry affairs, without jeopardizing Division level service to locals.

International Vice President Garry Drummond was announced as the new Director





*Left: Air Transport Division President's Council, Right: Transit Division President's Council, Below: Railroad Division President's Council.*

of the Air Transport Division, with outgoing Director John Conley now assigned to work with external aviation issues, among other International assignments. Both Conley and Drummond reported on the current developments in negotiations, legislation and the aviation industry. Conley announced that the TWU has signed a Memorandum of Understanding (MOU) with the International Brotherhood of Teamsters, and the Coalition of Airline Pilots Association. The MOU is a joint commitment between the three parties to work together on relevant legislative issues.

International Representative Carl Martin was announced as the new Director of the Transit, Utility, University and Services Division, with outgoing Director Susan Resch now assigned to assist with external transit issues and Applied Research. Martin reported on the state of many transit contracts, the success of several transit organizing drives, and the funding crisis facing many of TWU's biggest transit locals.

Railroad Division Director Gary Maslanka reported on the successful contracts that two groups have reached with Amtrak after only five months of negotiations, a stark departure from the last contract negotiations, which took eight years to reach an agree-

ment. Maslanka noted that, in addition to being solid contracts, the agreements also assist in achieving more productive Labor/Management relations at Amtrak, a key in TWU's quest to ensure Amtrak is the operator of choice in the new and changing passenger rail environment. Read more on page 6 of this issue.

Others reporting included TWU's new COPE and Political Field Director Alex Garcia, Director of Legislative and Political Affairs Portia Reddick White, Managing Director of Organizational Development Tonya Gordon, Gaming Division Director Joe Carbon, Organizing Director Frank McCann, Human Rights Director Sandra Burselson, Strategic Resources Director John Donnelly, General Council David Rosen, Communication Director Liz Giegerich, IT Director David Moses, and Chair of the Appeals Committee Gary Shults.

### **TWU HOSTS DIVISIONAL MEETINGS, SUPPORTS EXCHANGING OF IDEAS**

Following TWU's International Executive Council meeting in Atlantic City, local officers from all divisions met June 24-25 to discuss the issues and challenges facing their members.

On the morning of June 24, International President James C. Little greeted all groups, emphasizing that such Presidents' Councils are opportunities to exchange ideas and build knowledge.

"Coming together and learning from each others successes, challenges and strategies is one of the most valuable things our locals can do to strengthen their own locals as well as the entire union," said Little.

President Little also reviewed the International's move to Washington DC, in order to increase TWU's participation in the legislative and political arena and urged all Presidents to get involved with the One Nation Movement and March on Washington on October 2.

"We will not continue to support leaders who are not working for our agenda," said Little. "We need to step out of the box and send a clear message. The time for complacency is gone."

Little addressed the International's efforts to play a more active role in regulatory and policy-making bodies that affect our members, and commended the honorable appointments of International Vice President John Conley to the Department of Transportation's Future of Aviation Commit-



*New ATD Director Garry Drummond*



*New Transit Director Carl Martin*







tee, and Health & Safety Director Ed Watt to the Federal Transit Administration's Transit Rail Advisory Committee for Safety, both designed to help shape the future of the air and transit industries.

"We are building alliances and branching out, something that has already helped the TWU evolve in this uncertain political environment," said President Little.

Director of Legislative and Political Affairs Portia Reddick White discussed legislation specific to each division and urged all presidents to encourage members to register and vote on November 2.

TWU's new COPE and Political Field Director Alex Garcia announced his plans for the merger of the departments and to use State Conferences for COPE drives, urging Presidents to get involved with Conferences and their local and state politics.

International Organizing Director Frank McCann reviewed current organizing drives and provided background on the decision to help Jet Blue, Virgin and Allegiant Airline Flight Attendants organize. Seeing the success the TWU has had at Southwest, a similar low cost carrier that boasts an industry-leading contract, the Organizing Department is working to bring the same benefits

of TWU representation to the newer and unorganized airlines.

Human Rights Department Director Sandra Burleson announced the recent name change of her Department, formerly Civil and Human Rights, explaining that civil rights are included in Human rights, and that human rights encompass more than race issues, as the term "civil rights" connotes.

Health and Safety Director Ed Watt explained the wide range of use that health and safety has for members, locals and the

union. Read more on page 20.

Strategic Resources Director John Donnelly presented Airline and Railroad Division presidents with an overview of his group, its skill sets and mission as a cross functional asset — to provide "consultant like" assistance in a variety of areas — to the TWU.

All Divisional meetings included open discussions or panels where local presidents reported on achievements and challenges affecting their locals. Presidents shared information candidly in order to learn from and to teach each other.

## HONORING TWU'S LONG DEDICATED WOMEN

At the June IEC meeting in Atlantic City President Little honored TWU's dedicated Administrative Secretaries, particularly the three who have been working for the TWU for longer than most of its current officers and staff and who are retiring this year: Francine Albach, Carlean Williams and Bernadette Uckele. Albach has been with the TWU for 58 years. Uckele has been with the union for 39 years and Williams has been at TWU for 32 years.

"These women are an inspiration to all of us who have worked at the union and have always been the backbone of the International," said President James C. Little. "Their relentless dedication and work are a standard to admire and they will be truly missed."



Top left: Francine Albach at a commemorative ceremony in her honor during the Railroad Division Presidents' Council meeting, hosted by Railroad Director Gary Maslanka. From left: International Executive Vice President Harry Lombardo, Administrative Assistant to the Int'l President Jeff Brooks, President Little, Int'l Rep. Fred Fink, Fran Albach, Int'l Rep. John Feltz, Rail Dir. Maslanka, and Int'l Sec. Tre. Joseph Gordon. Top right: Carlean Williams with International Secretary Treasurer Joseph Gordon. Right: Bernadette Uckele.





# International Awards 15 **QUILL** College Scholarships

## THE 2010 QUILL WINNERS

(1) Gabriella K. Antignolo, Local 501; (2) Quentin J. Campbell, Local 100; (3) Daniella D'Aquino, Local 100; (4) Allison M. Kane, Local 510; (5) Brittanie I. Kreiser, Local 223; (6) Lexys A. Martinez, Local 100; (7) Melissa Imbruglia, Local 2054; (8) Jacqueline S. Paluszek, Local 100; (9) Mark T. Swanson, Local 563; (10) Whitney D. Qualls, Local 545; (11) Kendrick L. Rudolph, Local 541; (12) Gawayne D. Taylor, Local 100; (13) Bobby M. White, Local 291; (14) Breanna E. Silva, Local 507; (15) Jeffrey K. Wright, Local 291

**Alternates:** Matthew T. Terrell, Local 530; Joyce John, Local 100; Amber T. Payne, Local 100; Austin F. Simone, Local 2054; Jissy Cyriac, Local 512; Declan Geraghty, Local 512; Jenny Tse, Local 100; Brittany E. Reilly, Local 106; Luke J. Nomeland, Local 563; Joby G. Jacob, Local 252

## UNION BENEFIT PLANNERS WINNERS

(\$2,400 each for one year) Mic Kae T. Truman, Local 100; Ethan J. Ockay, Local 1400; Wyell A. Okda, Local 567; Ryan Humphrey, Local 514; Haley E. Hafbauer, Local 2011

## LOCAL 514 SCHOLARSHIPS

Winners: John T. Hatzell; Mathew D. Hendrix; Kyle D. Wingate; Amanda J. Haberman ; Brianna M. Masingal

**Alternates:** Branon K. Cotton; Lauren N. Bernales; Curtis G. Holloway; Stacy A. Tucker; Corey M. Smith

## LOCAL 252 SCHOLARSHIPS

Winners: Jarrett S. Jones; Amanda T. Bonsignore; Joby G. Jacob; Samantha C. Gavan; Janine R. Meade

**Alternates:** Kyana M. Binford ; John J. Goode; Allison Janke



The TWU International awarded 15 four-year college scholarships to the sons and daughters of TWU members from across the country. The random drawing for this year's winners took place at the International's headquarters at 1700 Broadway in New York City on June 2.

The 15 winners and 10 alternates were drawn from hundreds of applicants by TWU Education and Research Coordinator Helen Mahoney.

The scholarships are worth \$4,800 each, paid over a four-year period, for use at any accredited four-year college. In addition to the 15 Quill Scholarships, five other grants amounting to a one-time \$2,400 payment each were awarded by

Union Benefit Planners, an employee benefits consulting firm.

Also, ATD Local 514 funds five additional \$4,800 scholarships for children of its members and Transit Division Local 252 funds five one-year scholarships for its members.

The Quill Scholarship Program is supervised by International Executive Vice President Harry Lombardo with the able assistance of Administrative Secretaries Bernadette Uckele and Carlean Williams. Visit [www.twu.org](http://www.twu.org) for more information on the Quill Scholarship winners.

*congratulations!*



Continued from page 5

— says: focus on putting 15 million jobless Americans back to work. Stimulate the economy by investing in our infrastructure, including neglected, under-funded transit systems. Bolster our sagging state economies and invest in clean energy programs that both spur job growth and address energy and environmental threats.

On the other side, calling themselves deficit hawks, are a nearly lock-step Republican caucus determined to block anything the Obama administration proposes. Most recently, millions of jobless workers lost benefits because of filibustering by Senate Republicans, joined by a couple of Democrats, who refused to extend approval of long-term unemployment aid that expired in May.

For 8 weeks, those 2.5 million working families suffered until pro-worker forces finally, on July 20, mustered the 60 votes required to break the GOP filibuster and restore long-term assistance. Benefit extension is viewed by many economists as a needed stimulus to the economy as well as the right thing to do in a long economic slump. (Today, there is only one available

job for every five job seekers.)

The GOP gridlock strategy is especially apparent in the Senate. It sounds undemocratic, but majority support for a Senate bill isn't enough to pass it — 60 out of 100 votes are needed if opponents dig in. That's why the health care battle was such a marathon struggle, and why TWU and other unions had to fight so hard to battle the insurance lobby and protect workers' interests in the final bill.

Anti-worker forces in both houses have cynically decided that obstructionism — whether on health care, Wall Street regulatory reform or programs to create jobs and revitalize the economy — is the key to defeating candidates they try to brand as “big spenders.”

The One Nation mass march is just the official start for a major, nationwide TWU election mobilization. Activists will coordinate with the AFL-CIO in phone banking and door-to-door canvassing, member education and networking, and getting out the vote. Visit [www.twu.org](http://www.twu.org) to get involved and stay updated on the One Nation March in Washington on 10-2-10.

## Air Transport Division Contract Update

Continued from page 4

can Arbitration Association on August 24.

While the America Airlines Maintenance and Related, Stores and Technical Specialists groups decide whether to vote “yes” or “no” on ratification of their contracts, American Airlines Fleet and Ground Service Workers will be taking a strike vote.

On June 28, at the request of the National Mediation Board (NMB), TWU International President James C. Little, International Vice President John M. Conley and International Representative Timothy J. Gillespie, met with AMR officials and representatives of NMB, including board member Harry Hoglander, to receive clarification of the Fleet and Ground Service negotiations.

The TWU had previously requested release from mediation on March 11, 2010. Since we were unable to reach a mutually agreeable resolution, we reiterated our desire for release. President James C. Little made the decision to revoke the TA based on the fact that TWU local Presidents and the negotiating committee could not recommend the agreement. The ATD mailed a letter to all fleet service locals asking them to schedule strike votes during the month of July. As of this printing, the TWU is awaiting the results, which will be tabulated in August.

Three other American Airlines groups, Ground School Instructors, Simulator Technicians and Dispatchers, and American Eagle Dispatchers and Fleet Services groups are still in mediated negotiations.

TWU's Maintenance and Related and Ground School Instructor work groups at American Eagle both signed new two-year agreements with the company in April. The agreements cover Aircraft Maintenance Technicians, Inventory Control Specialists, Ground Support Mechanics, Aircraft Cleaners along with Ground School Instructors. The American Eagle Maintenance and Related contract provides a lump sum payment at date of signing (DOS) and another lump sum after twelve months. The Ground School Instructors agreement is an inaugural agreement, which provides for an initial pay increase along with lump sum payments after 12 months and 24 months from DOS.



# BE THERE AND BE COUNTED

## Register Now on [twu.org](http://twu.org), Vote on Nov. 2

It's crucial that our voices are heard on Election Day — *every single one of us.*

That starts with making sure that you're registered to vote, as well as all of your family members and friends. All working people have an enormous stake in keeping pro-worker candidates on the job, defeating the forces of political division and gridlock, and protecting our jobs and our future.

Go to [www.twu.org](http://www.twu.org) for information on deadlines and procedures for voter registration in your state.

The next issue of *TWU Express* will have more information on the issues, critical races and specific candidates endorsed by our union, as well as ways that you can volunteer for an active campaign role in your community.



# TRANSIT FIGHT *of the* CENTURY



The TWU, ATU and Rev. Jesse Jackson alliance rallies to 'Save Our Ride' held in 8 major cities across the country in the last two months have brought the transit crisis to the attention of the local and national media and politicians, and helped connect transit locals with the community support needed for the uphill battle ahead.

Since May, community leaders and riders in Atlanta, Birmingham, Detroit, Cleveland, San Francisco, Sacramento, Houston and Miami have joined the Save Our Ride alliance at rallies to demand an end to the destruction of mass transit — service cuts, layoffs and fare hikes — and the effect this destruction will have on their cities and the environment.

"The transit cuts are actual amputations. They are cutting routes completely; they are cutting people off from their jobs and they are cutting the community off from the vital service of public transportation," said Theotis James, TWU International Representative at a Save Our Ride rally in Atlanta in May.



As reported in the last issue of the *Express*, under the leadership of International President James C. Little we have formed the Save Our Ride alliance with the Amalgamated Transit Union and Rev. Jesse Jackson to support TWU transit locals and the riding public in cities that are suffering from the transit crisis. At the direction of President Little, TWU International Executive Vice President Harry Lombardo is heading up the TWU's efforts, supported by International Representatives Theotis James, John Bland, Irwin Lum, J.W. Johnson and with ground support from local leadership.

"This is an uphill battle for the riding public and transit," said Little. "Our locals and representatives around the country have done a commendable job publicizing the issue and our concerns for mass transit in

the media." He pointed out that a recent survey by the American Public Transit Association showed that 84 percent of public transit agencies across the country have increased fares, reduced services, or are considering one or both actions.

Little stressed that TWU locals have a major role not only in driving the Save Our Ride campaign locally by building alliances, and mobilizing member support for federal legislation, but also in making sure that financial assistance is used by local transit authorities "to maintain jobs, wages and the service that we and riders advocate for." He noted that federal stimulus funds already have been provided to many cities that could have used them to preserve and improve transportation, but instead are slashing jobs and services.





**The TWU and allies in the Save Our Ride campaign are working doggedly to pass two key bills to address the nationwide transit crisis:**

- H.R. 2746 and S. 3189, which will allow for local control of federal transit funds. Current federal aid for municipal public transit comes with significant strings attached; local officials in large cities like San Francisco can only use these funds for capital projects and are prevented from using resources to meet local needs and priorities. Sen. Sherrod Brown (D-OH) and Rep. Russ Carnahan (D-MO) are prime sponsors.
- The Public Transportation Preservation Act of 2010 (S.3412 and H.R. 5418), which will provide \$2 billion in emergency aid for transit systems throughout the U.S. to help reverse fare increases and service cuts. Senate Banking Chair Chris Dodd (D-CT) and Rep. Michael McMahon (D-NY) are sponsors of this legislation.

"We'll be in this for the long run as it is a complicated task to change long-standing formulas. The International is working hard to help our legislators understand that this is about our communities, our environment, the ability for a mother to take her child to day care, or a senior citizen to get himself to the doctor," said TWU Executive Vice President Lombardo.

"If these bills pass, it's important to remember that just because municipal systems will have greater ability to control their federal funds, it doesn't mean that they will use it for operations — on behalf of the riding public and their employees," said President Little. "We've seen it too many times: transit author-



ities neglecting what's best for the public and workers in favor of their own agendas. We have to fight for jobs and public service on the ground, city by city, as we take this campaign forward."

TWU State Conferences and Grassroots Training have helped to spur the coordination of local campaigns and activities at the local level. This kind of nationwide support network will be a resource for locals that are forced to battle local authorities to invest in operations that create jobs and maintain quality service.

Strong community support and unity between the TWU and ATU at the city and state level also will be required in order to demand municipalities to use federal funds for operations. The TWU plans to strategically build on the momentum created by this summer's nationwide Save Our Ride rallies to foster relationships with community groups, riders and others concerned with the future of public transit.

*Clockwise from left: The crowd of supporters at the Atlanta rally in May; TWU Executive Vice President Harry Lombardo addresses the crowd at the Atlanta rally; Rev. Jesse Jackson involves rally attendees in a slow chant to save mass transit now; ATU President Warren George explains new buses are no good without money to pay the operators; TWU President James C. Little tells a Save Our Ride crowd that it's time for mass transit to be funded properly. During the rally in San Francisco a moving billboard prompted on-lookers to text our ride to 69866 in support of the alliance.*



**Write to your representative and senator and urge them to support HR 2746, S. 3189 and S. 3412 and H.R. 5418 on behalf of the riding public and your brothers and sisters in transit. For more information visit [ourride.org](http://ourride.org) and text [ourride](tel:69866) to 69866.**

# Politically Active TWU Members Grow D.C. Savvy During DLPA Internship

TWU Local 502's Sharon Polk and Local 1's Bernie Burkett have been involved with their local politics in Los Angeles and Akron, Ohio, respectively, for years. But their experience with the Department of Legislative and Political Affairs Internship program this past April has broadened their understanding of how a presence in Washington, DC is an absolute necessity in order to be involved with national and local legislative decisions.

Along with attending legislative hearings on important TWU issues, learning the skills to thoroughly research bills and other documents, and attending fund raisers where they met lawmakers, the interns had the opportunity to help plan for TWU's 2010 COPE Legislative Conference.

"Being in Washington before the Conference showed me how important it is to be in this face-paced world where you are always running to different meetings, seeing different people and taking notes," said DLPA intern Bernie Burkett, Local 1 President.

Burkett was impressed with International President James C. Little's announcement at the COPE Conference that the International would be moving to Washington. "It touched me to see such a dynamic leader who understands the necessity to be more involved and readily available Washington," said Burkett, who felt that observing legislative hearings on the Hill was one of the most valuable aspects of the internship.

Sharon Polk, Local 502 Recording Secretary and Chair of the Local's Legislative Committee, emphasized Burkett's point: "When politicians see us in the Capitol it shows them that our presence and reach is both local and national."

Both interns said that it was a comfortable and learning experience interning at the DLPA and getting to know the staff. Polk added that the researching skills she learned during the internship has given her



*Top: Local 502 Secretary Treasurer and DLPA intern Sharon Polk with Local 250-A President Irwin Lum. Bernie Burkett (Local 1 President and DLPA intern) and Sharon Polk (Local 502 Secretary Treasurer and DLPA intern) both received DLPA Awards for their work in the political and legislative arena both at their locals and with the DLPA. Shown here: Burkett with International President Little at the COPE Legislative Conference accepting his award.*



needed insight to help inform her brothers and sisters about political issues.

Both Polk and Burkett emphasized that members need to take an active interest in their local politics and to voice their opinions. "You have to understand what you are voting for," Polk explained.

"Everyone should experience the internship if they have the opportunity because you come away feeling like you can conquer the world," said Polk.

"Everyone is encouraged to apply, but when TWU members accept the challenge to be an intern, they should understand that their work during the program is for the good of other TWU members. It's

important they are focused on the Department's agenda and plans created for them instead of any personal agendas or interests that they might have. That way, all of our members will benefit and not just one sector or local."

Apply for the 2011 DLPA Internship program by visiting [www.twu.org](http://www.twu.org) and clicking on the application on the right-hand side of the page. The deadline is September 30, 2010 so apply now! Please note that applicants will require approval by their local presidents.





# *new structure,* **BIGGER MISSION**

*by COPE  
and Political  
Field Director  
Alex Garcia*

I would like to start by thanking everyone who contributes to the COPE program. Without your support, it would be impossible for TWU to carry out its vital mission in helping to shape our country's political and legislative landscape. So, I thought I'd fill you in on some new developments at COPE.

The COPE Department has gone through several changes in the past several months and will continue to change as we adapt to developments in Washington and the states where our members live and work. Upon the retirement of Hubert Snead (see story this issue), who served TWU members for 40 years in various capacities, I assumed the position of COPE and Political Field Director. I had most recently been International Field Representative. The political field program and COPE have now been formally combined, creating the new COPE and Political Field Department. The step was taken to directly link our COPE dollars with the union's "on the ground" involvement in political races and campaigns to pass specific legislation beneficial to TWU members. We, of course, work closely with TWU's Department of Legislative and Political Affairs.

Our political involvement in the field is primarily through what are known as TWU state conferences. Where the state conferences have been active, they have been a great success in getting our TWU locals to coordinate their political activities in each state. My role in the past year, along with Political Field Assistants Gwen Dunivent and Terry Daniels, has been to support our established conferences and nurture the new ones that have been coming online. That effort will continue.

We currently have active single state conferences in California, Florida, New Jersey, Ohio and Texas. Some other states have combined their efforts in joint conferences. These are Georgia-Tennessee, Nevada-Arizona, and Illinois-Indiana. New York and Pennsylvania will soon launch their own state conferences.

Although we say it year after year, it is no less true: politics and legislation are so important to the lives and livelihoods of our members that we in the union run the risk of sounding like the boy who cried wolf. There is never a more crucial time to get involved politically and to contribute to COPE.

The mid-term elections are around the corner and our voices must be heard loud and clear if we are going to try and preserve some of the gains we made under a worker-friendly administration. In addition, much remains to be done in job creation, transportation funding, the environment, investment in high-speed rail, FAA reauthorization and a host of other issues.

As this department transitions we look forward to visiting with all of you, whether at a state conference or during a COPE drive in your area. We will be looking at every aspect of our department in order to improve how it functions, including the current gift structure and distribution methods, as well as how COPE drives will be done in the future.

Politics and legislation really are central to our lives as workers. Any gains made at the bargaining table can be undone at the ballot box. We welcome all your suggestions. Please feel free to contact COPE Coordinator Heather Rose ([hrose@twu.org](mailto:hrose@twu.org)), our newest member of the COPE Department, with any comments or questions.

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THERE IS  
NEVER A MORE  
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TO GET  
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## NEW YORK LOCAL 100 Gains Allies In Fight Over Job, Service Cuts

Local 100 is reaching out to enlist community and political support in a tough fight against the New York MTA's heavy-handed transit cutbacks, which already have cost several hundred Local 100 members' jobs in recent months.

Slashing bus and subway service, and reducing the presence of station agents, isn't only about jobs — it's a direct threat to public safety as well as a blow to small business, to low-income working commuters and to the handicapped.

Local President John Samuelsen was joined by Manhattan Borough President Scott Stringer at a Times Square news conference in mid-July to urge a huge public outcry over plans to close another 89 subway booths and fire 220 agents.

Stringer told the media: "It makes no sense to take away the eyes and ears of the system... The people underground are the people who are going to save us if there is a terror attack." Samuelsen noted

that the U.S. House Homeland Security Committee along with law enforcement groups have advised against the personnel cuts, which he called "a crime against New York City transit riders."

Earlier, Senator Chuck Schumer (D-N.Y.) joined local TWU members and allies, including the Amalgamated Transit Union and the community Straphanger's Campaign, at a rally to spotlight a bill that would save jobs and services for New York and other cities faced with transportation cutbacks — the Public Transportation Preservation Act.

The bill, which also is a goal of TWU's nationwide Save Our Ride coalition campaign, would earmark \$345 million in emergency aid for New York and "hold



*TWU Local 100 President John Samuelsen and Manhattan Borough President Scott Stringer at Times Square news conference in mid-July.*

off all job and service cuts for the next few years," Schumer said. Overall, the bill calls for \$2 billion in assistance to transit systems around the country.

Local 100 also is pressing for help from Albany, where the New York senate recently passed a bill to place a moratorium on job cuts pending a study of the impact on crime and terrorism; the measure now is before the state assembly.

## LOCAL 241

Local 241 reached its first contract settlement with Columbia's Lamont Doherty Earth Observatory after almost one year of negotiations. The contract brings new members to the Local. The three-year agreement provides wage increases and bonuses, no cost medical, grievance and discipline procedure, longevity pay, a seniority provision, and over-time distribution policy.

*Shown here with new members, from right: President Enso Rodriguez, transit Staff Representative Jerome Lafragola, Steward Charles Jones. On left, Treasurer Dino Centrone*



## LOCAL 212

**First Transit, Inc.** — Para Transit Drivers in Columbus, Ohio reached a three-year agreement that includes a wage increase and signing bonus, reduced probationary period from 120 to 90 days; more lenient bidding process; more vacation time for senior members; paid funeral leave and jury duty for part time members and increased contributions toward healthcare premiums from the employer.

**SHOP TWU** Find exclusive Union products at our TWU store at [shopTWU.com](http://shopTWU.com). All merchandise is Union made in the U.S.A.







## LOCAL 550 FAMILY DAY

Local 550 held its annual family day at Sandy Lake Park, Texas, in June. Members and their families enjoyed a day in the sun relaxing and getting to spend quality time with their TWU brothers and sisters and relatives.

← Shown here: President of Local 550 Mike Conner and his grandson, Local 550 dispatch representative and negotiator Kieth Shoberg

## LOCAL 291 Miami-Dade County Transit

Local 291 recently finished contract negotiations that, despite massive budget cuts, ended favorably. The Local was the only union out of Miami-Dade County's 13 public sector unions to secure a "no-layoff" clause. Twenty-six TWU employees who were laid off several months ago were reinstated as part of the overall contract settlement.

"We are very pleased with the outcome of these contact negotiations and thrilled that we have 26 brothers and sisters who are now back to work," said Transit Director Carl Martin.

At the April COPE Legislative Conference in Washington DC, Local 291 member Brian Davis explained his appreciation for his union's help in getting his brothers and sisters reinstated. "With the help of the TWU International, who helped put the right language in place, along with our Board and President, we were able to get those 26 positions secured again. It was a big plus."

## LOCAL 291 Swears in New Officers

June 1, 2010 • International Vice President J. W. Johnson swore in the new officers of Local 291.



Top: Front Row, from left: Michael Williams, Transportation Vice President; Reinaldo Rivero, Maintenance Vice President; Kevin Craig, Transportation Chief Shop Steward; Ricky Thomas, Transportation Vice President; Arthur Brown, Executive Vice President; Talib Nashid, President. Back Row from left: Brian Davis, Transportation Vice President; Jeffery Mitchell, Rail/Mover Vice President; Pete Flores, Transportation Vice President; Pete Cruz, Rail/Mover Vice President.

Photo on right: front row from left: Winneca Montgomery, Secretary Treasurer; Flora Ortega, Recording Secretary; James Townsley Sr., Transportation Vice President; Tangela Green, Transportation Vice Chairman; Rae Mansfield, Rail/Mover Vice Chairman. Back row from left: Eddy Gonzalez, Maintenance Vice Chairman; Richard Rodriguez, Maintenance Secretary; Jeffery Wright, Rail/Mover Chief Shop Steward; Jose Milian, Maintenance Chief Shop Steward



## LOCAL 252 → Volunteer at Empire State Games

In June about 40 Local 252 members volunteered hundreds of hours of their time to the Empire State Games for the Physically Challenged. The local has been helping transport the athletes from their dorms at Hofstra University to Mitchel Athletic Complex and Nassau County Community College for more than twenty years. More than 1,200 children compete in the games each year. This year's games were held on June 3-5.



## LOCAL 562'S Al Blackman Celebrates 68 Years of Service



From left: Bob Owens, President Local 562, Al Blackman, and Devon Erriah, JFK Station Manager Aircraft Maintenance

The year was 1942, James Cagney had won the Oscar for Best Actor in the film, "Yankee Doodle Dandy" and teenager Al Blackman began his career with American Airlines working at LaGuardia Airport in Queens, New York.

Blackman has worked for American for 68 years now; a front line participant in the technological evolution of aviation. As an Aircraft Maintenance Technician, Blackman worked on everything from turbo prop aircraft, to the earliest versions of commercial jet engines. On July 16, AA management and TWU Local 562 members celebrated this milestone with a party for Brother Blackman at JFK International Airport. He has been number one on the AMT seniority roster longer than most AMT's have been alive. Blackman has obviously been blessed with good health and a great attitude. Congratulations for such a remarkable achievement.

## LOCAL 568 HOSTS WORKING WOMEN'S COMMITTEE



The TWU Air Transport Division Working Women's Committee (ATDWWC) held their second meeting of the year on June 14, hosted by Local 568's union hall in Miami, Florida by the Local's President, Sidney Jimenez. Two new representatives, Angie Bell from Local 514 and Shannon Smith from Local 525, joined the 21 women in attendance from ATD locals across the country.

Following with its primary goals to address women's issues, mentor women for leadership roles at their locals and in their communities, and to cultivate interest in union activism, the Committee heard from several speakers who spoke on women's issues ranging from employment discrimination to how to detect and prevent skin cancer.

Libby Herrera-Navarette, a labor attorney for Local 568 who specializes in employment discrimination and sexual harassment litigation addressed the group about those issues.

Patty Ireland, also a labor attorney, discussed her experience working as a flight attendant for Pan American Airways and then returning to school to earn a law

degree. Ireland has the distinction of being the National Organization for Women's (NOW) longest serving president. She explained that when, "back in those days," the company offered family coverage only for men she turned to NOW and asked for help, which is when her association with the organization began.

Other speakers in attendance were: Deborah Dion, Political Director for the South Florida AFL-CIO; Jeannie Driscoll, Managing Director of AA's Miami Cargo operations and Maria Greco, a pilot and businesswoman.

Local 568 members Joyce Frissora and Gilda Brown Suluki presented research they had completed on skin cancer, including statistics and treatment and prevention of the disease.



Back Row: Malinda Hamm, Local 514; Gilda Brown-Suluki, Local 568; Alison Christopher, Local 526; Diana Thomas, Local 575; Traci Gosda, Local 575; Margaret Sadler, Local 555 and co-chair of ATDWWC; Sharon Polk Local 502; Shannon Smith Local 525 and Sec. Tres of ATDWWC; Cat Dusek Local 556; Angi Tucker, Local 513 and Chair of ATDWWC. Middle Row: Angie Bell, Local 514; Carolyn Burton Local 530; Maritza Blanco Local 568 Office Manager; Sidney Jemenez, Local 568 President; Joyce Frissora Local 568; Pam Thomas, Local 510; Nan Warren, Local 567. Front Row: Addie Crisp, Local 556; Sharon Riffle, Local 565; Shae Flores, Local 513; Kimberly Gray, Local 555; Meagan Winterst

Newcomer Angie Bell said, "I was truly amazed by the strength and power of the women in the room; I've never experienced so much sisterhood."

The next WWC meeting is scheduled for October 14th-16th in Hurst, Texas. A community service project supporting the Susan G. Komen "Race for the Cure" is scheduled for the 16th. For details go to: [www.atdwwc.org](http://www.atdwwc.org).



## TWU LOCAL 100 Retirees Enjoy Annual Summer Family Day

**JUNE 19, 2010 HOLIDAY HILL, CONNECTICUT**

The Local 100 Retirees Association hosted its annual family picnic where hundreds of TWU Local 100 retirees and family members enjoyed activities for all ages.



# The Benefits of Health and Safety

One of the TWU's top concerns is ensuring that members return home safely after every shift and that their well-being is protected. Robust health and safety programs help to ensure the union reaches its goal to protect individual workers on the job, but it also provides other benefits as well.

✓ Health and safety walk-around inspections results, safety committee reports, surveys and studies can be used during contract negotiations. These resources can be used to make a case during negotiations, including why members deserve better pay. In addition, a well-informed negotiating committee can help formalize necessary safety improvements in collective bargaining agreements, which helps improve working conditions in a concrete way.

✓ When conflicts have to be settled by third-party action, such as arbitration, health and safety documentation can be used to prove the union's positions are justified, and can also be used as evidence when grievances are filed.

✓ Most transportation jobs involve hard work, lots of stress and, sometimes, very dangerous working conditions. Unfortunately, many of our passengers or consumers have no idea how transportation work



can be so detrimental to our long term health and downright dangerous. Health and safety facts and information help to explain to the public how transportation workers risk their own well being to get the public to work safely on time, or to make sure their baggage doesn't get lost. Once the public sees that information, the union can gain public support for whatever issue may be at hand, and public support is a strong force to have on your side.

✓ Transportation is also heavily regulated at all levels of government. We know that with one single piece of legislation, years of collective-bargaining gains can be swept away. Hours of service, medical standards, and drug and alcohol testing are just some of the areas where legislation can impact our work lives. The ability to use health and safety material in the arena of public policy is crucial; testifying at legislative hearings can be a powerful tool to get our message delivered.

✓ Management is undoubtedly using surveys and other measurements of

health and safety to their own advantage, which is often not to the workers advantage. The ability to respond with the same level of expertise puts the union at an advantage in instances when management might use their health and safety statistics in a way that would be detrimental to workers.

✓ Lastly, and perhaps most importantly, bringing our members together around health and safety builds a stronger union. Keeping our members safe is something of which we can be proud.

*Contributed by Health and Safety Director Ed Watt*

*TWU's Health and Safety representatives at the National Safety Council's May meeting in Tulsa, Oklahoma. From left to right standing: Doug Cohen, Local 565; Warren Hobbs II, Local 565; Buster Kelly, Local 565; Jerry Davidson, Local 567; Roger Claycomb, Local 530; Ken Hass, Local 530; Orville Jarrard, Local 530; Rick Thomas-Local 530, Bryan Golden-Local 514, Justin Friend-Local 514, Jerry Yates-Local 514, Ed Watt-TWU International, Allen Russel-Local 514, Michael Massoni-Local 556, Michele Moore-Local 556, Carl Martin-TWU International, Dean Foster-OSHA Labor Liaison, Mark Johnson-Local 513. From left to right sitting: Danny Cobb-Local 513, Jesse Soto-Local 555, Frank Cinque-Local 101, Mike Conigliaro-Local 101, Norman Leibowitz-Local 101, Troy Rhoads-Local 567, Terry Kneller-Local 514. Not pictured: Jay Sleeman-Local 513, Tommy Creegan-Local 100, Jay Carrasco-Local 100*



## TWU Express and TWU.org Wins Awards

The New York Metro Labor Council awarded the TWU International Communications Department three awards for its work in 2009. The twu.org website won first place in the "Best Labor Website" category, Secretary-Treasurer Joe Gordon's bi-monthly column in the TWU Express won second place in the "Editorial/Column" category, and the history portion of the March/April 2009 issue of the Express won third place in the "Unique Performance" category.

The TWU International Communications department continues to work hard to use multimedia and traditional communications to stay connected with our membership.

# HUBERT SNEAD

## *retires after 39 years at the TWU*

After twelve years working at the TWU International, with decades of experience at Local 208, COPE Director and Administrative Vice President Hubert Snead retired in April of this year. Under his leadership as COPE Director contributions to TWU COPE reached the highest amount the union has ever seen.

"Hubert is a dedicated union man who has a keen sense of how to use our COPE funds to make the political system work for labor," said TWU COPE Coordinator Trish Rodican.

TWU President James C. Little added, "We wish Hubert well in his retirement, but we are sorry to see him go. We could always depend on Hubert to explain the importance of COPE to members and attract donations that he carefully allocated to promote a political agenda that favors working families."

A native of Columbus, Ohio, Snead came to the TWU in 1971 as a Bus Operator with the Central Ohio Transit Authority and member of TWU Local 208. He started representing workers as a Shop Steward in 1972 and 1973. He was subsequently elected Local Recording Secretary, Transportation Vice President and finally President of Local 208 in 1988. In that role, Hubert always reminded members and management, "A Bus is Nothing Without Us!"

During his time at Local 208, Snead came to understand the importance of politics in the everyday lives of our mem-

bers. So when he joined the TWU International Staff in 1997 he started to work in the COPE department expanding TWU's COPE presence in the locals he supervised. In 2004, Snead was named Director of the Transit Division, and then became the COPE Director in early 2009.

### **ALEX GARCIA NAMED COPE AND POLITICAL FIELD DIRECTOR**

International President James C. Little has named Alex Garcia to succeed Snead as Director of COPE and Director of Political Field. Garcia became a TWU member when he worked as a Fleet Service Clerk

at American Airlines in 1989. Three years later he became a Shop Steward and then a Chief Steward and a member of the election committee at Local 568.

Garcia's interest and passion for politics led him to take an internship position in Senator Bob Graham's office from 1998 through 2002, where he helped with Graham's 2000 presidential run and worked on fundraising for the senator.

In 2002, and again in 2005, Garcia was elected President of Local 568. In April 2007 International President Little assigned Garcia to serve as a TWU political representative in Washington DC, where he met with legislators on behalf of the TWU membership's political interests. In early 2009 he became the Legislative and Political Field Representative when he was tasked with beginning a Political Field Service Program.

Garcia holds a minor in political science from Miami-Dade College and a Bachelors degree in Labor Studies and Political Economy from the George Meany Center, now named the National Labor College.

*You can read more about Garcia's plans for the COPE Department and Political Field program in his column on page 15.*



*Hubert Snead addresses delegates at the TWU's 23rd Constitutional Convention in 2009.*



## FOCUS ON

# LABOR'S *next generation*

Connecting and communicating with young workers are core challenges for the labor movement.

**T**oday's labor leaders are asking themselves how to prepare the next generation of workers to lead a revitalized movement for workplace fairness and progressive change.

Bridging labor's generation gap was the focus of a unique conference in Washington, D.C., in June, the Young Workers Summit. Dubbed "Next Up," it drew 400 largely 20- and 30-something workers plus others joining online, from dozens of unions including TWU.

The AFL-CIO's top officers were all there, but remarks were intentionally brief — they made it clear that they were on hand not to give speeches, but to listen, and to spur a lively discussion.

The AFL-CIO organized "Next Up" because the labor movement needs to harness its full force and potential to meet the enormous challenges facing us. That means getting better organized, getting our membership more involved, and preparing the next generation of leadership. Young workers are the future of our movement. Their world is changing rapidly before our eyes.

The give-and take at "Next Up" was

indeed lively, TWU participants reported. One theme that came out repeatedly is that young activists are eager to become more involved in their unions. They want to benefit from mentoring by older, experienced labor leaders, and they want their unions to provide ways for them to plug in and get active. This led to suggestions to open up young worker representation on the AFL-CIO Executive Council and state and local labor bodies, as well as to promote youth development committees.

Delegates asked federation President

don't have a strong union presence or they don't come from union families, and don't know what having a union means. Others, remembering labor's history of being part of people's lives, not just something that happened at work, called for labor to be a leading voice in the broader social movements that are happening now. Indeed, polling of the delegates on a variety of labor strategies showed that summit conferees believe labor's biggest challenge isn't just using "new media" technology — it's educating the public at large on what

labor is all about, how unions can help shape a better, more just future for all Americans.

AFL-CIO Secretary-Treasurer Liz Shuler, who organized the conference, underscored the importance of education: "We need to do a better job of educating the public about the labor movement — who we are and what we do — especially in the schools." At 39, Shuler is one of the



*A young worker at the AFL-CIO summit writes participants' ideas on how labor can engage its younger workers. Courtesy Bill Burke, Page One Photography*

Richard Trumka to help develop mentoring programs and build a leadership pathway for younger workers. He assured the group that he would.

Several conferees called for communications tactics better targeted at the Internet generations — more use of social media such as Facebook, Twitter, Google groups and smart-phone "apps" to plug workers into union campaigns.

Conference participants pointed out that many younger workers are in fields that

younger leaders in labor's upper ranks.

Shuler, Trumka and Executive Vice President Arlene Holt Baker made it clear at the summit's end that Next Up is just the beginning of a youth movement and a broader education and communications effort to insure labor's clout and relevance in the years ahead.

For more information on the summit and the Next Up initiative, check out the "NextUp: Young Workers Forum" page on Facebook.

# spotlight: TEXAS & CALIFORNIA

## SOUTHLAKE, TEXAS, JULY 19

TWU Texas-based locals, met at Local 513

**GUESTS:** Rene Lara, Legislative and Political Director of the Texas AFL-CIO; Labor Legend and Democratic Candidate for Lieutenant Governor Linda Chavez-Thompson



The Texas State Conference with Linda Chavez-Thompson in the middle.



### ISSUES:

- Political landscape in Texas as the general election approaches this November
- Targeted key political races to volunteer with over the next 3 months
- Conducted Video Interviews for a TWU video on the State Conference program
- Rene Lara presented an election overview for the upcoming mid-term elections in November

• Linda Chavez Thompson discussed her long and rich relationship with the TWU that began when she worked as Executive Vice President of the National AFL-CIO.



## BURLINGAME, CALIFORNIA JULY 8

California-based locals met at Local 505

**GUESTS:** COPE and Political Field Director Alex Garcia and Political Field Assistant Terry Daniels

### ISSUES:

- The Political Field Team, under Garcia's leadership, reviewed what has made the 20-year-old California State Conference, the TWU's longest running Conference, successful over the last two decades.
- The Political Field team reviewed the merger of the COPE Department and Political Field program and explained how the merger will work with Conferences around the country.

"We were honored to look at the impressive work of the California State Conference over the last 20-plus years and review how we will learn from their past to help us move forward into the future."

— Gwen Dunivent, Political Field Assistant and California State Conference Director

California State Conference members at the San Francisco "Save Our Ride" rally on June 29. Front row left to right: Barbara Brooks, Crystal Walker, Jean Ellis-Jones, Rafael Cabrera, Irwin Lum, Andrew Simmons. Back row left to right: Walter Scott III, Michael Postell, Eric Williams, Terrence Hall



## NEVADA/ARIZONA

Las Vegas, Nevada

July 6

Met at the TWU Gaming Division Office

Guest: Cindy Reid, Wife of candidate for Nevada Governor Rory Reid

Issues: The Conference brainstormed about three candidate questionnaires, each specific to either local, state or federal political issues, to be distributed to interested candidates at those three separate levels.

## FLORIDA STATE CONFERENCES

Cocoa Beach, Florida

June 11

Florida locals met at Local 525's union hall

Issues:

- Space coast jobs; Local 525 provided an exclusive tour of NASA facilities
- FAA Reauthorization Act and Foreign Maintenance
- Save Our Ride rallies and the fight for greater flexibility of

federal stimulus funds at the local and state levels.



The Florida State Conference during the tour of NASA, shown here posing beneath the Shuttle Endeavour

**Miami, Florida June 28**

Held at COPE and Political Field Office

Guests: Kendrick Meek — candidate for state senator, currently a Florida state congressman





by *International  
Secretary-Treasurer*  
**Joseph C. Gordon**

# *the public* **GOOD**

ing at the newspaper stories you'd think they were responsible for bankrupting state and local governments, not to mention the continuing recession and the failure to find a cure for cancer.

TWU represents both public and private sector workers, so I don't have a particular ax to grind. I understand that when so many average Americans are suffering, losing jobs or forced to take lower-paying ones, it's easy to target workers who have more job security and good benefits.

The union bashers have been targeting private sector workers for decades, arguing that U.S. companies can't be competitive in world markets if they pay union wages. Now that most of the good-paying manufacturing jobs are now in low-wage havens overseas, there's not much to beat up on any more. That leaves public workers front and center in the anti-union crosshairs. It's always good to have a scapegoat when things aren't going well.

If you've ever attended a TWU Convention or other union-wide meeting, you've met some of our public sector workers in transit or municipal services. They're pretty nice guys and gals just like you, and not the villains they're made out to be.

Many of our public workers have college degrees, or other special skills, and could have earned more money elsewhere. They chose job security and good benefits because they felt it was a fair trade-off for their families' security. In recent years, they've given up pay increases to

Public sector workers sure are taking it on the chin lately. Looking

protect the benefits that are now being scrutinized. And that job security doesn't look that secure.

Public sector workers perform valuable jobs, taking commuters safely to and from work and our kids to school. They protect our water supply, environment and public health. Police, firefighters and teachers are some of the most prominent public workers now being bashed.

These workers have become a target because cash-strapped local governments and agencies have been hard-hit by the recession. Even worse, some states and local governments failed to adequately fund pensions, relying instead on inflated stock market values to avoid making the proper contributions. Now, they're casting the employees as the greedy villains.

Understandably, taxpayers resent pay-

***When so many average Americans are suffering, losing jobs or forced to take lower-paying ones, it's easy to target workers who have more job security and good benefits.***

ing for workers whose benefits are better than theirs. Part of the problem is that decades of GOP tax cuts sliced rates for corporations and the wealthy, while worsening the burden on the middle class.

It's a difficult issue that will be fought over for years to come. But, if you're smart enough not to buy the anti-union malarkey, you soon realize the problem isn't that public workers have decent pay and benefits. It's that so many other workers don't.

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